



An **APLEONA** company

Report

3 Brindleyplace
Birmingham
B1 2JB

T: +44 (0)8449 02 03 04
F: +44 (0)121 609 8314

Representations on the 'Addendum of Focused Changes' Melton Plan Land at Nottingham Road and Scalford Road, North of Melton Richborough Estates and Leicestershire County Council

August 2017

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Prepared By: Laurence Holmes

Status: Associate

Draft Date: August 2017

For and on behalf of GVA Grimley Limited

1. Introduction

- 1.1 Richborough Estates and Leicestershire County Council, hereafter "The Developers", have instructed GVA to make representations to Melton Borough Council ("the Council") on the Addendum of Focused Changes Melton Local Plan ("the Draft Plan") in relation to land between Nottingham Road and Scalford Road, north of Melton Mowbray ("the site").
- 1.2 These representations follow those submitted on behalf of the Developers to consultation undertaken in respect of the Emerging Options Draft Plan in April 2016 and the Pre-Submission Draft in December 2016, and should also be read in conjunction with representations submitted on behalf of the landowners and developers ("the Consortium") promoting land within the wider North Sustainable Neighbourhood (NSN) site.
- 1.3 These representations are supplemented by, and should be read in conjunction with the entries made to the online consultation form in respect of the CIL Preliminary Charging Schedule. For ease of reference, the representations set out in this report follow the structure of the online form.
- 1.4 An updated Illustrative Masterplan for the section of the NSN between Nottingham Road and Scalford road has been provided (**Appendix 1**). Similarly, the Proposals Map Extract of the NSN attached at **Appendix II** confirms the required alignment of the MMDR.
- 1.5 The remainder of this report is set out as follows:
- **Section 2** – Site Background and Context
 - **Section 3** – Response to Focused Changes
 - **Section 4** – Site Deliverability
 - **Section 5** – Summary and Conclusion

2. Site Background and Context

- 2.1 The site comprises 40.02 ha of agricultural land which is split into a small number of field parcels. The site forms 35% of the total area which is identified for the NSN, being situated within its western half.
- 2.2 The site lies adjacent to, and benefits from frontage to Scalford Road along its eastern boundary, whilst to the north it is bounded by agricultural land; to the west by Nottingham Road and to the south by an established residential area and a Class D1 education facility ('John Ferneley College').
- 2.3 The site is well located for local public transport links. This includes the No.25 bus route which stops 200 metres' distance from the site. The site is approximately 0.7 miles north of Melton Mowbray town centre.

3. Response to Focused Changes

- 3.1 This section sets out the Developers' response to the Focused Changes pursuant to relevant policies identified in the draft Melton Borough Plan, and responds accordingly to ensure that the draft plan is positively prepared, justified, effective and consistent with national planning policy.

Focused Change 1.2: Policy SS2 – Development Strategy

- 3.2 The Developers support the draft plan's retention of an overall housing requirement of 6,125 residential dwellings for the period 2011-2036, which equates to the delivery of 245 dwellings per annum (dpa).
- 3.3 The Draft Plan is now supported by a Joint Statement of Co-operation (January 2017) which states "*at present there is no declared unmet need in the HMA but it is recognised that the ability of each local authority to meet its own OAN will vary*" (paragraph 2.8). Leicester City Council and Oadby & Wigston Borough Council cannot currently meet their own need and will be dependent on surrounding authorities such as Melton Mowbray to accommodate this demand.
- 3.4 In addressing the above, the requirement of 245 dpa set by Policy SS2 of the Draft Plan makes a valuable contribution to meeting unmet needs in the wider HMA. Agreement to accommodate unmet need from the wider HMA through this policy-led approach demonstrates that the Duty to Cooperate has been met for the purposes of paragraphs 178 to 181 of the NPPF.

Recommended Change to Policy Wording

- 3.5 Given the capacity of the NSN to deliver a significant proportion of the housing requirement identified for the Borough during the plan period, it is recommended that the words "*at least*" are inserted in place of "*approximately*" regarding the ability of the Melton Mowbray Main Urban Area to accommodate 65% of the Borough's housing needs.

Focused Change 2: Policy SS5 – Melton Mowbray North Sustainable Neighbourhood

- 3.6 The Developers reaffirm their support for the North Sustainable Neighbourhood allocation. The respective elements of draft Policy SS5 are addressed below. Notwithstanding this, it is regrettable that Focused Change 2 makes no amendment to Policy SS5 regarding its true level of capacity.

Capacity and Deliverability

- 3.7 The Council will be aware from the Developers' previous representations to the 'Emerging Options' draft and the 'Pre-Submission' draft that the defined allocation area of the NSN is capable of accommodating up to 2,200 dwellings. This was demonstrated in the evidence submitted with those representations, namely the Development Framework Plan and corresponding Land Use Budget (see **Table 3.1** below).

Table 3.1: Land Use Budget for Melton Mowbray North Sustainable Neighbourhood

Land Use	Component/Quantum	Area Provided (Hectares)
Residential (Class C3)	2,200 dwellings across the NSN	71.01
Link Road	Link Road to link Nottingham Road with Melton Spinney Road	4.33
Local Centre	Local Centre to include 200 sqm gross Class A1 convenience store	0.20
Primary School	Two form entry Primary School (if required on-site)	1.73
Open Space comprising:	Ha/1000 population (ONS Census data indicates 2.4 persons per dwelling)	31.69
Parks and Gardens	1.92ha/1000 population	10.14
Natural and Semi-Natural Open Space	1.38ha/1000 population	12.62*
Amenity Green Space	0.77ha/1000 population	4.07
Provision for children and young people	0.13ha/1000 population	0.69
Allotments	0.38ha/1000 population	2.01
Football pitches	0.41ha/1000 population	2.16
Total Site Area		108.96 ha

*increased to include additional green buffer areas.

- 3.8 However, h1 of Policy SS5 identifies 1,700 dwellings for the site, of which 1,500 are to be delivered before 2036. As made clear in previous representations, this does not achieve the true capacity of the site and cannot be reconciled with the evidence supporting its allocation.

- 3.9 With regards to the Nottingham Road to Scalford Road section, the Land Use Budget set out in **Table 3.2** below demonstrates that 40.02 ha of land would be available for development, which would result in delivery of a total of 720 dwellings. This would deliver 48% of the allocation as currently identified (1,500 dwellings), or 33% of an allocation of 2,200 dwellings as sought for the total NSN area.

Table 3.2: Land Use Budget for Nottingham Road to Scalford Road section of NSN

Land Use	Component/Quantum	Area Provided (Hectares)
Residential (Class C3)	720 dwellings	21.27
Strategic Road Link	Section between Nottingham Road and Scalford Road	4.07
Local Centre	Local centre to include retail facilities (200 sqm convenience store) and Class B1 office floorspace on upper floor(s)	0.25
Education	Two-Form Entry primary school	1.7
	Potential secondary school expansion (John Ferneley College)	3.03
Open Space	Exceeds Policy EN7 requirement of 4.99 ha per 1,000 population (2.4 per household)	10.4
Total Site Area		40.72 ha

- 3.10 On the basis of the evidence put forward to the Council, Policy SS5 as drafted would not achieve the full potential housing delivery of the NSN. As previously discussed, suppressing the maximum capacity of the site could constrain the Borough's ability to meet its own Objectively Assessed Housing Needs, as well as those within the wider Leicester and Leicestershire Housing Market Area. In addition, it also increases the risk of insufficient funding being available to secure the delivery of vital infrastructure due to reduced capital receipts.
- 3.11 The figures set currently retained in Policy SS5 also suggest a conservative approach to housing delivery within the plan period, not borne out by robust evidence. Table 8 within the supportive text at section 4.6 of the draft plan establishes a delivery trajectory for the NSN which totals 2,200 dwellings for the period up to 2036. This is consistent with the Indicative Sales Trajectory submitted as part of the Developers' previous representations, which has been reproduced for reference below (**Table 3.3**).

- 3.12 This sales trajectory has been updated to reflect the findings of the revised Local Plan and CIL Viability Study¹ which recommend a reduction in affordable housing requirement from 37% to 15%, for the Sustainable Urban Extensions, in line with proposed changes to Policy C4.
- 3.13 Whilst the requirement for affordable housing provision is acknowledged by the Developers, it is important that the wording of Policy SS5, in seeking a policy compliant figure of 15% to be provided within the NSN, makes clear that at this stage there is nothing to indicate 15% affordable is not achievable but it is subject to viability.
- 3.14 Whilst the Developers support the Council's recognition, through its evidence base, of the need for a reduced on-site contribution of affordable housing, the policy wording needs to ensure flexibility in the event that a 15% on-site requirement cannot be met. As this would be secured through a S106 agreement, there remains the ability negotiate such provision, subject to viability.

Table 3.3: Indicative Sales Trajectory for Melton Mowbray North Sustainable Neighbourhood

Year (Apr-Mar)	Year	Private Unit Sales	Affordable Unit Sales	Year Total	Cumulative Total
2019-2020	1	72	13	85	85
2020-2021	2	108	19	127	212
2021-2022	3	108	19	127	339
2022-2023	4	144	25	169	508
2023-2024	5	144	25	169	677
2024-2025	6	180	32	212	889
2025-2026	7	180	32	212	1101
2026-2027	8	180	32	212	1313
2027-2028	9	180	32	212	1525
2028-2029	10	180	32	212	1737
2029-2030	11	180	32	212	1949
2030-2031	12	144	25	169	2118
2031-2032	13	70	12	82	2200
Total		1,870	330	2,200	

- 3.15 The Council will be aware of the evidence presented within the Developers' previous representations regarding housing delivery on large sites such as the NSN. Evidence produced

¹ 'Revised Local Plan Community Infrastructure Levy Study', Cushman and Wakefield, May 2017

by NLP² has identified that sites of circa 2,000+ dwellings are achieving an average completion rate of 161 dwellings per annum. Such sites are typically achieving their first housing completion within 0.8 years. This compares with smaller sites (e.g. those of 500 dwellings or less) which on average take more than 18 months to achieve first completions. Delivery rates on affordable housing are similarly found to be higher for sites of 500 dwellings or more.

- 3.16 In the context of the NSN, which will be afforded extensive frontages to a number of main thoroughfares (e.g. Scalford Road), a higher number of sales outlets can be achieved thus boosting delivery rates.
- 3.17 The trajectory set out above assumes 3 sales outlets, each achieving up to 4 private sales per month at the peak of development. The Nottingham Road to Scalford Road section of the site will deliver development within the first 5 years of the plan period (e.g. up to 2021). A delivery trajectory tailored to this part of the site is provided in **Table 3.4** below:

Table 3.4: Indicative Sales Trajectory for Nottingham Road to Scalford Road Section of NSN

Year Apr-Mar)	Year	Private Unit Sales	Affordable Unit Sales	Year Total	Cumulative Total
2019-2020	1	36	6	42	42
2020-2021	2	72	12	84	126
2021-2022	3	72	12	84	210
2022-2023	4	72	13	85	295
2023-2024	5	72	13	85	380
2024-2025	6	72	13	85	465
2025-2026	7	72	13	85	550
2026-2027	8	72	13	85	635
2027-2028	9	72	13	85	720
Total		612	108	720	

- 3.18 The trajectory above demonstrates that the Developers site will largely be delivered within the first few years of the plan period. The trajectory assumes 2 sales outlets, with each achieving 3 sales per month.

² 'Start to Finish – How Quickly do Large-Scale Housing Sites Deliver?', NLP, 2016.

- 3.19 It also remains the case that the Council's suggested trajectory fails to identify the disposal route for affordable housing. Whilst private dwellings are sold to individuals, affordable housing is sold by a developer in blocks as completed development parcels, typically through a Section 106 agreement to Registered Providers. This means that the affordable dwelling sales are achieved in parallel with private sales as development parcels come forward.
- 3.20 In view of the above, Policy SS5 needs to reflect the more realistic delivery trajectory identified above, recognising that the capacity of the NSN can be fulfilled within the plan period e.g. up to 2,200 dwellings.

Employment

- 3.21 The Developers reaffirm their support for both the delivery of employment generating uses within the area of the existing Sysonby Farmstead adjoining Nottingham Road and small-scale Class B1 employment uses within the site's new local centre; the latter having the ability to enhance the vitality and viability of the local centre.

Community Facilities

- 3.22 Leicestershire County Council's Education team have advised that a two-form entry primary school with capacity for 420 pupils should be provided on a 1.7 ha site within the NSN. However, this is not addressed by the Focused Changes and the wording of Policy SS5 should therefore be revised to reflect this requirement. Whilst the Developers envisage that the primary school can be provided alongside the new local centre, the policy should express this as a 'preference' and not a mandatory requirement.
- 3.23 Provisional additional land for improving the capacity of the existing secondary school is supported in principle, subject to viability. It is important that all residential development, in particular other allocated site within Melton Mowbray which generate a need for additional school places, are subject to planning obligations that secure appropriate funding.
- 3.24 The Developers support the provision of a new local centre to serve the day-to-day needs of future residents of the NSN. It will be important to apply a flexible approach to the quantum and mix of uses forming part of the centre, to ensure that high levels of vitality and viability are sustained with minimal risk of vacancy. Retail uses will be determined by operator demand and appropriate to the role and function of the local centre in terms of size and format. Such provision will be market-led and its mix cannot be pre-determined. This should be reflected in the policy wording.

Transport

- 3.25 The Developers reiterate their support of the strategic link road around the northern boundary of the site, which will connect Nottingham Road and Scalford Road, as part of the wider Melton Mowbray Eastern Distributor Road.
- 3.26 It is imperative that the alignment of the link road is consistent with the northern boundary of the NSN as defined on the proposals map. This needs to be made clear in the policy wording so that the alignment of the link road does not reduce the ability or capacity of the site to meet the Borough's housing requirement.
- 3.27 Whilst not addressed by the Focused Changes, Policy SS5 requires flexible wording in relation to a potential need for phased delivery of the link road, where its design and implementation is linked to planning applications for wider development within the NSN. This will be especially pertinent in the context of securing junctions which facilitate suitable access for some development sites. It may therefore be necessary to incorporate junction works associated with the link road as part of planning applications for wider residential development, particularly where the latter needs to be brought forward at an earlier stage.
- 3.28 The Developers support the amendment of Policy SS5 in respect of development being served by a 'frequent' bus service.

Community Infrastructure Levy

- 3.29 The Preliminary Draft Charging Schedule Supplementary Paper June 2017 advises that "CIL is not viable for residential development in the Melton Urban Area or in the sustainable neighbourhoods". Whilst the Developers support this recognition, specific reference to the North Sustainable Neighbourhood should be inserted into the Draft Charging Schedule, explicitly stating that a £0 CIL rate applies.

Energy Efficiency

- 3.30 Policy SS5 (en6) sets out the Council's aspiration to establish local energy standards. Notwithstanding the Developers' previous representations, this approach is not compliant with paragraph 009 of the NPPG, which states that:

"The National Planning Policy Framework expects local planning authorities when setting any local requirement for a building's sustainability to do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally described standards. Local requirements should form part of a Local Plan following engagement with appropriate partners, and will need to be based on robust and credible evidence and pay careful attention to viability. In this regard, planning authorities will need to take account of

Government decisions on the Housing Standards Review when considering a local requirement relating to new homes."

- 3.31 Energy efficiency and carbon reduction measures will be applied in accordance with Building Regulations. This position is confirmed through the insertion of Section 1A into the Planning and Energy Act 2008, in accordance with Section 43 of the Deregulation Act 2015. The Department for Communities and Local Government and The Rt Hon Sir Eric Pickles MP clarified the position in March 2015:

"From the date the Deregulation Bill 2015 is given Royal Assent, local planning authorities and qualifying bodies preparing neighbourhood plans should not set in their emerging Local Plans, neighbourhood plans, or supplementary planning documents, any additional local technical standards or requirements relating to the construction, internal layout or performance of new dwellings. This includes any policy requiring any level of the Code for Sustainable Homes to be achieved by new development; the government has now withdrawn the code, aside from the management of legacy cases..."

- 3.32 In light of the above, it is reiterated the Council should not set a policy which requires Building Regulation requirements to be exceeded, and that the wording of Policy SS5 should be amended accordingly.

Masterplanning and Delivery

- 3.33 As advised in previous representations, it is important that this part of the policy acknowledges that the delivery of comprehensive development across the NSN will be subject to a number of planning permissions, and so timescales for achieving consent may vary. It is therefore recommended that any individual sites within the NSN brought forward earlier in the plan period are not restricted by the absence of an approved detailed masterplan for the entire NSN. As such, requirements under m1 to m6 should be treated as indicative details for areas of the NSN falling outside the red line boundary of an application site.

Recommended Change to Policy Wording

- 3.34 The Focused Changes in respect of Policy SS5 need to be expanded to ensure that the following amendments are incorporated:
- 3.35 As proposed in previous representations, the following further amendments to Policy SS5 are recommended:
- h1 should be re-worded to state:

"Up to 2,200 houses with at least 1,700 to be delivered by 2036, 15% of which should be affordable, subject to viability"

- c1 should be revised to:

“A new two-form primary school (1.7 hectares) to be delivered alongside a local centre where possible and additional land provision towards potential secondary school expansion to meet the identified need for school places”

- c2 should be revised to:

“An accessible local centre that will incorporate a mix of uses including small scale retail (up to 200 square metres), office-based employment and other community and healthcare facilities, subject to viability and where a need has been identified”

- t1 should be revised to:

“A comprehensive package of transport improvements informed by an appropriate transport assessment will be delivered subject to viability and phasing to be agreed with the Council. This will include...”

- t1(A) should be revised to:

“A strategic road link connecting A606 Nottingham Road to Melton Spinney Road, consistent with the boundary alignment of the North Sustainable Neighbourhood, forming part of the Melton Mowbray Distributor Road as part of a wider agreed scheme. The link road should provide specific access points into the development parcels to enable access and to ensure that development can take place on a phased basis in advanced completion of the relief road.”

- en6 should be revised to:

“A development that complies with building regulations for energy efficiency and carbon emissions”

- Paragraph one, sentence two under the Masterplanning and Delivery sub-heading should be amended to state:

“In order to achieve a comprehensive approach, the masterplan should be prepared for the whole NSN. Sufficient indicative detail will be provided and agreed with the Council in respect of any land within the NSN falling outside the red line boundary of a planning application...”

- 3.36 The amendments are recommended in order to ensure that Policy SS5 is sound and that development can be viably delivered for the NSN within the plan period.

Policy SS6 – Alternative Development Strategies and Local Plan Review

- 3.37 The Developers reaffirm their support for an early plan review mechanism to ensure that housing delivery, in order to meet the Borough’s objectively assessed housing need, is not constrained.

Focused Change 5: Policy C2 – Housing Mix

- 3.38 The Developers support a flexible approach to the range of tenures, types and sizes of dwellings to be provided within the site, which should have regard to identified market conditions and viability.

Recommended Change to Policy Wording

- 3.39 It is therefore recommended that Table 9 is caveated to ensure this flexible approach and to reflect changing market needs which may not apply towards the latter stages of the plan period.

Focused Change 5: Policy C3 – Optional Building Regulations

- 3.40 The Consortium support the need for high quality housing that complies with National Space Standards and requirements within the Building Regulations 2015.

Recommended Change to Policy Wording

- 3.41 The wording in the policy should reflect the need to clarify these requirements at the full planning application stage, rather than outline.

Focused Change 6: Policy C4 – Affordable Housing Provision

- 3.42 The Developers support the reduction in the affordable housing requirement for the NSN from 37% to 15%, in light findings produced in the revised Local Plan and the CIL Viability Study (May 2017).
- 3.43 However, they reaffirm their support for the flexibility demonstrated by draft Policy C4, namely that the provision of affordable housing will be subject to economic viability, market conditions and other infrastructure requirements. The ability to negotiate this requirement at the planning application stage is retained through the S106 process.
- 3.44 In view of the Government's intention to introduce a greater range of affordable housing products, it is recommended that flexibility as to the type of accommodation which could be provided through development is maintained. Agreeing the precise form of affordable housing, where this is to be provided on-site, should be agreed with the Council during the course of a planning application being determined.

Policy C8 – Self-Build and Custom-Build Housing

- 3.45 Whilst the Council's acknowledgment of the Government's initiative to increase self-build housing provision is supported, it is important that its availability on development sites is not

held in perpetuity, at the expense of market housing delivery if the latter proves to be more viable.

Recommended Change to Policy Wording

- 3.46 It is reiterated that the marketing period for plots, as stated in the policy wording, should be reduced from 12 to 6 months. This would bring the draft policy wording in line with that previously identified in the Emerging Options local plan, thus avoiding an unnecessary constraint to housing delivery. In addition, this provision should be encouraged rather than required.

Policy C9 – Healthy Communities

- 3.47 As highlighted in previous representations, the proposed requirement for Health Impact Assessments (HIAs) to be provided as part of planning applications for major residential development is onerous and unnecessary. The impacts of allocating sites such as the NSN should be considered during the plan-making and examination process, rather than through individual applications.
- 3.48 Moreover, the requirement to mitigate impacts should be addressed at the planning application stage, subject to a need identified by a relevant statutory consultee. Introducing the HIA as an application validation requirement creates an unnecessary burden on the Council's development management process, as well as additional cost in sourcing external advice (where officers lack the expertise in-house to review the soundness of such assessments).

Recommended Change to Policy Wording

- 3.49 The final paragraph of Policy C9 should be removed, together with supporting paragraph 5.4.17.

Policy EC7 – Retail

- 3.50 As highlighted in previous representations, the quantum of retailing which could reasonably be accommodated within a new local centre within the NSN would be insignificant and fall well below the NPPF threshold of 2,500m², thus avoiding the need to assess town centre impacts.
- 3.51 Notwithstanding the above, the supportive wording set out in Chapter 6 and preceding Policy EC7 of the Draft Plan continue to make reference to providing a Retail Impact Assessment in respect of retail provision brought forward as part of a local centre within the NSN. For consistency, this should be removed.

Recommended Change to Policy Wording

- 3.52 The final sentence of paragraph 6.16.2 of the draft plan should be removed.

Policy IN1 and IN2 – Transport and Strategic Transport Infrastructure

- 3.53 The Developers welcome the commitment to the Melton Mowbray Distributor Road (MMDR) within Policy IN1. However, the supporting wording should reflect the need to align the MMDR route with the northern boundary of the allocation site, therefore ensuring the maximum capacity of the site can be reached.
- 3.54 In line with previous representations, it is imperative that sufficient flexibility is retained within the wording of Policy IN2 to ensure that the strategic link road can be potentially delivered in sections, as it may be necessary link its delivery to separate planning permissions within the NSN. As advised in respect of Policy SS5, it will be important to align junction design and delivery with access arrangements required to facilitate development with the NSN. This should be recognised in the wording of Policy IN1.

4. Melton Mowbray North Sustainable Neighbourhood: Site Deliverability

- 4.1 The Developers' wish to reaffirm their support for the allocation of the NSN in its entirety. The Council will be aware from previous representations that the Developers' site has been subject to a full suite of technical assessments, undertaken to demonstrate that the site is free from environmental and highway constraints.
- 4.2 The above formed part of the outline planning applications submitted for the site in 2014 (Refs. 14/00518/OUT and 14/00519/OUT), the findings of which were discussed in previous representations. The reports will form part of an impending joint application for the site, reaffirming its deliverability in planning terms.
- 4.3 As summarised in previous representations, the deliverability of the site is assessed against criteria set out in Paragraph 47 of the NPPF:

Availability

- 4.4 The Developers reaffirm their intention to develop the site, together with the landowners of the respective land parcels making up the wider NSN. This will enable all land to be brought forward for development within the plan period.

Suitability

- 4.5 As demonstrated within the previous technical reports submitted to the Council, and indeed through the Sustainability Appraisal of the Pre-Submission Borough Plan, there are no environmental or technical constraints to development on the site. In particular, it is important to reaffirm that:
- The site is not within an area at risk of flooding on the Environment Agency's flood risk maps;
 - There are no known statutory or local designations of nature conservation importance or tree preservation orders on the site;
 - No part of the site or its surroundings are the subject of any designations of landscape importance;
 - There are no known significant contamination risks on the site, having regard to its historic and current agricultural use; and
 - The site is readily accessible for a range of schools, shops and other local facilities and is located on a public transport route.

- The site benefits from excellent accessibility to the local highway network, which is supported by the commitment in the draft plan to deliver the Melton Mowbray Distributor Road.
- 4.6 The site represents an attractive, sustainable and viable location for residential development, and will facilitate the delivery of much needed housing in the area.

Achievability

- 4.7 The Developers reaffirm that the site is immediately available for development and is not constrained by issues of multiple ownership or any third party interests. For clarity, the Consortium represents all landowners for the NSN. There are no known issues that may otherwise impact upon the financial viability of developing the site and it is envisaged that housing will be delivered as early as 2019.
- 4.8 The Developers' site would be sufficient to accommodate approximately 720 residential dwellings at an average density of 35 dwellings per hectare. This is considered appropriate in the context of the surrounding area, allowing for larger plot sizes and a variety of dwellings by size and type.

5. Summary and Conclusion

5.1 The representations contained within this report and submitted on behalf of Richborough Estates and Leicestershire County Council reaffirm support for the proposed allocation of land comprising the Melton Mowbray North Sustainable Neighbourhood. To ensure the Borough Plan can be found sound, further amendments to, and in addition to those identified by the Focused Changes, are required:

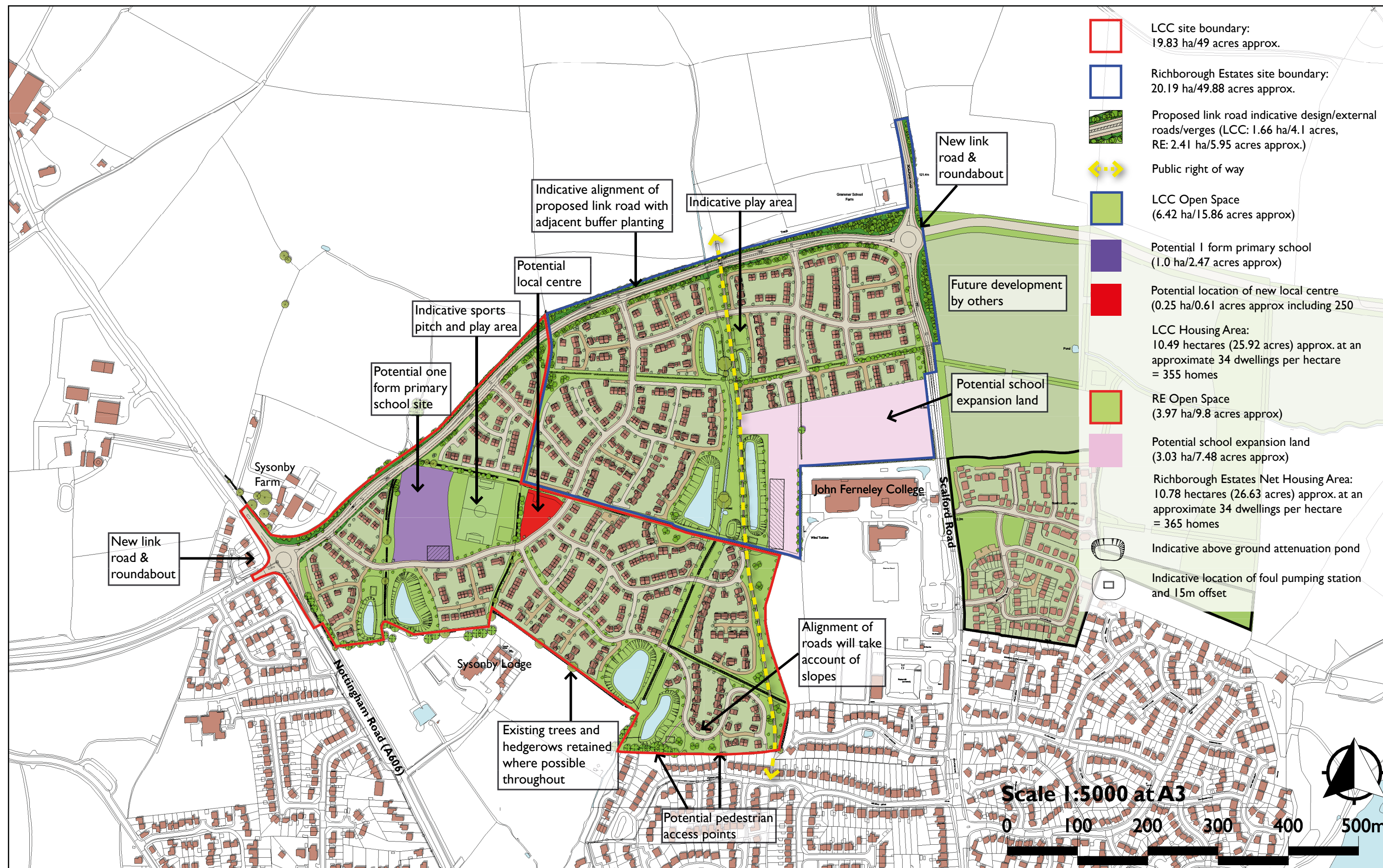
- Policy SS5 needs to be fully aligned with the delivery trajectory evidence submitted within previous representations and within the supporting text of the Pre-Submission Borough Plan. The policy wording needs to recognise the true capacity of the NSN of up to 2,200 dwellings and recognise that a minimum of 1,700 dwellings within the NSN can be delivered during the plan period.
- Policy SS5 needs to make clear that the provision of affordable housing will be subject to viability.
- Specific reference to the North Sustainable Neighbourhood needs to be inserted into the Draft Charging Schedule, explicitly stating that a £0 CIL rate applies.
- The supporting wording for Policy IN1 should reflect the need to align the Melton Mowbray Distributor Road route with the northern boundary of the allocation site, therefore ensuring the maximum capacity of the site can be reached.
- These representations also reaffirm the need for flexibility in the wording of Policy IN2 to ensure that this road can be delivered in sections, as necessary due to the need for separate planning permissions within the NSN.
- Flexibility within the wording of other relevant policies to facilitate the delivery of infrastructure within the NSN need to be retained, in the context of ensuring viable development.

5.2 It is reaffirmed that the proposed allocation of the Developers site, as part of the wider North Sustainable Neighbourhood, is justified upon a suite of technical evidence which demonstrates that the site is deliverable within the short-term and free from any environmental or technical constraints. This aligns with the key findings of the Council's plan-making evidence base, including the Sustainability Appraisal and the Pre-Submission Borough Plan.

5.3 The Developers' site continues to represent a sustainable development opportunity which is able to deliver a wide choice of high quality homes, including much-needed affordable housing for the Borough. The ability to deliver 380 dwellings within 5 years (and the entire Developers' site within 9 years) will help to ensure that the Borough is able to meet its

objectively assessed housing needs, as well as accommodate surplus need from neighbouring authorities, in accordance with the requirements of the NPPF.

APPENDIX 1



PROJECT	CLIENT
Melton North: Sysonby Farm	Leicester County Council

ILLUSTRATIVE MASTERPLAN

Drawing Number	Rev.	Date	townscape solutions
IM-01a	EE	08-05-17	208 Lightwoods Hill, Smethwick, West Midlands, B67 5EH E: kbrown@townscapesolutions.co.uk t: 0121 4296111, f: 0121 2268789

APPENDIX 2

Figure 8: Melton Mowbray North Sustainable Neighbourhood Concept Map

