

Chapter 8: Managing the Delivery of Development – Overall Comments

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Overall Comments				
Name	Response ID	Comment or Issue	Officer Response	Proposed Amendment
Robert Ian Lockey	ANON-BHRP-4H3G-2	<p>Not specific enough. How are the Council going to get more trains to stop in Bottesford, as the residents wish?</p> <p>Where are the numbers for new school place provision? The plan is so precise on the number of houses to be built, that surely this figure is known?</p> <p>In general these are key issues of Council responsibility, and it is regrettable that the coverage of them is so sketchy.</p> <p>How much of the CIL money will be at the discretion of the communities in which new housing provision will be located?</p>	<p>The Council is liaising with the County Council on school numbers and an updated Infrastructure Delivery Schedule will be published alongside the Pre-Submission Plan.</p> <p>Communities are entitled to a proportion of CIL to be spent on infrastructure. 15% can be received by Parish Councils and where a Neighbourhood Plan is in place this can rise to 25%.</p>	
Angus Smith	ANON-BHRP-4HZK-D	<p>This is a vital area for successful implementation and growth of the Borough through the Melton Plan.</p> <p>The town is being throttled by the inability for traffic to move successfully through it. Without support from developers financial input to the infrastructure of the town and borough future business and industrial investors will keep clear of the town and existing manufacturers will consider relocating beyond the limitations that Melton gives.</p> <p>Melton as a town grew due to its position as a suitable cross roads for trade both on agricultural and industrial opportunities, however it is evident by any visitors it did not continue to develop in a strategic fashion merely allowing expansion of the industrial and domestic units without properly investing in the transport and supporting systems infrastructure such as water, sewage, drainage and energy networks.</p> <p>As current businesses and housing residents can spend literally hours of wasted time passing from ones side to the other of a town that measures principally 4 miles across, it is a driver to move out rather than invest in. Some developers have expanded housing taking the cream without having to put any support into the road networks or other supporting networks of the town that now are heavily overloaded making the burden heavier on those wishing to develop the future, however it is essential that this cannot continue.</p> <p>Having the general plan for a bypass system around town is great and needs to implemented as fast as possible, recognising that it cannot be done in one act but merely as a building of a jigsaw, however for it to hold true, the complete circle around the town need to be scoped - even if it is only aspirational at this time, in order that it will eventually be completed.</p>	<p>Noted. The delivery of the Melton Outer Relief Route is a priority for the Council.</p> <p>Melton Borough Council and Leicestershire County Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.</p>	

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		Whether chinese proverb or just common sense - a difficult journey begins with a single step then adding another to it. Anything that supports transport systems around and through the town are supported by myself and the improvement of cycle ways and open spaces to enhance healthy living also.		
Gordon Raper	ANON-BHRP-4H3N-9	Transport issues need to be urgently addressed within Bottesford parish. The strategy needs to link with neighbouring local authorities - particularly Lincolnshire (main line station at Grantham) and Nottinghamshire (mainline stations at Nottingham and Newark). Our local primary school will need to be increased considerable to deal with an extra 300 properties by 2036.	A Transport Strategy is being developed alongside the Local Plan. Consultation with the County Council on school places is on-going. However, Bottesford schools both have surpass capacity to accommodate growth.	
John David Smith	ANON-BHRP-4H4X-M	Most interesting and informative.	Noted.	
Mr John Brown	ANON-BHRP-4H4Z-P	You mention energy and water - what about the sewerage infrastructure? Some systems cannot cope now, without any further development. Public transport in the Borough is very important. Housing (e.g. bungalow and sheltered accommodation) for the elderly population is important as it is growing at a rapid rate. Village boundaries should be protected. We need more green spaces, play areas and allotments throughout the Borough. Recycling should be a high priority. Wildlife and the environment should be a high priority. If a builder cuts down a tree, they should have to plant another one nearby to replace it - a native variety of course.	Consultation between the Council and water companies is on-going. Housing mix, including that for a growing elderly population is dealt with in Chapter 5 of the Plan. The decision not to take village envelopes forward into the new Local Plan was made in order to reduce the development pressure on open areas within villages and allow sustainable growth. Outside of new allocations in villages, Policy SS3 allows for additional development subject to it meeting criteria which promote sustainability. Open space provision is dealt with by Policy EN7. Wildlife is covered by policy EN2.	
John Mace	ANON-BHRP-4HEM-T	The North Melton strategic link road linking the A607 Nottingham Road to Melton Spinney Road will only benefit Twin Lakes for its customers travelling from the Nottingham area. It will have no benefit whatsoever for the local community. Assuming that the Melton Outer Relief Road is in place to take Nottingham traffic (A607) onto the A606 towards Oakham, and vice versa, there appears to be no provision for handling all the through traffic from Leicester towards Grantham and vice versa. All four major routes approaching Melton must be linked to remove all through traffic from the town centre. Only then can you start to resolve the town's horrendous traffic issues.	Traffic travelling from Leicester towards Grantham will be able to use the link road associated with the Melton South Sustainable Neighbourhood. Leicestershire County Council has decided that the remaining section of the MORR would provide most benefit if it went to the east where it would connect to Grantham Road and Melton Spinney Road.	
Lesley Judith Twigg	ANON-BHRP-4HEH-N	Bypass essential. You will never get Public Transport to be frequent enough to the villages for it to be used regularly. Therefore concentrate on great transport in and around Melton. If Dalby Airfield developed could have a Park and Ride?	Noted.	
Mark Colin Marlow	ANON-BHRP-4HEJ-Q	Developers should be expected to provide more towards infrastructure. New developments should be expected to upgrade complete drainage, water, electrical, etc systems rather than just the immediate area surrounding the development	Developers can only be required to provide the infrastructure which makes their development acceptable in planning terms. A Community Infrastructure Levy will be developed to ensure a standard levy on new development.	
brian kirkup	ANON-BHRP-4HE9-6	Most cycling done in countryside on quiet rural roads. Don't build more in countryside as this becomes more unsafe and threatened and cycling as all exercise is the best health provision we can give ourselves.	The Local Plan proposes that the most sustainable villages will be required to take 35% of the Borough's growth.	
Malcolm Brown	ANON-BHRP-4HEV-3	I agree with the priorities.	Noted.	

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Persimmon Homes	ANON-BHRP-4HF3-1	8.13 - Developer contributions via s106 is one route to secure contributions however in light of changes to the CIL Regs 1.22 1.23 which took effect in April 2015 placing caps on the quantum of pooled contribution, I suggest it may prove to be more expeditious for Melton to agree a specific CIL schedule for items such as the relief road so that developments can continue to come forwards independent of one another whilst securing the capital required for the relief road.	Noted. The Council is committed to adopting a CIL Charging Schedule.	
Susan Love	ANON-BHRP-4HZP-J	8.3.5 I support these ideals but I think in the current political context of private wealth and public austerity not very much will be achieved. If the amount of money spent on new road construction was spent on good public transport we could have an excellent system.	Noted.	
Nick Farrow	ANON-BHRP-4HUD-1	Bus services are being reduced in rural communities and a number of people are becoming isolated because they do not have the facility of being able to commute to Melton due to this. When developing the plan it is essential that we encompass rural bus services in the scheme and put modern buses on to encourage the use of them not the old boneshaker they currently have.	The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.	
John A Herlihy	ANON-BHRP-4HU3-G	Traffic and cross town travel must be improved and brought into the 21st Century. Lorry weights and lengths continue to increase. most of our town roads were designed when the serfs had a pony or three. MMBC must address the roads situation and ACT SOON.	The delivery of the Melton Outer Relief Route is a priority for the Council. Melton Borough Council and Leicestershire County Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.	
Moira Hart	ANON-BHRP-4HU7-M	Section 8.11 notes that “New development in Melton Borough will need to be supported by an appropriate level of infrastructureincluding transport, schools... “Large scale development in Long Clawson is NOT sustainable because our facilities and infrastructure will not cope. Section 8.3.3 notes that “transport considerations form an important part in determining the spatial distribution of development, focussing new development in locations where there are sustainable travel options and the need to travel by car is reduced is an important element in the Spatial Strategy set out in policy SS2. This approach will also ensure that development is located where it can make the best use of existing services and facilities.” This statement appears to have been ignored with respect to Long Clawson and the suggestion that the village should be a site for expansion as a Primary Rural Service Centre does not accord with this ethos. Development in Long Clawson goes against Section 8.3.5 which aims to have “A transport system that helps reduce the carbon footprint of Leicestershire”. Development in Long Clawson goes against Policy IN1 Development in Long Clawson will not contribute significantly to Infrastructure IN2 and is unlikely to be enough to facilitate a new school which would be needed as the present school is full and has no room for expansion. Furthermore, if a new school was built it	Noted. The implications of infrastructure constraints for Long Clawson are being addressed by the Council and the settlement hierarchy is being reviewed.	

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		would probably mean that other nearby villages would lose their schools and detract from the viability of those villages.		
CHRISTINE LARSON	ANON-BHRP-4HUU-J	<p>Section 8.1.1 notes that “New development in Melton Borough will need to be supported by an appropriate level of infrastructureincluding transport, schools...” Reading the Infrastructure Appendix - all this Infrastructure development is primarily focused on Melton Town, with some for Asfordby and Bottesford. Nowhere is Infrastructure development mentioned for Long Clawson, despite the village being suggested as a Primary Development Centre. Indeed there is very little infrastructure mentioned at all for rural areas, despite the recommendation that 35% of new houses be built there. I can only speak for my own village but large scale development in Long Clawson is just not sustainable because the current infrastructure is already not coping - for example the school, road, parking and drainage. (The Melton Local Plan Issues and Options: Infrastructure Delivery Plan notes that Long Clawson School is at capacity. LCC state that it is already over capacity and new children to the village have to travel elsewhere to primary school).</p> <p>Section 8.3.1 states that 'the rural nature of the Borough and its dispersed pattern of villages, coupled with limited public transport services, have meant an increased reliance on the private car.' It is therefore puzzling why so much development is recommended for the villages when virtually all services require transport by car to Melton or other higher level centres? Except perhaps Asfordby and Bottesford. Building more housing, especially for young people and young families, who are less likely to have a private car, is counter intuitive or productive when all children's and social services are either in Melton or Bottesford.</p> <p>Section 8.3.3 also notes that “transport considerations form an important part in determining the spatial distribution of development, focusing new development in locations where there are sustainable travel options and the need to travel by car is reduced is an important element in the Spatial Strategy set out in policy SS2. This approach will also ensure that development is located where it can make the best use of existing services and facilities.” This statement appears to have been ignored with respect to Long Clawson, which has a limited bus service to Melton Mowbray and is 2.8 miles from the nearest A road. A car is essential in Long Clawson and other Vale villages and the suggestion that Long Clawson should be a site for expansion as a Primary Development Centre does not accord with this ethos, when its amenities and facilities are considered.</p> <p>Development in Long Clawson goes against Section 8.3.5 which aims to have “A transport system that helps reduce the carbon footprint of Leicestershire”.</p> <p>Development in Long Clawson goes against Policy IN1 Development in Long Clawson will not contribute significantly to Infrastructure IN2 and is unlikely to be enough to facilitate a new school which would be needed as the present school is full and has no room for expansion. Furthermore, if a new school was built it</p>	Noted. The implications of infrastructure constraints for Long Clawson are being addressed by the Council and the settlement hierarchy is being reviewed.	

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Clawson in Action - residents' group set up to Keep Clawson Long and Rural and working to support the production of a Long Clawson Neighbourhood Plan	ANON-BHRP-4HBM-Q	<p>Clawson in Action comments on whole chapter: Section 8.11 notes that “New development in Melton Borough will need to be supported by an appropriate level of infrastructureincluding transport, schools...” Large scale development in Long Clawson is not sustainable because the school, road and drainage infrastructure will not cope (The Melton Local Plan Issues and Options: Infrastructure Delivery Plan notes that Long Clawson School is at capacity). Section 8.3.3 notes that “transport considerations form an important part in determining the spatial distribution of development, focussing new development in locations where there are sustainable travel options and the need to travel by car is reduced is an important element in the Spatial Strategy set out in policy SS2. This approach will also ensure that development is located where it can make the best use of existing services and facilities.” This statement appears to have been ignored with respect to Long Clawson and the suggestion that the village should be a site for expansion as a Primary Rural Centre does not accord with this ethos. Development in Long Clawson goes against Section 8.3.5 which aims to have “A transport system that helps reduce the carbon footprint of Leicestershire”. Development in Long Clawson goes against Policy IN1 Development in Long Clawson will not contribute significantly to Infrastructure IN2 and is unlikely to be enough to facilitate a new school which would be needed as the present school is full and has no room for expansion. Furthermore, if a new school was built it would probably mean that other nearby villages would lose their schools and detract from the viability of those villages.</p>	Noted. The implications of infrastructure constraints for Long Clawson are being addressed by the Council and the settlement hierarchy is being reviewed.	
Deborah Caroline Adams	ANON-BHRP-4H38-K	<p>On page 147 of the Draft Local Plan point 8.1.4. says that developers are only obliged to address their impact, not any current problems. This means that they only need to build or fund estate link roads, not a bypass or "outer relief road". This flies in the face of the Jacobs' report "Melton Mowbray Transport Study Cumulative Development Impact Study" issued about 18 months ago which concluded: "The LLITM model analysis has shown that under current traffic levels congestion is having an impact on the town centre road network. Even without any development these problems are exacerbated and require further study to identify proportionate mitigation, which may or may not focus on infrastructure measures at junctions. Furthermore the analysis suggests that any development (whether those proposed or adopted as part of a growth strategy) would have a notable impact in further deteriorating traffic conditions in the town (whether by congestion, delay or travel times). It finishes: "Given the limited spare capacity, and amount of development proposed, this mitigation needs to be of demonstrably sufficient magnitude to not only mitigate the impacts of the development itself, but also contribute to a wider benefit for residents and as part of the</p>	<p>The Melton Outer Relief Route is required if Melton Mowbray is to expand and will be funded through a variety of public and private funding mechanisms and CIL which will be levied from most development in the Borough.</p> <p>The link roads are necessary for the North and South Sustainable Neighbourhoods as they cannot achieve appropriate access without them. Hence the provision of these sections by the development which will address their own impact.</p>	

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		<p>overall growth strategy for the town. If this is not achieved, then the evidence within this document shows that the development cannot be considered sustainable."</p> <p>Since then MBC and LCC have agreed to produce a Melton Mowbray Transport Strategy (MMTS) costing £1.5m. MBC agreed on 24th September 2015 to provide £0.4m, the LCC had already agreed to provide £0.5m towards the cost. This left a shortfall of £0.6m which has not been met. At the Special Meeting of the MBC on 24th September a report was submitted by Head of Regulatory Services regarding the proposed MMTS and it says in 3.10 of the report: "The cost of a Transport Strategy that would include a definitive corridor for an 'outer' route is currently estimated in the region of £1.5m. This work is composed of the development of a preferred corridor for an outer relief road which is likely to cost in the region of £1m, with the cost of developing a full Melton Mowbray Transport Strategy, including other supporting transportation measures, likely to cost a further £0.5m."</p> <p>I was advised by the Head of Regulatory Services in an email to me dated 2nd March 2016 that: "The position is that the County Council were willing to progress on the former element despite the shortfall of funding (for the avoidance of doubt I would confirm that Melton Borough Council has not assigned further financial support as 'top up')."</p> <p>This means that only a part MMTS will be produced. If funding cannot be found for the initial Transport Strategy, how is MBC expecting to fund the second stage which includes the completion of all necessary planning and Compulsory Purchase Order procedures estimated to cost an additional £2m to £2.5m, never mind the completion of the bypass itself which is estimated to cost between £50m and £100m at today's prices?</p>		
Shelagh Woollard	ANON-BHRP-4HB5-Y	Water butts should be compulsory, but again, they are only of use where people will use them on their gardens. If they don't, they will just fill up and then overflow or be disconnected with all excess water then running off onto the land.	Noted. Water butts are encouraged in Policy EN9.	
Clair Ingham	ANON-BHRP-4HMZ-F	I agree infrastructure and additional facilities need to be considered with the proposed increase in developments in order to cater for everyone and not overload the town and current facilities	Noted.	
Bottesford Parish Neighbourhood Plan Steering Group	ANON-BHRP-4HUB-Y	It would have been better to use a picture of the station with some people using it.	Noted.	The photo will be re-considered for the published Plan.
Richard Simon	ANON-BHRP-4HZC-5	The picture of the station would have been better if people were on the platforms.	Noted.	
Bottesford Parish Council	ANON-BHRP-4H1W-G	It would have been better to use a picture of the station with some people using it.	Noted.	

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JOHN RUST	ANON-BHRP-4HUV-K	<p>Support extract: Section 8.11 notes that “New development in Melton Borough will need to be supported by an appropriate level of infrastructureincluding transport, schools...” Large scale development in Long Clawson is not sustainable because the school, road and drainage infrastructure will not cope (The Melton Local Plan Issues and Options: Infrastructure Delivery Plan notes that Long Clawson School is at capacity). Section 8.3.3 notes that “transport considerations form an important part in determining the spatial distribution of development, focussing new development in locations where there are sustainable travel options and the need to travel by car is reduced is an important element in the Spatial Strategy set out in policy SS2. This approach will also ensure that development is located where it can make the best use of existing services and facilities.” This statement appears to have been ignored with respect to Long Clawson and the suggestion that the village should be a site for expansion as a Primary Rural Centre does not accord with this ethos. Development in Long Clawson goes against Section 8.3.5 which aims to have “A transport system that helps reduce the carbon footprint of Leicestershire”. Development in Long Clawson goes against Policy IN1 Development in Long Clawson will not contribute significantly to Infrastructure IN2 and is unlikely to be enough to facilitate a new school which would be needed as the present school is full and has no room for expansion. Furthermore, if a new school was built it would probably mean that other nearby villages would loose their schools and detract from the viability of those villages. Support Extract: Section 8.1.1 notes that “New development in Melton Borough will need to be supported by an appropriate level of infrastructureincluding transport, schools...” Reading the Infrastructure Appendix 3 - all this Infrastructure development is primarily focused on Melton Town, with some for Asfordby and Bottesford. Nowhere is Infrastructure development mentioned for any village, especially Long Clawson, despite the village being suggested as a Primary Rural Service Centre . Indeed there is very little infrastructure mentioned at all for rural areas, despite the recommendation that 35% of new houses be built there.I can only speak for my own village but large scale development in Long Clawson is just not sustainable because the current infrastructure is already not coping - for example the school, road, parking and drainage. (The Melton Local Plan Issues and Options: Infrastructure Delivery Plan notes that Long Clawson School is at capacity. LCC state that it is already over capacity and new children to the village have to travel elsewhere to primary school). Section 8.3.1 states that 'the rural nature of the Borough and its dispersed pattern of villages, coupled with limited public transport services, have meant an increased reliance on the private car.' It is therefore puzzling why so much development is recommended for the villages when virtually all services require transport by car to</p>	<p>Noted. The implications of infrastructure constraints for Long Clawson are being addressed by the Council and the settlement hierarchy is being reviewed.</p>	
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		<p>Melton or other higher level centres? Except perhaps Asfordby and Bottesford. Building more housing, especially for young people and young families, who are less likely to have a private car, is counter intuitive or productive when all children's and social services are either in Melton or Bottesford.</p> <p>Section 8.3.3 also notes that “transport considerations form an important part in determining the spatial distribution of development, focusing new development in locations where there are sustainable travel options and the need to travel by car is reduced is an important element in the Spatial Strategy set out in policy SS2. This approach will also ensure that development is located where it can make the best use of existing services and facilities.” This statement appears to have been ignored with respect to Long Clawson, which has a limited bus service to Melton Mowbray and is 2.8 miles from the nearest A road. A car is essential in Long Clawson and other Vale villages and the suggestion that Long Clawson should be a site for expansion as a Primary Development Centre does not accord with this ethos, when its amenities and facilities are considered.</p> <p>Development in Long Clawson goes against Section 8.3.5 which aims to have “A transport system that helps reduce the carbon footprint of Leicestershire”. Development in Long Clawson goes against Policy IN1 Development in Long Clawson will not contribute significantly to Infrastructure IN2 and is unlikely to be enough to facilitate a new school which would be needed as the present school is full and has no room for expansion. Furthermore, if a new school was built it would probably mean that other nearby villages would lose their schools and detract from the viability of those villages.</p>		
Sharon Gustard	ANON-BHRP-4H6K-9	<p>Ref IN1 - the new development at Rectory Farm of 250-300 houses does not have regard to points 1-4 and there is nowhere within the village centre which could support parking provision as it has already been inbuilt. This location does not achieve these requirements where other sites do.</p>	Noted.	
Mick Jones	ANON-BHRP-4H6N-C	<p>My comments relate to traffic, congestion and air pollution. I am well aware that currently, during peak periods, traffic is standing for very long periods at junctions within the town. The traffic light sequence needs to be altered to allow flows rapidly through junctions, especially those junctions that are used by through traffic. This is a throw back to the 1974 fuel crisis when the government of the day restricted the flow to save fuel. The County Council, currently responsible for highways, through its traffic modelling continues to employ old principles that exacerbate the situation. This needs to be resolved. Once done, pollution levels around the town will fall rapidly.</p> <p>The new north and south proposed bypasses need to be linked by east and west sections to enable flow completely round the bypass thus illuminating the need to enter the town.</p>	<p>Leicestershire County Council has decided that the remaining section of the MORR would provide most benefit if it went to the east where it would connect to Grantham Road and Melton Spinney Road.</p>	
Waltham on the Wolds & Thorpe Arnold Parish Council	ANON-BHRP-4HBZ-4	<p>See individual comments re IN1 & IN2.</p>	Noted.	

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and Neighbourhood Planning Group				
Nicholas John Walker	ANON-BHRP-4HGC-J	<p>The consultation process is flawed.</p> <p>The roadshow to villages had no substance and validity, no notes taken or responses given to residents questions either at the show or later. That's not consultation, that's telling residents what MBC are going to do.</p> <p>This on line system is also very time consuming and beyond the spoke of many people.</p>	<p>It was not the purpose of the consultation events for officers to take notes, but to answer questions on the Draft Plan.</p> <p>A printed comment form was also made available to allow residents to submit comments alongside the online consultation.</p>	
Christopher John Noakes	ANON-BHRP-4HBK-N	<p>Policy IN1: erroneous reference to A607 Nottingham Road ? should read A606 Nottingham Road</p> <p>Policy IN2: Developer contributions can be justified for other types of developments (i.e. in addition to housing and employment uses - as strictly defined in the Use classes Order). Should not the policy refer to these as well (e.g. retail; leisure development), and thence be covered by the CIL criteria ?</p> <p>The commendable objectives set out in this chapter (to achieve the sustainable transportation solutions to the location of new development) would seem to offer significant support for a greater proportional emphasis of new development at Melton Mowbray - which would more fully achieve said objectives. Hence amend the 65-35 split of new housing distribution to (say 70-30 or more appropriately 75-25)?</p>	<p>Noted.</p> <p>A 65/35% split for housing distribution is justified by evidence and will provide for flexibility and choice in the housing market, as required by the NPPF.</p>	Correction of road numbers.
Kerstin Hartmann	ANON-BHRP-4HGW-6	<p>Good cycle paths/ways would be very very welcome, especially alongside the busy and dangerous A roads into Melton. It would be great if there were cyclepaths next to the road and this would enable more people to cycle in and out of Melton. At the moment those roads are way too dangerous to cycle on for the average person. Maybe allright for cyclists who cycle at a completely different speed.</p>	<p>Noted.</p>	
Richard Botterill	BHLF-BHRP-4H22-C	<p>The fact that this has all been gone through before and has been thrown out by the government inspector proves how much of a waste of time "local" politics is, unless that is the majority of work undertaken is reinstated so saving a large amount of money that could be put back into the local community.</p>	<p>A part of the original evidence base for the Core Strategy is still relevant and in place, however as a number of years have passed, evidence has had to be updated.</p>	
Marrons Planning	BHLF-BHRP-4H8Y-S	<p>We note that it is the Council's aim, as expressed in paragraphs 8.9.2 and 8.9.3, respectively, to progress the preparation of a Community Infrastructure Levy Charging Schedule as follows:</p> <ul style="list-style-type: none"> · "Melton Borough Council is committed to preparing a CIL and will consult on a draft charging schedule in 2016. The preparation of a CIL must be in accordance with the statutory process set out in the Regulations" · "A policy will therefore be included in the Publication Local Plan which reflects the requirements of the CIL and to ensure that the CIL regulations are properly addressed" <p>The Community Infrastructure Levy (CIL) is a key tool in delivering essential infrastructure within the Borough. The Council have recognised in Policy IN1 that 'in accordance with the Infrastructure Delivery Plan and transport evidence base new development in Melton Mowbray will be expected to contribute</p>	<p>Noted. The Council is committed to adopting a CIL Charging Schedule and is intending to consult on a Preliminary Draft Charging Schedule alongside the consultation on the Pre-Submission Plan.</p> <p>Preparation of CIL will be in accordance with the CIL Regulations.</p>	

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	<p>towards and / or deliver parts of a number of town wide strategic transport infrastructure including:</p> <p>I. The Melton Outer Relief Route- a series of the strategic road links”</p> <p>It is also recognised within the document that transport is a top infrastructure priority, and that the plan will be infrastructure led, with the provision of a bypass to be at the forefront of housing development. It is understood that the bypass, described as critical for the delivery of the Melton Sustainable Neighbourhoods in the Infrastructure Delivery Plan, has been costed by the Borough Council at a figure of circa £50 million.</p> <p>CIL is intended to provide infrastructure to support the development of an area, to support growth, and benefit the local community. CIL is a charge on new buildings that the Borough Council will be able to set and which is designed to help fund local and sub-regional infrastructure identified in the development plan. It represents a tariff based approach to provide the best framework to fund new infrastructure to unlock land for growth. CIL is paid primarily by Owners or Developers of land that is developed and based on a formula that relates the size and character of development to the amount charged. In order to collect the levy, charging authorities, of whom the Borough Council could become one, must prepare and adopt a charging schedule (which sets out the levy's rates for the area). There is no liability to pay CIL unless there is a charging schedule in effect on the day planning permission for CIL liable development is granted. Until such a time a charging schedule has been adopted, local planning authorities must continue to rely on the current regime of planning obligations.</p> <p>From April 2015 Local Planning Authorities are restricted in their use of Section 106 planning obligations by virtue of some of the CIL regulations known as pooling restrictions coming into force. CIL Regulation 123 has the effect of restricting the use of pooled contributions. If there are agreements in place for more than 5 section 106 contributions (that have been entered into since April 2010) for a project or type of infrastructure, a Local Planning Authority will not be able to collect anymore contributions for that purpose. This means that for a local planning authority that hasn't yet adopted a charging schedule, no more than 5 obligations can be pooled from section 106 agreements in respect of a specific infrastructure project or a type of infrastructure, where it is a type of infrastructure that is capable of being funded by the levy. Given the pooling restrictions are now in effect, this paper seeks to highlight the significant advantages to the Council in progressing CIL and adopting a charging schedule which would enable the Council to take a comprehensive approach to the hugely problematic highway issues that currently affect Melton Mowbray town centre, and to seek to secure and enable the long term strategic growth of Melton Borough as a whole.</p>		
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	<p>The Council's approach to CIL to date</p> <p>The Report of the Head of Regulatory Services to the Special Meeting of the Full Council of 24 September 2015 sets out that initial traffic modelling suggests a relief road would be a 'sensible proportionate backbone to an integrated package of measures for Melton'. Further, that an 'Outer' option offers an appropriate and longer term solution to the town. It is understood the cost of the work is circa £50 million.</p> <p>The report recommends, amongst other matters relating to funding the work, the Council, in conjunction with the County Council be:</p> <p>'[Mindful] of the Community Infrastructure Levy Regulations and CIL tests, discussions to take place to explore whether and how it might be possible to secure developer contributions towards the costs of developing and delivering the strategy, including from current planning applications'.</p> <p>It is important to note, in the context of the above recommendation, and in the context of the Council wishing to include the provision of the bypass in the draft Infrastructure Delivery Plan, that now the pooling restrictions are in force, it is only possible to collect section 106 contributions from 5 sites towards a single item of infrastructure. It is very unlikely that the much needed Melton bypass, which as set out above is costed at circa £50 million could be funded through developer contributions from 5 sites being brought through the development control process in the absence of CIL. The Council have not set out in the emerging Local Plan how the bypass (and other associated infrastructure) would be paid for. In our view, the bypass can only realistically be delivered by the Borough Council bringing forward CIL. With a charging schedule in place, the delivery of the bypass need not only be funded by development within Melton itself but could also be contributed towards via CIL contributions from other developments within the Borough.</p> <p>The Garden Village that is being promoted at Six Hills for a mixed use scheme, including the delivery of approximately 2500 dwellings is an example of a scheme that could make a real and early contribution towards the delivery of the bypass.</p> <p>With a charging schedule in place, the proposed development could contribute in a significant and meaningful way to the housing and infrastructure needs of the Borough in the coming decades.</p> <p>The experience of several local authorities is the timescale for the adoption of a CIL charging schedule can be in excess of two years, and so it is essential that the Council pursues the charging schedule as a priority so the funding for the much needed infrastructure required can be brought forward.</p> <p>The other broad advantages of CIL that we would commend to the Council in consideration of this issue are as follows:</p> <ol style="list-style-type: none"> 1. The levy is the Government's preferred vehicle for the collection of pooled contributions, and once a charging schedule is in place, it is very simple to administer 		
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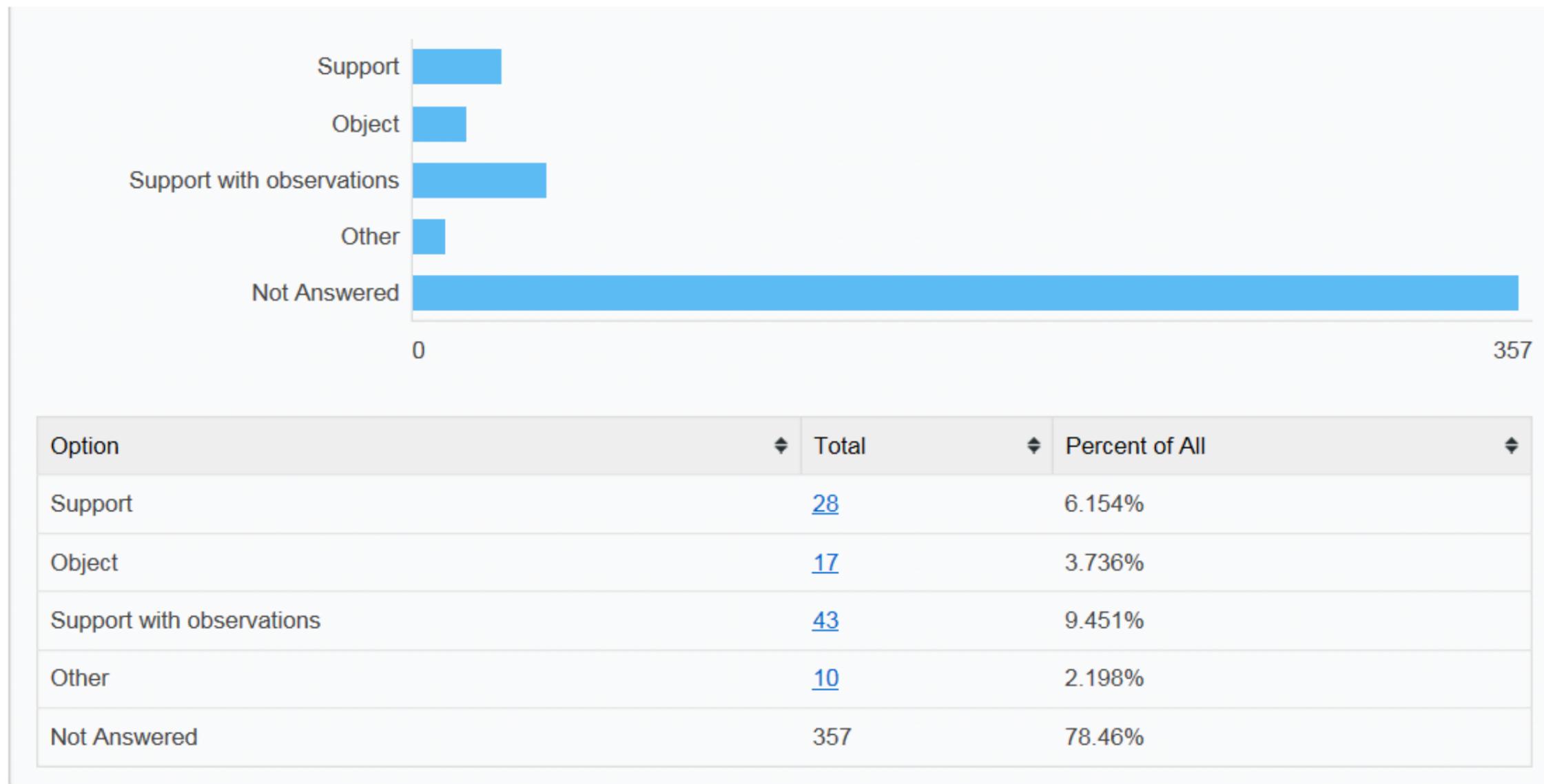
Chapter 8: Managing the Delivery of Development – Overall Comments

		<p>2. Delivers additional funding to carry out a wide range of local and strategic infrastructure projects (not limited purely to the bypass) that supports growth and benefits the local community</p> <p>3. Gives flexibility and freedom to set the chosen priorities for what money should be spent on, as well as a predictable funding stream that allows effective planning ahead</p> <p>4. Provides developers and landowners with much more certainty 'up front' about how much money they will be expected to contribute, which in turn encourages greater confidence and higher levels of inward investment</p> <p>5. Ensures greater transparency for local people because they will be able to understand how new development is contributing to their community</p> <p>6. Enables local authorities to allocate a share of the levy raised in a neighbourhood to deliver infrastructure the neighbourhood wants</p> <p>7. Is charged at a flat rate so applying and collecting it is an administrative process. It can help improve development management performance, because a reason for major planning applications missing their 13 week decision making target can be time consuming negotiation over S106 agreements.</p> <p>In summary, given the significant level of development that is proposed for Melton Borough to 2036, and given the infrastructure that will be required to deliver those homes in a sustainable way needs to be secured in a comprehensive manner (that is not prohibited by the pooling restrictions now in effect pursuant to CIL regulation 123), it seems an entirely appropriate and indeed essential time for the Council to progress the CIL process. The Council recognises the importance of CIL, given it has set out a commitment to progressing this in the Emerging Options. We strongly advise the Council that a CIL Charging Schedule be treated as a priority in the Publication Draft of the Local Plan, and as a standalone issue to be progressed at the same time as, and alongside the Local Plan Process. This would be a more comprehensive and certain method of obtaining contributions to infrastructure than proposed policy IN2, which should be deleted in favour of a CIL charging schedule.</p>		
Somerby Parish Council	BHLF-BHRP-4HKH-U	<p>The summary of the above is that in building 6,000+ houses in the borough the traffic will have to be better managed in order to avoid further or increased chaos both in the town and in the surrounding villages. Therefore the construction of relief roads and all necessary infrastructure must be put in place whilst at the same time protecting our green spaces.</p>	<p>Noted. The delivery of the Melton Outer Relief Route is a priority for the Council. Melton Borough Council and Leicestershire County Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.</p>	
Leicestershire Police	BHLF-BHRP-4H7S-J	<p>Turning to Chapter 8 I note that you quote R 122 which police infrastructures meet on all occasions and which leads me to ask again how the content in appendix 3 can be justified?</p> <p>We have supplied background to local policing and yet none of this</p>	<p>The Council has instructed Arup to carry out an Infrastructure Assessment which includes the production of a fully costed Infrastructure Delivery Schedule. The consultants will consider the information supplied by Leicestershire Police and be in contact with Leicestershire Police as part of</p>	

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		appears in this chapter and in my view this omission is almost glaring in comparison to what appears on transport, education or electricity. It's also clear from this content that MBC have been in contact with these providers and so I ask why not police also? On a more general point why is most of this chapter and a bespoke policy dedicated to transport?	this process if necessary. The delivery of sustainable transport infrastructure is essential to the delivery of the Local Plan and a separate policy is justified.	
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Policy IN1 – Transport & Strategic Transport Infrastructure



Chapter 8: Managing the Delivery of Development – Policy IN1 – Transport & Strategic Transport Infrastructure

Name	User ID	Support/Object	Comment or Issue	What changes would you like to see made to this policy?	Officer Response	Proposed Amendment
Russell Collins	ANON-BHRP-4HZW-S	Support with observations	Long term infrastructure needs to be detailed, costed, justified and scheduled so that we finish up with a complete solution.	More detailed schemes of infrastructure development to enable a proposed schedule of works can be drawn up within the timescales of the plan.	The Council is instructing consultants to carry out an Infrastructure Assessment which will inform the detailed costed Infrastructure Delivery Schedule to be published with the Pre-Submission Plan.	
Robert Ian Lockey	ANON-BHRP-4H3G-2	Other	I'm not sure how much of this is in the remit of the Borough Council and how much the responsibility of the County Council. It is also generally too vague and full of platitudes; the only concrete proposals are the roads in Melton Mowbray, which I support.	Firm proposals for more frequent trains from Bottesford to Nottingham and Grantham, and for a bus service between Bottesford and Bingham.	The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.	
Angus Smith	ANON-BHRP-4HZK-D	Support with observations	It would be worth including the words Safe into the walking and cycling routes. Any route can be walked or cycled - what makes it more usable is if it is deemed safe by users!!!	As Above	Noted	Change wording to <u>dedicated</u> walking and cycling routes.
Gordon Raper	ANON-BHRP-4H3N-9	Support with observations	See comments on previous question. Transport issues for Bottesford need to be addressed urgently.	Aa above	The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.	
Mr John Brown	ANON-BHRP-4H4Z-P	Support with observations	Public transport within the rural community needs a lot of investment. Melton Mowbray needs a bypass urgently. Melton Mowbray train station needs updating.	See above.	The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision. The delivery of the Melton Outer Relief Route is a priority for the Council. Melton Borough Council and Leicestershire County Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.	
John Mace	ANON-BHRP-4HEM-T	Object	See below	The proposed plan does not tackle the traffic flow from Grantham towards Leicester and vice versa. The bypass must accommodate	Traffic travelling from Leicester towards Grantham will be able to use the link road associated with the Melton South	

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				all through traffic. Whilst appreciating funding difficulties, the town cannot wait for another 20 years before a complete bypass is built as by then the town will be destroyed with the additional traffic from all the new proposed development. This will adversely affect employment, tourism and the general living environment	Sustainable Neighbourhood which will link to the A607 Grantham Road.	
Dr Leonard Richard Newton	ANON-BHRP-4HET-1	Support with observations	We need a bypass		The delivery of the Melton Outer Relief Route is a priority for the Council. Melton Borough Council and Leicestershire County Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.	
Mark Colin Marlow	ANON-BHRP-4HEJ-Q	Support with observations	Public transport in rural areas is farcical	There should be more public transport in rural areas at times when it is needed. For example when people want to go to work, or return from work.	The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.	
brian kirkup	ANON-BHRP-4HE9-6	Support with observations	You seem to support my idea of having more housing closer to Melton		Noted.	
Anthony Thomas	ANON-BHRP-4HFX-6	Support		This outer relief road to be the absolute boundary beyond which no developments or further buildings will be permitted. (Creating an old fashioned 'green belt' around the town)	The Local Plan cannot designate a Green Belt around Melton Mowbray.	
Susan Love	ANON-BHRP-4HZP-J	Support with observations	Planners should be aware that housing in Bottesford adds to the numbers commuting to Nottingham. Public transport is very unlikely to improve in Bottesford because of lack of public funding for our declining bus service, and the intricacies of railway time-tabling when our trains have to come into the major stations Grantham and Nottingham. Local residents in Bottesford perceive public transport as very poor.	As above.	The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.	

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John Moore	ANON-BHRP-4HZS-N	Support with observations	Nottingham Road is not the A607.		Noted.	Amend policy to Nottingham Road (A606).
Jeanne Petit	ANON-BHRP-4HF6-4	Support		We need proper cycle routes!!!	Noted.	
Julie Moss	ANON-BHRP-4HM5-A	Object	Bottesford railway station is hardly an interchange. The frequency of the rail service is poor and does not provide a decent commuter service to the main rail stations of Grantham and Nottingham to join the fast rail services North and South. The local bus service is pathetic, with no direct link to Nottingham and no buses on Sundays at all.	There is little parking at Bottesford station now and no provision to make it larger. A much more frequent bus service to both Grantham and direct to Nottingham.	Noted. The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.	
Nick Farrow	ANON-BHRP-4HUD-1	Support with observations	When the ring road is developed there are a number of parts that will not be financed by the building of houses. Will we get to the stage where when the ring road is built it will cause more problems if it is not completed in total.	Make sure the ring road goes to the outer limits of the town not like currently were the ring road goes through the centre of town.	Leicestershire County Council has decided that the remaining section of the MORR would provide most benefit if it went to the east where it would connect to Grantham Road and Melton Spinney Road.	
John A Herlihy	ANON-BHRP-4HU3-G	Object	You say - The Melton Outer Relief Route – a series of the strategic road links which connect the A606 (Burton Road) to the A607 (Nottingham Road); The North Melton Strategic Road Link – a strategic connection between the A607 (Nottingham Road) , Scalford Road and Melton Spinney Road; Neither of these proposals address the dire traffic conditions in the town, These two proposals are given as link roads. Totally useless. WE desperately need an all encompassing By-pass. This would ensure ALL Grantham / Oakham / Leicester / Nottingham through traffic could be removed from our choked town centre and its surrounding 'rat runs'. A serious accident on the A1 regularly causes its closure resulting in all traffic being diverted through Melton.	1st. Give us a RING ROAD. 2nd. Give us a RING ROAD. 3rd. Give us a RING ROAD. got the message yet ??	Leicestershire County Council has decided that the remaining section of the MORR would provide most benefit if it went to the east where it would connect to Grantham Road and Melton Spinney Road.	
Craig Heaney	ANON-BHRP-4HUY-P	Object	The North strategic link road needs to connect to the Grantham road. It is nonsensical for it to finish at Melton Spinney Road		Noted. Melton Spinney Road joins Grantham Road. Improvements to the junction may be required but essentially it already provides a connection to the A607.	
Martin Ratcliffe	ANON-BHRP-4HFP-X	Object	Traffic levels through the centre of Melton do not present a problem with the exception of key times where it is still not severe. In light of this and in order for the vista of the countryside to be protected it	Remove proposal of the relief roads for Melton.	Evidence demonstrates that a relief road is necessary in order to allow expansion of the town.	

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			is not necessary to build a relief road to circumvent the centre of Melton.		
Moira Hart	ANON-BHRP-4HU7-M	Support with observations	Long Clawson does not have adequate public transport infrastructure. Development will mean more people and will add to road traffic as people commute to their place of work. It will also exacerbate the already severe parking problems that are experienced around the village centre (The Sands) and especially during surgery hours at the doctors. The nature of the village, as a rural linear development, with narrow roads and with street parking for residents - especially up East End will add to the problems travelling through the village, if there is any large-scale development.		Noted.
sarah mant	ANON-BHRP-4HUE-2	Support with observations	In many villages the public transport system such as bus routes (where they exist) do not allow people to get to work on time, and therefore any additional housing will only add to the additional traffic pressure and reliance on private vehicles. Also lack of shop facilities make life difficult for the existing elderly population in the villages without shops		The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.
CHRISTINE LARSON	ANON-BHRP-4HUU-J	Support with observations	I support this Policy in general. However, not as it relates to Long Clawson. The proposal of the village as a Primary Development Centre goes completely against this policy because there is no sustainable transport available. The village lacks adequate public transport infrastructure and further development will add to road traffic and commuting. The village is a commuter village - with over 70% of residents already commuting to work more than 15 miles from the village. Only 7% work locally within the Borough, the rest either retired or home workers. The idea that someone would cycle to work from the village is not realistic. The steep escarpment route out of the village, high volume HGV vehicle traffic in the village, minor roads without curbs or defined edges and no street lights, would be foolish. Cycling at the weekends and evening in the summer as a leisure activity is enjoyed and should be encouraged, especially a green corridor between the villages using the Grantham Canal. Increased housing will also add to the severe parking problems that are experienced around the village centre and doctor's surgery that frequently block the through road. It will also add to the difficulties of on street parking, affect through traffic travelling through the village, and pedestrian safety.	Change Remove classification of rural villages and Long Clawson from being a Primary Development Centre.	Noted. The implications of infrastructure constraints for Long Clawson are being addressed by the Council and the settlement hierarchy is being reviewed.
Clawson in Action	ANON-	Support with	This policy is commendable, but the suggestion of Long Clawson as a Primary Rural Centre		Noted. The implications of infrastructure

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- residents' group set up to Keep Clawson Long and Rural and working to support the production of a Long Clawson Neighbourhood Plan	BHRP-4HBM-Q	observations	goes completely against this policy as it does not have adequate public transport infrastructure and will add to road traffic and commuting. It will also add to the severe parking problems that are experienced around the village centre and doctors. It will also add to the difficulties of travelling through the village. We also question the North Melton Strategic Road Link ending at Melton Spinney Road. Why does this not link to the Melton / Grantham Road north of Thorpe Arnold?	constraints for Long Clawson are being addressed by the Council and the settlement hierarchy is being reviewed. Melton Spinney Road joins Grantham Road. Improvements to the junction may be required but essentially it already provides a connection to the A607.	
Kenneth Bray	ANON-BHRP-4HBX-2	Support with observations	The high level of proposed development outside Melton is in conflict with point 1. All development outside Melton has a higher travel requirement than that inside, causing 1.5 -2 times more car journeys and maybe 10 times more miles travelled in cars. School transport is one key driver of this as all secondary and tertiary education is in Melton or Bottesford. This emphasises that development in or close to these sites (retaining areas of separation for environmental reasons) should be preferred.	Noted. The Plan endorses this approach by promoting most of the development in the town and a large part of the rural housing in Bottesford.	
Susan Herlihy	ANON-BHRP-4HE3-Z	Support with observations		This is just words with no real details of how things will be managed	Noted.
Richard and Jane Heerbeck	ANON-BHRP-4HBC-D	Support with observations	See below	The link road from Nottingham Road via Scaford Road should not end at Melton Spinney Road, but should continue onto the A607 Grantham Road. On the latest plan it has been moved further north and ends opposite Twin Lakes park. That is illogical because when funding becomes available the link road should continue across the valley up to the A607, in order to provide a proper relief road for the northern part of the town. Accordingly the link road should be moved back to the south of Twin lakes so that it can be continued onto the A607 across agricultural land, rather than having to go through or around Twin Lakes park.	Melton Spinney Road joins Grantham Road. Improvements to the junction may be required but essentially it already provides a connection to the A607.
Deborah Caroline Adams	ANON-BHRP-4H38-K	Object	What is the difference in standard between a "Melton Outer Relief Route" and the "North Melton Strategic Road Link"? That needs explaining. What is clear is that the North Melton Strategic Road Link is a road to nowhere stretching from the A607 to a country lane. The obvious missing link to make it workable is the final link to the A607 Grantham Road. No amount of widening of Melton Spinney Road will alter the fact that at its junction with the A607 Grantham Road, motorists are left with the choice of turning left and heading up Thorpe Arnold Hill where the road narrows even more and	More emphasis on providing a proper bypass which stretches right across to the A607 Grantham Road. More emphasis on providing bus services to and from Town and continuing these services into the evening with a reduced service on Sundays. An acceptance that people will always use the car and a provision of adequate parking spaces at a reasonable price in Melton. A move to stop traders taking up valuable car parking spaces with their vans along Sherrard Street (Flower Paradise and Melton Carpets) for hours at a time.	Leicestershire County Council has decided that the remaining section of the MORR would provide most benefit if it went to the east where it would connect to Grantham Road and Melton Spinney Road. Melton Spinney Road joins Grantham Road. Improvements to the junction may be required but essentially it already provides a connection to the A607. The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct

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			<p>turns a sharp left hand bend which is quite dangerous especially with the quantity of HGVs that use the road; turn right and head towards the Town and motorists are faced with a narrowing road with parked cars on one side and a queue of traffic waiting to get through Thorpe End junction. All local residents know that the final link to the Grantham Road is necessary to make the northern Outer Relief Road workable; it is only the MBC and LCC that turn a blind eye to the glaringly obvious.</p> <p>Twinlakes' traffic is never taken into account. Indeed when there was a public open evening last year to discuss a potential development of 200 homes off Melton Spinney Road, the Leics Highways Authority (a) acknowledged that they had not realised the true size of Twinlakes Park (they had been advised that it was only a small fun park and of no concern to them), (b) were unaware that Twinlakes Park created their own "rush hour" period when Melton Spinney Road and Thorpe Road were blocked with cars heading through the Town, (c) actually got the width of Melton Spinney Road wrong! It was a lot narrower than they had thought. With such a lack of awareness of local conditions, is it any wonder that the likes of the Highways Authority, and the Environment Agency constantly get things wrong.</p> <p>Twinlakes had one of its busiest days of the year so far yesterday (Good Friday). From 10.15 a.m. to about 11.30 a.m. visitors to the Park were queuing up to get in and this queue ran all the way down Melton Spinney Road, and back towards the Town along Thorpe Road. (I have photographic evidence of this as do several other residents). When I saw it the end of the queue was the Town side of Tesco's making the queue over a mile long. It turned out that at times the queue went all the way back to Thorpe End traffic lights. However apparently according to the Highways Authority, Melton Spinney Road has no traffic congestion and there are never more than 7 vehicles queuing at the junction of Melton Spinney Road/A607 Thorpe Road at any one time!</p> <p>Developments should not be connected by</p>	<p>All new developments should have plenty of car parking spaces for residents (at least two per dwelling with plenty of "visitor" parking spaces as well). For several years new developments have not provided sufficient parking spaces. Parking on estate roads themselves should be banned altogether and anyone found doing so should be heavily fined.</p>	<p>impact on bus provision.</p> <p>The design Policy D1 will seek to ensure that new development contains adequate parking provision.</p>	
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		<p>"link roads" as all that will do will be to encourage rat-runs within estates, and in the north of Melton there are already plenty of them - all of them creating hazardous conditions for residents on the estates, e.g. Kipling Drive, Tennyson Way, The Crescent. There will always be a need to use the car as Melton's roads (and indeed the Borough's roads) are not wide enough to cope with cyclists as well as two lanes of vehicles. Having cycled along many of the roads I can confirm that it is a hazardous and sometimes frightening experience as the traffic flow is so heavy and often as a cyclist you end up with a tail-back of vehicles as there is no room for them to overtake you. There is absolutely no room for cycle lanes. IF the bypass was ever built it must have a separate cycle lane which runs parallel to the road so as to ensure the safety of cyclists.</p> <p>Because Melton's roads are so narrow and busy, where there is parking along the roads, the cars tend to park half on and half off the footpaths. This can make it very awkward when you have a buggy and you tend to often have to walk into the road as there is no room on the path to get passed a parked car.</p> <p>Bus services have recently been cut back thanks to Leicestershire County Council who has withdrawn funding for the buses. There is now no bus running to Melton Spinney Road and that side of town from Melton itself. The only bus is an hourly Grantham to Loughborough bus along the A607 Grantham Road.</p> <p>There are NO evening or Sunday buses; no late evening trains; no Sunday morning trains; in fact to travel out of Melton to ANYWHERE including Nottingham or Leicester for an evening out requires either taking the car or travelling by taxi!</p> <p>The car will always feature heavily in today's society and the Council and indeed Government need to wake up to that fact. Outside of London there is no decent integrated public transport system. Travel packages are all very well but once they run out residents will revert to the car if they haven't done so already anyway. In today's</p>			
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			society no-one wants to walk 1.5 miles plus to their nearest supermarket and walk back again with bags of shopping. Melton considers itself the Rural Capital of Food but there is fast approaching a time when tourists will be put off from coming to Melton because of the traffic congestion on all the approach roads to the town, and the lack of parking facilities once in the town.			
Anthony Paphiti	ANON-BHRP-4HBV-Z	Support with observations	Great general ideas, but light on detail, especially funding. These types of infrastructure projects are hugely expensive, if they are to be done properly. The link-road project will no doubt provide an excuse for in-fill with housing. Has this been declared openly to those who are commenting on the plan? There must be total transparency, otherwise MMBC will be regarded as misleading the public - perhaps that is why the policy wording is so "flexible" An unsustainable over-use of the term "sustainable"	More specific policy wording, transparency over costs and source of funding, what connected impact this policy will have on housing plans through eg in-fill.	North and South Strategic Road Links will be associated with new housing development as part of the North and South Sustainable Neighbourhoods. The Council is instructing consultants to carry out an Infrastructure Assessment which will inform the detailed costed Infrastructure Delivery Schedule to be published with the Pre-Submission Plan.	
Shelagh Woollard	ANON-BHRP-4HB5-Y	Support with observations	Bottesford needs more bus and train services to Bingham, Nottingham, Newark and Grantham if people are to be discouraged from using cars. Currently they have little option but to use cars.		The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.	
Clair Ingham	ANON-BHRP-4HMZ-F	Support	I agree any proposed developments need to contribute towards infrastructure	none	Noted.	
Melanie Steadman	ANON-BHRP-4HFE-K	Support with observations	1. Are located where travel can be minimised and the use of sustainable transport modes maximised. This rules out development outside Melton and Asfordby?	No comments.	The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.	
Valerie Lever	ANON-BHRP-4HZY-U	Other	More emphasis on improving rural transport, please, particularly across county boundaries	See above	The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.	
michael cavani	ANON-BHRP-4HZ5-Q	Object	The document makes reference to a link road between Nottingham Rd and Scalford Rd, but makes no reference to any such link Rd between Scalford Rd and Melton Spinney Rd, why is this? Let's assume that there will be a link road right across from Nottingham Rd and Melton Spinney Rd. There is no information	Now we have gone some way in achieving the correct percentage split between Town and Country, North and South in terms of housing quotas. All our efforts must now turn to securing the correct level of funding which will deliver the infrastructure which will ensure the success of the Local Plan. The simple true is however that the Council	Noted. The North Strategic Link Road will run from Nottingham Road to Melton Spinney Road. A Transport Strategy providing more detail on the Melton Outer Relief Route will be indicated in the Pre-Submission Plan.	

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			<p>in any of the consultation documents or reports that expands on the construction of the link road.</p> <p>The roads,</p> <ul style="list-style-type: none"> • Must be designed and built with future growth capacity in mind extending beyond 2036. • Must be designed and built to take HGVs. • Must be designed and built to have separate cycle and pedestrian paths. • Must continue over to the A607 Grantham Rd. • Must be designed and built in such a way as to ensure that a Wildlife corridor remains between the park and the countryside beyond. • Must ensure that the corridor is designed and built in such a way as to allow for cycles and pedestrians to pass freely and safely from the park and into the countryside beyond. • That the upgrade to Bartholomew Way and Welby Road will be designed and built to include for separate cycling and pedestrian pathways to allow for safe access to the employment areas to the West and South of the town. • That the existing road network in the North is upgraded to allow for safe access for cyclist to the town centre, bus and train links. <p>All this Must be achieved within the time span of the Local Plan.</p>	<p>has very little chance of securing the appropriate level of funding from Central Government or the developers to build the relief roads and upgrade to existing road network which is so desperately needed. And with that simple true and until the funding is secured we should not, and cannot embark on a building programme which would result in having a devastating effect on the lives of people both North and South of Melton.</p>	<p>The Melton Outer Relief Route will be funded through a variety of public and private funding mechanisms and CIL which will be levied from most development in the Borough.</p>	
<p>Thorpe Park Residents Association</p>	<p>ANON-BHRP-4H67-N</p>	<p>Object</p>	<p>Thorpe Park Residents have concerns that the proposals in the Local Plan could lead to an un-coordinated, fragmented approach to housing, business and infrastructure development across the town.</p> <p>The current draft Local Plan indicates that the proposed link road to the north of the town terminates on Melton Spinney road, an unclassified highway, near the entrance to Twin Lakes Park. The draft Local Plan does not consider the impact of significant increases in volumes of traffic along Spinney Road and either onwards into Melton town centre or through the villages of Thorpe Arnold and Scalford. This situation is further exacerbated during periods of significant traffic flow to and from Twin Lakes Park. The</p>	<p>For the vision to be realised, there needs to be a coordinated approach to housing, business and infrastructure development. It is essential to implement measures to reduce the impact of traffic in conjunction with any further residential and business / industrial development, not in the fragmented manner that the draft Local Plan appears to portray.</p> <p>With regard to the link road that is currently shown to terminate on Melton Spinney Road, this should be extended through to the A607 Grantham Road at a point north of Thorpe Arnold.</p>	<p>The Plan provides the co-ordinated approach to delivery of homes, jobs and infrastructure, particularly in Melton Mowbray where the development needs are to be addressed by the delivery of the North and South Sustainable Neighbourhoods.</p> <p>Melton Spinney Road joins Grantham Road. Improvements to the junction may be required but essentially it already provides a connection to the A607.</p> <p>Developers of the North Sustainable Neighbourhood will be expected to provide local bus services which could be extended to replace the lost No 18 services</p>	

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			<p>Council's own traffic reports show that the junction at Thorpe End is already saturated with current volumes of traffic at peak times. Following the recent Cumulative Transport Impact Study, in accordance with Paragraph 32 of the NPPF the Local Highway Authority has recommended that an existing application for housing off Melton Spinney Road be refused on the basis that the residual impact of the proposed development on transport infrastructure for the town as a whole is 'severe'. Since the abolition of Centrebus Service No.18, there is no town bus service for residents living on the estates off Thorpe Road.</p>		mentioned.	
<p>Bottesford Parish Neighbourhood Plan Steering Group</p>	<p>ANON-BHRP-4HUB-Y</p>	<p>Support with observations</p>	<p>We note that this appears to help Melton Mowbray only</p> <p>8.3.1 New developments should be located where travel can be minimised and use of sustainable travel modes optimised (in or close to Melton Mowbray).</p> <p>8.3.3 Only Melton Mowbray permits sustainable travel options</p> <p>8.3.5 Leicestershire Local Transport Plan 3 (LTP3) It is not clear how will this help rural communities</p> <p>8.3.6 (p148)Traffic congestion, parking and public transport are also an issue for Bottesford</p> <p>8.3.7 If housing was focused on Melton Mowbray, the need for highway construction in the rural areas will potentially be diminished.</p> <p>8.3.8 Encourage staggered working /shopping times to help congestion in Melton Mowbray</p> <p>IN1 5 We would welcome improved interchange facilities at Bottesford Station, particularly improved car parking and coordinated bus services.</p> <p>A survey carried out by the Bottesford Neighbourhood Plan Steering Group found that -</p> <p>84% of respondents agreed that developments should only be located where it allows people to access the village's amenities without the need to use the car. 93% of respondents agreed that the</p>		<p>The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.</p>	

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			Neighbourhood Plan should include the extension and improvement of the Station car park.		
Richard Simon	ANON-BHRP-4H2C-5	Support with observations	<p>This appears to help Melton Mowbray only</p> <p>8.3.1 New developments should be located where travel can be minimised and use of sustainable travel modes optimised (in or close to Melton Mowbray).</p> <p>8.3.3 Only Melton Mowbray permits sustainable travel options</p> <p>8.3.5 Leicestershire Local Transport Plan 3 (LTP3) - It is not clear how will this help rural communities</p> <p>8.3.6 (p148)Traffic congestion, parking and public transport are also an issue for Bottesford</p> <p>8.3.7 If housing was focused on Melton Mowbray, the need for highway construction in the rural areas will potentially be diminished.</p> <p>8.3.8 Encourage staggered working /shopping times to help congestion in Melton Mowbray</p> <p>IN1 5 We would welcome improved interchange facilities at Bottesford Station, particularly improved car parking and coordinated bus services.</p> <p>A survey carried out by the Bottesford Neighbourhood Plan Steering Group found that -</p> <p>84% of respondents agreed that developments should only be located where it allows people to access the village's amenities without the need to use the car. 93% of respondents agreed that the Neighbourhood Plan should include the extension and improvement of the Station car park.</p>	The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.	
Bottesford Parish Council	ANON-BHRP-4H1W-G	Support with observations	<p>We note that this appears to help Melton Mowbray only</p> <p>8.3.1 New developments should be located where travel can be minimised and use of sustainable travel modes optimised (in or close to Melton Mowbray).</p> <p>8.3.3 Only Melton Mowbray permits sustainable travel options</p> <p>8.3.5 Leicestershire Local Transport Plan 3 (LTP3) It is not clear how will this help rural communities</p>	The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.	

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			<p>8.3.6 (p148)Traffic congestion, parking and public transport are also an issue for Bottesford</p> <p>8.3.7 If housing was focused on Melton Mowbray, the need for highway construction in the rural areas will potentially be diminished.</p> <p>8.3.8 Encourage staggered working /shopping times to help congestion in Melton Mowbray</p> <p>5 We would welcome improved interchange facilities at Bottesford Station, particularly improved car parking and coordinated bus services.</p> <p>A survey carried out by the Bottesford Neighbourhood Plan Steering Group found that -</p> <p>84% of respondents agreed that developments should only be located where it allows people to access the village’s amenities without the need to use the car. 93% of respondents agreed that the Neighbourhood Plan should include the extension and improvement of the Station car park.</p>		
JOHN RUST	ANON-BHRP-4HUV-K	Support with observations	<p>I Support extracts: This policy is commendable, but the suggestion of Long Clawson as a Primary Rural Centre goes completely against this policy as it does not have adequate public transport infrastructure and will add to road traffic and commuting. It will also add to the severe parking problems that are experienced around the village centre and doctors. It will also add to the difficulties of travelling through the village. I support this Policy in general. However, not as it relates to Long Clawson. The proposal of the village as a Primary Development Centre goes completely against this policy because there is no sustainable transport available. The village lacks adequate public transport infrastructure and further development will add to road traffic and commuting. The village is a commuter village - with over 70% of residents already commuting to work more than 15 miles from the village.</p>	Remove classification of rural villages and Long Clawson from being a Primary Development Centre.	Noted. The implications of infrastructure constraints for Long Clawson are being addressed by the Council and the settlement hierarchy is being reviewed.

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			<p>Only 7% work locally within the Borough, the rest either retired or home workers. The idea that someone would cycle to work from the village is not realistic. The steep escarpment route out of the village, high volume HGV vehicle traffic in the village, minor roads without curbs or defined edges and no street lights, would be foolish. Cycling at the weekends and evening in the summer as a leisure activity is enjoyed and should be encouraged, especially a green corridor between the villages using the Grantham Canal. Increased housing will also add to the severe parking problems that are experienced around the village centre and doctor's surgery that frequently block the through road. It will also add to the difficulties of on street parking, affect through traffic travelling through the village, and pedestrian safety.</p>		
Melton North Action Group	ANON-BHRP-4H1Z-K	Other	<p>The Melton Local Plan Emerging Options (Draft Plan) states in point 4.3.1 that development in Melton Mowbray will be focussed in two new large scale 'sustainable neighbourhoods', one in the north and one in the south of the town. This was discussed as part of an exercise to find potential development sites across the Borough in one of the Reference Group sessions. There was some agreement that large-scale development was the solution to the housing requirement for Melton Mowbray but it was also agreed that for this to happen "transport infrastructure needs to be in place" (page 26 of Draft Local Plan).</p> <p>The National Planning Policy Framework (NPPF) states that "Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised." (point 34 of NPPF).</p> <p>MNAG believes that the North Melton Sustainable Neighbourhood (NMSN) is unsustainable as the main employment areas in Melton Mowbray are in the west and south west of the town.</p> <ul style="list-style-type: none"> • There are no direct bus links to the employment areas from the north of the town, and although there is a limited bus service along parts of Scalford Road and Nottingham Road, these do not continue into the evenings. • Leicestershire County Council (LCC) withdrew its funding for the Centrebus Service no.18 in February 2016. There is now no town bus service for residents living in the Thorpe Road and Melton Spinney Road area. • The arterial roads into Melton Mowbray from the north of the town are narrow and congested. There is no room for a dedicated cycle way on any of the roads. • The only safe area to cycle from the north of the town into the town centre is through the Country Park, but there is no lighting provided in the Country Park which severely impacts on the use of the Country Park as a cycle way after dark. • The individual developments which would make up the NMSN would all be more than one mile from the centre of town where the doctor's surgery, dentists, leisure facilities and the town shopping area are located. Walking therefore would not be considered a favourable option. <p>The NPPF states in point 32 that "Plans and decisions should take account of whether:</p>	<p>The housing requirement for the Borough up to 2036 means that both a north and south extension to the town are required. If the Plan does not make adequate provision to meet the housing requirement it will be found unsound and the Council will then be vulnerable to speculative applications.</p> <p>Cycle and walking routes will run through the country park as well as being provided on other routes into the town.</p> <p>The Council will endeavour to secure public transport contributions to provide new bus services between the town and North Sustainable neighbourhood. This service may also benefit existing residential areas north of the town.</p> <p>SS5 sets out that the link road is a requirement and developers will be required to achieve appropriate access for the development site.</p> <p>Leicestershire County Council has decided that the remaining section of the MORR would provide most benefit if it went to the east where it would connect to Grantham Road and Melton Spinney Road.</p> <p>A fully costed Infrastructure Delivery</p>	<p>Pages 19, 47, 49, 50, 51, 149 & 150 will be made consistent so as to reflect the up to date position.</p>

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		<ul style="list-style-type: none"> • the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure; • safe and suitable access to the site can be achieved for all people; and • improvements can be undertaken within the transport network that effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe." <p>MNAG believes that the NMSN has only one opportunity for sustainable transport modes and that is to make use of the Country Park as a cycle and/or pedestrian route to the town centre.</p> <ul style="list-style-type: none"> • However the Country Park has areas of habitat which are of a highly sensitive nature and encroachment of those areas (which are predominantly in the northern area of the Country Park) would adversely affect the flora and fauna of those areas. • Access to the NMSN off the Scalford Road would be in an area very close to John Ferneley School. There are already problems in that area due to the narrowness of the road and the inability of the existing footpaths to cope with upwards of 1,000 school children at the start and end of school time. There have been several accidents on the road involving school children, and to exacerbate the situation by introducing many more vehicles onto the Scalford Road would make it unsafe, unsuitable, dangerous and undesirable. • On Melton Spinney Road the site access would be very close to the Twinlakes Park entrance. During school holidays, several thousand people visit the Park each day and the vast majority of visitors arrive by car. This causes daily road congestion both going into the Park from 10.00 a.m. and coming out of it from 4.00 p.m. to 7.00p.m. • The distance from the Melton Spinney Road site entrance to the town centre would be at least 1.5 miles so not a reasonable walking distance. Much of the walk would be along a road where cars are parked half on the pavement, half on the road, leaving insufficient pavement width for buggies, trolleys or wheelchairs. • Neither Melton Spinney Road nor A607 Thorpe Road has any space for cyclists (in several places there is not room for two coaches or HGVs to pass each other). The only reasonable mode of transport therefore would be the car. Several hundred cars converging on Melton Spinney Road and the A607 Thorpe Road on top of the high number of vehicles already using the roads, would give unacceptable levels of congestion in and around those roads. The other 'opportunity' for sustainable travel (public transport) was taken away from the Melton Spinney Road/A607 Thorpe Road area due to cutbacks in funding the service by LCC in February of this year. <p>Taking the above into account, MNAG believes that the residual cumulative impacts of the development of the NMSN would be so severe as to make it unsustainable, and that the only sensible option would be to reject the Plan in its current state.</p> <p>Since the demise of the Core Strategy in 2013, Melton Borough Council (MBC) and LCC have commissioned Jacobs U.K. Limited to prepare a Melton Mowbray Cumulative Development Transport Impact Study looking at options to alleviate the growing congestion problems in Melton Mowbray. The findings of the study recommended an "Outer Bypass" running from Scalford Road in the north, across to the A606 Nottingham Road, the A6006 Asfordby Road, the A607 Leicester Road, the B6047 Dalby Road and finally linking with the A606 Oakham Road. The costs of such a bypass were estimated to be in excess of £50 million (Jacobs' report of 29.4.2015, page 10). According to Jacobs this would mean that the cost of the outer bypass per dwelling, based on 2,550 dwellings, would be £18,500.</p> <p>MNAG believes that this should come out of the Community Infrastructure Levy (CIL) which would then enable the 6,000+ homes in the Town and Borough to contribute to the</p>	<p>Schedule will be published in the Pre-Submission Plan as well as a Transport Strategy based on up to date data. The preferred route of the Outer Relief Route will be included in the Pre-Submission Plan.</p> <p>The Melton Outer Relief Route will be funded through a variety of public and private funding mechanisms and CIL which will be levied from most development in the Borough.</p> <p>Melton Spinney Road joins Grantham Road. Improvements to the junction may be required but essentially it already provides a connection to the A607.</p> <p>Development to the edge of the town is more sustainably located and therefore preferable to development in villages because of its proximity to the services, facilities and work opportunities within the town. Sites to the east and west have been appraised and are less sustainable for a range of reasons.</p> <p>Leicestershire County Council has been involved in the preparation of this draft Plan and has not indicated a concern that the development would present a severe constraint.</p> <p>Neighbourhood Plan proposals must come from the community. In the case of Melton Mowbray a Neighbourhood Plan Forum would need to be proposed in order that an area can be identified and designated. It is not the job of the Council to provide or propose this.</p> <p>The timetable for CIL is in place. A CIL cannot be adopted without a Local Plan policy on which it can be based.</p> <p>Additional work has been undertaken by Leicestershire County Council and Jacobs to assess the revised site area and capacity of the proposed Sustainable Neighbourhood and its impact upon traffic movement in the town.</p> <p>Policy SS5 requires preparation of a</p>	
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		<p>Melton Outer Bypass.</p> <p>It is evident that this will have a detrimental impact on the contributions from developers to other forms of infrastructure and the percentage of affordable homes they will be prepared to build.</p> <p>It says in the draft Emerging Options Local Plan on page 147 point 8.1.4 that: "It should be remembered that new development cannot be used to fund an existing lack of infrastructure or address current shortfalls in provision but is solely required to address its own needs."</p> <p>MNAG are concerned that if this is the case, then developers will only be obliged to build an estate link road for their particular development. An estate link road will not be of sufficiently high standard to become part of an Outer Bypass which would be expected to accommodate HGVs and be an attractive alternative to the current route through the Town Centre.</p> <p>In a report of the House of Commons Communities and Local Government Committee session to review the operation of the NPPF published on 16th December 2014, it was reported that "In our view, development can only be sustainable if it is accompanied by the infrastructure necessary to support it." Also "It is important that infrastructure provision takes place at the same time as housing development, or the development will be unsustainable."</p> <p>MNAG is concerned that there is no commitment in the draft Emerging Options Local Plan to force developers to agree to the development of the Melton bypass at the same time as housing development. Therefore the proposed NMSN is unsustainable.</p> <p>The Community Infrastructure Levy (CIL) which was brought into force in 2010 enables councils to charge developers of new development in their areas and use the proceeds to fund infrastructure. Under regulations made in 2013, parish and town councils receiving new development are allocated a proportion (15% or, if a neighbourhood plan is in place, 25%) of the CIL collected in their area. (An extract from a report of the House of Commons Communities and Local Government Committee session published on 16th December 2014)</p> <p>MNAG is concerned that: (a) whilst a number of villages in the Borough have been putting together their own neighbourhood plans, no attempt was made to create a neighbourhood plan for Melton Mowbray; (b) a CIL has not been put in place to-date, and apparently will not appear until the final draft version of the Local Plan; (c) projected costs of the various infrastructure requirements for the Town and Borough have not appeared in this latest draft of the Local Plan. Without these projected costs it is difficult to comprehend how MBC can hope to secure the correct level of funding to deliver the necessary infrastructure.</p> <p>Anomalies and contradictory/confusing terminology/data</p> <p>There is a lack of consistency in the draft Emerging Options Local Plan with regards to the NMSN. For example on pages 47 and 50 of the draft, there is mention of the "link road" from Scalford Road to Nottingham Road, whereas on page 49 there is a picture of the proposed "link road" going across the north of Melton to Melton Spinney Road. The Jacobs report of 29.4.2015 on the "Melton Western Bypass Options Testing" did not deal with a link from Scalford Road to Melton Spinney Road. In fact the Jacobs report was based on a different plan of residential development for Melton Mowbray.</p> <p>The Jacobs reports of 13.10.2014 and 29.4.2015 plus the Melton Mowbray Transport and New Development Position Statement issued by MBC and LCC in February 2015 all worked on the basis of there being a development of 150 dwellings off Melton Spinney Road (not the 200 in the Draft Local Plan with a further possible 400 after 2036); 950 between Nottingham Road and Scalford Road (no mention at all of the several hundred homes between Scalford Road and the north of the Country Park which appear in the</p>	<p>detailed transport assessment, as recommended by Jacobs.</p>	
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		<p>Draft Local Plan, plus the two Persimmon developments). In the south of Melton the reports were based on 800 dwellings west of the Oakham Road and 650 dwellings off the Leicester Road. All three reports were therefore based on there being a total of 2,550 new dwellings in Melton Mowbray as opposed to the 4,000 proposed in the Draft Local Plan. All three reports are therefore of no use as supporting documentation for the Draft Local Plan as they are based on incorrect and out-of-date data.</p> <p>However MNAG consider it is worth pointing out that even though Jacobs were working on the assumption of 2,550 dwellings as opposed to the now proposed 4,000 dwellings for Melton Mowbray, Jacobs still concluded that:</p> <p>"....any development coming forward in the town - irrespective of size - requires a detailed transport assessment undertaken to ensure that suitable mitigation is proposed." Jacobs go on to say:</p> <p>"Given the limited spare capacity, and amount of development proposed, this mitigation needs to be of demonstrably sufficient magnitude to not only mitigate the impacts of the development itself, but also contribute to a wider benefit for residents and as part of the overall growth strategy for the town.</p> <p>If this is not achieved, then the evidence within this document shows that the development cannot be considered sustainable."</p> <p>There is a lack of consistency in the draft Emerging Options Local Plan with regards to the Melton Bypass. It has been referred to as a "bypass" (page 19), a "Melton Outer Western Relief Route" (page 51), a "Melton Outer Relief Road" (page 149), a "Melton Outer Relief Route - a series of the strategic road links which connect the A606 (Burton Road) to the A607 Nottingham Road" (page 150), the "North Melton Strategic Road Link -a strategic connection between the A607 (Nottingham Road), Scalford Road and Melton Spinney Road" (page 150), a "strategic road link connecting Scalford Road to A606 Nottingham Road" (page 50), and a "new link road connecting the Scalford Road with Nottingham Road as part of the wider Melton Outer Relief Route".</p> <p>MNAG is concerned that with such inconsistency, how can residents take MBC seriously when the council talks of providing a bypass for Melton. The variation in names does indicate a variation in the standards required for the road. A "link road" does not have the same high standard requirement that a "bypass" does. There are a number of questions to be asked:</p> <ul style="list-style-type: none"> • first and foremost, exactly what sort of road is MBC aiming for across the north and south of the town? It must surely be of a bypass standard, to take HGVs, and have separate cycle and pedestrian paths, anything short of that standard will not do the job of diverting traffic away from the town centre or mitigate against the effects of the development; • there is an assumption that all developers will contribute to or build their portion of the bypass. What happens if a developer refuses to comply? Will they be refused planning permission, and what happens to their 'stretch' of the road as a result? • what procedures will be put in place so as to ensure that the bypass will be complete with an east or west connection linking the north and south routes before 2036? In the absence of any development in either the east or the west one assumes there will be no developer contribution for this connecting stretch of road. Without the certainty of an (albeit delayed) bypass it is difficult to comprehend how the proposed developments in and around Melton envisaged by the draft Local Plan can be considered remotely sustainable. • it has been pointed out time and time again by local residents that to have a bypass that stops at Melton Spinney Road is a "road to nowhere". When will MBC start to listen to the residents? Why does MBC insist that the final section from Melton Spinney Road to the A607 Grantham Road is not needed when it is obvious that: (a) Melton Spinney Road will 		
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			<p>not be able to cope with HGVs at its junction with the A607; (b) no sensible driver will use the bypass if it means joining a long queue of Twinlakes Park traffic to get out on to the A607 Grantham Road; (c) it doesn't matter if you turn left or right out of Melton Spinney Road on to the A607 Grantham Road at the bottom of Thorpe Arnold Hill as in both directions the road narrows and is hazardous to negotiate particularly with HGVs; (d) on a significant number of occasions each year when the A1 is closed or partially closed between Grantham and Stamford, traffic is diverted through Melton specifically using the A607 Grantham Road.</p> <p>Finally, it can be assumed that one of the reasons behind the decision to develop a Melton Mowbray Transport Strategy is that the Strategy "would best ensure the necessary coordination of potential future transport investments in the town. It would also provide a robust basis to underpin bids to secure funding from public and private sources." (minutes of LCC Cabinet meeting on 11.09.2015)</p> <p>The Melton Mowbray Transport Strategy was discussed at a special meeting of the Full MBC Council on 24th September 2015. The Strategy was deemed necessary as evidence of the need for an "Outer Relief Road" for Melton Mowbray. "The cost of a Transport Strategy that would include a definitive corridor for an 'outer' route is currently estimated in the region of £1.5m." (report to Special Meeting of Full MBC Council on 24th September 2015 para. 3.10). LCC, who would undertake the Study, agreed at an LCC Cabinet meeting on 11th September 2015 to commit £0.5m to the exercise, and on 24th September MBC committed £0.4m. There was still a shortfall of £0.6m which has not been forthcoming/funded. The estimated cost comprised £1m in connection with the development of a preferred corridor for an "Outer Relief Road", and £0.5m for developing a full Melton Mowbray Transport Strategy (para. 3.10 ibid). MNAG have been informed that LCC were willing to progress on the "former element" (the development of the preferred corridor) despite the shortfall of funding. In an email from the Head of Regulatory Services to the Secretary of MNAG, Mr. Worley said that "The focus of this work is to determine the most advantageous route for the bypass including whether the link between the northern and southern stretches indicated in the draft Emerging Options Local Plan would be most feasibly and effectively joined either to the east or to the west of Melton Mowbray." He said that the work was underway and MBC expected to be in receipt shortly.</p> <p>MNAG would like to know whether MBC agree with the comments of the LCC Cabinet in connection with the Melton Mowbray Transport Strategy. LCC as quoted above stated that the full Strategy, inter alia, provides a robust basis to underpin bids to secure funding from public and private sources. Presumably the absence of a full Strategy reduces the prospects of securing such funding and eliminates the prospect of a bypass. As a result any future large-scale development in Melton Mowbray would be considered by the NPPF as unsustainable.</p>			
Sharon Gustard	ANON-BHRP-4H6K-9	Other	<p>4. Do not unacceptably impact on the safety and movement of traffic on the highway network or that any such impacts can be mitigated through appropriate improvements.</p> <p>The development at Bottesford is being looked at in isolation. The impact of a further 700+ cars will have a major impact on the village itself but the reality is in order to afford such housing, the majority of new residents will be commuters; predominantly from cities such as Coventry, Leicester, Nottingham and London; which is</p>	<p>Increased train availability.</p> <p>A park and ride into Nottingham to be created near the A46/A52 junction.</p> <p>The tram network being extended to the east of the city.</p> <p>A review of the location of residents places of work in the rural villages and modes of transport to enable a decisive plan to tackle transportation needs in an educated manner.</p>	<p>The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.</p> <p>Leicestershire County Council has provided highway comments in respect of sites which consider the capacity of road networks to accommodate vehicle movements from sites being considered.</p>	

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			<p>already the case. Nottinghamshire county Council or their respective boroughs has already approved several large scale developments to the east of the city at Newton and Cotgrave, which have impacted on the traffic usage of the A52. So far, there has been no indication of improvements to transport and strategic infrastructure to accommodate such developments and therefore the impact has been higher levels of car usage on the A52 and therefore more pollution.</p> <p>It is recognised that Bottesford has a train station but parking on workdays is already maximised and the train service does not assist working families with childcare commitments.</p>		<p>The A52 is not considered to be severely congested and air pollution is not an issue in its locality.</p>	
Colin Love	ANON-BHRP-4HBR-V	Support with observations	<p>New roads add to pollution - added speeds add to pollution. So any new road proposals MUST undertake an impact assessment of this additional pollution and ensure that and identified negative consequences are mitigated by additional planting to absorb the emissions. Similarly, there would be additional noise in the new locations and this must be totally mitigated by environmentally acceptable sound barriers</p>	See above	<p>The planning application for the Melton Outer Relief Route will require submission of an Environmental Statement informed by an Environmental Impact Assessment which will cover air quality.</p>	
Anthony Edward Maher	ANON-BHRP-4HUS-G	Support with observations	<p>The Northern Strategic Link Road should be extended to the Grantham Road North of Thorpe Arnold and not end on Melton Spinney Road which is a minor unclassified road. Any link roads should be built to a standard to take HGV and also have a walkway and cycle route.</p>	<p>I would like to see mention of the Southern route which is the only section which joins major A class roads also proposed dates for this work as with other sections of route.</p>	<p>Melton Spinney Road joins Grantham Road. Improvements to the junction may be required but essentially it already provides a connection to the A607. A fully costed Infrastructure Delivery Schedule will be published alongside the Pre-Submission Plan as well as a Transport Strategy based on up to date data. The preferred route of the Outer Relief Route will be indicated in the Pre-Submission Plan.</p>	
Mick Jones	ANON-BHRP-4H6N-C	Support with observations	<p>Point 4 - So it is alright to impact on the safety and movement of traffic on the highway network.</p>	Remove unacceptably from point 4.	<p>The Highways Authority (LCC) will be consulted on matters of highways safety and determine what is an unacceptable impact.</p>	
Alison Thurley	ANON-BHRP-4HGG-P	Object	<p>Melton needs a full outer relief road now even without the proposed new residential development. We need to stop the lorries charging through. It is ruining the town and is unsafe for pedestrians & cyclists.</p> <p>It is also unrealistic to think that people are not going to use their cars even with improved cycle lanes, footpaths & public transport. Buses are being cut & prices are going up now so what's going to change.</p>		<p>The delivery of the Melton Outer Relief Route is a priority for the Council. Melton Borough Council and Leicestershire County Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together</p>	

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			There needs to be traffic calming measures put in to stop traffic cutting through residential estates when traffic builds up on main routes i.e. speed bumps.		with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.	
Burton & Dalby Parish Council	ANON-BHRP-4HU6-K	Support with observations	Without the provision of at least one new river crossing there will be no relief to congestion in the centre of Melton.		The delivery of the Melton Outer Relief Route is a priority for the Council. Melton Borough Council and Leicestershire County Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.	
Michael Barrett	ANON-BHRP-4H1V-F	Object	There are times when it is very difficult to get out of Cross Lane (Burton Lazars) onto A606 Burton Road now. If the volume of traffic increases as it must if these developments go ahead then access to Burton Road will become impossible. People wanting to use the bus service that runs through Burton Lazars will have to cross the already very busy road to gain access to the two bus stops.	There will be a need for a couple of pelican crossings for people to use to aid safe crossing of the A606 Burton Road.	The Highways Authority (LCC) will be consulted on matters of highways safety.	
Angus Walker	ANON-BHRP-4HB4-X	Support with observations	Support primary policies but only as part of a more strategic integrated transportation policy for the Borough, County and Region	An integrated transportation policy for the Borough, County and Region should investigate the re-opening of the direct rail line between Melton and Nottingham. This would enable more ambitious reviews of the Asfordby area, the creation of new villages on the route and provide direct links to HS2 through Nottingham. It would enable Melton to be a more accessible	Noted. Strategic Planning, including on matters of transport, is being developed with all Leicestershire authorities through the Strategic Growth Plan.	

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				recreational attraction and positively impact on Melton Relief Road proposals The present policies are very parochial for a 25 year plan.		
Robert Hobbs	ANON-BHRP-4HGP-Y	Object	The current plan does not include a comprehensive ring road structure round Melton town centre and will only to move the pinch points of traffic flow.	Include a full ring road plan not north and south sections that are not connected to each other.	Leicestershire County Council has decided that the remaining section of the MORR would provide most benefit if it went to the east where it would connect to Grantham Road and Melton Spinney Road. The preferred route of the Outer Relief Route will be indicated in the Pre-Submission Plan.	
John Beech	ANON-BHRP-4HG7-6	Object	<p>Without doubt the greatest challenge to the entire plan is the sustainability of housing developments and the delivery of infrastructure in a timely and rigorous manner to support these.</p> <p>We need to have sustainable housing developments but to ensure their success and ensure misery is not heaped on existing residents then we must design and build them within the National Policy Framework and ensure that the proper infrastructure is in place</p> <p>The single biggest flaw in this entire Local plan proposal is the lack of a coherent and integrated traffic and transport strategy.</p> <p>Once again we as residents are left in the situation with promises of what might or could be without any firm proposals and cast iron agreements / contracts or government funding in place.</p> <p>A finalised and holistic traffic /transport plan including the secured funding for the so called Outer Relief Road needs to be firmly in place before the Local Plan can be adopted, anything less is sheer folly and will lead to gridlock in the town and surrounding borough and misery to the residents of Melton Mowbray.</p> <p>It is very difficult to consult on something that has so little detail in key areas, the documents deal with a huge breadth of topics but does not give sufficient detail of key elements and is hugely confusing and contradictory in a number of areas.</p> <p>There is little visibility of relevant plans or layouts which makes it almost impossible to support or oppose the proposals made in the plan.</p>		A fully costed Infrastructure Delivery Schedule will be published alongside the Pre-Submission Plan as well as a Transport Strategy based on up to date data. The preferred route of the Outer Relief Route will be indicated in the Pre-Submission Plan.	
Asfordby Parish Council	ANON-BHRP-4HGY-8	Object		The Melton Local Plan has not considered the impact of the proposed Melton Mowbray bypass on the wider road network. In particular, the creation of a bypass is likely to encourage greater cross county traffic movements using the A6006. While Asfordby village has been bypassed, the A6006 passes through Asfordby Hill and Asfordby Valley and already generates noise and disturbance to	Leicestershire County Council has decided that the remaining section of the MORR would provide most benefit if it went to the east where it would connect to Grantham Road and Melton Spinney Road.	

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				local residents. The proposed Melton Mowbray bypass may well exacerbate this situation, therefore the Plan should give greater consideration to this issue and propose mitigation measures.		
Elizabeth Ann Johnson	ANON-BHRP-4HGR-1	Support				
Mr DAVID WILSON	ANON-BHRP-4HHF-P	Object	Current plan suggests finishing the North ring / link road on Melton Spinney road rather than continuing onwards to link with the Grantham road the other side of Thorpe Arnold and Twin Lakes. This is clearly cost cutting rather than forward thinking. We will only get one chance to complete a properly designed ring road. Not point in half measures at this stage. Traffic is already a major issue on Spinney road junction why make it worse?	Road should continue onwards in a straight line to Grantham road on one side or the other of Twin lakes. Road in future years will then be able to continue around the back of Thorpe Arnold / Tesco's towards Saxby road and eventually link with the Oakham road.	Melton Spinney Road joins Grantham Road. Improvements to the junction may be required but essentially it already provides a connection to the A607.	
Joanne Belcher	ANON-BHRP-4HHM-W	Object	The infrastructures currently cannot cope - they need to be improved before further developments occur.		Noted.	
Waltham on the Wolds & Thorpe Arnold Parish Council and Neighbourhood Planning Group	ANON-BHRP-4HBZ-4	Support with observations	Better integration of bus and train services is required so that a) buses actually go to the train station in Melton and b) services are synchronised to avoid long waiting times. For residents to the north west of Melton, the proposed ring road is no help at all. Why not link the A607 (south of the town) with the A607 (north of the town)?	See above.	The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision. Leicestershire County Council has decided that the remaining section of the MORR would provide most benefit if it went to the east where it would connect to Grantham Road and Melton Spinney Road.	
Nicholas John Walker	ANON-BHRP-4HGC-J	Support		This policy has to be the main aim of MBC to improve and increase housing within Melton this will bring in labour, companies and business' to enhance the Melton "brand"	Noted.	
John William Coleman	ANON-BHRP-4H6C-1	Support with observations	It is essential that a Melton bypass/relief road system is completed, in its entirety, as soon as possible. If sections of the route are completed in isolation they will simply make the congestion worse at the remaining pinch points.		The delivery of the Melton Outer Relief Route is a priority for the Council. Melton Borough Council and Leicestershire County Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by	

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					development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.	
Melton North Landowner Consortium	ANON-BHRP-4HGQ-Z	Support with observations	Please refer to paragraph 3.86 of the 'Representation on the Melton Emerging Options Draft Plan' (Melton North Landowner Consortium Version).	Please refer to paragraph 3.87 of the 'Representation on the Melton Emerging Options Draft Plan' (Melton North Landowner Consortium Version).	Noted.	
Martin Alderson	ANON-BHRP-4HHU-5	Support with observations	The relief roads mentioned above are unlikely to be adequate to meet the future needs of Melton. When the government brings in fracking, the property and land values will be significantly reduced so that the developers will not have sufficient funds for even these roads.		Noted.	
Christopher John Noakes	ANON-BHRP-4HBK-N	Support with observations	See above - A607 should read A606		Noted.	Amend to A607.
Anthony Barber	ANON-BHRP-4H6R-G	Support with observations	Difficult to understand how the proposed allocation (numbers and location) to Frisby on the Wreake can be consistent with this policy. Public transport links are already poor, have reduced since this options paper was prepared (timetable change Jan 2016), and, anecdotally, under further threat.		Noted.	
Julian Parker	ANON-BHRP-4HHP-Z	Object	<p>You have stated that you want people to utilise alternative transport methods and not just use cars and yet the bus routes around the town have recently been cut.</p> <p>I believe the town would suit a proper bypass BEFORE any housing developments take place. Something similar to what was achieved in Oakham. I have seen no clearly defined bypass in the documentation, rather a selection of link roads that MAY be built after the housing development is either in progress or after but there is no definitive ideas, its all "try" and "look to".</p> <p>The town needs to grow and with that comes housing, this is completely ok and to be expected but without a proper bypass which I believe has been mentioned since I moved here over 10 years ago and development would be hampered by overall lack of infrastructure.</p> <p>Also, we have also according to the Melton times, had a reduction in fire services and with the expected housing development I have concerns that there is insufficient schools and health care.</p>	<p>I would like to see a committed plan for a bypass around Melton so that all areas are catered for and businesses will be attracted to our location and provide more growth. I can't see this happening if the town remains in gridlock for the next 20 years.</p>	<p>The delivery of the Melton Outer Relief Route is a priority for the Council. Melton Borough Council and Leicestershire County Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.</p> <p>The Council is liaising with the County Council on school numbers and with the CCG on healthcare requirements. An updated Infrastructure Delivery Schedule will be published alongside the Pre-Submission Plan.</p>	
David Hinds	BHLF-BHRP-4H2T-E	Other	I am writing to express my concern regarding the proposed local plan. I recognise the need for additional housing but this needs to be undertaken in conjunction with the installation of the correct infrastructure. The traffic at peak times is already a big problem on Melton		The delivery of the Melton Outer Relief Route is a priority for the Council. Melton Borough Council and Leicestershire County	

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			Spinney Road / Thorpe Road. A ring road linking all the major routes into Melton is a must have before any significant housing addition.	Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.	
HOBY WITH ROTHERBY PARISH COUNCIL	BHLF-BHRP-4HDH-M	Support with observations	Support primary policies but only as part of a more strategic integrated transportation policy for the Borough, County and Region	Noted.	
Grimston, Saxelbye & Shoby Parish Council	BHLF-BHRP-4HDA-D	Other	It is important the by-pass goes ahead as soon as possible.	The delivery of the Melton Outer Relief Route is a priority for the Council. Melton Borough Council and Leicestershire County Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.	
Gary Reek	BHLF-BHRP-4HQ7-G	Support with observations	As a resident of Thorpe Park I have concerns that the proposals in the Local Plan could lead to an un-coordinated, fragmented approach to housing, business and infrastructure development across the town. Plans for industrial and other business development are shown in the Local Plan to be largely to the South West of the town. Given the significant traffic concerns, if residential development were initially to be concentrated to the south and west of the town, investment in a relief road and other traffic alleviation schemes could also be focused in this area, thereby realising benefits more quickly. The emerging results from the Melton Transport Study (prepared on behalf of Leicestershire County Council and Melton Borough Council) indicate that a co-ordinated approach to improvements to the transport network will be required to mitigate the cumulative impacts of developments in and around Melton Mowbray. <ul style="list-style-type: none"> • Paragraph 32 of the NPPF requires that any development should only be approved if 	Land availability constraints to the west of the town presently prevent major housing development being delivered in this area. Melton Spinney Road joins Grantham Road. Improvements to the junction may be required but essentially it already provides a connection to the A607. The Council can work in partnership with Leicestershire County Council and developers to achieve public transport	

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			<p>there is no severe impact on traffic.</p> <ul style="list-style-type: none"> • The current draft Local Plan indicates that the proposed link road to the north of the town terminates on Melton Spinney road, an unclassified highway, near the entrance to Twin Lakes Park. The draft Local Plan does not consider the impact of significant increases in volumes of traffic along Spinney Road and either onwards into Melton town centre or through the villages of Thorpe Arnold and Scalford. This situation is further exacerbated during periods of significant traffic flow to and from Twin Lakes Park. The link road should therefore be extended through to the A607 Grantham Road at a point north of Thorpe Arnold. • The Council's own traffic reports show that the junction at Thorpe End is already saturated with current volumes of traffic at peak times. • Following the recent Cumulative Transport Impact Study, in accordance with Paragraph 32 of the NPPF the Local Highway Authority has recommended that an existing application for housing off Melton Spinney Road be refused on the basis that the residual impact of the proposed development on transport infrastructure for the town as a whole is 'severe'. • Since the abolition of Centrebus Service No.18, there is no town bus service for residents living on the estates off Thorpe Road. 	<p>solutions. However it has little direct impact on bus provision.</p>	
Friends of Melton Country Park	BHLF-BHRP-4H8X-R	Support	<p>In conclusion, without an outer north/south relief road, it is our view that the Local Plan is unsustainable in its current form. Should funding for the outer relief road be secured, the Friends could only consider the Local Plan to be sustainable if the above observations are taken into account in determining the final location of any housing development and the route of the relief road.</p>	<p>Noted.</p>	
Leicester City Council	BHLF-BHRP-4H8F-6	Other	<p>The Community Development Priorities CDP 13 (page 22) – mentions improving access to services, such as education and states measures that seek to achieve a modal shift away from public car use (page 45). The Council is pleased to see that bus services are mentioned as a way to achieve a modal shift. However there should be further improvements to public transport to include an increased frequency, longer operating times, particularly to services to Leicester to access education for example. Are there any proposals / lobbying for rail improvements? For example, to improve the frequency to London and off peak rail services to Leicester from Melton Mowbray. We are supportive of larger scale housing developments rather than smaller scale housing developments as it would help to address any strategic infrastructure required from the proposed growth.</p> <p>As stated in the document, a new strategic link road will be provided to help deliver both the south and north Melton Mowbray Sustainability Neighbourhoods (c.3500 homes) and it is expected to improve Melton Mowbray's east/west connectivity through a link road. By providing this new infrastructure, traffic movements from the new housing stock could gravitate towards Leicester (subject to robust transport modelling) as this may facilitate easier access to Leicester's employment and other opportunities. Therefore this could reduce the traffic impacts in Melton Mowbray and possibly create adverse impacts on the existing transport network in Leicester. These areas may include the A47, A607 and A46. Any adverse impact in this area may be accelerated from proposed large scale housing growth in Charnwood and Harborough. Mitigation measures for Leicester's highway network may be required to support this new growth based on any robust transport modelling findings.</p> <p>The document mentions the Great Dalby Airfield, as a brownfield site and states that the site provides a good connection to Leicester, but by what means? (Pg26). What are the expected housing numbers if this site is taken forward? This could also provide increased pressure on the existing highway network (subject to robust transport modelling). Mitigation measures may be required for new developments and will include highway</p>	<p>Concerns of the City Council are noted. Reference to Great Dalby Airfield relates to Policy SS6 which identifies possible sites where development might be considered if the Strategy of the Plan is not being delivered or the OAN changes.</p>	

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			<p>improvements based on any robust transport modelling findings.</p> <p>We are pleased to see that infrastructure within new developments will include facilities for electric cars. This will support the government’s plans to provide new bus services by 2050.</p>		
Gladman Developments	BHLF-BHRP-4H8J-A	Other	<p>Policy IN1 –Transport & Strategic Transport Infrastructure should reflect para 31 of the NPPF, which makes clear that ‘development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe’. The Policy should also acknowledge the position of Leicestershire County Council, agreed by Melton Borough Council (Appendix 3), that a proportionate and reasonable deterioration in traffic conditions in Melton Mowbray as a result of developments being permitted prior to full completion of an Outer Relief Road (ORR) will be accepted on the condition that such developments are contributing to the delivery of the ORR and wider strategy.</p>	<p>The wording of Policy IN1 needs to adopt a consistent approach with that of Policies SS4 & SS5 in recognising that the North Melton Strategic Link Road will be delivered in separate parts; this will ensure that the Developers’ site can be delivered via a separate planning application, if required. A flexible approach in terms of the mechanism used for the delivery of each section, for example by way of financial contributions secured through a s.106 agreement or developer-led implementation by way of a s.278 agreement, should also be reflected within the wording of Policy IN1.</p>	
Leicestershire County Council and Richborough Estates	BHLF-BHRP-4H8K-B	Other	<p>As identified in respect of Policy SS5, it is important to clarify that the section of the North Melton Strategic Link Road, which will run between Nottingham Road and Scalford Road, will be delivered as part of development on the Developers’ site. The delivery of the remainder of the link road e.g. that connecting Scalford Road to Melton Spinney Road, and the mechanism for achieving this, will be agreed through the planning process associated with development within the wider NSN.</p>	<p>The adoption of a CIL Charging Schedule is a priority for the Council which will allow collection of monies from development throughout the Borough to fund the Melton Outer Relief Road.</p>	<p>Noted.</p> <p>Wording in SS5 and IN1 to be consistent in respect of the North Melton Strategic Link Road. Justification to this policy to include details of funding and delivery mechanisms.</p>
Pegasus	BHLF-BHRP-4HAG-G	Support with observations	<p>Policy IN1 sets out the requirements for contributions towards new transport infrastructure in association with new development proposals in Melton Mowbray. The policy indicates that, in accordance with the Infrastructure Delivery Plan and transport evidence base, new development in Melton Mowbray will be expected to contribute towards and/or deliver parts of a number of town wide strategic transport infrastructure including the Melton Outer Relief Route connecting the A606 Burton Road to the A607</p>	<p>Noted. Leicestershire County Council has decided that the remaining section of the MORR would provide most benefit if it went to the east where it would connect to Grantham Road and Melton Spinney Road.</p>	

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			<p>Nottingham Road and the North Melton Strategic Link Road between the A607 Nottingham Road and Melton Spinney Road.</p> <p>The provision of new transport infrastructure for Melton Mowbray is supported and is an important component of a sustainable strategy for future growth in the borough over the plan period. The proposals for development to the south of Melton will help to secure the provision of new transport infrastructure connecting between Leicester Road and Burton Road.</p> <p>It is important that other developments that take place in Melton Mowbray outside of the proposed Sustainable Neighbourhoods should also make appropriate contributions towards the required new transport infrastructure necessary to support new development in the town. The Council needs to apply a robust approach to development proposals that come forward to ensure that schemes make the necessary contributions to the wider transport infrastructure improvements.</p>	<p>The Council is committed to adopting a CIL Charging Schedule and is intending to consult on a Preliminary Draft Charging Schedule alongside the consultation on the Pre-Submission Plan. Preparation of CIL will be in accordance with the CIL Regulations.</p>	
<p>Brown & Co – Property & Business Consultants LLP Agents for and on behalf of the landowners – M Hill, P Hill, M Hyde & P Pickup</p>	<p>BHLF-BHRP-4HA9-2</p>	<p>Support with observations</p>	<p>If Melton North is to remain, then reference to the North Melton Strategic Road Link is appropriate. However, if our site is to be allocated, as it should, then the development proposed on MBC/049/13 should help establish the important strategic road link between the A607 Leicester Road to the west to the A607 Road to the north east and which links Melton Mowbray to Grantham.</p>	<p>Noted.</p>	
<p>Highways England</p>	<p>BHLF-BHRP-4HAU-X</p>	<p>Support</p>	<p>Highways England welcomes the inclusion of Policy IN1: Transport and Strategic Transport Infrastructure in the consultation document, which states that the Council will “support and promote an efficient and safe transport network which offers a range of transport choices for the movement of people and goods, reduces the need to travel by car and encourages use of alternatives such as walking, cycling and public transport”. This policy is welcomed as a means of helping to ensure that vehicle trips (and associated impacts on the Strategic Road network) are reduced through an increased use of sustainable travel modes.</p>	<p>Support noted.</p>	
<p>NFU East Midlands Region</p>	<p>BHLF-BHRP-4HA6-Y</p>	<p>Support with observations</p>	<p>We would not wish to see a lack of bus stops and pavements prevent necessary development to enhance the rural economy.</p>	<p>The delivery of the Melton Outer Relief Route is a priority for the Council. Melton Borough Council and Leicestershire County Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.</p>	

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				A fully costed Infrastructure Delivery Schedule will be published alongside the Pre-Submission Plan as well as a Transport Strategy based on up to date data. The preferred route of the Outer Relief Route will be indicated in the Pre-Submission Plan.	
Somerby Parish Council	BHLF-BHRP-4HKH-U	Support with observations	<p>A borough wide plan should be about what is good for the borough and its inhabitants. What will make it a good place to live, a good place to shop and to carry on business? Also what will make it a good place to visit? At the present all of these questions, living, shopping, business and visiting are negative because on a daily basis Melton Mowbray becomes gridlocked. This is exacerbated when there are problems further afield such as the A1 where queuing traffic stretches out of the town in all directions. This is bad for residents, businesses and tourism and it does not make Melton Borough a nice place to be. 6,000+ houses in Melton alone will only worsen this problem. There can be no sense in this unless the planning is complete and the “to and through” highway infrastructure is put in place. Yet the planners appear obdurate over this, refusing to accept that there is even a problem. The public have listened to words such as those spoken by Byron Rhodes at the launch of Melton Local Plan consultation for decades namely “we will let developers build houses and they will build us a relief road”. No they will not. They cannot afford to. Already builders are saying that they cannot even build the mix of houses required and make money. Therefore much less can they build the mix of houses and a relief road and make money. Perhaps someone should be saying “Central government, no relief road, no houses”.</p> <p>Again there seems to be no clear planning for the wider effects, especially traffic, of the expansion of the town. The proposed relief road just finish at roundabouts leaving vehicles to either go into the congested town or to struggle through villages to continue their journeys. Concentrating traffic on such roads will only be a solution to congestion if they clearly link around the main settlements.</p>	Noted. The Highways Authority (LCC) will be consulted on matters of highways safety. Melton Borough Council and Leicestershire County Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.	
(Petition of 218 Signatures re: traffic)	BHLF-BHRP-4H78-Q	Object	Received a petition of 218 signatures from Long Clawson residents regarding: Concerned about volume and speed of traffic through Long Clawson and support the implementation of a community speed watch.	Noted. To be considered as part of site assessment work.	
M P Bell	BHLF-BHRP-4H7H-7	Support with observations	<p>After attending meetings for Core Strategy I had indicated my preference for the ring road tec. and would lead to pedestrianize Sherrard Street. So far I have not been informed of route etc. The 1985 line in previous Melton plans (Is it kept?). The Northern Route included in last Core Strategy was the cause of it to fail. I will accept a link between Scalford Road - Melton Spinney road - this will aid traffic congestion at Norman Way End - Alternative Route. Indications = Council not interested in East Side. Employers =365 days - 24/7 our largest employers in the town. Alternative for Burton Lazars residents. Diversionary route for A1 traffic. Pedestrianise Sherrard Street and improve the area. Finally in 1971 Ted Heath signed EU agreement. Policy of clean air (diesel fumes) etc. Norman Way as part of removing traffic from middle of the town. Work to east side was not done resulting in decades of pollution. Sherrard Street sits in a dip where it stays. Anybody else would be brought to court. My draft proposal is attached. A1: To remove HGVs - danger at Cross Road atch/sharp bend - downhill. Existing speed limit 40mph. About near golf course entrance start new speed limit 40mph/right turn junction as light vehicles access to Melton. A2: Saxby road B676 Road floods near Lag Lane south</p>	<p>Noted.</p> <p>Leicestershire County Council has decided that the remaining section of the MORR would provide most benefit if it went to the east where it would connect to Grantham Road and Melton Spinney Road.</p> <p>The preferred route of the Outer Relief Route will be indicated in the Pre-Submission Plan.</p>	

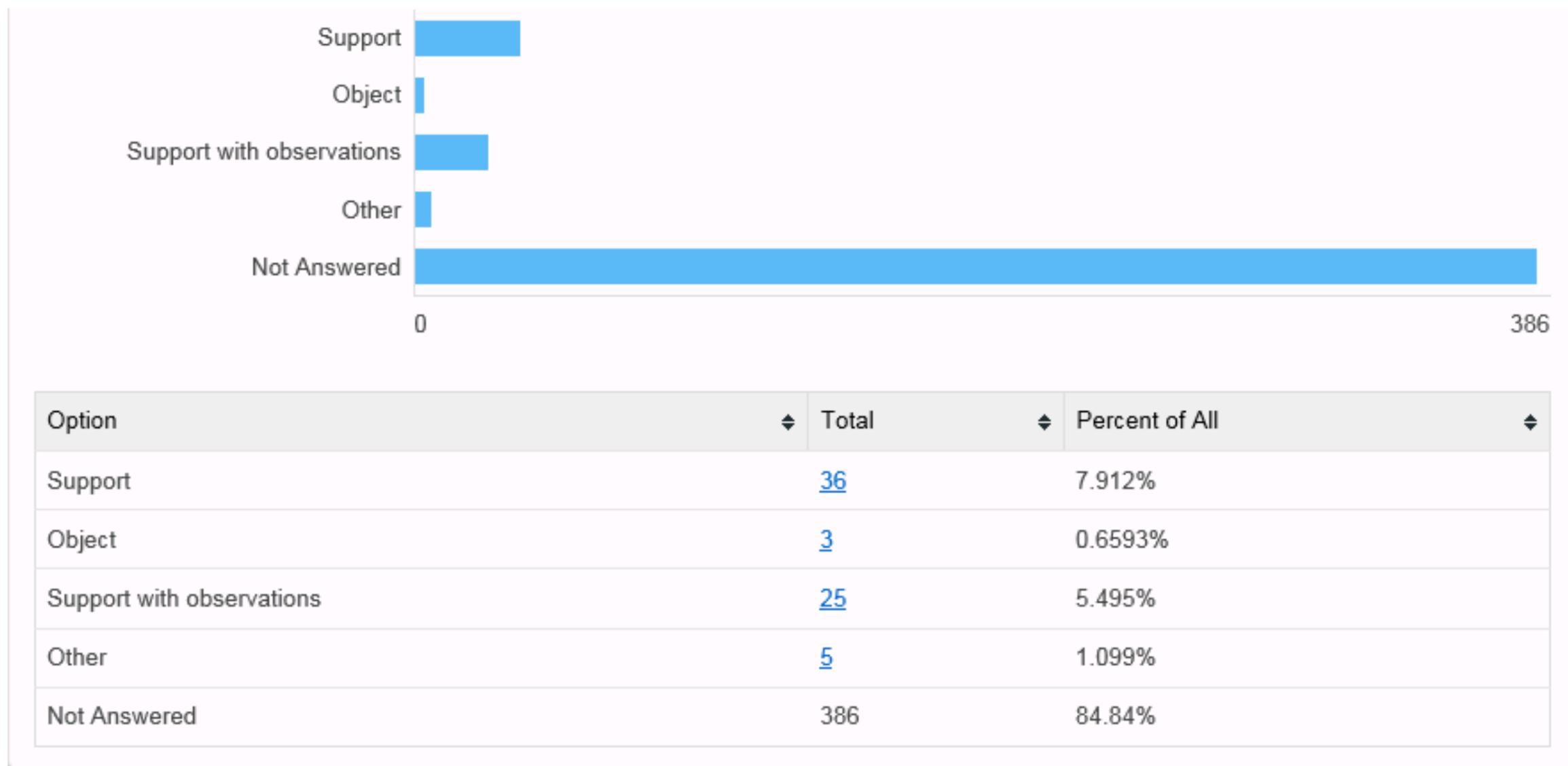
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			<p>access/water course flows into River Eye at that point/to overcome this new roundabout off Seton existing road/complete link Cross Field Drive. New speed limit on approach of 40mph/Lag Lane North diverted onto Cross Field Drive is new foot/cycle route through Thorpe Arnold to Twinlakes/new bridge across River Eye/enable to put ducts under to assist when River Eye floods/land adjacent North - new cemetery/crematorium/small lorry park. A3: New road bridge overlay New foot/cycleway side railway 2 meter strip/link up to Jubilee Way/use siding to discharge road material saving up to 160 HGVs using centre of town in one drop. B1: As it exists B2: New road layout/alternative route into village using existing part of Lag Lane/needs update/Sawgate Road unmade section gated/new road exits near Jubilee Way/new safe access to cross new road/East side Sawgate Road gated. B3: Designed by developer/part of Sawgate Road use as a slip road/7.5T towards town/Kirby Lane to be used/wherever possible foot/cycle route needs updating, new 30mph. C1: Sandy Lane is narrow and no passing places/part of cycle route 24/making a junction would create rat run/so south side it road exit/entry/ramp footbridge/north side is widen but no access to new road/x/new primary school/Y/200 social housing/Z/shop - car park to drop kids to school/separate access for deliveries/teachers' cars for school/earth bank north side of new road. C2: Dalby Road B6047 north side 7.5T/2 primary schools/move 30mph/provide new foot/cycle route to Great Dalby/since part of existing road is built on old runways. C3: Quadulope Farm road is from Kirby Lane split part and make cul-de-sac/new access. Old railway embankment footbridge across new road. Road to Eye Kettleby new bridge. D1: Where new road X's Kirby Lane no access east side residents for decades have suffered by speeding vehicles to save 30 mins time (rat run) west side road is shared by foot/cycle/light traffic. D2: Since A607 is on a sharp bend where there is road junction extra lane is needed/Kirby Lane junction road improvement for visibility. No vehicles access/50mph drop to 40mph. D2A: Standard roundabout D3A: Standard road bridge across the railway/golden opportunity new station with car parking up to 100N/& S/foot/cycle link to Kirby Bellars/new park/ride/bus pickup/etc. E1: Standard roundabout left side to link Asfordby by-pass. E2: Existing road lay-out after alteration to remove a dog leg bend. E2A: To avoid problems access to playing fields/The Grange access/we will use this old dog leg bend since it is a bridge over test track/exit between A6006 between new roundabout - towards town oneway/the old road one way/new road about 100-200m from The Grange entrance/part of the roundabout block off/we have oblong roundabout/7.5T towards town/and through Asfordby Hill/Valley since primary school close by/Welby Road is improved up to near The Stute busy on match days. F1: At the Stute Welby Road needs upgrading to Mine Road separate road to Stute onto Welby Road from the oblong roundabout. F2: Standard roundabout/road link to Potters Hill. F3: Potters Hill road junction to remove dog leg bend/limited access/40mph instead of 50mph/light traffic south/no access 7.5T F4: I accept link across the north between Scalford Road B6047 to Melton Spinney Road/alternative route to relieve traffic at Norman Way/Scalford Road junction/extend Country Park/Gypsy site. F5: 7.5T junction cross Field Drive north via Thorpe Arnold/7.5T Dee Close to Thorpe Road traffic lights. F6: 7.5T to town on Thorpe End/improve lights on Saxby Road to include Regent Street build up on this junction. G: Sherrard Street existing junction Sage X street. H: By reducing entry into Sherrard Street provide additional parking/load bay etc./reduce width of Sage x Street new lights aid X disabled parking/loadbays/all traffic travel Thorpe End Sage x Street vice versa/no access 24/7/load/unload 4pm-10am. 1.1: Existing layout. 1.2: Mill Street is a narrow junction/by Burton Street easier to X's all traffic use Mill Street (except buses/taxis/access only) towards town 24/7/all traffic turn south/north side access only. J: Wilton Road adjust kerbs etc. to allow buses to enter Leicester Street/parking bay extended to provide 3 bus stops/lights remove 5mph Park Lane to Burton Street people/vehicles shared space. K: o/s Superdrug area new taxi rank 24/7 alterations to</p>		
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Chapter 8: Managing the Delivery of Development – **Policy IN1 – Transport & Strategic Transport Infrastructure**

			Leicester Street/Burton Street junction use/all signs removed. L: Windsor Street designed similarly as High Street.		
Leicestershire County Council, Highways Authority	BHLF-BHRP-4H7Q-G	Support	The County Council as the Highway Authority notes that Melton’s emerging options require significant transport infrastructure to support delivery of the plan and, recognising the role effective transport links have on the economic performance of an area, are working with the Borough Council on the development of a transport strategy for the area. Leicestershire County Council is also supportive of the wider sustainable travel approach, including providing access to the town centre, employment opportunities and key services via public transport and active travel. Again the County Council will support the further development of this aspect of the local plan. In addition detail will be considered through individual planning applications and reflected in our comments. It has been our experience that in developing local plans that require delivery of significant infrastructure to support growth, realising aspirations such as increased levels of affordable housing can be challenging to balance with the need for developments to be viable. Leicestershire County Council will continue to work with Melton Borough Council to inform these decisions by helping to understand the costs of highway infrastructure and support the Borough with bids for external funding where appropriate. Design standards are set out in the 6Cs design guide and any aspiration to vary from this such as non-standard material or street trees may attract a requirement for commuted sums to cover the cost of maintenance.	Noted	

Policy IN2 – Infrastructure Contributions



Chapter 8: Managing the Delivery of Development – Policy IN2 – Infrastructure Contributions

Name	User ID	Support/ Object	Comment or Issue	What changes would you like to see made to this policy?	Officer Response	Proposed Amendment
Robert Ian Lockey	ANON-BHRP-4H3G-2	Object	Developers should obtain written confirmation from utility undertakings that they can supply necessary services and facilities to proposed developments. If enhancements are necessary they can pay the undertaking directly. The Council only needs a levy for Council-provided services. A levy for affordable housing can only make other housing less affordable. Who takes the levy, who controls it, and who receives the receipts?	Developers should obtain written confirmation from utility undertakings that they can supply necessary services and facilities to proposed developments.	The Council is working with the utility providers and developers to determine additional infrastructure requirements. The Council is undertaking evidence gathering for a CIL Charging Schedule which will determine which items of infrastructure will be provided through CIL. Affordable Housing will not be funded through CIL. The Council sets and collects the CIL receipts.	
Angus Smith	ANON-BHRP-4HZK-D	Support with observations	If viewing this Policy what is IDP - please do not use acronyms on a policy without identifying what that Acronym is within that policy at least once. Make it easier for outsiders to understand - creates less problem in the future for yourselves in guessing what it means.	As Above	Infrastructure Delivery Plan.	Policy to state "Infrastructure Delivery Plan".
John David Smith	ANON-BHRP-4H4X-M	Support	Misspelling of 'provision' in point 1.	None.	"Provision" is spelt correctly.	
Mr John Brown	ANON-BHRP-4H4Z-P	Support with observations	Wildlife, environment and surrounding communities must be considered at ALL TIMES.	See above.	Noted.	
John Mace	ANON-BHRP-4HEM-T	Support with observations	Agree providing infrastructure development is in tandem with other development and not subsequent.		Infrastructure will be delivered alongside new development.	
Mr Herbert Daybell	ANON-BHRP-4HEA-E	Support with observations	Will this be covered by a CIL charging schedule? If not, there should be a minimum number of units before this requirement kicks in, such as 10 units.	See above.	The Council is undertaking evidence gathering for a CIL Charging Schedule which will determine which items of infrastructure will be provided through CIL	
Persimmon Homes	ANON-BHRP-4HF3-1	Support with observations	Again, changes in CIL regs on S106 restrict pooled contributions. Capturing funding from development that provides housing or employment through CIL would help expedite proceedings, reduce delays attributed to S106 negotiation and provide assurance everyone pays their fair share.		The adoption of a CIL Charging Schedule is a priority for the Council	

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Elizabeth Anne Taylor	ANON-BHRP-4HMD-S	Support with observations	Developments so often go ahead and developers fail to deliver promises on infrastructure contributions. This should be strictly monitored by the council to ensure they are carried through.		Noted.	
Craig Heaney	ANON-BHRP-4HUY-P	Support with observations	Timing is key - the infrastructure needs to be in place before development is completed - we cannot wait for developers to sell houses to fund the transport infrastructure.		Infrastructure will be delivered alongside new development, however a developer cannot be expected to fund the completion of the MORR before they have sold any houses.	
Moira Hart	ANON-BHRP-4HU7-M	Support with observations	This will only work if the facilities being supported have the capacity to be expanded. The likely contributions generated by any housing proposed for Long Clawson would not be sufficient to mitigate the negative effects on the school overcrowding, or to mitigate the flooding, congestion and parking problems in the village.		The Council is consulting with the County Council on matters relating to the capacity of schools, highways safety, parking and flood mitigation and the costs of funding additional infrastructure requirements to determine the capacity of settlements to accept new development.	
CHRISTINE LARSON	ANON-BHRP-4HUU-J	Support with observations	<p>MBC makes no mention of the Community Infrastructure Levy that other authorities use to fund infrastructure costs. This is a serious omission.</p> <p>This will only work if the facilities being supported have the capacity to be expanded. The likely contributions generated from S106 contributions by the housing proposed for Long Clawson would not be sufficient to mitigate the negative effects on the school overcrowding, or to mitigate the flooding, congestion and parking problems in the village.</p>	Ensure that the Borough develops a Community Infrastructure Levy policy as part of the Local Plan	<p>8.9.2 refers to the Council's commitment to the preparation of a CIL Charging Schedule.</p> <p>Consultation on a Preliminary Draft Charging Schedule will take place alongside the consultation on the Pre-Submission Plan</p>	
Clawson in Action - residents' group set up to Keep Clawson Long and Rural and working to support the production of a Long Clawson Neighbourhood Plan	ANON-BHRP-4HBM-Q	Support with observations	This will only work if the facilities being supported have the capacity to be expanded. The likely contributions generated by the housing proposed for Long Clawson would not be sufficient to mitigate the negative effects on the school overcrowding, or to mitigate the flooding, congestion and parking problems in the village.		The Council is consulting with the County Council on matters relating to the capacity of schools, highways safety, parking and flood mitigation and the costs of funding additional infrastructure requirements to determine the capacity of settlements to accept new development.	
Deborah Caroline Adams	ANON-BHRP-4H38-K	Object	Most of the "critical" infrastructure measures required are undeliverable by the deadlines shown unless there is a	More realistic.	A fully costed Infrastructure Delivery Schedule will be prepared for publication alongside the Pre-Submission Plan which will address the issues of timescales and whether items are	

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			concerted effort on the part of the local authorities to secure additional funding from elsewhere. As for the "priority" and "key" infrastructure, there is no mention of those two words in the IDP.		"critical", "priority" or "key".	
Anthony Paphiti	ANON-BHRP-4HBV-Z	Other	I do not understand this "policy". What does "including contributions from residential development towards affordable housing to meet the requirement set out (sic) in policy" mean?	NAC	"set out" refers to the level of contribution i.e. 37% required in the Affordable Housing Policy C4.	
Shelagh Woollard	ANON-BHRP-4HB5-Y	Support with observations	Contributions from residential development should be from the builders and not from new residents who may move into properties.	Rules governing all roads on new developments to ensure all meet highway standards and will be adopted by highways.	All roads are adopted to Highways Standards and proposals consulted on with the Highways Authority. Contributions are made by developers and not residents.	
Clair Ingham	ANON-BHRP-4HMZ-F	Support	I believe that infrastructure should be contributed to by the developers to allow the local area to flourish from the improvements of the developments	None	Noted.	
Melanie Steadman	ANON-BHRP-4HFE-K	Support with observations	Developer contributions could be foregone for certain developments to provide affordable housing, or help to buy or bungalows with a preference for elderly local residents. In village settings, the developments are so small that the contributions do not accumulate to any amounts that will be of any use.	None.	The decision-makers will decide on the priorities for spending developer contributions. However, affordable housing is a separate requirement on developments and is exempt from CIL.	
Louise Odonogue	ANON-BHRP-4H66-M	Support with observations	More emphasis on road improvements and road safety especially in rural locations	Any levy should be spent directly in the location it relates to ie specific villages	Communities are entitled to a proportion of CIL to be spent on infrastructure. 15% can be received by Parish Councils and where a Neighbourhood Plan is in place this can rise to 25%.	
Bottesford Parish	ANON-	Support with		Parish Councils must be involved to identify the	Communities are entitled to a proportion of	

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Neighbourhood Plan Steering Group	BHRP-4HUB-Y	observations		<p>funding needs of the localities resulting from development, e.g .traffic calming schemes</p> <p>The cost of infrastructure and facility enhancements that would be needed at all potential development locations should be assessed before the number of dwellings allocated to each location is finalised.</p> <p>8.4 Education - We hope that a more strategic approach to housing will mean developments at schools will be better planned with improved space utilisation.</p> <p>8.7, 8.7.3, 8.7.4 (p152-153) drains and drain sizing, pumping stations, allowance for the higher levels of precipitation forecast.</p> <p>8.8 (P153) Policing -Crime levels are relatively low but the rural nature of the Vale of Belvoir brings it own problems with police cover in delays in responding to incidents. Concentrating building at Melton Mowbray would allow the most effective use of the existing Police force.</p>	<p>CIL to be spent on infrastructure. 15% can be received by Parish Councils and where a Neighbourhood Plan is in place this can rise to 25%.</p> <p>A fully costed Infrastructure Delivery Schedule will be prepared for publication alongside the Pre-Submission Plan which will set out what and when infrastructure will be delivered to meet the requirements of new housing development.</p>	
Richard Simon	ANON-BHRP-4HZC-5	Support with observations		<p>Parish Councils must be involved to identify the funding needs of the localities resulting from development, e.g .traffic calming schemes</p> <p>The cost of infrastructure and facility enhancements that would be needed at all potential development locations should be assessed before the number of dwellings allocated to each location is finalised.</p> <p>8.4 Education - We hope that a more strategic approach to housing will mean developments at schools will be better planned with improved space utilisation.</p> <p>8.7, 8.7.3, 8.7.4 (p152-153) drains and drain sizing, pumping stations, allowance for the higher levels of precipitation forecast</p> <p>8.8 (P153) Policing -Crime levels are relatively low but the rural nature of the Vale of Belvoir brings it own problems with police cover in delays in responding to incidents. Concentrating building at Melton Mowbray would allow the most effective use of the existing Police force.</p>	<p>Communities are entitled to a proportion of CIL to be spent on infrastructure. 15% can be received by Parish Councils and where a Neighbourhood Plan is in place this can rise to 25%.</p> <p>A fully costed Infrastructure Delivery Schedule will be prepared for publication alongside the Pre-Submission Plan which will set out what and when infrastructure will be delivered to meet the requirements of new housing development.</p>	
Bottesford Parish Council	ANON-BHRP-4H1W-G	Support with observations		<p>Parish Councils must be involved to identify the funding needs of the localities resulting from development, e.g .traffic calming schemes</p> <p>The cost of infrastructure and facility enhancements</p>	<p>Communities are entitled to a proportion of CIL to be spent on infrastructure. 15% can be received by Parish Councils and where a Neighbourhood Plan is in place this can rise to 25%.</p>	

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				<p>that would be needed at all potential development locations should be assessed before the number of dwellings allocated to each location is finalised.</p> <p>8.4 Education - We hope that a more strategic approach to housing will mean developments at schools will be better planned with improved space utilisation.</p> <p>8.7, 8.7.3, 8.7.4 (p152-153) drains and drain sizing, pumping stations, allowance for the higher levels of precipitation forecast</p> <p>8.8 (P153) Policing -Crime levels are relatively low but the rural nature of the Vale of Belvoir brings it own problems with police cover in delays in responding to incidents. Concentrating building at Melton Mowbray would allow the most effective use of the existing Police force.</p>	<p>A fully costed Infrastructure Delivery Schedule will be prepared for publication alongside the Pre-Submission Plan which will set out what and when infrastructure will be delivered to meet the requirements of new housing development.</p>	
JOHN RUST	ANON-BHRP-4HUV-K	Support with observations	<p>1 support these extracts: This will only work if the facilities being supported have the capacity to be expanded. The likely contributions generated by the housing proposed for Long Clawson would not be sufficient to mitigate the negative effects on the school overcrowding, or to mitigate the flooding, congestion and parking problems in the village. MBC makes no mention of the Community Infrastructure Levy that other authorities use to fund infrastructure costs. This is a serious omission. This will only work if the facilities being supported have the capacity to be expanded.</p>	<p>1 support these extracts: ensure that the Borough develops a Community Infrastructure Levy policy as part of the Local Plan.</p>	<p>The Council is consulting with the County Council on matters relating to the capacity of schools, highways safety, parking and flood mitigation and the costs of funding additional infrastructure requirements to determine the capacity of settlements to accept new development.</p> <p>The adoption of a CIL Charging Schedule is a priority for the Council</p>	
Debbie Adams	ANON-BHRP-4H1Z-K	Other	<p>It says in the draft Emerging Options Local Plan on page 147 point 8.1.4 that: "It should be remembered that new development cannot be used to fund an existing lack of infrastructure or address current shortfalls in provision but is solely required to address its own needs." MNAG are concerned that if this is the case, then developers will only be obliged to build an estate link road for their particular development. An estate link road will not be of sufficiently high standard to become part of an Outer Bypass which would be expected to</p>		<p>The link road will be built to an appropriate standard to accommodate HGV movements as well as cars. It will be designed to provide a minimum number of estate access points to provide access to the development.</p>	

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			accommodate HGVs and be an attractive alternative to the current route through the Town Centre.			
Sharon Gustard	ANON-BHRP-4H6K-9	Other	Insufficient information provided in order to be able to support such statements - as with many of the questions within this document they are suitably ambiguous in order to almost 'force' a support answer, to enable the Borough to provide the statistical evidence required.		Noted.	
Wymondham and Edmondthorpe Neighbourhood Plan Committee	ANON-BHRP-4HBD-E	Support with observations	As well as the IDP Neighbourhood Plans should be referenced	"identified in the IDP or local Neighbourhood Plan, as appropriate" in I,II and III	Agree.	Policy amended to refer to infrastructure identified in a Neighbourhood Plan.
Colin Love	ANON-BHRP-4HBR-V	Support	See a number of typos in above text. These provisions by any developer must be to the very highest of design standards - including the quality and size of any housing provided within the so-called 'affordable' and 'social' categories. No getting away on the 'cheap'. The same requirements must be for any road and pavement construction - no 'cheap and nasty' in design.	See above	Noted. The link road will be built to an appropriate standard to accommodate HGV movements as well as cars. It will be designed to provide a minimum number of estate access points to provide access to the development.	
Anthony Edward Maher	ANON-BHRP-4HUS-G	Support with observations	As recent traffic reports have indicated some areas are critical. Only projects which can deliver sustainable sections of bypasses and not just access roads to the development should be permitted.	A specific levy towards a functional bypass. This may help in the case when applying for further bypass funding from government.	The link roads will be provided by the development in the North and South Sustainable Neighbourhoods. Other sites may contribute through S106 contributions or CIL.	
Mick Jones	ANON-BHRP-4H6N-C	Support with observations	Either you want contributions or you don't. Don't hedge your bets.	Remove expected from opening statement.	It is considered that "expected" adequately sets out that developers will be required to make contributions towards infrastructure requirements. However viability of a scheme may mean contributions are negotiated.	
Waltham on the Wolds & Thorpe Arnold Parish Council and	ANON-BHRP-4HBZ-4	Support with observations	So often contributions (Section 106) go outside the parishes - more contributions should be made available to improve local	Contributions are required to enhance the respective communities, for example in providing open green space, car parking, community buildings, etc., etc.	Planning regulations require that contributions from a particular development are spent on infrastructure directly related to that development.	

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Neighbourhood Planning Group			amenities and benefit the affected communities.		Communities are entitled to a proportion of CIL to be spent on infrastructure. 15% can be received by Parish Councils and where a Neighbourhood Plan is in place this can rise to 25%.	
Martin Alderson	ANON-BHRP-4HHU-5	Support with observations	See my previous comments about how these contributions will be severely reduced by the effects of fracking.		Noted.	
Christopher John Noakes	ANON-BHRP-4HBK-N	Support with observations	See above comments in Chapter response	Reference to other forms of development, over and above residential and employment uses.	Noted. Viability evidence will be used to determine whether other forms of development can contribute towards CIL.	
LCC Highways	BHLF-BHRP-4H7Q-G	Support		Pg 154 Policy IN2: Does the MORR need mentioning specifically?	Noted.	Policy amended to identify the MORR.
Anglian Water Services Limited	BHLF-BHRP-4H83-K	Other	<p>It is noted that water infrastructure is identified as being of critical importance. Foul network improvements (on-site and off-site) are generally funded/part funded through developer contribution via the relevant sections of the Water Industry Act 1991. The cost and extent of the required network improvement are investigated and determined when we are approached by a developer and an appraisal is carried out.</p> <p>Similarly water infrastructure provision will be dependant on location and scale of the development and contributions for upgrades or strategic schemes will be obtained through provisions in the Water Industry Act 1991.</p> <p>As set above we seek contributions directly from developers in accordance with the provisions of the Water Industry Act 1991. Therefore Anglian Water would not expect there to be provision within planning obligations or the Council's CIL Charging Schedule for water and water recycling infrastructure within our area of responsibility.</p>		Noted. Such improvements need to be recognised in the CIL for completeness. However, they will not be sought by S106 or CIL and should not therefore be identified as critical for this purpose.	
LCC Strategic Property Services Asset Management	BHLF-BHRP-4H7J-9	Support	Policy INF2 Infrastructure Contributions – There is general support in principle to the proposed prioritisation of infrastructure contributions but consider that the policy should be drafted such that their determination takes full account should be taken of site viability.		Noted. It is recognised that viability of a scheme may mean contributions are negotiated.	
Leicestershire Police	BHLF-BHRP-4H7S-J	Object	<p>Accepting that Policing is necessary, as you have overtly in this chapter, how can you justify this as anything other than critical in appendix 3 and IN2. Further in the light of this I suggest that it is unacceptable to use a planning policy to assert priorities when a legal test is being applied. Necessary /compliant has to be provided or PP will be refused. I accept that where viability is proven all providers need to look further on a case by case basis but this is entirely different to what is being attempted in this policy.</p> <p>Referring to CIL it is the case that the necessity test will continue to be applied to additional development and obligations to mitigate its direct impact. In addition it is now accepted that R123 CIL infrastructure does not include many of the items that providers require and that are critical if additional development is to be sustainable and its impact mitigated.</p> <p>In view of the potential seriousness of this content in terms of the sustainability of what you propose and the likely harm to existing communities if development does not</p>		The view that Policing should be identified as 'Critical' infrastructure in the IDP is noted. In addition, comments made to Appendix 3 have been noted. These comments will be addressed by Arup, the consultants who have been instructed by the Council to produce an Infrastructure Delivery Schedule. The IDS will be published alongside the Pre-Submission Plan.	

Chapter 8: Managing the Delivery of Development – Policy IN2 – Infrastructure Contributions

		<p>provide what is needed and as policing is spread more thinly, I am looking for a meeting at your earliest opportunity. I need to understand how what we have provided has been considered and the outcomes of this in the draft now at consultation. I want to avoid having to leave this to the last minute for an Inspector to consider our likely objection if this remains unchanged.</p> <p>I sense that we have been here before? Please let me have your availability at your earliest convenience.</p> <p>I have also attached a recent contribution request so that you can refer to the content and evidence in this to assist you at this stage. That content is consistent with what I say above.</p> <p>Att Mrs N Rose, Development Control, Harborough District Council, Council Offices, Adam and Eve Street, Harborough, LE16 7AG</p> <p>14/12/16.</p> <p>Dear Mrs Rose</p> <p>RE: Planning application for 600 dwellings and local centre adjoining Overstone House, Market Harborough.</p> <p>Thank you for consulting me on this recent planning application.</p> <p>The nature of the development The application is of a scale of an urban extension to your main town. 600 houses are proposed together with supporting facilities in the form of a local centre and a school. The area is currently 4 large open fields to the east of the town. Access is proposed from Kettering Road through the Overstone House development which I assume has the benefit of planning permission. From the illustrative masterplan a series of neighbourhoods are proposed reflecting the layout and design of family housing in the locality built over the last 25 years. This provides a reliable basis for gathering “baseline” data in terms of local policing demand and deployment.</p> <p>Current levels of local Policing demand Policing is a 24/7 service resourced to respond and deploy on an "on demand" and "equal access" basis and is wholly dependent on a range of facilities for staff to deliver this. Calls and deployments via our control room at Force Headquarters Enderby are monitored and can give an indication of the level of services in different areas such as to the 34,900 existing households in Harborough District and 9823 households in the Harborough town beat in which the site is situated.</p> <p>In the 2013 year we dealt with 52,143 calls from Harborough District, we dispatched emergency attendances to 6602 locations and non emergency follow ups to 3883 addresses. Attributing to the beat 14636 calls were handled, emergency attendances were sent to 1857 addresses and there were 1093 non emergency attendances.</p>	
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		<p>The beat is the town of Harborough and surrounding countryside. Most crime is concentrated in the built areas of the beat and there were 854 recorded crime incidents here in the last year. Burglary and vehicle crime are the largest content. Force wide the level/trend in total crime has been continuous since 1/13 with peaks of late. Likewise burglary with vehicle crime increasing. These trends are similar in the beat although less marked. Police also deal with Anti Social Behaviour incidents and there were 1159 of these in 2013/14 at District level and 327 in the beat.</p> <p>Perhaps a further demonstration of response to demand is the regular patrolling of the locality and local community contact maintained by the Neighbourhood Policing team located at Market Harborough.</p> <p>Current levels of deployment and infrastructures to Police Harborough District. Staff delivering Policing to the locality are spread across the following functions:</p> <ul style="list-style-type: none"> • 78 staff in at Market Harborough providing Neighbourhood Policing and emergency responses • 4 staff in the County Basic Command Unit at Loughborough delivering investigations, intelligence, additional response Policing and LPU management • in delivery teams mainly at Force HQ Enderby - Criminal justice including courts case management and prisoner detention and processing, control centre/contact management, Intelligence research, Operations planning, dogs and firearms, special branch, forensic, Road Policing, Workshops/garages, Tactical Support Group, Road Safety Unit, IT and communications, Safeguarding/ vulnerability, Child abuse team, Economic crime team and in Regional/major crime working. • in organisational support functions at Force HQ Enderby providing finance, human resources, welfare, estates, training and top level management of the Force. 115 staff are employed delivering these later two functions to Harborough LPU/District area. <p>197 staff deliver Policing to Harborough District</p> <p>Because of the integrated nature of Policing- there no longer being one local police station serving all the local need - all these functions will be called upon to deliver Policing to the proposed development. Across our 197 staff employed to deliver Policing to Harborough Policing an existing development of this size would occupy the time of 3.13 existing staff. Staffing levels are under constant review to ensure that minimum numbers are deployed to meet existing levels of Policing demand. This has the benefit of saving costs, but as a result there is no additional capacity to extend existing staffing to cover additional development. The methodology here is we employ 197 staff to the 34900 existing households in Harborough district at a ratio of 192 households to one member of staff. 600 Households are proposed representing the time of 3.13 existing members of staff.</p> <p>Where additional development is proposed we will seek to deploy additional staffing and additional infrastructures at the same level that is required to deliver Policing to the locality. It would be complacent not to do this because additional pressure will be put on existing staff and our capital infrastructures and this will seriously undermine our ability to meet the Policing needs of this development and maintain the current level of Policing to the rest of the beat and across Harborough District. The impacts of the development are so significant that they cannot be met without additional staff deployed at a level consistent with current Policing of the locality of the development.</p>		
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		<p>The following infrastructure is required for all Policing activities in Harborough District;</p> <p>Personal equipment for staff comprising workstations, radios, protective equipment, uniforms and bespoke training. In general we retain this equipment when existing staff leave and are replaced however additional staff will require additional equipment. There are practical limits to the extent to which existing equipment can be re used eg with uniforms or where technology has moved on.</p> <p>Police vehicles of varying types and functions covering existing patterns of development and community demand. The 22 fully equipped vehicle fleet is kept at a level to meet existing patterns of demand from the District with reductions made whenever possible. Vehicles are used by staff on patrol, deployed to deal with emergency responses, apprehending suspects and for follow up of recorded crimes eg by Scene of Crimes Officers. This includes transporting victims and suspects and the use of additional comms equipment in vehicles to effectively deliver local Policing. Staff also depend on vehicles for their safety. There is no capacity in this deployment for increases to meet the demands of growth.</p> <p>Radio cover in the form of 6 base stations sufficient to cover the existing pattern of development and investment in hardware, signal strengthening and re direction to ensure the capacity of this system to meet existing call levels at £10,000 pa.</p> <p>Police National Database availability and interrogation again with hardware costs to ensure this capacity of £6400 pa. The system is now at planned capacity including dealing with 2792 hits pa as a result of Policing the existing communities of Harborough.</p> <p>Control room telephony We employ 13 staff to take and deploy responses to calls from Harborough District. The control centre is maintained to capacity use and there are particular times when our telephony runs close to overload eg at weekends and evenings.</p> <p>CCTV technologies including 7 ANPR cameras at strategic road locations in the district to detect crime related vehicle movements and 1 mobile unit deployed with local partners to detect and deter crime at hotspots. These have in the past been deployed as funding has permitted, including s106 receipts, in an attempt to cover the existing pattern and size of development. There is no capacity to meet the additional demands that growth places upon these. New developments should benefit from the same technology as elsewhere in the District where it has been shown to detect and deter crime.</p> <p>Hub access points with four beat drop in hubs already functioning in the District these are established where partners offer premises cost free and again in an attempt to cover the existing pattern and size of development. They need to be equipped and where additional development is proposed with increases in demand for this deployment we seek developer contributions for additional equipment and local crime initiatives.</p> <p>Premises sufficient to accommodate the staff and services outlined above in Harborough District and beyond and particularly at Force HQ Enderby. The Force have an active estates review function minimising our premises need to meet existing Policing demand. We just can't afford to have buildings under used and will dispose of these wherever necessary using receipts to re invest where there are known difficulties. The existing premises at Harborough which serve the locality are used to capacity and will need to be</p>		
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		<p>extended or adapted to take additional staff to Police additional housing.</p> <p>Turning to Force HQ a number of specialist functions and support teams are located at our 11 hectare site. Typical is our control room at capacity at peak times and where 13 existing staff are employed to process existing calls from Harborough district. Additional staff will need to be employed to take additional calls from the new development and to deploy our resources as responses to these. These additional staff will need to be accommodated.</p> <p>Other capital infrastructures such as specialist equipment in use by Forensics, our tactical teams eg in firearms and dog handling, freestanding IT and data recording in relation to vulnerable groups, prisoner detention, transportation and processing including cells at core locations. At the moment there is limited capacity in these infrastructures and we do not seek developer contributions to expand them.</p> <p>The disposition of Leicestershire Police as regards major growth development and our budget.</p> <p>A primary issue for Leicestershire Police is to ensure that new development of this scale makes adequate provision for the future Policing needs that it will generate. Like some other public services our primary funding is insufficient to be able to add capital infrastructures to support major new development when and wherever this occurs. Further there are no bespoke capital funding regimes, eg like Building Schools for the Future or the Health Lift, to provide capital re investment in our facilities. We fund capital infrastructures by borrowing. However, in a service where over 90% of our budget is staffing related, our capital programme can only be used to overcome pressing issues with our existing facilities eg premises replacement at Loughborough or to re provide essential facilities like vehicles once these can no longer be used. This situation has been recognised by the Association of Chief Police Officers nationally for some time and there are public statements which explain our particular funding difficulties and a copy is attached. The position of Police funding was examined and verified by external consultants employed by Local Councils - The Leicestershire Growth Impact Assessment of 2009 which concluded at para 82 in relation to Policing "It is sensible to assume that most of the capital requirements incurred by growth will not be covered by existing mainstream central and local funding". I attach these documents for reference.</p> <p>I also attach our current budget for consideration together with an annotated commentary. These budget figures are included in LP accounts which have been audited as accurate and satisfactory and they have been presented to LPAs in the past. This evidences our position, that our revenue sources [lines E in attached] even when added to as a result of additional housing [line A in attached] are not even sufficient to maintain existing staffing [these costs included at line C in the attached]. This demonstrates that we use additional income from additional housing to mainly pay for staffing. From the figures revenue is decreasing significantly with no scope for borrowing to add capacity to our capital infrastructures the need for which is triggered by additional development.</p> <p>We use our funds as far as they stretch to meet the demands of an expanding population, overwhelmingly for staffing, however as I have said it is the limit of these funds that propels our requests. This situation also prevails in all other public services seeking contributions and there is nothing different here as far as Policing is concerned. What is different is that Police do not enjoy effective capital income from the usual</p>		
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		<p>external public taxation sources. This evidences that Police do not make requests where we have other funds that will meet our needs.</p> <p>The reality of this financial situation is a major factor in our advance planning and alignment with plans for growth in that whilst we can plan using our revenue resources to meet our ongoing and, to a limited extent additional revenue costs, these do not stretch to fund necessary additional investment in our capital infrastructures. That is why all Plan documents across our area include additional capital infrastructure to accompany growth, and that is what NPPF expects in its assertions about inclusive infrastructure planning and the delivery of this by Planning. This can be evidenced by reference to content in HDC's adopted Core Strategy.</p> <p>Some developers have sought to suggest that additional housing does not lead to increases in population whilst others accept in proposing legal agreements " as with all new residential development the new homes provided and the new population that they will create will have some impact on the local services and infrastructure within x" Applicants, as here, promote their schemes on the basis of increases in population growth supporting local shops and services and that they attract people to the area.</p> <p>Further</p> <ul style="list-style-type: none"> - it is a fact that population and in migration to Leicestershire is increasing - re occupation of vacated housing as people move to the new development will maintain existing levels of Policing demand in addition to the new demands of additional development. - new housing cannot just accommodate a static population moving around because if that were the case there would be no need to increase housing stock - assuming new populations is a pragmatic stance used by all services responding to growth with contribution requests, not just Police. This is the "inescapable" conclusion in the Barrow Upon Soar Secretary of State decision referred to below. Judge Foskett in the Police JR case referred to below considers the "consumer view" where populations occupying a new area might experience inadequate provision for policing by developers. <p>In response to this theoretical assertion, using up to date census information, which takes account of additional households and people, including the effects of migration, is the sensible way to establish service demand comparables. I attach legal opinion sought from Ian Dove QC considering these evidential matters and what the Police provide.</p> <p>Faced with unprecedented levels of growth being proposed across our sub region Leicestershire Police have resolved to seek developer contributions to ensure that existing levels of service can be maintained as this growth takes place. We are a regular and constant participant in the statutory Planning process evidencing the impact of growth through work with local Councils in their Plan making, preparation of guidance, preparations for CIL and the consideration of individual Planning applications including attendance at appeals. Police nationally encourage this approach to offset the impact of growth on the Police service.</p> <p>The Policing impact of 600 additional houses at the site. The proposed development will increase the overnight population of this settlement by at least 1470 people. It is an evidenced fact that 600 additional houses will bring additional Policing demands and particularly as there is no Policing demand from what is currently open land. I do not doubt that there will be a corresponding increase in crime and demand from new residents for Policing services across a wide spectrum of support</p>	
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		<p>and intervention as they go about their daily lives at the site and across the Policing subregion. That will include use of the local centre and the school where a considerable day time population will be bolstered by use and visits to these support facilities. Police can evidence the crime patterns generated by such uses.</p> <p>Empirical data based on existing crime patterns, and policing demand and deployment from nearby residential areas indicates the direct and additional impacts of the development on local Policing that will be manifested in demand and responses in the following areas-</p> <ul style="list-style-type: none"> • 894 additional calls and responses per year via our control centre. • Attendance to an additional 113 emergency events within the proposed development and locality. • 67 non emergency events to follow up with public contact within the development and locality each year. • 52 additional recorded crimes in the locality per year based on beat crime and household data. In addition 20 recorded anti social behaviour incidents each year within the new development and locality. • The demand for increased patrol cover. • Additional vehicle use relating to 76% of an additional vehicle over a 6 year period. • Additional calls on our Airwaves system where our funding seeks to maintain capacity for call demand at current levels. • Additional use of our PND systems to process and store crime records and intelligence and based on existing levels of use equating to 48 additional hits and data entries per year. • Additional deployment of Mobile CCTV technologies • Additional demand for access to beat staff from the Harborough neighbourhood policing team. • Additional Policing cover and interventions in all the areas described when considering staffing and functions above and for additional accommodation from which to deliver these. • <p>Planning Policy justifications for a Policing contribution</p> <p>The National Policy position to support our request exists in NPPF. Securing sufficient facilities and services to meet local needs is a Core Planning Principle [para 17]. Planning is to deliver facilities and services that communities need [para 70] and Supplementary Planning documents can assist applicants in this. Plan policies should deliver the provision of security infrastructure and other local facilities [para 156]. Plan policy and decision making should be seamless [para 186]. Infrastructure Planning should accompany development planning by LPAs [177] who should work collaboratively with infrastructure Providers [162]. NPPF seeks environments where crime and disorder and the fear of crime do not undermine the quality of life, the health of communities and their cohesion [58 and 69] and Planning Policies and decisions should deliver this.</p> <p>There is overarching local support at policy 12 in the Harborough Core Strategy as regards contributions. The Council reviewed its developer guidance to include developer contributions towards Policing after stakeholder consultation in September 2009. Leicestershire Police were fully involved in the preparation of the Core Strategy which identifies growth and the need for additional Police infrastructure, as defined in an Infrastructure Plan, to accompany this and including provision for Harborough and Leicester PUA. This approach has been through Examination wherein the Inspector asked developers whether they were content with the Councils approach to infrastructure</p>		
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		<p>Planning and contributions. The response at the relevant session was affirmative. This demonstrates a sound approach as regards infrastructure delivery in line with guidance in NPPF. I have provided further information on essential Policing infrastructure to assist in the Council's deliberations on CIL charging and to inform further iterations of infrastructure planning for Harborough Districts new Local Plan.</p> <p>The Police contribution request £173013 is sought to mitigate the additional impacts of this development because our existing infrastructures do not have the capacity to meet these and because, like some other services, we do not have the funding ability to respond to growth whenever and wherever proposed. We anticipate using rates and home Office revenues to pay for staff salaries and our day to day routine additional costs [eg call charges on telephony and Airwaves, vehicle maintenance and so on]. As already confirmed these sources do not have the capacity to fund additional borrowing for additional capital infrastructures necessitated by the development.</p> <p>Police expect to procure these additional facilities once development has commenced. The contributions will be spent as individual amounts to expand the cover of our infrastructures to serve this specific development. Where individual contributions do not secure whole infrastructures Police may pay the remaining amounts.</p> <p>As a further justification of our request, we confirm that the contributions will be used wholly to meet the direct impacts of this development and wholly in delivering Policing to it. Without the development in place it is reasonable to forecast the impacts it will generate using information about the known Policing demands of comparable local development. We believe the Framework encourages this.</p> <p>The development should make provision to mitigate the direct and additional Policing impacts it will generate and cannot depend on the Police to just absorb these within existing facilities with limited capacities and where Police have no flexibility in our funding to do this. This has been the situation since 2006 when Leicestershire Police started to seek contributions. It is not forced by current spending reductions although strictures across the public sector re-enforce the need to ensure developments mitigate the direct impacts they cause.</p> <p>I should add that this is consistent with Inspectors consideration in recent appeal decisions. What follows is a detailed explanation of Methodologies used to calculate the contribution and our application of the NPPF tests to justify each of these.</p> <p>Mitigation of impacts and methodologies identified by Leicestershire Police Baseline background. At October 2014 total floorspace occupied by the Force to deliver Policing to this locality and the subregion more generally was 48,726m². We employed 3512 staff to do this. Existing households in the Police district [2011 census] was 405,500 with 34,900 in Harborough District. Across the Force 197 Police staff deliver Policing to the District.</p> <p>Households to staff for Harborough is 192:1 Floorspace to staff Forcewide is 14 m².</p> <p>Equipping staff. Additional staff needed to Police the development will require additional equipment.</p>		
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		<p>For a Police Officer the additional equipment items are uniform £873, radio £525, Workstation £1508, De Montford University foundation/basic accreditation £2333, Other external Training £2182. Uniformed officers work in shifts where workstations can be shared and as a result start up cost will be £7421 per uniformed officer.</p> <p>For other staff the additional equipment items are workstation £2286 and training £687, total £2973.</p> <p>We employ staff to officers at a ratio of 0.33 to 0.66 and so the average cost of equipping a new member of staff is £5879.</p> <p>Because the development is forecast to generate the need to employ 3.13 new members of staff the contribution for equipment should be £18401 from this new development.</p> <p>The Force could not have officers attending this development with less than adequate equipment with un-necessary risks to themselves and occupiers served.</p> <p>Is the contribution necessary to make the development acceptable in planning terms? Crime and community safety are Planning considerations and the Councils Core Strategy content further demonstrates this. The Framework identifies the need to achieve security in new development and makes provisions to deliver this through the planning system. Deployment of equipped staff is fundamental to delivering community safety and mitigating crime.</p> <p>Is it directly related to the development? The Policing demands of this development are identified and Police mitigation of these can only be delivered by adequately equipped staff. The necessary contribution is specific to this site and to this development.</p> <p>Is the contribution fairly and reasonably related in scale and kind to the development? This is a residential development and the Policing demands it will generate are known by comparison with local residential development. That is the only satisfactory way of determining the need from development that is not yet built. Demand and mitigations have been determined by the scale of the development.</p> <p>Will the contribution be pooled? The contribution will mitigate the impact of this specific development and will be spent to achieve that in the form of an individual project. What is required to mitigate the impact of this particular development does not depend upon any other contribution and no other contribution will be used to pay for this. Depending upon the local planning and development process and its implementation, should police proceed to combine this spend with other local contributions, we can manage this to ensure that the pooling restrictions in the CIL Regulations are not offended. Drafting for the s106 can secure this.</p> <p>Police vehicles In managing and responding to crime a number of different vehicles can be deployed ranging GRV patrol cars, unmarked general support vehicles, Public Service Unit vans and minibuses, scientific [eg SOCO] vehicles, pursuit vehicles - 4x4 and high speed, motorcycles and so on. Current fleet deployment to Harborough is 22 vehicles serving 34900 existing households. The average equipped cost of a vehicles is £15,774 and this is very close to the actual cost of a GRV. Our guideline for the majority of marked vehicles is to replace every three years or 120,000 miles. The condition of vehicles at the end of their Police life varies however we forecast that we will redeem 10% of a vehicles original value on disposal.</p> <p>22 units at net value £312325 Existing households 34900 = £8.95 per H hold x 2 to give 6 year life of provision.</p>		
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		<p>In relation to this particular development additional vehicle costs to deliver Policing and meet community safety needs will be £10740. Impact of the development without the contribution will be pressure to spread existing transport more thinly. Residents of the new development and their representatives will expect the same degree of cover as elsewhere in the locality and existing residents will expect existing cover to be maintained and not reduced as a result of the new development.</p> <p>Is the contribution necessary to make the development acceptable in planning terms? Vehicles are a fundamental capital infrastructure and facility to deliver community safety and address crime especially to dispersed settlements and wherever residents have need including to the additional homes being provided.</p> <p>Is it directly related to the development? Fleet deployment is related to the known Policing demands of comparable development in the locality. The direct additional demand from the new development can be accurately forecast. Delivering Policing direct to this development will not be possible without additional vehicles to do so. The contribution will be spent to serve the development and is not required to meet a funding deficit elsewhere or to service any existing development. The contribution is specific to this site and to this development and it will be managed and spent on this basis.</p> <p>Is the contribution fairly and reasonably related in scale and kind to the development? This is a residential development and the Policing demands it will generate are known by comparison with similar development in the adjoining settlements. This is the only satisfactory way of determining the Policing need from a development that is not yet built. Such comparables are used in identifying the impact of additional populations on most if not all public services. Demand and mitigations have been determined by the scale of the development.</p> <p>Will the contribution be pooled? The contribution will mitigate the impact of this specific development and will be spent on additional vehicle procurement to serve it. That procurement is not dependent upon any other developer contribution. The contribution is less than the cost of a whole vehicle and Police may pay for the remaining part. No other contribution will be used to pay for this specific requirement. Depending upon the planning and development process should police proceed to combine this spend with other local contributions we can manage this to ensure that the pooling restrictions in the CIL Regulations are not offended. Drafting in the s106 can secure this.</p> <p>Radio Cover/capacity It is necessary to expand the capacity of our existing system to cater for additional calls as a result of the development. The development will increase the use of our radio system which is maintained at existing capacity by investing in additional servers, system refinement signal strengthening and improved transmission technologies. We spent £10,000 pa adding such capacity to the existing system in Harborough which serves 34,900 households. Annual cost of these capacity increases to an existing household is £0.28. Capacity improvements are expected to last for 5 years and without these the system will fail to adequately carry both existing and additional calls as a result of this additional development. The additional cost of the additional capacity in relation to houses in this development will be £840.</p> <p>The impact of the development on Policing with reduced Airwaves capacity will be</p>	
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		<p>increased attendance times, delays in message passing and the implications of this for attendance and apprehension. Occupiers and those that represent them will expect the same performance/response levels as we currently operate in Harborough.</p> <p>Is the contribution necessary to make the development acceptable in planning terms? Deployment to adequately deliver community safety will not be met where this is prejudiced by insufficient radio system capacity. Crime, community safety and security are Planning considerations.</p> <p>Is it directly related to the development? The additional demands of this development in relation to this infrastructure have been identified as have mitigations.</p> <p>Is the contribution fairly and reasonably related in scale and kind to the development? The additional demands of this particular development in relation to this infrastructure have been identified as have mitigations. The contribution will be spent to serve the needs of this specific development and is not required to meet a funding deficit elsewhere or to service any other development.</p> <p>Will the contribution be pooled? Because of the scale of police procurements in IT and comms., contributions of this scale are spent without the need for pooling. Procurement will not depend upon any other developer contribution.</p> <p>Police Database capacity. It is necessary to expand the capacity of our existing system to cater for additional hits as a result of the development. This is a secured stand alone information source integrating a variety of data nationally and allowing this to be compared over time in relation to individuals and locations. Additional hits as a result of the development to access existing crime information and add more crime data to be accessed by more staff generate a need to add capacity to this system. The current system and access to it reached planned capacity usage this year. We spend £6400 on system enhancements to serve Harborough or £0.18 per household per year. Over 5 years the development should contribute £540.</p> <p>Failure to increase PND capacity in step with growth the subject of this application will directly impact the capacity of the Force to rapidly access and respond to crime information.</p> <p>Is the contribution necessary to make the development acceptable in planning terms? Deployment to adequately deliver community safety will not be met where this is prejudiced by insufficient capacity in the Police PND system.</p> <p>Is it directly related to the development? The specific additional demands of this particular development in relation to this infrastructure have been identified as have mitigations. The contribution is directly related and specific to the site because it will be spent to serve the development and is not required to meet a funding deficit elsewhere or to service any other development.</p> <p>Is the contribution fairly and reasonably related in scale and kind to the development? This is a residential development and the Policing demands it will generate, in terms of PND use, are known by comparison with other local residential development. The</p>		
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		<p>development is not built and this is a reasonable way to forecast this impact. Demand and mitigations have been determined by the scale of the development.</p> <p>Will the contribution be pooled? Because of the scale of police procurements in IT and comms., contributions of this scale can be spent without the need for pooling. It will not depend upon any other developer contribution.</p> <p>Control Room telephony Police control room call handling equipment is used to capacity at peak times. Our call handling centre at Force HQ Enderby directs all calls and deploys resources to respond and continue monitoring. We know the capacity of the technology and the calls it currently handles [fixed around minimum times with callers] and will be expected to handle as a result of the proposed development and the costs of providing this. 5.7% of all calls handled relate to the 34900 households in Harborough and additional calls forecast from this development are identified. The Council proposes 2700 additional houses in their district in their plan periods. Each new household in the district will generate a need to invest an additional £3.68 in this system. The development should contribute £2208 towards the additional equipment needed to answer the additional calls it will generate.</p> <p>There will be a call handling impact and delays in response times if we attempt to serve this development with our current telephony systems.</p> <p>Is the contribution necessary to make the development acceptable in planning terms? Crime and community safety are Planning considerations and the Councils Core Strategy content further demonstrates this. NPPF identifies need to achieve security in new development and makes provisions to deliver this through the planning system. These considerations will not be met where Policing delivery is prejudiced by insufficient telephony capacity to take calls and deploy responses in good time.</p> <p>Is it directly related to the development? The specific additional demands of this particular development in relation to calls and responses has been identified as have mitigations. The contribution is directly related and specific to the site because it will be spent to serve the development if and when it commences and is not required to meet a funding deficit elsewhere or to service any other development.</p> <p>Is the contribution fairly and reasonably related in scale and kind to the development? This is a residential development and the Policing demands it will generate, in terms of use of control room telephony, are known by comparison with other local residential development. Demand and mitigations have been determined by the scale of the development.</p> <p>Will the contribution be pooled? Because of the scale of police procurements in IT and comms., contributions of this scale will be spent without the need for pooling. Procurement will not depend upon any other developer contribution.</p> <p>ANPR CCTV Deployment Police are deploying fixed ANPR cameras on main road network and close to or in settlements. These cameras are server linked to identify number plates of vehicles in use for crime. This type of camera offers particular benefits to the</p>		
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		<p>immediate surrounding area especially where there are high levels of vehicle related crime. We deploy these as resources permit however our financially constrained programme makes no provision for the impacts of additional areas of housing. The use of these technologies has a beneficial impact in terms of minimising staff attendance. Unit cost is £8000 which includes installation and satellite links. Additional server capacity will be required to process and store images and integrate to PND at £222 per new camera. Police take the view that, in the light of local crime patterns in this beat, the sites dependence for accessibility from the Trunk Road/Kettering Road as a main access to the east of the town and the mixed use nature of the development, an ANPR camera is required in this locality and that a part contribution should be made by this development of at £5426.</p> <p>Impact without this contribution will be an inability to monitor crime related vehicle movements and address incidents effectively. Our response would be less than available elsewhere in Harborough District where this cover is provided and this is a resource which is considered to generate a more effective response to crime than other methods which would have to be deployed in its absence. The rationale in this request is via a cascade of considerations; to what extent will access be direct from main nearby routes, will wider access patterns change as a result of the development, are there existing cameras on these routes, what is a proportionate contribution by the size of the development [1,000 dwellings justifying a camera and at the lowest end no contributions sought for schemes of less than 20 dwellings]. Developers have suggested a universal methodology as the right approach to deliver what is necessary. This is flawed because factors like accessibility and police demand are not uniform. Further NPPF requires timely delivery of what is necessary and that this be directly related to the development. Police are not confident that many small contributions would achieve or deliver this.</p> <p>Mobile CCTV Deployment Units are acquired as funding, including s106, permits however our financially constrained programme makes no provision for cover of additional areas of development. Cameras are deployed in partnership with other local agencies to detect and deter crime and can be moved to follow crime patterns. Typical locations are where there is an expressed fear of crime, at emerging crime hotspots that residents use eg near commercial premises, or where there are increasing levels of anti social behaviour. Unit cost is £1500 and Police pay the revenue costs for movement. Bearing in mind the location and nature of the development as previously described and the local crime situation a part contribution towards a mobile unit is required to serve the development at a cost of £1125.</p> <p>Is the contribution necessary to make the development acceptable in planning terms? Community safety and security is a Planning consideration and NPPF provides guidance about local facilities and the provision of security. Deployment of CCTV technologies significantly increases detection and deterrence with reduced need for staff presence and particularly contributes towards achieving community safety. This will be prejudiced where new development places additional demands on existing deployment without mitigation and the ability of these technologies to deliver safety is undermined where new development adds to network gaps.</p> <p>Is it directly related to the development? The additional demands of this specific development in relation to this infrastructure have been identified as have mitigations. A part and proportionate contribution will enable deployment to the appeal development and surrounding areas over time and in</p>	
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		<p>response to the community safety needs of the development. The nature of the development and its size and location in relation to the existing settlement and camera deployment are a direct consideration in these technologies. The contribution will be spent to serve the development and is not required to meet a funding deficit elsewhere or to service existing development.</p> <p>Is the contribution fairly and reasonably related in scale and kind to the development? This is a residential development and the Policing demands it will generate, in terms of additional crime and vehicle movements, are known by comparison with other similar residential development in the locality. Demand and mitigations have been determined by the scale of the development.</p> <p>Is it necessary to pool this contribution? Procurement can proceed without reliance on any other developer contribution and will be specific to this development site and triggered by its development. Depending upon the planning and development process should police proceed to combine this spend with other local contributions we can manage this to ensure that the pooling restrictions in the CIL Regulations are not offended. Drafting for the s106 can secure this. Premises Within Harborough neighbourhood policing is delivered from premises at Market Harborough. Additional staff will need to be accommodated to serve the development. Occupation of local and Force wide premises is maintained to capacity. Premises cost is amount of floorspace per staff member [14] x number of staff generated by the development [3.13] x Build and land/lost opportunity cost [£2794] giving a total of £122433 from this development. An actual build cost is provided derived from recent tender of premises work. Police have an active estates programme including in house expertise to deliver premises projects in good time and to meet changing police needs. We are able to deliver a specific project to meet the additional premises demands specific to this development. This will deliver the necessary additional floorspace we have identified, at the cost we have evidenced and in the premises identified.</p> <p>Police are of the view that there is sufficient information here for a planning decision to be made and agreement entered. We cannot proceed to procure to design and build without funds to do so from the development. Our public funding position will not allow anything else.</p> <p>This will be spent to adapt or extend facilities at the Local police station and Force HQ Enderby. Leicestershire Police own the freeholds of these buildings.</p> <p>Impact of this development without premises expansion to accommodate additional staff will be an unacceptable degree of overcrowding and inefficiencies in responses and in delivering Policing as a result.</p> <p>Is the contribution necessary to make the development acceptable in planning terms? Crime and community safety are Planning considerations and accommodating staff in the optimum location to serve the development is essential if these are to be satisfied.</p> <p>Is it directly related to the development? The additional staffing needs the development will generate have been established by reference to existing local deployment reflecting the actual Policing demands and crime patterns of the locality. In a similar vein the premises requirements that result from the need to accommodate additional staff at these levels is known. A direct relationship</p>		
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		<p>between the development, additional staffing and accommodation is demonstrated and it is appropriate to mitigate this through the planning system.</p> <p>Is the contribution fairly and reasonably related in scale and kind to the development? This is a residential development and the Policing demands it will generate are known by comparison with similar development in the area. Numbers of staff delivering Policing to meet the local demands of existing development of this nature are known. This is the only satisfactory way of determining the Policing need from a development that is not yet built. Such comparables are used in identifying the impact of additional populations on most if not all public services. Demand and the necessary mitigation have been determined by the scale of the development.</p> <p>Will the contribution be pooled? The police estate responds to the changing demands for policing. This together with 24/7 use generates a significant capital stream within which contributions of this scale can be applied to individual projects. There may be no need for other contributions to be secured before this can be delivered depending upon the planning and development process and the size of the contribution. However should police decide to combine this contribution with any other contributions on a particular project it will be done in such a way as to ensure that the pooling restrictions in the CIL Regulations are not offended.</p> <p>Equipment for additional access hub to serve the locality. This new development will increase the demand for local accessibility to Policing. Police are delivering hubs to existing communities and have a model for these. We do not pay for host premises but do need to provide secured work stations for beat officers to support local residents. The equipment components are ISDN and mobile data terminal, laptop, security for laptop and minor security works to host premises. Typical hub catchment is 4,000 households which will include those in this new development. The cost of a single workstation is £4000. The developer is asked to contribute £1 per new dwelling towards equipping a new hub to serve the locality.</p> <p>In association with a hub Police expect to meet the demand for additional local crime initiatives as a result of new development. We have restricted funds to deliver such initiatives to existing development to pay for equipment eg Smartwater kits[fluid, sprays, detectors] or signage for local occupiers to use. Each initiative budgets for capital expenditure of £4,000 with the developer again asked to contribute £1 per new unit.</p> <p>Is the contribution necessary to make the development acceptable in planning terms? Crime and community safety are Planning considerations and ensuring accessibility for the public to Policing is important to community safety, combating and reducing crime and the fear of crime.</p> <p>Is it directly related to the development? A new local hub will specifically serve the development and a proportionate contribution towards providing this is sought.</p> <p>Is the contribution fairly and reasonably related in scale and kind to the development? This is a residential development and accessibility of beat Policing for residents is an increasing part of the service. More hubs are being provided to existing communities but there is no capacity to extend these to cover additional areas of housing. The contribution is based on the scale and kind of residential development.</p>		
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		<p>Will the contribution be pooled? This will not be necessary as the contribution will be used to meet the additional demands of this specific development. Procurement can proceed without the need for any other contributions.</p> <p>SUMMARY OF CONTRIBUTION REQUESTED This police contribution request considers the amount and type of development proposed and compares this with existing Policing demand and crime information for the beat and neighborhood policing area in which it will be situated. The existing deployment of Police assets to Police the area identified and applied to the beat and to forecast the impact of this individual development. The funding and capacity position of the Force is defined. NPPF and local Policy supporting a Policing contribution are identified. Commitments are made to manage the contribution. Finally the contribution is itemised as below with individual methodologies applied to identify a series of infrastructure projects necessitated by this development. CIL tests of compliance are applied to these.</p> <p>Start up equipment £18401 Vehicles £10740 Additional radio call capacity £840 PND additions £540 Additional call handling £2208 ANPR £5426 Mobile CCTV £11225 Additional premises £122433 Hub equipment £1200 Total £173013</p> <p>Conclusion Leicestershire Police have refreshed our approach to contributions taking account of legal advice and we make an effort to keep these up to date reflecting our current deployment. All providers should perhaps do likewise to demonstrate an ongoing attempt to minimise asset use and deliver at capacity. This updating counters some developer's assertions that there is spare capacity in our infrastructures and deployments. That is demonstrably not the case, spare capacity is removed instantly because we cannot afford otherwise as demonstrated throughout this request where ever capacity is defined. That lack of capacity in existing infrastructure to accommodate the population growth and associated demands occasioned by the development means that it is necessary for the developer of the site to provide a contribution so the situation might be remedied. The request is directly related to the development and the direct Policing impacts it will generate based on an examination of demand levels in adjacent areas and existing Policing demands and deployment in relation to this. The request is wholly related to the scale and kind of the application development.</p> <p>We follow the proportionate approach in this request advocated by NPPF and have yet to find any other way of assessing and identifying the impact of additional households in a new development on Policing. The demand for policing changes over time and this can be reflected in our deployment and indeed a relationship between these however we have to take a view on this at the time applications are made. Using up to date information is the only sensible way to demonstrate Policing impact and again this is what NPPF steers us to.</p>		
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		<p>The application submission does not include any consideration of the impact of the development on local services, including policing and the sustainability and acceptability issues that arise. There is no consideration of your core strategy policy nor guidance on developer contributions. There is no heads of terms in the submissions. Police raise a formal objection on sustainability grounds and because the development is unacceptable without the necessary Policing contribution.</p> <p>No viability matters are raised in the current submissions. If that is raised by the developer it will be necessary for Police to consider this request further alongside other service providers. In such circumstances planning decision making needs to be open and transparent to providers and we have recent experience of working with HDC to achieve this. It cannot be that some services are singled out for consideration in an unbalanced and closed way as rendering a development unviable when other infrastructure providers see their requests met in full. This was the matter referred to the High Court recently [Lubbesthorpe in Blaby] and on considering our case the judge found</p> <ul style="list-style-type: none"> - the Police Challenge could not be characterised as a quibble [para 61] - occupiers of the development will want to know that they are living in a safe Policed environment - the consumer view of the issue [para 61]. - Police have statutory responsibilities to carry out and although the sums at stake are small in comparison with what will be required to complete the development the sums are large for Police [para 61]. - if a survey of local opinion were taken concerns would be expressed if it were thought that the developers were not going to provide Police with sufficient to meet the demands of Policing the new area. Fair points are made by Police about the terms of the agreement [para 62]. - Looked at objectively the way the Police contribution was handled in the s106 is not very satisfactory and there are some legitimate criticisms to the formulation of the trigger mechanism. - the Judge suspected that irrespective of the outcomes of this case, the issue of the timing of Police contributions will have to be revisited [para 84] - the Judge noted that it was the content of meetings between the developer, County Council and Blaby Officers that constituted the decision about the s106 agreement [Para45]. Even though correspondence continued with Police after these in reality the decisions had been made by then [para51]. <p>Although the sustainability of the development is asserted in the submissions I see no consideration of your Impact assessment and the impact report that you require does not seem to be included. This should identify the impact of the development on local services and necessary mitigations. Inadequate provision for policing will have a long term and negative impact on this development and on the rest of the Harborough Community. The Planning Inspector at Barrow Upon Soar considered this aspect at length drawing upon what NPPF has to say about the health, safety and security of communities and new development and I refer to this below.</p> <p>Although our case is made in relation to this individual application at appeal I draw the Inspectors attention to 19 recent appeal decisions attached and the view of Inspectors and the Secretary of State as to the compliance of our requests in our refreshed approach. That is all the appeal decisions considering this approach including ones in Harborough. Police are of the view that this is now a material consideration to be weighed in consideration and reporting of this appeal/application.</p>		
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		<p>In one of the appeal decisions attached [Barrow Upon Soar] the Inspector concluded at para 291 forward-</p> <p>" it seems to me that the introduction of additional population and property to an area must have an impact on Policing , in the same way as it must on education and library services for example. Moreover it also seems to me that the twelfth core planning principle of the framework, that planning should take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs, can only be served if Policing is adequate to the additional burdens imposed on it in the same way as other local public service. The logic of this is inescapable. Section 8 of the Framework concerns the promotion of healthy communities and planning decisions, according to para 69, should aim to achieve places which promote, inter alia, safe and accessible environments where crime and the fear of crime and disorder, do not undermine quality of life or community cohesion.....adequate policing is so fundamental to the concept of sustainable communities that I can see there is no reason, in principle, why it should be excluded from the purview of s106 financial contributions, subject to the relevant tests applicable to other public services There is no reason it seems to me why Police equipment and other items of capital expenditure necessitated by additional development should not be funded alongside for example additional classrooms and stock and equipment for libraries"</p> <p>The Secretary of State agreed with this conclusion.</p> <p>I also refer to the Inspectors consideration in the Mountsorrel Lane case attached and also in Charnwood. The Inspector outlined the Police case at length concluding at para 8.45 " In my view the sum of £106,978 has been arrived at following a close and careful analysis of the current levels of policing demand and deployment in Charnwood, so that the impact of the development could be properly assessed and a contribution sought that accurately reflects the precise need that would arise from the development of 250 new homes on the appeal site. The LP has confirmed that the contribution would be spent on infrastructure to serve the appeal development and is not required to meet a funding deficit elsewhere or to service existing development.</p> <p>At para 8.46 " I consider that the contribution is necessary to make the development acceptable; it is directly related to the development and to mitigating the impacts that it would generate and is fairly and reasonably related in scale and kind to the development. The Undertaking therefore meets the three tests of Regulation 122 of the CIL Regulations 2010 and the criteria in paragraph 204 of the NPPF. I accord the undertaking significant weight and I have had regard to it as a material consideration in my conclusions.</p> <p>The Secretary of State agreed with the conclusions of the Inspector as regards the Policing contribution. In relation to Reg 123[3] the latest of these appeal decisions [Greenhill Road. Coalville] provides Inspector consideration. Attention is particularly drawn to para 69 where the same approach, as here, ensured that this was not offended to the satisfaction of the Inspector.</p> <p>Turning to drafting most agreements I see have police contribution in the definition with the overall amount and an itemisation there or in a schedule. The contributions should be index linked.</p> <p>We ask for 50% of the contribution to be paid on first occupation and the rest by occupation of half of the development. Happy to hear any arguments, eg Cashflow,</p>		
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		<p>which might cause us to agree changes to this alongside other providers.</p> <p>Clawback 5 years from last payment to Police however longer is preferred. In the District Council covenants we are looking for something on the lines “to pay the policing contribution to LP on receipt of written confirmation from LP that it will use the contributions for the purposes identified in the schedule and that LP will only spend each contribution on a project with no more than 4 other contributions from Harborough District”</p> <p>Please keep me posted on the progress of the application, our objection and our contribution request. If no progress is made on this request please copy, verbatim, this letter and attachments into your report so that your members are fully aware of the Police objection and implications of the development for the Policing of the existing Harborough community. Please copy your draft report to me as soon as it is available prior to Member consideration and please include me in any circulation of s106 drafting.</p> <p>Best Regards</p> <p>Michael Lambert Growth and Design Officer Leicestershire Police michael.lambert@leicestershire.pnn.police.uk</p> <p>Without prejudice to any other obligation imposed upon it, it shall be the duty of each local authority to exercise its various functions with due regard to the likely effect of those functions on, and the need to do all that it reasonably can, to prevent crime and disorder in its area: Section 17(1) of the Crime and Disorder Act 1998.</p> <p>Comments to Appendix 3:</p> <p>Thank you very much for your consultation letter. I commented earlier on behalf of LP as attached. I have had no response to this. You will recall the Examination and Inspectors report on the Core Strategy and as then I am most keen to work with you to ensure that what is critical to the sustainability of growth you are proposing is included in the plan. We have met to look at planning obligations together and I am in regular contact with your planners in Melton’s development control team. I am concerned to see that what we have provided in good faith has transmuted into the content in your appendix 3 and Chapter 8. In the appendix Can you explain please why you describe what I have supplied which directly provides Policing to Melton as Forcewide?</p> <p>Can you explain please why the appendix says “item identified is transmitter provision cost only” when all that will be required is clearly evidenced and costed in my earlier submission. Can you explain please why the table says “all requires further investigation and relation with council tax precept” when what we have supplied already considers this. Further you will have seen from our regular contribution requests that we refer to our actual budget including Council tax precepts again demonstrating this position [I attach again</p>	
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		<p>for your further review] These are all matters considered in every planning appeal and what we, or any other service, requires would not be found necessary if we had the funds to pay for these additional infrastructures. You will also be aware, from our supply of these decisions on a number of occasions, of the importance that Inspectors and the SoS has attached to policing alongside, as distinct from, other local services. A High Court Judge in a JR has given the consumer view on adequate policing and additional development.</p> <p>Looking at what is accepted in relation to all other infrastructures why is such a caveat on revenue income not applied to any of these as it is to policing, even though we have demonstrated the point anyway? This seems to be pretty unfair to me. What equivalent evidence have you considered from other service providers please?</p> <p>In a similar vein can you explain why policing infrastructure has been described as essential rather than critical bearing in mind the link to the health and safety of communities in the NPPF para 69/70 and that crime, community safety and policing are planning considerations. What criteria is being used to make this differentiation and who has applied it using what evidence please? On the face of it this also seems unfair to me. I see that you attach the same urgency to community safety as you do allotments and some waste recycling. I don't think this is either reasonable or defensible.</p> <p>Response made 5.10.15: Melton Local Plan</p> <p>Infrastructure Schedule</p> <p>Policing Content at 2015</p> <p>Background Melton Borough Council are reviewing their Infrastructure Schedule to assist the preparation of their latest local plan. Leicestershire Police have supplied information about the impact of growth proposed in the District in the past and made representations as to the soundness of the last pre deposit draft of the Core Strategy in this respect. In offering these requirements police have born in mind past decisions of Inspectors and the SoS in planning Appeals and Examinations where this matter has been considered and the content of NPPF as regards plan making and decision taking and the timely delivery of necessary infrastructure.</p> <p>Growth proposed The District Council have confirmed that the growth will comprise a round figure of 5,000 additional dwellings to 2036 and they have applied a split of locations to accommodate this. Policing is an infrastructure delivered borough wide and our requirements have been calculated on this basis. Police will make requests in line with this calculation refined in response to each planning application.</p> <p>Working in Partnership The District Council recognises that growth of this scale will place additional demands on Policing and are committed to mitigate this through the Planning process by seeking developer contributions, making provision in infrastructure Plans for growth and in their deliberations in preparatory work on a Community Infrastructure Levy for the District. Police will co-operate fully to support the District Council through these mechanisms. We will keep our requirements under review and will implement additional infrastructure in</p>		
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		<p>accordance with s106 agreements or CIL infrastructure project lists. In the case of the latter we ask LPAs to make firm funding commitments in response to our needs at the time when CIL is proposed and to pass these funds to Police when received. We are advised that it would be perverse for LPAs to make their CIL case on the basis of our OAN and then not fund what is accepted as necessary as development commences.</p> <p>Policing Melton District Existing Policing demands of the District are probably best captured in our control room statistics. In 2013 we dealt with 34762 calls from the District. We sent emergency responses to 4401 of these. We sent further non emergency follow ups to 2588 of these. There were 1987 recorded crime incidents under Police attention in the District in the last year. There were 836 incidents of anti social behaviour in the District under Police attention in 2014. Additional to these incidents Neighbourhood Police presence and patrols were delivered by officers based in our premises at Melton.</p> <p>To deal with the existing Policing demands of the District of 21,500 households we currently deploy</p> <ul style="list-style-type: none"> • 63 staff at Melton police station providing neighbourhood policing and emergency responses.in the LPU station at Melton. The building is used to capacity by LP. • 2.5 staff in our BCU facility at Loughborough. This delivers investigations, intelligence, additional response Policing and management of the LPU function. The building is due for replacement in the Infrastructure Plan period because of its age and condition and will need to be extended to take additional growth proposed in Melton District. • 77 staff mainly at Force HQ Enderby delivering the following functions to the District - Criminal justice including courts case management and prisoner detention and processing, control centre/contact management, Intelligence research, Operations planning, dogs and firearms, special branch, forensic, Road Policing, Workshops/garages, Tactical Support Group, Road Safety Unit, IT and comms, Safeguarding/ vulnerability, Child abuse team, Economic crime team and Regional/major crime working. Included in this are staff in organisational support functions providing finance, human resources, welfare, estates, training and top level management of the Force. Premises to accommodate these staff are maintained at capacity use and all functions employ their own capital infrastructures eg in vehicle workshops and forensic labs. About half of all our staff work in uniform which in today's world includes personal radios, and personal safety equipment to deliver Policing in a range of situations. • 18 fully comms. equipped Police vehicles of varying types and functions. • Radio cover in the form of 9 base stations sufficient for the existing pattern of development and annual investment in hardware to ensure the capacity of this system at £8,000 pa • Police National Database availability and interrogation again with hardware costs to ensure this capacity of £5122 pa. The system is now at Planned capacity including dealing with 1720 hits pa as a result of Policing the existing communities of Melton. • In our control room we employ 11 staff to take and deploy responses to calls from Melton District. The control centre is maintained to capacity use however there are particular times when our telephony runs at capacity eg at weekends and evenings. • CCTV technologies including 3 ANPR cameras at strategic road locations in the district to detect crime related vehicle movements and 2 mobile units deployed with local partners to detect and deter crime at hotspots. • Hub access implementation with two beat drop in hubs already functioning in the District. 		
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		<p>Police Funding This is almost entirely revenue via Home office settlements and the precepted local rate base. The cost of our capital infrastructures has to be met from borrowing using these revenue incomes. The Policing priority is to maintain the front line of our service and so over 90% of our revenue expenditure is staff based. Because of this pattern of funding Police have for some time sought developer contributions where additional development will result in the need for additional investment in our capital infrastructures. Our capital programme [3 year period] is entirely related to maintaining our current level of capital infrastructures eg the size of our vehicle fleet, comms. and transmissions infrastructures and in relation to premises only dealing with existing known problems in our buildings. All of the capital items referred to in this paper are within capital streams in our capital programme and are dealt with as such by Police and the Home Office. There is no housing growth related growth element in our capital programme and our funding gives no basis to include this. Using our current capital programme as a guide we expect to spend £5,295,528 to maintain our infrastructures at the current level in Melton to 2036.</p> <p>Turning to our revenue income this has for many years barely been sufficient to cover our front line staffing costs even with rate base increases in band D as a result of housing growth. Our last budget was only balanced in the short to medium term because of the full utilisation of reserves. This is as a result of reductions in Home Office funding to the Police. All of the information on our asset deployment in this paper is accurate at the time of writing and is post recent staff and premises reductions. The case for Police funding through contributions from development is historic and not made as a result of the Comprehensive Spending Review. Financial strictures do however emphasise the importance of continuing to secure funds from this external source.</p> <p>Quantifying the impact of Growth on Police Capital Infrastructures.</p> <p>Forecast impact/increase in demand for Police service as a result of 5000 additional households in Melton equates to</p> <ul style="list-style-type: none"> • The employment and deployment of 33 additional staff. • 8 additional vehicles at £126,192 • Because radio cover is not provided to an in building signal strength north of Melton, the siting of an additional transmitter at £350,000*. • Additional investment in radio transmission capacity over a 5 year period at £9250 • Additional investment in PND capacity over 5 years £6000 • Additional investment in Control Room telephony of £21250 • Additional investment in 7 ANPR units to the District as a result of urban extensions and other major housing developments £57544[unit cost £8222] and 6 Mobile units to serve growth areas and their hinterlands £9,000 [unit cost £1500] • Investment in two additional Policing drop in hubs in the proposed SUE s and largest settlement after Bottesford. £16,000 • Start up and personal equipment for 33 additional staff £194,007 • Premises expenditure to cater for additional staff at £1,290,828. This will be used to expand the our existing premises which serve the district. <p>Premises information. Police are under considerable financial pressure to maintain our buildings in capacity use. We have in house estates functions able to do this including disposals when necessary and design and build on replacement premises, adaptations and extensions. The build costs used in forecasting premises spend are current and verified</p>	
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			<p>by Estates through tendering [£2794pm2]. Current occupancy rate across the force is 1 staff to 14m2. Occupancy in our Melton building is more intensive demonstrating the capacity issue identified. Forcwide premises are at our occupancy rate indicating that more staff will take this over capacity. Typical is the Control centre where 266 staff work to handle over a million calls per year from existing communities. It is fully occupied processing these.</p> <p>Conclusion</p> <p>Police are committed to work with the Council on the lines indicated in this paper however we can't plan to spend funds or develop and procure items without funds in our accounts. We are happy to take part in very long term planning however procurement will be triggered by actual growth on the ground reflected in planning applications. To serve the 5000 home growth anticipated by the Council over a 21 year period we will require £2,080,071 to procure the capital items indicated. These are entirely based on the levels of deployment to the existing Melton community. Without delivery of this additional infrastructure Policing to this existing community will be adversely impacted.</p> <p>*I have included this element as the need was identified in the last submissions we made back in 2012. I am asking colleagues to re visit this and will advise in due course if this element needs to be changed.</p>		
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