

Chapter 8: Managing the Delivery of the Melton Local Plan

You said:

- Transport is the top infrastructure priority followed by health and emergency services with broadband provision, safer cycle routes, and mobile signals as other challenges.
- Congestion in town centre, poor public transport, need for a bypass, better connectivity to rural areas, improved cycle and pedestrian access are some of the main transport issues.
- The best ways of reducing traffic growth would be through improved public transport, cycle ways, bypass, reduced need to travel through town, better broadband connectivity, park and ride out of town, housing provision spread across rural areas to reduce town centre congestion.
- Plan to be infrastructure led – provision of a bypass to be at the forefront of any housing development and future developments to fund the bypass.
- More primary schools needed in town. A new secondary school needed in south, higher education facilities needed.
- Greater choice of GP practices and healthcare facilities should be available throughout the Borough.

8.1 Delivering Infrastructure

- 8.1 1 New development in Melton Borough will need to be supported by an appropriate level of infrastructure. This refers to all the utility needs generated by development, including energy and water, as well as new physical and social provision such as transport, schools, doctors' surgeries, open space and leisure facilities.
- 8.1 2 The type and scale of infrastructure required will depend on how development is distributed, as well as how existing and future residents choose to live their lives in the future.
- 8.1 3 Where it is likely that infrastructure will be funded via contributions from development we will need to check that the contribution would meet the following tests for planning obligations of being:-
- necessary to make the development acceptable in planning terms;
 - directly related to the development; and,

- fairly and reasonably related in scale and kind to the development.

8.1.4 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.

8.2 The Melton Borough Infrastructure Delivery Plan

8.2.1 To ensure that infrastructure needs are identified early in the planning process and can be delivered effectively, the Local Plan will be accompanied by an Infrastructure Delivery Plan (IDP). This will develop in stages in accordance with the key stages of the Local Plan preparation.

8.2.2 To support the Melton Borough Local Plan (Emerging Options) an [Infrastructure Delivery Schedule](#) has been prepared (see appendix 3) to provide a starting point in understanding the Borough's requirements.

8.3 Transport

8.3.1 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. Traffic growth has led to rising carbon emissions, problems of congestion, and has had a negative impact on the environment, particularly in Melton Mowbray.

8.3.2 These issues will need to be faced so that the adverse effects on the environment, communities and the economy do not become worse; access to services can be maintained; and, journey reliability is not further compromised.

8.3.3 Such 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.

8.3.4 The Local Plan will be used to guide decisions on matters such as the location of new housing and businesses, along with the infrastructure to support them, but it is important to remember that, whilst existing issues such as traffic congestion will need to be taken into account, the Local Plan's primary role is not to provide solutions to current problems.

8.3.5 The transport priorities for Leicestershire are set out in the [Leicestershire Local Transport Plan 3 \(LTP3\) by Leicestershire County Council](#), as the highways authority which covers the Borough. It is important to ensure that the policies in

the Melton Local Plan contribute towards achieving its aims. LTP3 identifies its goals as follows:-

- A transport system that supports a prosperous economy and provides successfully for population growth.
- An efficient, resilient and sustainable transport system that is well managed and maintained.
- A transport system that helps to reduce the carbon footprint of Leicestershire.
- An accessible and integrated transport system that helps promote equality of opportunity for all our residents.
- A transport system that improves the safety, health and security of our residents.
- A transport system that helps to improve the quality of life for our residents and makes Leicestershire a more attractive place to live, work and visit.

8.3.6 We have discussed the issues which face the Borough with our Reference Groups and through our initial consultations. Transport and traffic congestions forms a significant component of the responses we have received. In relation to transport, the following key areas of concern were identified:-

- Congestion in the town centre and the need for a Melton Mowbray bypass;
- Poor public transport, better bus and rail services required;
- Pedestrian access, especially in the town centre;
- Better connectivity to rural areas and the wider road network;
- Parking; and
- Improved cycling access.

8.3.7 The Local Plan makes provision for a variety of methods to be used to reduce the impact of development and relieve congestion. These include measures such as the spatial distribution of development; improvements to footpaths, cycleways and public transport networks; using design to minimise the need to use cars for shorter trips; measures to reduce car use, such as travel plans; and, parking provision, as well as the provision of critical new road infrastructure. Some of these measures will cost significantly more than others, for example, funding to deliver new highway connections. Specific development proposals, including those for the Northern and Southern Sustainable Neighbourhoods to Melton Mowbray will be expected to make provision for traffic improvement measures, including the provision of key highway connections, which will be required by the development to access the development proposed.

8.3.8 Leicestershire County Council (LCC), supported by a number of transport studies, have identified that the road network in Melton Mowbray is operating close to

capacity, resulting in journey times which are unreliable and have a detrimental impact upon the local economy. There have been substantial junction improvement schemes along Norman Way, Melton Mowbray in recent years, but a number of junctions are close to capacity in the town.

- 8.3.9 Additional Transport Modelling completed in 2015 showed that with the anticipated levels of traffic growth and development, a number of key junctions will be taken above operational capacity, which would cause unacceptable delays in traffic. Consideration has been given to a variety of potential solutions to these issues. This work concluded that a Melton Outer Relief Road (MORR) would have a positive long term affect on traffic congestion within the town centre and should form the basis of the development of a transport strategy for the town.
- 8.3.10 The Spatial Strategy set out in this plan focuses strategic housing and economic growth upon Melton Mowbray as the most sustainable development option. To ensure that the required growth can be accommodated, road infrastructure for Melton Mowbray will be required as a component of new development proposed by the Melton Local Plan.
- 8.3.11 Further modelling, engineering and costing work is being prepared to identify the preferred corridor for an outer relief road. This work will also identify a package of additional measures, such as increased pedestrian and cycling access to the town centre and other attractors, which will contribute towards alleviating congestion within the town centre. The outcome of this work will help us to understand how the impacts of development should be mitigated; this will be an important component of planning for growth. Much of the required investment in highways and transportation in the Borough is likely to be delivered through the development of proposed housing and employment sites which will require new or improved highway infrastructure to access the development.

Policy IN1 –Transport & Strategic Transport Infrastructure

Melton Borough Council and its delivery partners 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.

New development will be required to contribute to transport improvements in line with appropriate evidence, including the Infrastructure Delivery Plan, the Local Transport Plan and local transport strategies

All new developments should where possible have regard to the following:

1. Are located where travel can be minimised and the use of sustainable transport modes maximised;
2. Minimise additional travel demand through the use of measures such as travel planning, safe and convenient public transport, walking and cycling links and cycle storage/parking links and integration with existing infrastructure;
3. Seek to generate or support the level of demand required to improve, introduce or maintain public transport services, such as rail and bus services;
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;
5. Support the enhancement of existing or proposed transport interchanges such as the railway stations at Melton Mowbray and Bottesford;
6. Provide appropriate and effective parking provision and servicing arrangements.

Melton Mowbray

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:

- I. The Melton Outer Relief Route – a series of the strategic road links which connect the A606 (Burton Road) to the A607 (Nottingham Road);
- II. The North Melton Strategic Road Link – a strategic connection between the A607 (Nottingham Road) , Scalford Road and Melton Spinney Road;

III. The Melton Country Park Greenway – a series of measures that improve accessibility and the attractiveness of walking and cycling connections through the Melton Country Park to the town centre and other town attractors such as employment, education and retail.

These strategic transport infrastructure schemes are considered fundamental to the delivery of growth in Melton Mowbray. They are detailed in the infrastructure delivery plan when defined their routes and delivery will be safeguarded. Their delivery will be pursued through working with developers, landowners, the highway authority and other relevant agencies.

8.4 Education

- 8.4.1 National policy regarding education provision aims to offer choice and diversity for the community. Leicestershire County Council, as the education authority, undertakes modelling work to assess the available capacity of schools in the Borough. This advice is used to inform the requirements for primary and secondary school places along with the cost for provision of these requirements. These details are regularly updated as the preparation of the Local Plan continues.
- 8.4.2 Currently, in Melton Mowbray the cumulative impact from known housing development proposals would result in a significant deficit of primary school places which would justify provision of a new primary school within the southern SUE. Given the location of the two SUE proposals, and to avoid pupils having to cross the town, it may be that future developments require the provision of two additional schools in the town.
- 8.4.3 In the rural area a number of schools are likely to require contributions to provide additional pupil places, depending upon which sites are selected for allocation. A single large development would be needed to make the provision of a new school necessary in a particular location.
- 8.4.4 At secondary school level the required places resulting from development are unlikely to justify the provision of a new school in the early years of the plan period, as anticipated pupil numbers could be accommodated at existing school sites. However, robust forecasting so far in the future for this age group creates uncertainties. On this basis the potential for safeguarding land to enable school extensions should be investigated.

8.5 Healthcare

- 8.5.1 In April 2013 the East Leicestershire and Rutland Clinical Commissioning Group (ELR CCG) took on full responsibility for commissioning healthcare services for residents in Melton Borough.
- 8.5.2 The Borough Council is working together with Public Health to carry out a Health Impact Assessment of the Local Plan as it develops. The outcome of this assessment will inform the development of healthcare policies for inclusion in the Publication Plan. As part of this work the Council, together with Public Health are seeking to follow the “Healthy Towns” concept, especially through the development of the two Sustainable Neighbourhoods planned for Melton Mowbray
- 8.5.3 The Leicestershire and Rutland Clinical Commissioning Group will be consulted through the plan preparation process.

8.6 Energy Supply

- 8.6.1 Electricity is supplied in the Borough by Western Power Distribution (formerly Central Networks), gas is supplied by the National Grid.
- 8.6.2 Discussions have revealed the need for additional power infrastructure to support the extension of the Leicester Road employment site. The development will therefore be expected to provide land to accommodate a new sub-station in this location. Provision of a new power line to feed this sub-station will also be required. Planning for the provision of this infrastructure is underway to ensure that it can be delivered by Western Power in a timely manner to meet the power needs of the development as it arises. The capacity of the power network is also an issue in some of the more rural parts of the Borough where there are “power hungry” employment uses – these issues will be addressed as and when the need arises, however businesses and developers should be aware that this issue may affect the delivery of development proposals over the plan period.
- 8.6.3 The situation for the provision of utilities can rapidly change and is highly dependent upon the location of development. Further consultation will be undertaken with utility providers when more certainty is available upon the location of sites for development.

8.7 Water Supply and Drainage

- 8.7.1 Severn Trent Water is responsible for the water supply and waste water treatment in most of the Borough; a small area in the East of the Borough is covered by Anglian Water. No issues at a strategic level have been identified but

more consultation will be undertaken when a decision has been taken on the amount and distribution of development.

8.7.2 Sustainable Drainage Systems (SUDS) are a requirement of the Flood and Water Management Act 2010. However, SUDS can often be seen as additions to development and the potential multi-functional benefits are not fully realised as they are not fully incorporated in the design process.

8.7.3 On this basis SUDS should be considered at an early stage in the master planning process to allow maximum integration of drainage and open space. This will then maximise the opportunity to create amenity space, enhance biodiversity and contribute to a network of green and blue spaces.

8.7.4 To reduce the water generated by development proposals they should make maximum use of drainage measures such as green roofs, permeable surfaces and water butts.

8.8 Police

8.8.1 Leicestershire Police are responsible for policing within the Borough. The Police Authority advises that if it is to be able to adequately deal with the number of additional dwellings proposed in the plan, additional funding should be acquired through section 106 contributions for new housing schemes. Without securing additional funding the levels of policing may drop below an acceptable standard when the additional housing is built, thus making it necessary as per the Section 106 contribution tests.

8.9 Developer Contributions and Community Infrastructure Levy (CIL)

8.9.1 Carefully considered and sensitive development offers substantial benefits to society. It provides homes, employment opportunities and facilities and services we require. It can also stimulate economic growth. However development of all scale impacts on the environment and existing infrastructure, and can place a burden on the community. The planning system exists to reconcile the benefits of a development against the costs it can impose.

8.9.2 The planning system currently provides for some of these burdens or costs to be addressed through planning obligations, where specific planning issues arising from a development proposal can be addressed on a site by site basis. Legislation requiring the preparation of a Community Infrastructure Levy (CIL) which will establish a levy or tariff on specific types of development based on a cost per floor area has also been introduced. 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.

- 8.9.3 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.

Policy IN2: Infrastructure Contributions

Development that provides additional dwellings or employment premises will be expected to help to deliver sustainable communities by making contributions to local infrastructure in proportion to its scale in the following order of priority.

- I. Critical infrastructure necessary to ensure adequate provision of essential utilities, facilities, water management and safe access, as identified in the IDP.
- II. Priority infrastructure as identified in the IDP including contributions from residential development towards affordable housing to meet the requirement set out in policy.
- III. Key infrastructure as identified in the IDP.



Construction in Wymondham

Chapter 9: Managing Development

You said:

- The factors indicated to feed into the design policy approach were supported.
- Local Communities should have an influence in design policies.
- That there should be an overarching design policy covering the whole borough, supported with more localised policies for specific sites where appropriate.
- Views were split with regards to village envelopes, with some stating they would like to see them maintained with changed, while some people preferred a policy based approach.
- That it was preferable to have a policy specifically covering equestrian development, as opposed to a more general policy covering rural development.
- The plan should contain a policy specifically covering agricultural workers dwellings.

- 9.1 Development Management is the process of working with developers to facilitate development¹ whilst protecting the environment through the granting or refusal of planning permission, and controlling unauthorised developments.
- 9.2 The Local Plan sets out strategic policies based on the outcomes of evidence and consultation. These overarching policies will guide the future development of the Borough but will not provide the level of detail required to adequately assess planning applications. It is therefore necessary to develop more detailed policies to support the implementation of the Local Plan vision and objectives and to pick up on issues that are not adequately addressed by the strategic policies.
- 9.3 However the Borough Council is not starting from scratch. [The Melton Borough Local Plan 1999](#) currently contains policies that are used as the basis for assessing planning applications. Under the provisions of the Planning and Compulsory Purchase Act 2004, the Council has ‘saved’ policies until such time they are replaced by policies in the new Melton Borough Local Plan or they become out of date.

¹ Development includes: Housing, commercial, industrial buildings working and the use of land and buildings.
Emerging Options (Draft Plan) Jan 2016

9.4 Design

9.4.1 The [NPPF](#) requires that planning should “always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings”.

9.4.2 Many of the policies included in this plan will affect the design of development proposals. These policies address the following factors:

- How sustainable urban drainage systems have been incorporated into the design from the outset
- Materials, quality and local character
- Setting, impact on the settlement and views to and from the development
- Landscaping, setting
- Context/character how it relates to existing but creates its own character and a strong sense of place, reflecting heritage assets whilst being innovative
- Designing out crime, including lighting, natural surveillance and defensible space
- Open space and Green Infrastructure, running through the development and connecting into the development
- Biodiversity, impacts and opportunities
- Sustainability (energy efficiency and low carbon generations, carbon emissions, sustainable drainage etc.)
- Scale of development and relationship with its surroundings
- Entrance and exit design, creating gateways and attractive routes
- Accessibility for all potential users of the development

9.4.3 A specific design policy has been included in the plan to help address the objective set out in the NPPF to “always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings”. A Supplementary Planning Document (SPD) will be prepared to provide more detailed advice and guidance about what is considered to be good design in a local context.

Policy D1 – Raising the Standard of Design

All new developments should be of high quality design. All development proposals will be assessed against the following criteria:

- a) Siting and layout must be sympathetic to the character of the area
- b) New development should meet basic urban design principles outlined in this plan and any accompanying Supplementary Planning Documents (SPD)
- c) Buildings and development should be designed to reflect the wider context of the local area
- d) Amenity of neighbours and neighbouring properties should not be compromised
- e) Appropriate provision should be made for the storage and collection of waste facilities
- f) Sustainable means of communication and transportation should be used where appropriate
- g) Development should be designed to reduce crime and the perception of crime.
- h) Existing trees and hedges should be utilised together with new landscaping to negate the effects of development
- i) Proposals includes appropriate, safe connection to the existing highway network.

Siting and Layout

9.4.4 The siting and layout must be sympathetic to the character of the area in terms of its street layout, appearance (in terms of urban form, architecture and hard and soft landscaping).

9.4.5 All new developments should meet the basic ‘urban design’ principles:

- Connections with the existing urban structure

9.4.6 Well related to the traditional street pattern and allowing for future links. Developments that preclude future development of adjoining land or prevent potential links to wider networks should be avoided;

- Legible places.

9.4.7 New development should allow places to be easily understood by their users, particularly when moving around. Legible places can be created by:

- Locating landmark buildings in prominent locations;
- Creating groups of buildings with strong character (including residential and commercial uses);
- Creating open spaces and use of street trees and vegetation
- Using topography and important features in the landscape (water courses and other water areas, feature trees and hedges, manmade and natural features) to help give an area a strong character and distinctiveness;
- Enable a variety of uses to create character areas and features.

9.4.8 Anonymous estates with ‘off the peg’ house types and which rely on a standardised hierarchy network of loop roads and cul-de-sacs should be avoided unless there are no other solutions. Innovative street design that uses high quality materials, street trees, street form and floorspace will be encouraged where these are safe and can be adequately maintained.

- Permeable streets

9.4.9 Streets should be ‘permeable’ for all users and ensure ease of movement between homes, jobs and services, pedestrians and cyclists should normally be given priority. All schemes should have safe, easy access to the existing network of streets and footpaths. Large scale schemes, such as sustainable urban extensions, will be required to create links that maximise sustainable transport modes and seek to minimise journey distances to important services and facilities. Direct links should be a fundamental part of the design process and not inserted as an afterthought;

- Active streets

9.4.10 All new developments should have ‘active edges’ of new buildings fronting the street. Residential developments should have their ‘fair face’ fronting streets and other public spaces. Developments that ‘turn their back’ on public areas (streets, parks, footpaths etc) should be avoided;

- Mix of uses

9.4.11 Creating a mix of uses on large sites to include residential, retail, employment and community uses (schools / health facilities / libraries / community halls) etc will help to create character areas and will encourage activity in the street at various times of the day;

- Scale and massing

9.4.12 The scale and massing of buildings (in terms of height, bulk and relationship with the street) is a key consideration in creating effective spaces. Buildings of inappropriate scale and mass can have an adverse impact on the amenity of streets, spaces and other buildings by adversely affecting the sense of openness or creating an inappropriate relationship with the street in terms of: enclosure; loss of aspect; loss of light; or loss of privacy. In some cases continuity and enclosure of building frontages are important to reflect the character of the area.

- Density

9.4.13 Density of new development should be sympathetic to its context but should also seek to maximise the use of land as a scarce resource;

- Design and materials

9.4.14 Building materials in new developments should be sympathetic to the character of the area in terms of detail, craftsmanship, texture, colour and treatment. Materials should be hard wearing and capable of being maintained in good order. The use of innovative materials will not be discouraged unless their use would cause demonstrable harm to the character of the area;

- Landscape and streetscape

9.4.15 Landscaping (hard and soft) and creation of public spaces should be an integral part of the design of new schemes. High quality landscape helps to make new developments more attractive and also has benefits to the microclimate (through shading and planting) and addressing surface water drainage through creation of swales or similar. The use of street 'floorscape' and high quality surfacing materials can help to create distinctive areas.

Buildings and development in context

9.4.16 New development must respect the character of the local area and the wider setting and the qualities that make it distinct from other areas. New development should be sympathetic to the local area in terms of scale, massing, design, materials, landscaping and architectural detailing.

Protecting amenity

9.3.17 The development should not adversely affect neighbours and nearby uses and occupiers by reason of overlooking, loss of privacy, loss of light, loss of aspect, pollution and other forms of disturbance.

Waste facilities

- 9.4.18 New development should incorporate appropriate facilities for the storage and management of waste.

Sustainable communication and transport

- 9.4.19 New developments should make adequate provision for the storage of bicycles, the potential to create 'hook-up' facilities for electric cars and connecting to broadband networks.

Crime prevention

- 9.4.20 The potential to reduce the risk of crime and anti-social behaviour should be maximised through the design and layout of new development. Opportunities for safe and active streets and natural surveillance should be explored and 'hard' measures should be a last resort. Crime prevention measures must not be at the expense of overall design quality or social inclusivity. Gated communities for example will not normally be permitted.

Landscaping and existing trees and hedges

- 9.4.21 New development should include adequate landscaping in the interests of visual amenity, softening the impacts of development, providing new opportunities for bio-diversity, having a positive impact on surface water drainage and resilience to climate change.
- 9.4.22 Landscaping should use appropriate native and local species of plants which are, where possible, resilient to climate change.
- 9.4.23 Development proposal should not result in the loss of trees and hedgerows that are important features in the landscape.

Impact on the highway network

- 9.4.24 New development should be designed and located so that it is able to provide suitable access and can be accommodated without adverse impact on the local and wider highway network. Where on or off-site works are required to mitigate the transport impacts of development, the applicant will be required to demonstrate the impacts of these measures in ameliorating any problems and that the scheme is technically possible and is viable. Development that would have an unacceptable adverse impact on the highway network will not be permitted.

9.5 Equestrian Development

- 9.5.1 Horse riding is a popular activity in the Borough and can be a good means of diversifying the rural economy. Equestrian use is an appropriate use in the

countryside but care is needed to minimise the impact of development proposals on the character of the rural area.

- 9.5.2 The NPPF states at Para 73 that access to high quality opportunities for sport and recreation can make an important contribution to the health and wellbeing of communities. Melton Borough, being predominantly rural in nature, has a number of equestrian businesses and individuals with an interest in taking part in equestrian activities.
- 9.5.3 The requirement for formal planning permission is dependent upon the proposed use of the land. The use of land for grazing for example, does not require planning permission, as per Section 336 of the Town and Country Planning Act 1990. Planning Permission however would be required where horses are kept on the land. Kept, in this instance refers to the existence of a built shelter (be it stable or field shelter) or where horse- feed is supplemented beyond grazing. Where this is the case, planning permission would be required for a change of use from agricultural to equestrian.

Policy D2 – Equestrian Development

Extensions to existing equestrian operations or development of new equestrian facilities in open countryside locations will be granted, where it can be demonstrated that

- There is a need to be in an open countryside location.
- The operation is financially viable.
- The development will not have an overtly adverse effect on the landscape or the character of the area.
- The development, or effects resulting from the development, will not have an unacceptable impact on residential amenity.
- The development is grouped where possible with new/existing structures.
- The development would not result in the loss of best quality agricultural land

In assessing the proposals the Council will consider the justification given, the sustainability credentials of the development and the cumulative impact when formulating its decision.

Where possible, proposals should make use of existing buildings and/or where possible use sites within or adjoining settlements.

9.5 Agricultural Workers' Dwellings

- 9.5.1 The close relationship between the town and country means that in special circumstances it will be necessary to provide new agricultural dwellings in the rural areas. The Borough Council currently uses the revoked PPS7 Annex A methodology, to provide guidance when determining planning applications. There is a clear need for a policy within the new Melton Local Plan, in relation to dwellings in the open countryside.
- 9.5.2 Beyond the remit of the defined settlements in the spatial hierarchy in open countryside location, proposals for dwellings will be restricted. When a proposal is in accordance with a predominant land use such as farming/forestry/fishery and there is a provable demonstrable need, a dwelling for the specific use of agricultural or other rural workers may be permitted, subject to it meeting the criteria of Policy D3.

Policy D3 – Agricultural Workers Dwellings

Proposals for the development/creation of agricultural/forestry and other rural workers dwellings will be granted so long as it is demonstrated that:

- A. The proposal can be proven to be economically viable
- B. The need for the labour is essential, permanent and full time
- C. The necessity for workers to live on or in close proximity to the premises can be adequately demonstrated.
- D. It can be shown that there are no existing dwellings near to the premises which would be available/suitable
- E. That the proposal is close to the agricultural/forestry operation, and in circumstances where this cannot be achieved, the development must be located in a logical location which will not have a detrimental impact on the landscape and amenity.
- F. That the development of a new dwelling would not provide an obvious opportunity for infill development
- G. That the design of the dwelling, including scale, materials and curtilage would be in keeping with design policy D1
- H. That satisfactory access and services can be provided, and
- I. That public sector expenditure on the provision of infrastructure will not be required

- 9.5.6 In situations where existing dwellings in the ownership of the applicant have been sold off within the previous 12 months, applications for agricultural/rural workers dwellings may be refused.
- 9.5.7 The Council may use its powers to remove permitted development rights when approving an agricultural/rural workers' dwelling, to prevent future development having a detrimental effect on the local area. Furthermore, on farms which have recently been fragmented, or are soon to be fragmented, planning obligations may be used to tie the dwellings to the farm to prevent them being sold separately.
- 9.5.8 Applications for agricultural/rural workers' dwellings should be of an appropriate size and scale. Applications for a dwelling with extensive facilities which are deemed to be excessive and beyond the remit of the operation will be refused.

KEY EVIDENCE:

Melton Borough Local Plan 1999

Melton Mowbray Town Centre Masterplan, AECOM, 2008

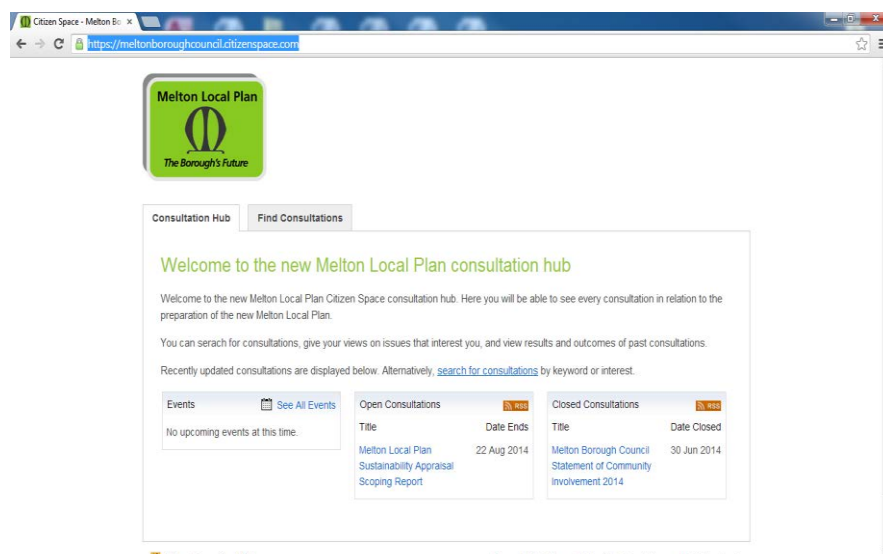
Leicestershire Local Transport Plan 3 (LTP3), Leicestershire County Council, 2011

Melton Areas of Separation Report, ADAS, 2006

Melton Local Plan Infrastructure Delivery Plan 2014

How to Respond and get involved in the Melton Borough Local Plan

The best and most efficient way to respond to this document is online through the [Melton Local Plan Citizen Space](https://meltonboroughcouncil.citizenspace.com).



Click on the Melton Local Plan Emerging Options (Draft Plan), fill out your contact details and work through the document responding to the specific questions you are interested in. By providing a valid email address, the system will allow you to save your response and return to it. Submit your response once completed.

If you cannot respond via the Melton Citizen Space Software, Paper copies are available, but will only be provided on request, please email planningpolicy@melton.gov.uk or call 01664 502 321

Appendix 1: Schedule of Melton Local Plan 1999 Saved Policies and the Effect of the adoption of the Melton Local Plan 2017

Melton Local Plan 1999 Saved Policy	Replacement Melton Local Plan 2017 Policy or other Justification
OS1 Development Within Village and Town Envelopes	No Replacement (SS3– Sustainable Communities)
OS2 Development Within The Countryside	SS3– Sustainable Communities, D3 - Dwellings for Agricultural, Forestry and other rural workers, EC2 - Employment Growth in the Rural Area (Outside Melton Mowbray)
OS3 Infrastructure	IN1 – Transport and strategic Transport Infrastructure
H2 Proposed Allocations: Melton Mowbray	SS3– Sustainable Communities, SS4 – South Melton Mowbray Sustainable Neighbourhood (Strategic Allocation), SS5 – Melton Mowbray North Sustainable Neighbourhood
H6 Residential Development Within Village Envelopes	SS3 – Sustainable Communities
H7 Affordable Housing on Allocated Sites	C4 – Affordable Housing Provision
H8 Other Affordable Housing Sites	C5 – Affordable Housing through Rural Exceptions
H10 Amenity Open Space in New Housing Developments	EN7 – Open Space, Sport and Recreation
H11 Outdoor Playing Space in New Housing Developments	EN7 – Open Space, Sport and Recreation
H12 Dieppe Way Melton Mowbray	No Replacement
H15 Uplands/Pochin Close Melton Mowbray	No Replacement
H17 Access Housing	No Replacement
H21 Gypsy Caravan and Travelling Showpeople's Sites	C6 – Gypsies and Travellers
EM2 Employment Allocations in the Borough	EC1 – Employment growth in Melton Borough Council
EM3 Existing Commitments	No Replacement

EM4 Holwell Works Asfordby	EC4 – Asfordby Business Park and Holwell Works
EM6 Kirby Lane (South) Melton Mowbray	No Replacement
EM7 Dalby Road Former Melton Mowbray Airfield	No Replacement
EM8 Airfield Sites	No Replacement
EM9 Existing Rural Industries	EC3– Existing Employment Sites, EC5– Other Employment and Mixed-Use Proposals
EM10 Employment Development Outside of Town or Village Envelopes	EC2 – Employment Growth in the Rural Area (Outside Melton Mowbray)
EM12 Hazardous Substances	IN1 – Transport and strategic Transport Infrastructure
T1 Road Improvements	No Replacement
T3 Suitable Road Layouts for Public Transport	IN1 – Transport & Strategic Transport Infrastructure
T5 Melton Chord Rail Link	No Replacement
T6 Provision for Cyclists and Pedestrians in New Developments	D1 – Raising the Standard of Design
C1 Development of Agricultural Land	SS3 – Sustainable Communities
C2 Farm-based Diversification	EC2 – Employment Growth in the Rural Area (Outside Melton Mowbray)
C3 Agricultural Buildings	No Replacement
C4 Stables, Riding Schools and Kennels	Part replaced by D2 – Equestrian Development
C5 Stables Outside Town and Village Envelopes	D2 – Equestrian Development
C6 Re-use and Adaptation of Rural Buildings for Commercial, Industrial or Recreational Use	No Replacement (EC2 – Employment Growth in the Rural Area (Outside Melton Mowbray))
C7 Re-use and Adaptation of Rural Buildings for Residential Use in the Open Countryside	No Replacement
C10 Residential Mobile Homes	No Replacement
C11 Residential Extensions in the Open Countryside	No Replacement
C12 Replacement Dwellings in the Open Countryside	No Replacement
C13 Sites of Ecological, Geological or Other Scientific Importance	EN2 – Biodiversity and Geodiversity

C14 Nature Conservation Value	EN2 – Biodiversity and Geodiversity
C15 Wildlife Habitat Protection	EN2 – Biodiversity and Geodiversity
C16 Trees and Woodland	D1 – Raising the standard of design
BE1 The Siting and Design of Buildings	D1 – Raising the standard of design
BE9 Historic Parks and Gardens	EN13 – Heritage Assets
BE11 Archaeological Sites of County or District Significance	EN13 – Heritage Assets
BE12 Protected Open Areas	EN5 – Local Green Space
BE13 Special Considerations	No Replacement
S1 Proposed Retail Allocations	No Replacement
S3 Primary Shopping Frontages	EC6 Melton Mowbray Town centre
S4 Secondary Shopping Frontages	EC6 Melton Mowbray Town centre
S5 Accommodation Above Ground Floor	No Replacement
S6 Village and Neighbourhood Centres	EC7 Retail Development in the Borough
S7 Retailing in Asfordby and Bottesford	EC7 Retail Development in the Borough
AD5 Shop Fronts	No Replacement
CF1 New Education Facilities on Land Used for Educational Purposes	No Replacement
CF2 New Health Care Facilities on Land Occupied by Existing Hospitals and Surgeries/Clinics	C9 – Healthy Communities
CF4 Loss of Local Community Facilities	No Replacement
R1 Recreation Allocations	No Replacement
R3 Recreation Facilities in the Open Countryside	EN3 – The Melton Green Infrastructure Network
R4 Floodlights	No Replacement
R8 Footpaths	EN3 – The Melton Green Infrastructure Network
R9 Cycleways	EN3 – The Melton Green Infrastructure Network
R10 Protection of Disused Railway for Walking Cycling or Horse Riding	EN3 – The Melton Green Infrastructure Network
R10 Protection of Disused Railway for Walking Cycling or Horse Riding	EN3 – The Melton Green Infrastructure Network
R11 Grantham Canal	EN3 – The Melton Green Infrastructure Network
UT3 Development in Essential Washland Areas	N11 Minimising the Risk of Flooding

Appendix 2: VILLAGE CATEGORIES

Role	Settlement	Number of Settlements
Main Urban Area	Melton Mowbray	1
Primary Rural Service Centre	Bottesford, Asfordby, and Long Clawson and Waltham	4
Secondary Rural Service Centre	Asfordby Hill, Somerby, Frisby on the Wreake, Stathern, , Wymondham, Croxton Kerrial	6
Rural Supporter	Scalford, Hose, Old Dalby, Harby, Kirby Bellars, Knipton, Buckminster, Nether Broughton, Sewstern, Great Dalby, Plungar, Ab Kettleby, Hoby, Gaddesby, Thorpe Arnold, Burton Lazars, , Queensway, Twyford,	18
Rural Settlement	Easthorpe, Thorpe Satchville, Eastwell, Saltby, Burrough on the Hill, Pickwell, Knossington, Redmile, Sproxton, Brooksby, Ashby Follville, Muston, Barkestone le Vale, Eaton, Stonesby, Branston, Ragdale, Grimston, Rotherby, Saxelbye, Stapleford, Garthorpe, Holwell, Cold Overton, Asfordby Valley, Saxby, Belvoir, Harston, Edmondthorpe, Coston, Wyfordby, Freeby, Wartnaby, Little Dalby, John O Gaunt, Barsby, Brentingby, Shoby, Welby, Goadby Marwood, Chadwell, Leesthorpe, Normanton, Bescaby, Wycomb. Six Hills	47
Total:		76

Appendix 3 Melton Local Plan Infrastructure Delivery Plan (Draft)

	Proposed Scheme	Evidence Justification	Critical or desirable	Delivery Mechanism	Phasing				Comments	Local Plan Strategic Objective.	
					2011–2016	2016–2021	2021–2026	2026–2036			
TRANSPORT											
1	Link Road - A606 Nottingham Road to Melton Spinney Road	Traffic evidence identifies Link Road as critical to access and mitigate impacts of Northern SN.	Critical			X				HP1, HP2, ATP3, ATP4, JPP6, CDP14, EP17	
2	Melton Spinney Road Upgrade	Traffic evidence identifies as critical to mitigate impact of Northern SN. Note dependency with Link Road.	Critical			x				HP1, HP2, ATP3, ATP4, JPP6, CDP14, EP17	
4	A6006 Asfordby Road, upgrades to Welby Road and St Bartholomews Way to A606 Nottingham Road	Traffic evidence identifies such works will be essential but not directly attributable to the SN.	Essential				x			ATP3, ATP4, JPP6, CDP14, EP17	
5	Link Road A607 Leicester Road to A6006 Asfordby Road (Rail and River Crossings)	Traffic evidence identifies such works will be essential but not directly attributable to the SN's. Substantial cost associated with structures, initial cost estimate only excludes land costs.	Desirable							ATP3, ATP4, JPP6, CDP14, EP17	

Appendix 3 Melton Local Plan Infrastructure Delivery Plan (Draft)

6	Link Road between A606 Burton Road and A607 Leicester Road	Traffic evidence identifies Link Road as critical to access and mitigate impacts of Southern SN.	Critical							HP1, HP2, ATP3, ATP4, JPP6, CDP14, EP17
7	Junction Improvements to support SN's	Junction improvements to Nottingham Road/Scalford Road and Melton Spinney Road with Norman Way. Requires further testing	Critical	x						HP1, HP2, ATP3, ATP4, JPP6, CDP14, EP17
7	Quality Transport Corridors	Footpath improvements and upgrades to Scalford Road/Nottingham Road; Burton Road, Sandy Lane, Dalby Road, Kirby Lane and Kirby Road	Essential	x						ATP3, ATP4, JPP6, CDP14, EP17
8	Modal shift support	Bus service/cycle/car clubs. Requires testing.	Critical	x						ATP3, ATP4, JPP6, CDP14, EP17
10	Link Road - A606 Burton Road to Sandy Lane	Traffic evidence identifies Link Road as critical to access and mitigate impacts of Southern SN.	Critical							HP1, HP2, ATP3, ATP4, JPP6, CDP14, EP17

Appendix 3 Melton Local Plan Infrastructure Delivery Plan (Draft)

11	Link Road - Sandy Lane to Dalby Road	Traffic evidence identifies Link Road as critical to access and mitigate impacts of Southern SN.	Critical								HP1, HP2, ATP3, ATP4, JPP6, CDP14, EP17
12	Link Road - Dalby Road to Kirby Lane Junction to A607 Leicester Road	Traffic evidence identifies Link Road as critical to access and mitigate impacts of Southern SN.	Critical								HP1, HP2, ATP3, ATP4, JPP6, JPP7, JPP8, JPP10, CDP14, EP17
13	Bus Park Improvements - Wilton Road	MBC									ATP3, ATP4, JPP6, CDP14, EP17
14	Chapel Street Car Park Improvements	MBC									ATP3, ATP4, JPP6, CDP14, EP17

Appendix 3 Melton Local Plan Infrastructure Delivery Plan (Draft)

15	Wilton Road Car Park Improvements	MBC										ATP3, ATP4, JPP6, CDP14, EP17
16	Cattle Market Access Improvements	MBC										ATP3, ATP4, JPP6, CDP14, EP17
17	Melton Country Park Accessibility Improvement Scheme											JPP9, CDP12, CDP13, CDP14, CDP15, EP18, EP21
18	Melton South Walking and Cycling Scheme											ATP3, ATP4, JPP6, CDP14, EP17

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19	Melton Through Traffic Signage Improvements																	ATP3, ATP4, JPP6, CDP14, EP17
20	HGV Movement Strategy																	ATP4, JPP6, CDP14, EP17
21	Public Transport																	ATP3, ATP4, JPP6, CDP14, EP17
Health																		
22	Extension to Latham House GP Melton Mowbray																	CDP12, CDP13, CDP14, CDP15

Appendix 3 Melton Local Plan Infrastructure Delivery Plan (Draft)

23	Primary-Extension to existing facility 180 sqm	Total cost estimate £.61m. Further investigations with Lincs PCT/CCG requirement for Bottesford	Critical						x						CDP12, CDP13, CDP14, CDP15
24	Leicestershire Partnership Trust	No capital funding requirements identified at this stage. Currently implementing Leicestershire 5 year estates review programme.													CDP12, CDP13, CDP14, CDP15
25	Secondary School	LCC cost multiplier per Secondary School place 17,876 per pupil. Requirement to safeguard 2ha of land as part of master-plan process. To accommodate additional secondary school in latter part of plan period	Critical												CDP12, CDP13, CDP14
26	Primary School	Dual use facility. Minimum school size 210 = one form primary school. LCC cost multiplier per primary school place £12099. School cost estimate £3.2m.	Critical												CDP12, CDP13, CDP14

Appendix 3 Melton Local Plan Infrastructure Delivery Plan (Draft)

27	Primary School (North SN)	Provision for additional primary school to accommodate growth	Critical									CDP12, CDP13, CDP14
28	Primary School (South SN)	Provision for additional primary school to accommodate growth	Critical									Provision for additional primary school to accommodate growth
Emergency Services												
29	Police	Extensive force wide range of costs identified, totalling £0.97m Items include officer equipment, airways transmitter, police vehicles, control centre, national database capacity, ANPR requirements/mobile CCTV, centralise property/staffing and other costs. Item identified is transmitter provision costs only. All requires further investigation and relationship with Council Tax precept	Essential									SPP5, CDP14
											Police stated that with the growth of around 5000 houses in the borough, to cover a 21 year period, they would need £2,080,071.	

Appendix 3 Melton Local Plan Infrastructure Delivery Plan (Draft)

30	EMAS	EM structure/operation consultation under way																CDP12, CDP13, CDP14
31	LFRS	No infrastructure requirement identified at this time. LFRS would like to see MBC adopt use of sprinklers and other measures to reduce fire related deaths and injuries affecting domestic property and the promotion of simple and flexible design measures to assist people with dementia to allow people to stay independent.																CDP12, CDP13, CDP14
Community Facilities																		
32	Melton Country Park	10ha land contribution from SN. Costs split between NSN and town housing residual.	Desirable														X	CDP12, CDP13, CDP14, CDP15, EP16, EP18

Appendix 3 Melton Local Plan Infrastructure Delivery Plan (Draft)

33	Melton Country Park - New Sports Pavillion	£250K costs for construction being explored by MBC	Desirable								CDP12, CDP13, CDP14, CDP15, EP16, EP18
34	Melton Country Park - Car Park and Sewerage Tank	MBC									CDP12, CDP13, CDP14, CDP15, EP16, EP18
35	Flood mitigation/SUDS	As part of development costs, subject to further masterplan work, estimated sum is £0.30 per sqm	Critical		X		X				EP22, EP23
36	Rights of Way	As part of development costs, subject further masterplan work, estimated sum is £0.30 per sqm	Desirable		X		X				EP16, EP18, EP20

Appendix 3 Melton Local Plan Infrastructure Delivery Plan (Draft)

	SN's Specific Local open space	2.6ha requirement as part of development costs, subject to masterplan process	Essential						X					CDP12, CDP13, CDP14, CDP15, EP16, EP18
	Children's/LEAPS/L APS NEAPS in SUE	As part of development costs. Subject to masterplan process	Essential						x					CDP12, CDP13, CDP14, CDP15, EP16, EP18
	Leisure Vision - New Leisure and Sports Village Burton Road	MBC	Desirable											CDP12, CDP13, CDP14, CDP15, EP16, EP18
	Cemetery Review	MBC												CDP12, CDP13, CDP14, CDP15, EP16, EP18

Appendix 3 Melton Local Plan Infrastructure Delivery Plan (Draft)

	Skate Park Upgrade - Melton Mowbray	MBC		Desirable													CDP12, CDP13, CDP14, CDP15, EP16, EP18
	Scalford Brook Play Area Improvements	MBC		Desirable													CDP12, CDP13, CDP14, CDP15, EP16, EP18
	Wheels to Work			Desirable													CDP12, CDP13, CDP14, CDP15, EP16, EP18
Borough-wide proposals																	
	Grantham Canal	On going restoration by local groups		Desirable													CDP12, CDP13, CDP14, CDP15, EP16, EP18

Appendix 3 Melton Local Plan Infrastructure Delivery Plan (Draft)

	Allotments	2ha allotment Essential as SUE growth. Land contribution from SUE.	Essential								CDP12, CDP13, CDP14, CDP15, EP16, EP18, EP21
	South SN to Leicester Road Industrial Estate Green link on dismantled rail corridor	Priority link of wider Newark to Market Harborough rail corridor project. Requires further investigation and relationship with SN masterplan process.	Essential								CDP12, CDP13, CDP14, CDP15, EP16, EP18
	Watercourse Improvement and buffering - various incl. River Wreake River Corridor	Local Groups	Desirable								CDP12, CDP13, CDP14, CDP15, EP16, EP18, EP22, EP23
	Children's Play - LAPs	Wymondham, Great Dalby, Frisby on the Wreake and Stonesby	Desirable								CDP12, CDP13, CDP14, CDP15, EP16, EP18

Appendix 3 Melton Local Plan Infrastructure Delivery Plan (Draft)

	Jubilee Way Long Distance Path	Subject to further investigation, funding programme to be confirmed	Desirable							CDP12, CDP13, CDP14, CDP15, EP16, EP18
	Improvements to the Wolds Escarpment	Priority Habitat Area, woodland planting and habitat creation. Subject to further investigation, funding programme to be confirmed	Desirable							CDP12, CDP13, CDP14, CDP15, EP16, EP18, EP20
	Improvement to Burrough-on-the-Hill Iron Age Fort	Habitat enhancement. Subject to further investigation, funding programme to be confirmed	Desirable							CDP12, CDP13, CDP14, CDP15, EP16, EP18, EP19, EP20
	Park - Bottesford	2ha facility subject to discussions with Parish Council	Essential							CDP12, CDP13, CDP14, CDP15, EP16, EP18

Appendix 3 Melton Local Plan Infrastructure Delivery Plan (Draft)

	Greenspace- Harby	0.5ha Green recreation space facility	Desirable														CDP12, CDP13, CDP14, CDP15, EP16, EP18
Waste																	
	Waste Disposal; and Recycling and Household Waste Site	Provision of extension to existing site or expansion of site to be relocated. £79.82 per dwelling but subject to indexation and review	Essential														CDP14, EP25
Utilities																	
	Electricity	Most primary substations in Melton Borough have some capacity to accommodate growth. Local issues to west of Melton Mowbray and in north and west of the Borough will require some upgrading. Southern SN employment development will require site for new substation and easement for provision of new power line to supply it.	Critical														HP1, HP2, JPP6, JPP7, JPP8, JPP9, JPP10, JPP11, CDP12, CDP13, CDP14, EP24

Appendix 3 Melton Local Plan Infrastructure Delivery Plan (Draft)

		KV transmission lines have some capacity issues at 11kv, all would be subject to ability to manage local network in response to precise locations for growth										
Gas		local network reinforcement only as part of normal development costs	Critical		X		x					HP1, HP2, JPP6, JPP7, JPP8, JPP9, JPP10, JPP11, CDP12, CDP13, CDP14, EP24
Sewage Treatment and Water Supply		local network reinforcement only as part of normal development costs	Critical		x		x					HP1, HP2, JPP6, JPP7, JPP8, JPP9, JPP10, JPP11, CDP12, CDP13, CDP14, EP24

Appendix 4 Monitoring Framework

Melton Borough Council Local Plan: Monitoring Framework - The following provides an outline of the potential monitoring factors which will be incorporated into the final plan. The baseline and target columns will be completed when the policies and proposals are finalised in the publication plan.

INDICATOR	KEY POLICY AIM	BASELINE	TARGET
Policy SS2 – Development Strategy			
Total number of homes completed in accordance with need identified	Meeting Objectively Assessed Need of 245 homes per year from April 2011 – March 2036	X homes at April 2015	<ul style="list-style-type: none"> • 1,225 by April 2016 • 2,450 by April 2021 • 3,675 by April 2026 • 4,900 by April 2031 • 6,125 by April 2036
Number of homes completed related to provision in the trajectory	Deliver homes in accordance with Policy SS2	X homes at April 2015	<ul style="list-style-type: none"> • x by April 2016 • x by April 2021 • x by April 2026 • x by April 2031

				<ul style="list-style-type: none"> • x by April 2036
Number of homes completed in Melton Mowbray Main Urban Area	Deliver homes in accordance with Policy SS2	X homes at April 2015		<ul style="list-style-type: none"> • x by April 2016 • x by April 2021 • x by April 2026 • x by April 2031 • x by April 2036
Number of homes completed in Primary Service Centres	Deliver homes in accordance with Policy SS2	X homes at April 2015		<ul style="list-style-type: none"> • x by April 2016 • x by April 2021 • x by April 2026 • x by April 2031 • x by April 2036
Number of homes completed in Secondary Service Centres	Deliver homes in accordance with Policy SS2	X homes at April 2015		<ul style="list-style-type: none"> • x by April 2016 • x by April 2021 • x by April 2026

				<ul style="list-style-type: none"> • x by April 2031 • x by April 2036
Number of homes completed in the Rural Supporter Settlements and Rural Settlements	Deliver homes in accordance with Policy SS2	X homes at April 2015		<ul style="list-style-type: none"> • x by April 2016 • x by April 2021 • x by April 2026 • x by April 2031 • x by April 2036
POLICY SS3 – Sustainable Communities				
Decisions made in accordance with the Sustainable Communities Policy	To deliver development that enhances the sustainability of communities	N/A		100% of decisions taken in accordance with the ‘Sustainable Communities’ policy
Policy SS4 – South Melton MELTON SUSTAINABLE NEIGHBOURHOOD				
Number of homes delivered at the North Melton Sustainable	To deliver the Sustainable Neighbourhood in accordance	N/A		<ul style="list-style-type: none"> • x by April 2021

Neighbourhood	with policy SS4		<ul style="list-style-type: none"> • x by April 2026 • x by April 2031 • 1,500 by April 2036
Permanent Gypsy and Traveller Pitches delivered up to 2036	To deliver the Sustainable Neighbourhood in accordance with Policy SS4	N/A	<ul style="list-style-type: none"> • x pitches by April 2036
Amount of employment land delivered at the South Melton Sustainable Neighbourhood	To deliver the Sustainable Neighbourhood in accordance with Policy SS4	N/A	<ul style="list-style-type: none"> • x hectares by April 2036
Delivery of a primary school at the South Melton Sustainable Neighbourhood	To deliver the Sustainable Neighbourhood in accordance with Policy SS4	N/A	<ul style="list-style-type: none"> • Delivery of the primary School 1 by x homes
Policy SS5 – SOUTH MELTON SUSTAINABLE NEIGHBOURHOOD			

Number of homes delivered at the North Melton Sustainable Neighbourhood	To deliver the Sustainable Neighbourhood in accordance with policy SS5	N/A	<ul style="list-style-type: none"> • x by April 2021 • x by April 2026 • x by April 2031 • 2,000 by April 2036
Permanent Gypsy and Traveller Pitches delivered up to 2036	To deliver the Sustainable Neighbourhood in accordance with Policy SS5	N/A	x pitches by April 2036
Amount of employment land delivered at the North Melton Sustainable Neighbourhood	To deliver the Sustainable Neighbourhood in accordance with Policy SS5	N/A	x hectares by 2036
Delivery of a primary school at the North Melton Sustainable Neighbourhood	To deliver the Sustainable Neighbourhood in accordance with Policy SS5	N/A	<ul style="list-style-type: none"> • Delivery of the primary school 1 by x homes
Policy C1 – Housing allocations			
Number of homes delivered at x C1(a)	To contribute towards delivering the housing	N/A	<ul style="list-style-type: none"> • x by April 2036

	requirements of the plan		
Number of homes delivered at x C1(b)	To contribute towards delivering the housing requirements of the plan	N/A	<ul style="list-style-type: none"> x by April 2036
Number of homes delivered at x C1(c)	To contribute towards delivering the housing requirements of the plan	N/A	<ul style="list-style-type: none"> x by April 2036
Number of homes delivered at x C1(d)	To contribute towards delivering the housing requirements of the plan	N/A	<ul style="list-style-type: none"> x by April 2036
Policy C2 – Housing Mix			
Decisions made in accordance with the housing mix policy	To provide a suitable mix of housing on new sites	N/A	100% of decisions taken in accordance with the housing mix required by evidence
Policy C3 – National Space Standard and Smaller Homes			
Decisions made in accordance with the national space standard policy	Deliver smaller homes to minimum national space standards	N/A	100% of decisions made in accordance with the national space standard and smaller homes policy

Policy C4 – Affordable Housing Provision				
Number of affordable homes completed in the Borough	Deliver affordable homes in accordance with C4	N/A		<ul style="list-style-type: none"> • x by April 2016 • x by April 2021 • x by April 2026 • x by April 2031 • x by April 2036
Policy C5 – Affordable Housing through Rural Exception Sites				
Number of affordable homes delivered on Rural Exceptions sites in the Borough	Deliver affordable homes in accordance with C5	N/A		<ul style="list-style-type: none"> • x by April 2036
Policy C6 – Gypsies and Travellers				
Permanent Gypsy and Traveller	Deliver pitches in accordance	N/A		<ul style="list-style-type: none"> • x by April 2036

pitches delivered	with C6			
Transit Gypsy and Traveller pitches delivered	Deliver pitches in accordance with C6	N/A		<ul style="list-style-type: none"> At least x pitches in total by 2036
Policy C7 – Rural Services				
Decisions made in accordance with the rural services policy	Maintain or improve the level of rural services and facilities	N/A		No net loss of rural services as a result of planning decisions
Policy C8 – Self Build and Custom Build Housing				

Number of decisions made in accordance with the self build and custom build housing policy .i.e. on schemes over 100+, a condition on outline requiring 5% of plots to be marketed for self-build for 6 months. Decisions made on rural self-build and custom build schemes in accordance with the policy	To deliver serviced plots to self and custom builders as part of 100+ residential developments. To deliver rural self-build projects for single houses or community schemes	N/A	100% of decisions made in accordance with the policy X self-build homes as part of 100+ development by 2036
Policy C9 – Healthy Communities			
Decisions made in accordance with the Healthy Communities Policy	To promote healthy lifestyles and well-being in new development	N/A	100% of decisions made in accordance with the policy
Policy EC1 – existing employment sites			
Amount of employment land delivered in Melton Mowbray	Deliver employment land in accordance with Policy EC1	x hectares at April 2015	y Ha by April 2036

Amount of employment land delivered at Asfordby Business park	Deliver employment land in accordance with Policy EC1	x hectares at April 2015	z Ha by April 2036	
Amount of office space delivered in Melton Mowbray	Deliver new office space in accordance with Policy EC1	x hectares at April 2015	y Ha by April 2036	
Policy EC2 – Employment Growth in the Rural Area				
Amount of employment land delivered in the rural area	Deliver employment land in accordance with Policy EC2	x hectares at April 2015	z Ha by April 2036	
Policy EC3 – Existing Employment Sites				

Amount of strategic employment land lost through change of use or redevelopment	To retain employment land in accordance with Policy EC1	N/A	No net loss of employment land on key existing employment sites up to 2036
Policy EC4 – Asfordby Business Park and Holwell Works			
Amount of employment land delivered at Asfordby Business park	Deliver employment land in accordance with Policy EC4	x hectares at April 2015	z Ha by April 2036
Policy EC5 – employment and mixed use allocations			
Amount of new ‘mixed-use’ proposals delivered in accordance with policy EC5	To support the delivery of ‘mixed-use’ schemes incorporating housing, employment and other uses.	N/A	100% of all decisions taken in accordance with the “mixed-use” policy
Policy EC6 - Melton Mowbray Town Centre			
Amount of additional ‘town centre use’ floorspace provided in Melton	To maintain Melton Mowbray’s vitality and position in the retail	N/A	<ul style="list-style-type: none"> x sqm net of new comparison retail

town centre	hierarchy		<p>floorspace by 2036</p> <ul style="list-style-type: none"> • x sqm net of new convenience retail floorspace by 2036 • x sqm net of commercial leisure floorspace by 2036
Percentage of new town centre use floorspace provided in Melton Mowbray town centre		N/A	x% of new retail and commercial leisure floorspace to be provided in Melton Mowbray town centre by 2036
Number of voids in Melton Mowbray town centre	To promote vitality of Melton Mowbray town centre	?	No net increase in the number of vacant retail units in Melton Mowbray town centre
Percentage of non-A1 retail uses in 'primary shopping frontages' in Melton Mowbray town centre	To retain a strong presence of retail uses in the primary shopping frontages of Melton Mowbray town centre	?	No more than 10% of primary shopping in Melton Mowbray town centre to be occupied by non-A1 uses

Policy EC7 – Retail development in the Borough				
Amount of net additional main town centre uses floorspace provided in the rural areas of Melton Borough (outside of Melton town centre)	To maintain town centre uses in rural settlements in order to promote vitality of centres and access to services and facilities.	N/A		<ul style="list-style-type: none"> • x sqm net of new comparison retail floorspace by 2036 • x sqm net of new convenience retail floorspace by 2036 • x sqm net of commercial leisure floorspace by 2036
Amount of net additional main town centre uses floorspace provided in Melton Mowbray North NSN	To provide town centre uses at the NSN to support a sustainable community	N/A		<ul style="list-style-type: none"> • x sqm net of new retail floorspace by 2036
Amount of net additional main town centre uses floorspace provided in Melton Mowbray South NSN	To provide town centre uses at the NSN to support a sustainable community	N/A		<ul style="list-style-type: none"> • x sqm net of new retail floorspace by 2036
Policy EC8 – Sustainable Tourism				

Number of new tourism, visitor and cultural development proposals granted permission in accordance with policy EC8	To encourage the development of appropriate tourism, visitor and cultural development facilities.	N/A	100% of all decisions taken in accordance with the 'Tourism' policy
Policy EN1 – Landscape			
Number of applications refused as contrary to policy Number of new proposals in 'sensitive landscape areas' (High Leicestershire, the Wolds Scarp, and the Knipton Bowl) granted permission in accordance with policy EN8	To protect the inherent quality of the landscape in the Borough of Melton in particular, sensitive landscape areas.	N/A	Zero applications refused as contrary to policy EN1 100% of all decisions taken in accordance with the 'Landscape' policy
Policy EN2 – Biodiversity and Geo-diversity			
Number of Local Wildlife Sites	To protect biodiversity	x-462	No net reduction in the number of Local Wildlife Sites
Number of Sites of Special Scientific Interest	To protect biodiversity and geo-diversity	15	No net reduction in the number of Sites of Special Scientific Interest

Number of Local Geological Sites	To protect geo-diversity	13	No net reduction in the number of Local Geological Sites
Number of applications refused as contrary to policy	To protect biodiversity and geo-diversity	N/A	Zero applications refused as contrary to policy EN2
Policy EN3 – The Melton Green Infrastructure Network			
Number of applications refused as contrary to policy	Delivery, protection and enhancement of Green Infrastructure		100% of all decisions taken in accordance with the Green Infrastructure policy
Decisions taken in accordance with the Green Infrastructure network	Delivery, protection and enhancement of Green Infrastructure	N/A	100% of all decisions taken in accordance with the Green Infrastructure policy
Policy EN54–Areas of Separation			
Number of schemes granted planning permission in Areas of Separation contrary to the policy	To prevent coalescence between settlements and protect settlement identity.	N/A	100% of decisions taken in accordance with the Area of Separation policy.

Policy EN5 Local Green Space				
Number of schemes granted planning permission contrary to the policy	To protect Local Green Space within and adjacent to existing settlements	N/A		100% of decisions taken in accordance with the Local Green Spaces policy.
EN6 Settlement Character				
Number of schemes granted planning permission contrary to the policy	To protect open space and features which contribute towards settlement character	N/A		100% of decisions taken in accordance with the Local Green Spaces policy.
Policy EN7 – Open Space Sport and Recreation				
Amount of open space and sport and recreation facilities	To meet strategic open space needs	N/A		100% of new residential permissions to provide play and open space in accordance with standards set out in the play and open space strategy

Policy EN8 – Climate Change			
Amount of new large scale development that incorporates features which allows mitigation and adaptation to climate change	To allow resilience to climate change	N/A	100% of all new homes to incorporate features that allow mitigation and adaptation to climate change
Policy EN9 – Ensuring Energy Efficient and Low Carbon Development			
Number of applications refused as contrary to policy	To promote energy efficient and low carbon development		Zero applications refused as contrary to policy EN2
Policy EN10 – Ensuring Energy Generation Form Renewable Sources			
Amount of new energy being provided from renewable or low carbon energy sources from large scale proposals	To support renewable energy and energy efficiency	N/A	xMWe of energy provision from decentralised and renewable sources of energy supply by 2036

Policy EN11 – Minimising the Risk of Flooding				
Amount of new development that is proposed in flood risk areas (zones 3a and 3b)	To prevent the risk of flooding to new vulnerable development and to avoid increasing flood risk to existing or proposed downstream vulnerable development.	N/A		No development permitted for vulnerable uses in areas that are likely to flood (zones 3a and 3b) or that would result in flooding of downstream vulnerable developments.
Policy EN12 – Sustainable Urban Drainage Systems				
Amount of new large scale development proposals that incorporate Sustainable Urban Drainage systems (SUDS).	To provide a more sustainable response to surface water run-off.	N/A		100% of large scale development proposals incorporating sustainable drainage solutions where required
Policy EN13 – Heritage Assets				
Number of Heritage Assets at Risk	To protect the historic environment	x		No net increase in the number of Heritage Assets at Risk at 2036
Restoration of Heritage Assets At Risk	To protect the historic environment	X	Historic assets identified on the 'At risk' register.	Restoration of all historic assets and monuments identified as at risk

				by 2036
Number of Listed Buildings	To protect the historic environment		703	No net loss of Listed Buildings at 2036
Number of Historic Parks and Gardens	To protect the historic environment		2	No net loss of Historic Parks and Gardens at 2036
Number of Scheduled Monuments	To protect the historic environment		35	No net loss of Scheduled Monuments at 2036
Number of Conservation Areas	To protect the historic environment		44	No net loss of Conservation Areas at 2036
Policy IN1 – Delivering Infrastructure to Support New Development				
Decisions made in accordance with the ‘Delivering Infrastructure’ policy	To deliver essential infrastructure in accordance with policy IN1		N/A	100% of decisions taken in accordance with the ‘Delivering Infrastructure’ policy.
Policy D1 – Raising the Standard of Design				
Decisions made in accordance with the Design Policy	To improve design quality		N/A	100% of decisions taken in accordance with the Design Policy.

Policy D2 – Equestrian Development				
Decisions made in accordance with the Equestrian policy	To avoid detrimental equestrian related development in the countryside	N/A		100% of decisions taken in accordance with the Equestrian policy.
Policy D3 – Agricultural Workers Dwellings				
Decisions made in accordance with the Agricultural Workers Dwellings policy	To avoid inappropriately located or poorly designed Agricultural Workers Dwellings in the countryside	N/A		100% of decisions taken in accordance with the Agricultural Workers Dwellings policy.

Glossary of Terms

Adopted/ Adoption - The final confirmation of a Local Plan being given full status by a local planning authority.

Annual Monitoring Report (AMR) - The Annual Monitoring Report will monitor and assess development in the area to help determine whether policies are being achieved. The Sustainability Appraisal has specific monitoring requirements which can be used in developing AMR contextual indicators.

Chain of Conformity - This term describes the relationship between documents, plans and policies and how closely they must correspond with one another and reflect other planning strategies and policies. 'Conformity' can take a number of forms ranging from 'having regard to' to 'must conform to'.

Community Infrastructure Levy (CIL) - The levy allows local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Core Strategy - A former Development Plan Document which set out the spatial vision and strategic objectives of the planning framework for an area, having regard to the Community Strategy.

Development Control/ Development Management (DC/DM) - The process whereby a local planning authority receives and considers the merits of a planning application and whether it should be given permission, having regard to the development plan and all other material considerations.

Development Plan - A document or documents which set out the policies and proposals for development and use of land in the area. This includes adopted Local Plans and Neighbourhood Plans and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.

Development Plan Documents (DPD) - Statutory development plan documents are now termed Local Plans in the 2012 Regulations and must be subject to rigorous procedures of community involvement, consultation and independent examination, and are adopted after receipt of the inspector's binding report. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise.

Duty to Cooperate - A requirement, introduced by the Localism Act 2011 for local planning authorities to work collaboratively with neighbouring authorities and other public bodies across local boundaries on strategic priorities, such as development requirements which cannot wholly be met within one local authority area.

Housing Associations (HA) - in England are independent societies, bodies of trustees or companies established for the purpose of providing low-cost social housing for people in housing need on a non-profit-making basis. Any trading surplus is used to maintain existing homes and to help finance new ones. Housing associations has been used as the generic name for all social landlords not covered by local authorities (see below). In previous editions housing associations were referred to as Registered Social Landlords, although the term (private) **Registered Provider** of social housing is now commonly used.

Infrastructure - Basic services necessary for development to take place, e.g. roads, public transport, electricity, sewerage, water, education and health facilities.

Local Plan - The Local Plan will establish a local planning authority's policies for meeting the economic, environmental and social aims for their area as it affects the development and use of land.

Local Development Scheme (LDS) - The Local Development Scheme sets out the timetable, targets and milestones for the preparation of LDF documents.

National Planning Policy Framework (NPPF) - This sets out the Government's planning policies for England and how these are expected to be applied, replacing previous Planning Policy statements and Guidance (PPS/PPGs). It must be taken into account in the preparation of local plans and is a material consideration in planning decisions.

Neighbourhood Plan - A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area.

Ridge and Furrow - A archaeological pattern of ridges and troughs created by a historical system of ploughing

Policies Map (formerly Proposals Map) - This will illustrate the policies and proposals of Local Plans and 'saved' policies that have a geographic designation or specific land use implication. The map will be an Ordnance Survey base map and where necessary include inset maps.

Saved Policies - The term confirms that an adopted development plan or policy will continue to operate for a period of three years from the commencement of the Planning and Compulsory Purchase Act 2004, or from the date of adoption of an emerging plan. The period may be extended for a plan or particular policies with the agreement of the Secretary of State.

Soundness - A Local Plan will be examined by an independent inspector whose role is to assess whether it is "sound". To be sound it must be:

- *positively prepared* (meeting assessed development and infrastructure requirements, including those unmet in neighbouring authorities),
- *justified* (the most appropriate strategy when considered against reasonable alternatives, based on proportionate evidence),
- *effective* (deliverable over its period and based on effective joint working on cross-boundary strategic priorities) and
- *consistent with national policy* (enabling the delivery of sustainable development in accordance with the NPPF)

Strategic Environmental Assessment (SEA) - A Strategic Environmental Assessment is a required under European Union regulations and will assess the policies and proposals of DPDs likely to have a significant environmental impact. It will be incorporated within the Sustainability Appraisal process.

Strategic Housing Land Availability Assessment (SHLAA) – Evidence which assessing the suitability, availability and achievability of land for development of housing and potentially other uses. Anyone can submit sites into assessment and the evidence makes no decisions about whether development should take place, which is a decision for the Local Plan process.

Statement of Community Involvement (SCI) - A Statement of Community Involvement establishes a local authority's strategy on community and stakeholder consultations on the LDF and planning applications.

Supplementary Planning Documents (SPD) - Supplementary planning documents will elaborate on policies and proposals in DPDs. They will not have development plan status. They will be considered as a material planning consideration and their weight will be reflected by their status. SPDs are likely to take the form of design guides, development briefs for a Melton Sustainable Neighbourhood or thematic based documents.

Sustainability Appraisal/integrated Impact Assessment - Sustainability Appraisal will assess the social, economic and environmental impacts of the policies and proposals of Local Plans. It is an iterative process that will commence from the outset of document preparation. In Melton Borough this has be combined with health and equalities to create and Integrated Impact Assessment.

Sustainable Community Strategy -The Local Government Act 2000 places a duty on local authorities to prepare 'community strategies', for promoting or improving the economic, social and environmental well-being of their areas, and contributing to the achievement of sustainable development in the UK. It also gives authorities broad new powers to improve and promote local well-being as a means of helping them to implement those strategies.

POLICIES MAPS

The following features are shown in the maps:

- Rejected SHLAA sites
- Potential options
- Areas of Separation
- Local Green Spaces

Villages and hamlets without any of these elements associated to them are not shown in this appendix. The 28 villages and hamlets that do not meet the criteria are:

Belvoir	Edmondthorpe	Leesthorpe	Shoby
Bescaby	Freeby	Little Dalby	Sproxton
Bretingby	Garthorpe	Pickwell	Stapleford
Brooksby	Great Dalby	Saltby	Stonesby
Burrough on the Hill	Hoby	Saxby	Wartnaby
Chadwell	Holwell	Saxelbye	Wycomb
Coston	John O'Gaunt	Sewstern	Wyfordby

The remaining 47 villages and hamlets are represented in this appendix and 4 extra maps of Melton Mowbray can be found at the end of the document.

AB KETTLEBY

Key

Rejected SHLAA Site

MELTON LOCAL PLAN EMERGING OPTIONS CONSULTATION DRAFT

Original scale (A4):

1:5,000



Melton
Borough
Council

Ab Kettleby

MBC/001/13
MBC/001/15

MBC/002/13

ASFORDBY

Key

- Area of Separation
- Potential Option
- Rejected SHLAA Site

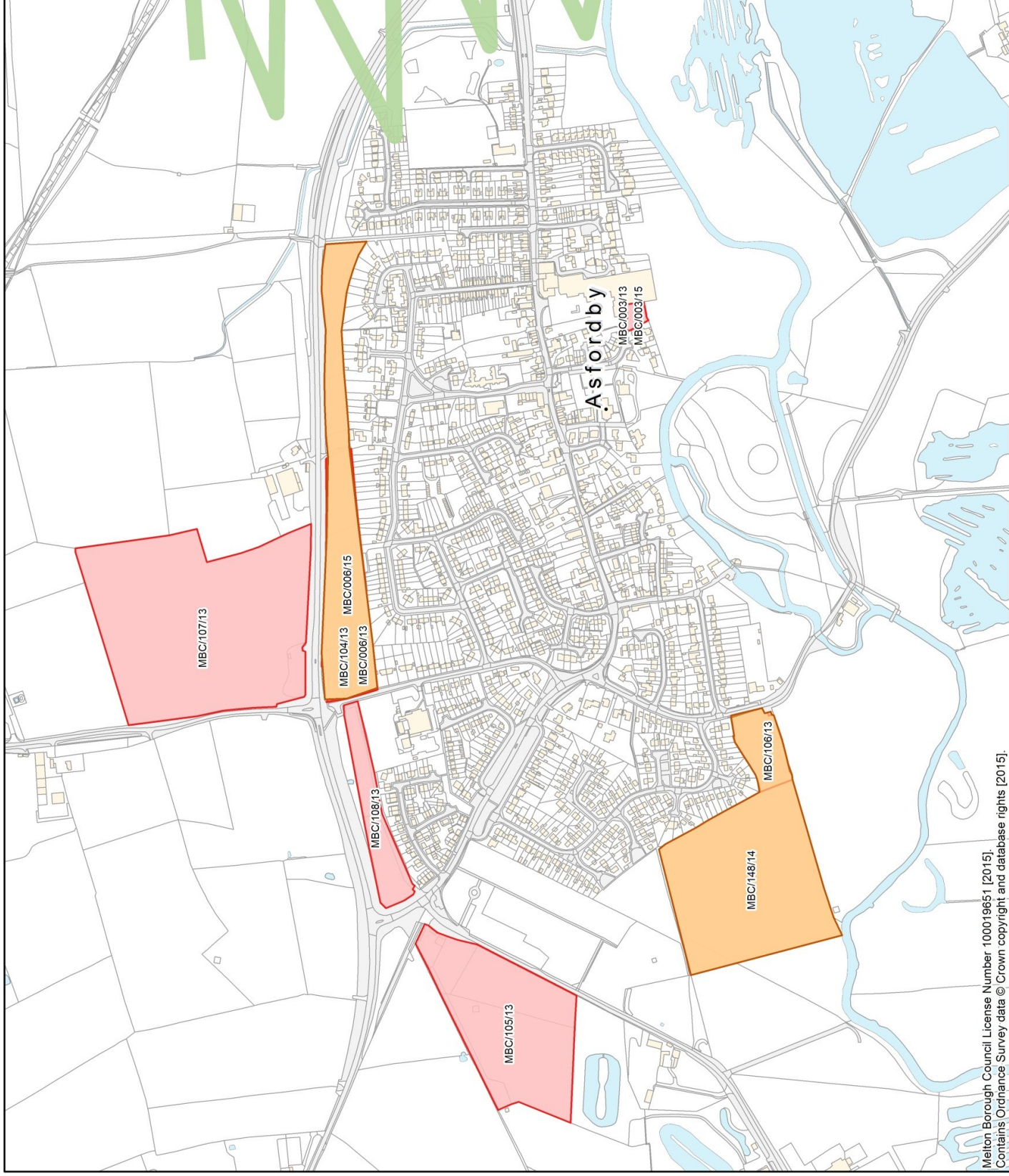
MELTON LOCAL PLAN EMERGING OPTIONS CONSULTATION DRAFT

Original scale (A4):

1:7,500



Melton
Borough
Council



ASFORDBY HILL

Key

- Area of Separation
- Potential Option
- Rejected SHLAA Site

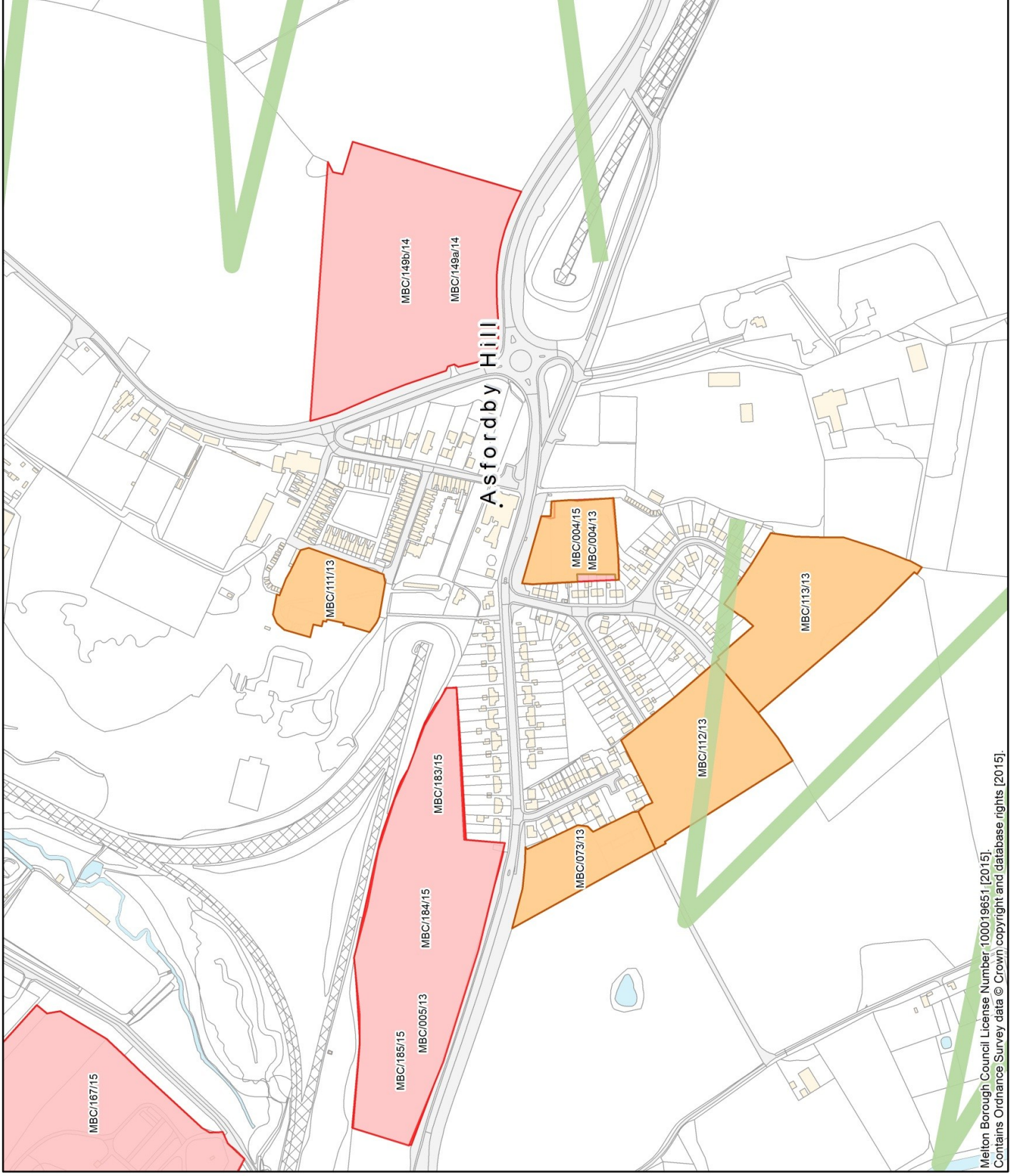
MELTON LOCAL PLAN EMERGING OPTIONS CONSULTATION DRAFT

Original scale (A4):

1:5,000



Melton
Borough
Council



ASFORDBY VALLEY

Key

- Area of Separation
- Potential Option
- Rejected SHLAA Site

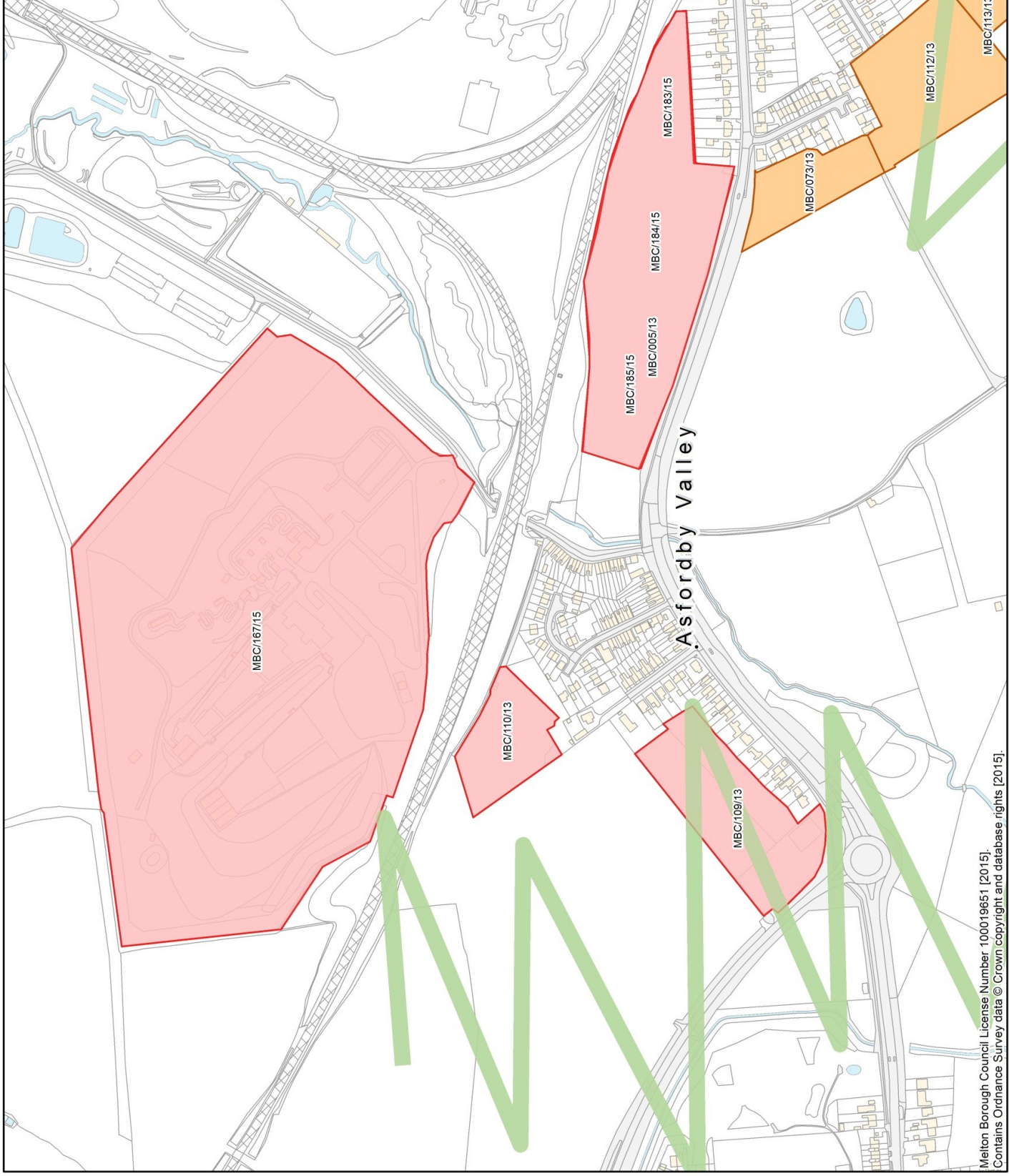
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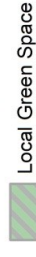


Melton
Borough
Council



ASHBY
FOLVILLE

Key



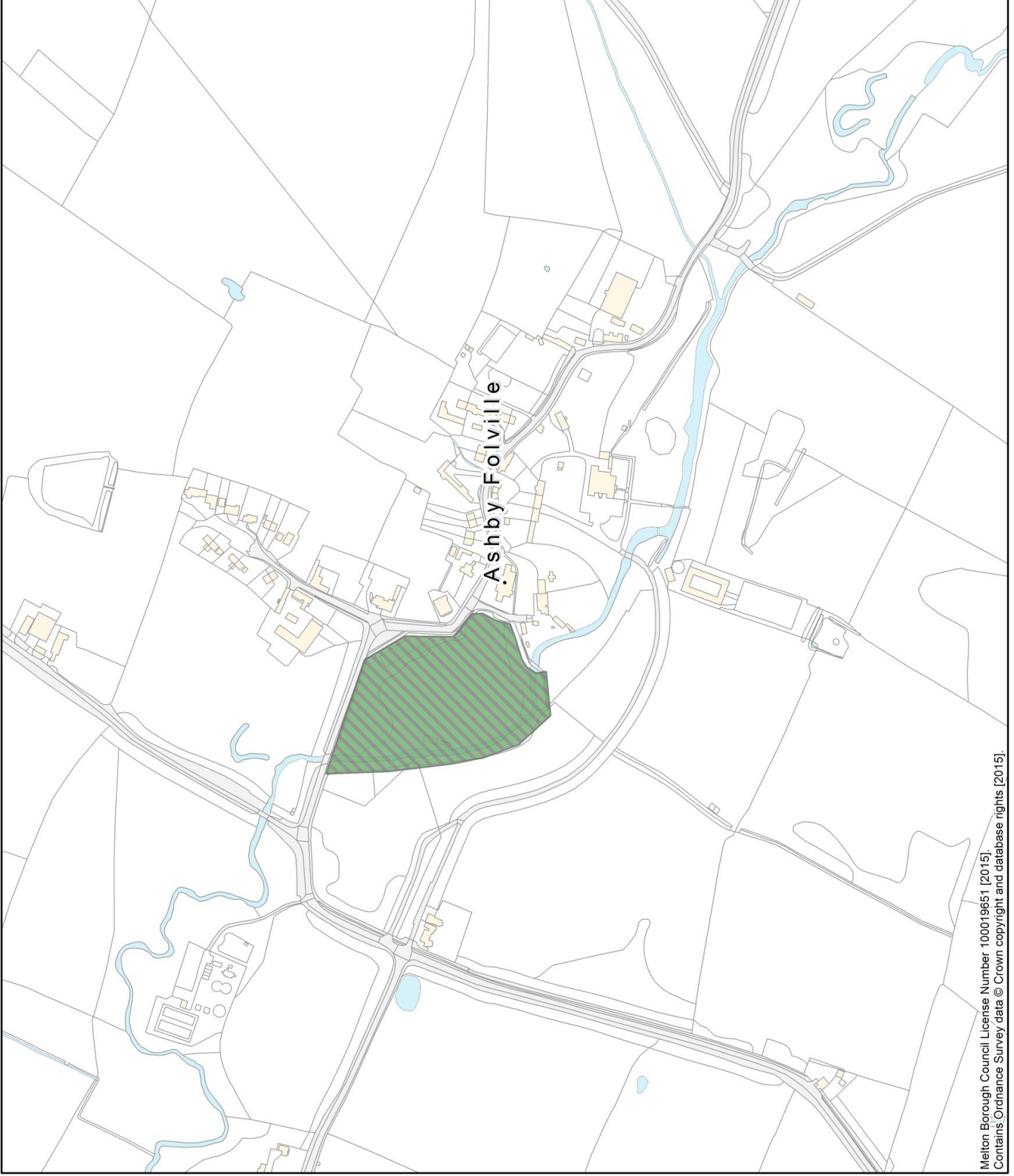
MELTON
LOCAL PLAN
EMERGING OPTIONS
CONSULTATION DRAFT

Original scale (A4):

1:5,000



Melton
Borough
Council



BARKESTONE LE VALE

Key

 Rejected SHLAA Site

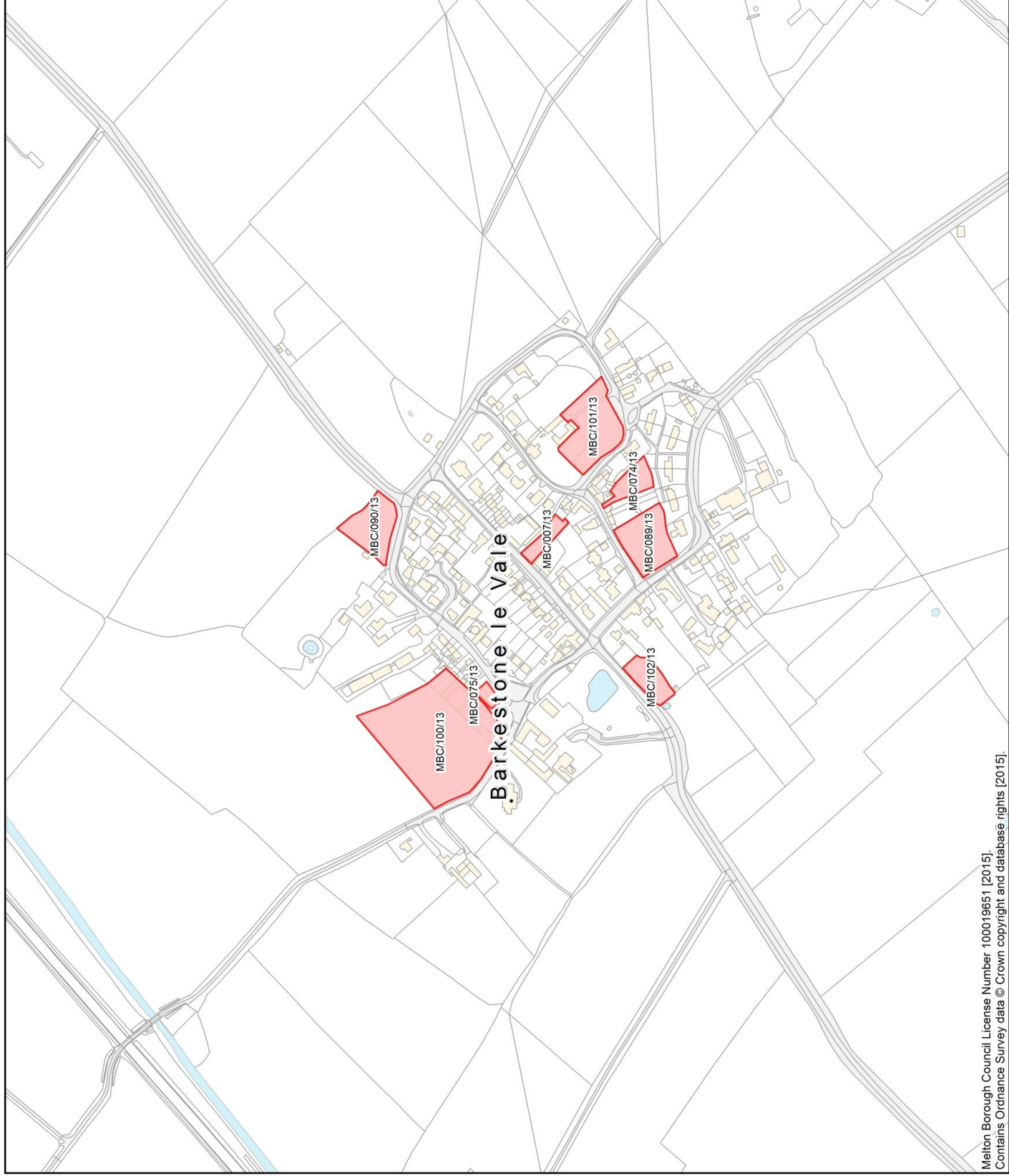
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Original scale (A4):

1:5,000




Melton
Borough
Council



BARSBY

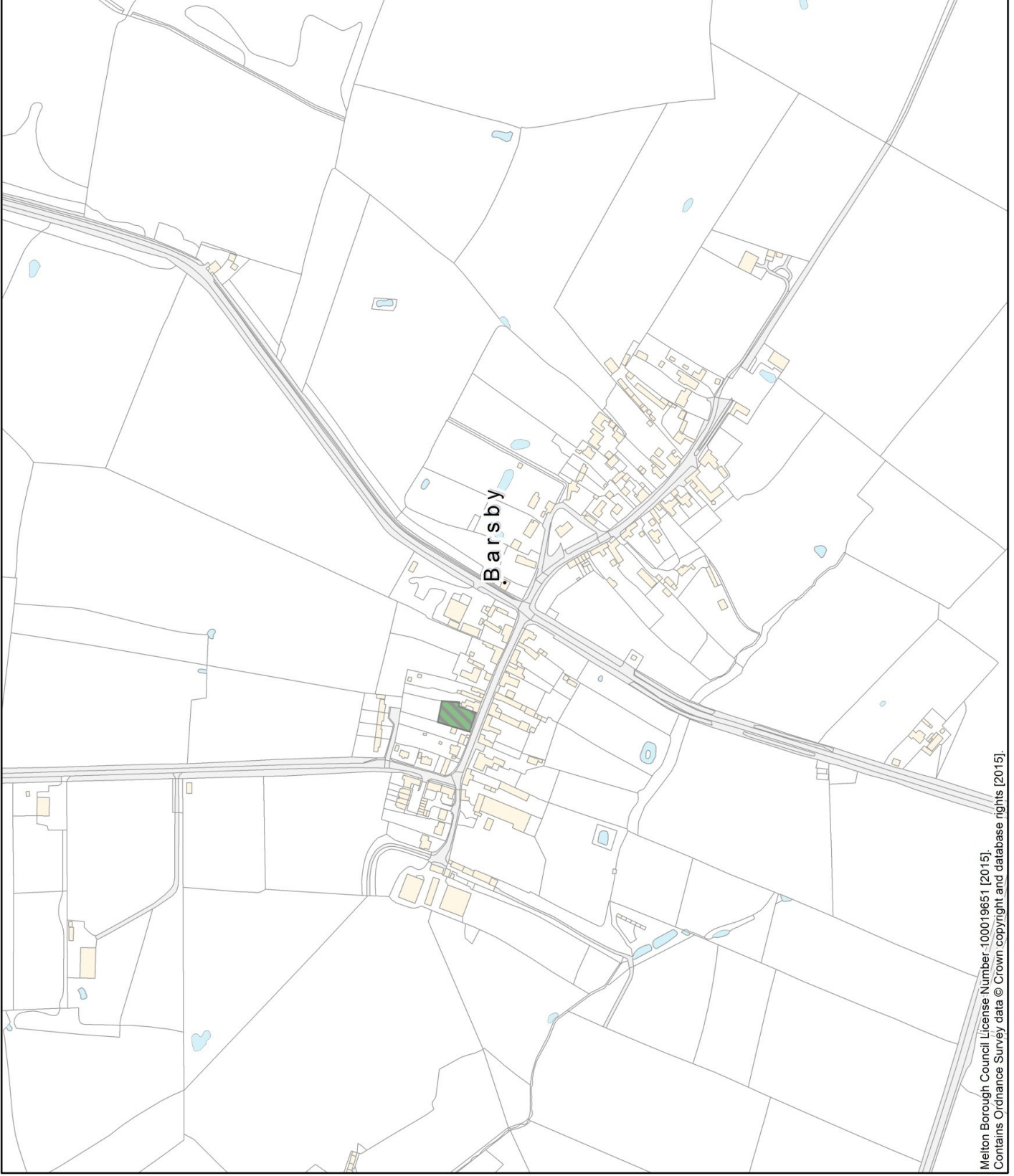
Key

 Local Green Space

MELTON LOCAL PLAN EMERGING OPTIONS CONSULTATION DRAFT

Original scale (A4):

1:5,000



BOTTESFORD & EASTHORPE

Key

- Area of Separation
- Potential Option
- Rejected SHLAA Site
- Local Green Space

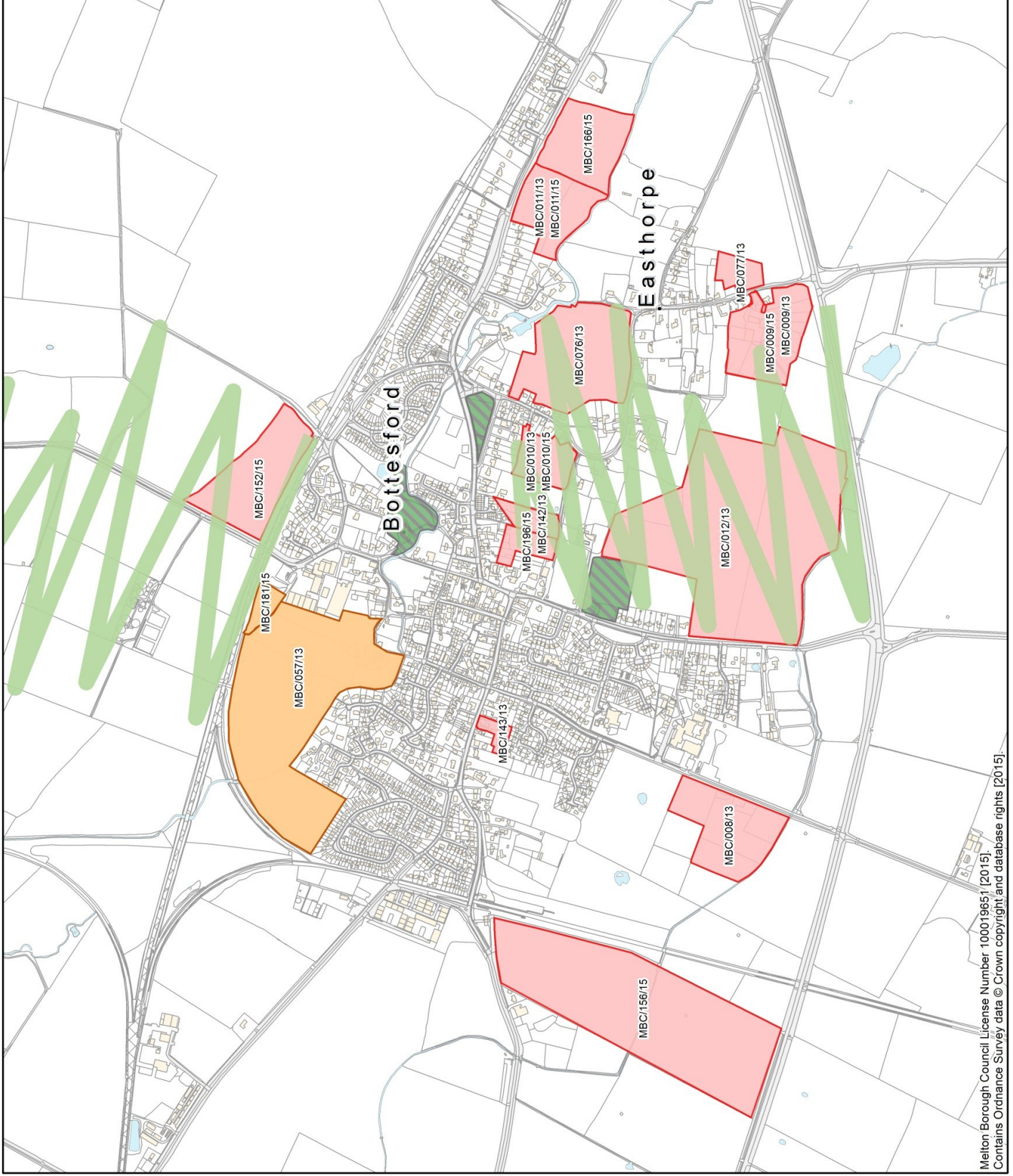
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Original scale (A4):

1:12,500



Melton
Borough
Council



BRANSTON

Key

Rejected SHLAA Site

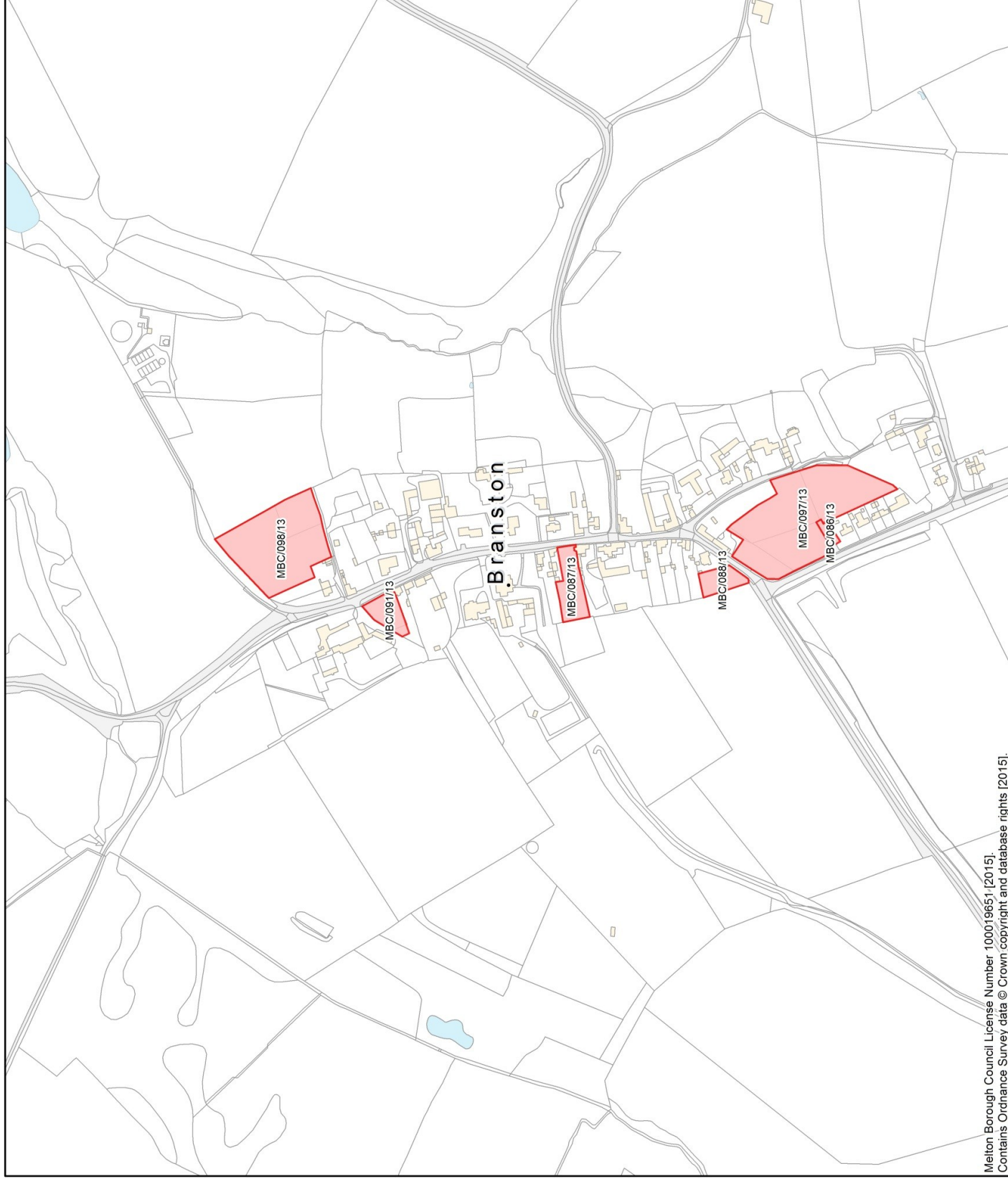
MELTON LOCAL PLAN EMERGING OPTIONS CONSULTATION DRAFT

Original scale (A4):

1:5,000




Melton
Borough
Council



BUCKMINSTER

Key

 Local Green Space

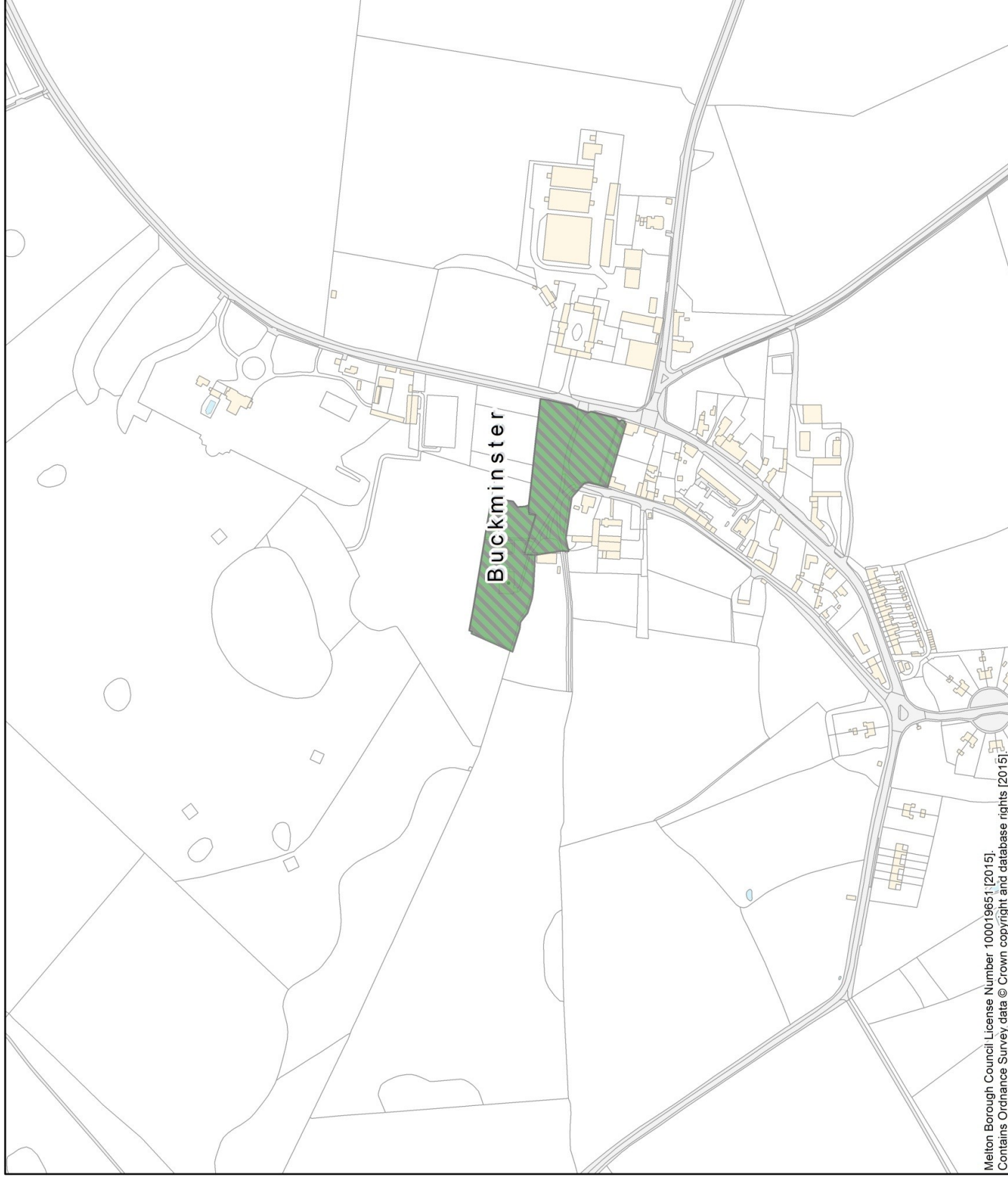
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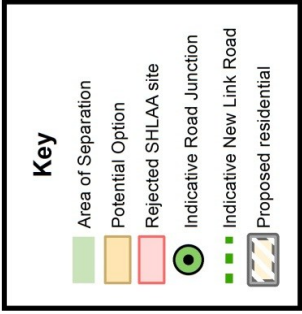
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Melton
Borough
Council

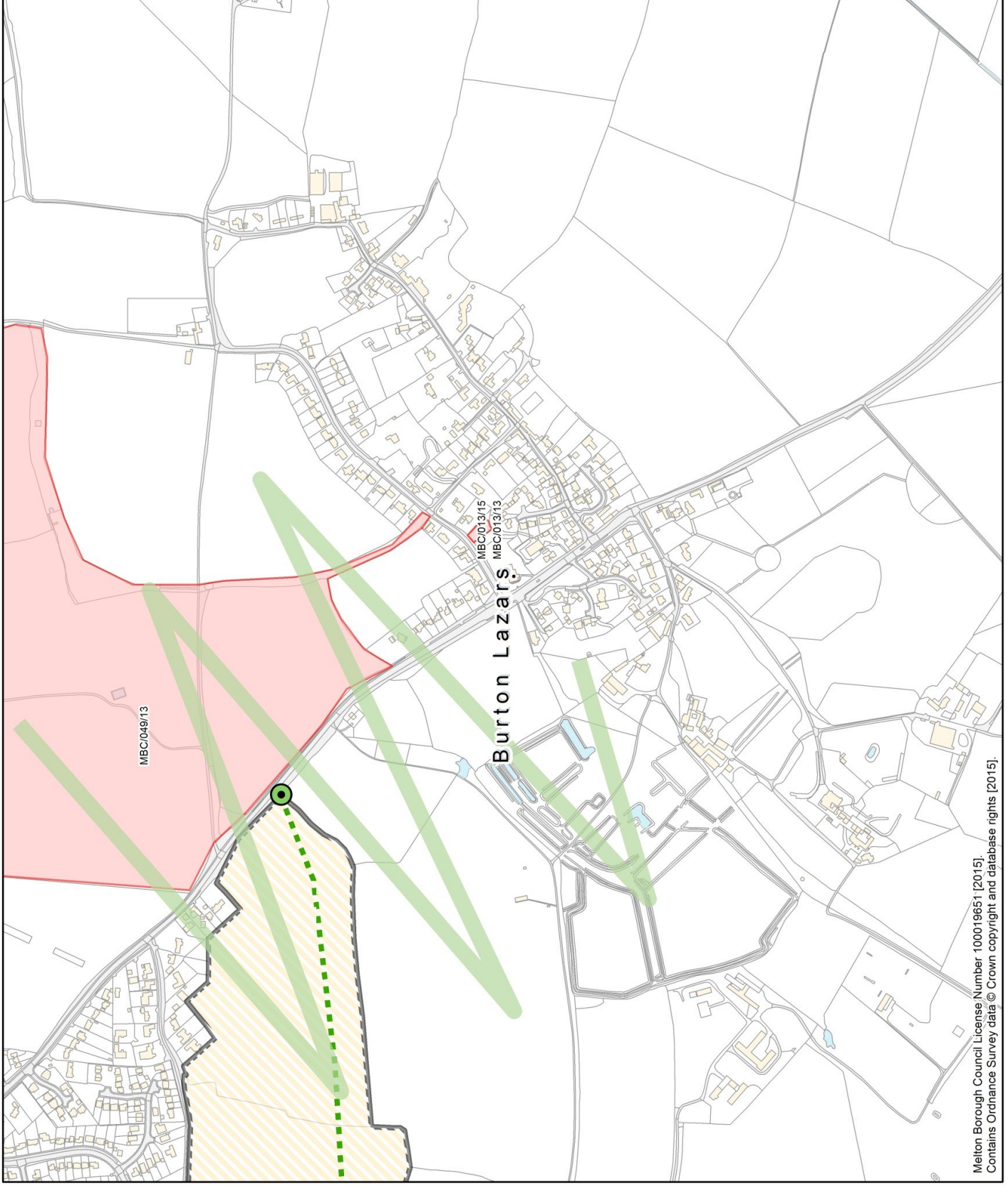


BURTON
LAZARS

MELTON
LOCAL PLAN
EMERGING OPTIONS
CONSULTATION DRAFT

Original scale (A4):

1:7,500



COLD OVERTON

Key



Rejected SHLAA Site
Local Green Space

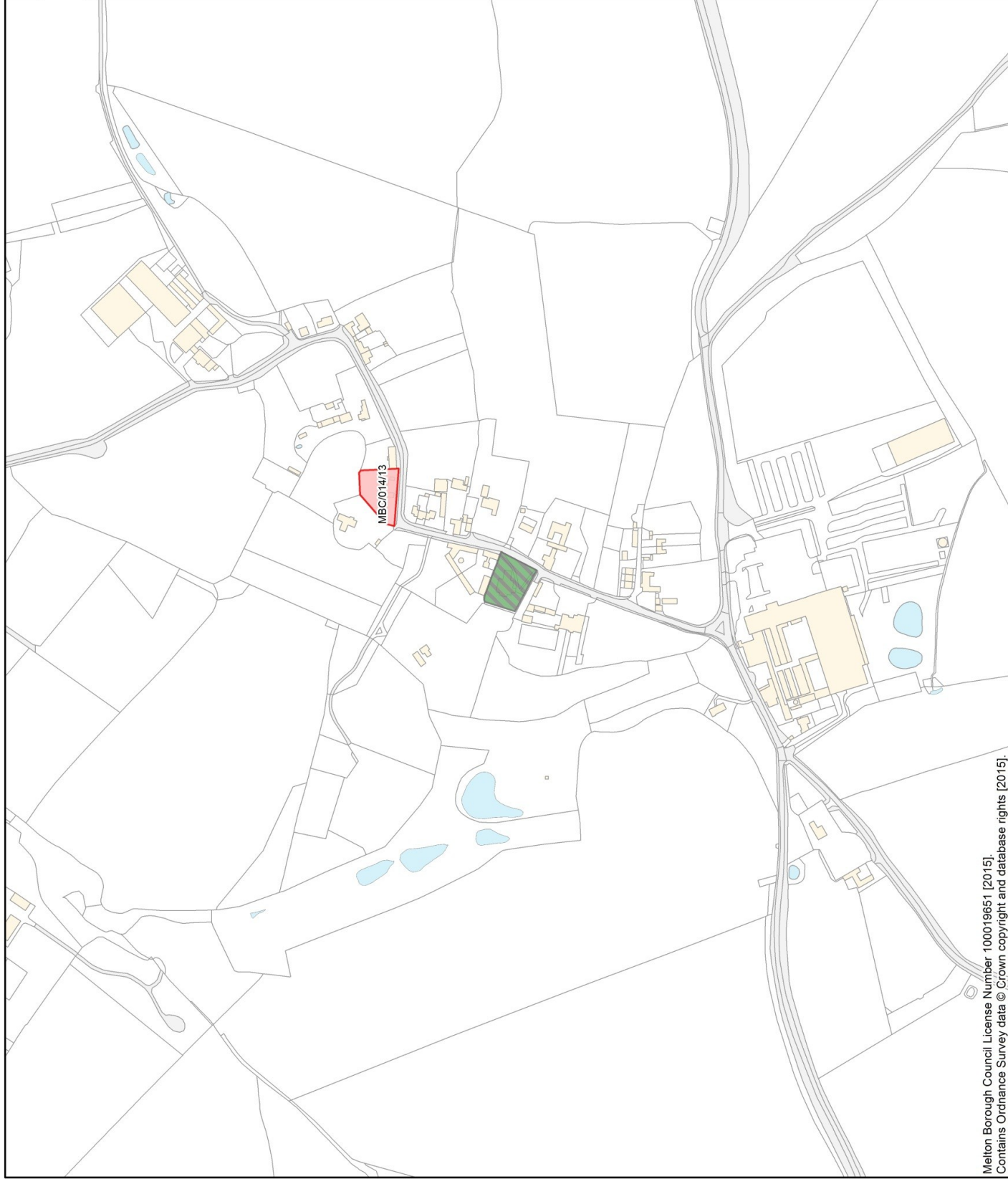
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Original scale (A4):

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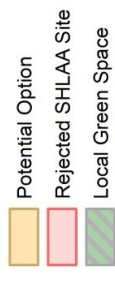


Melton
Borough
Council



CROXTON KERRIAL

Key



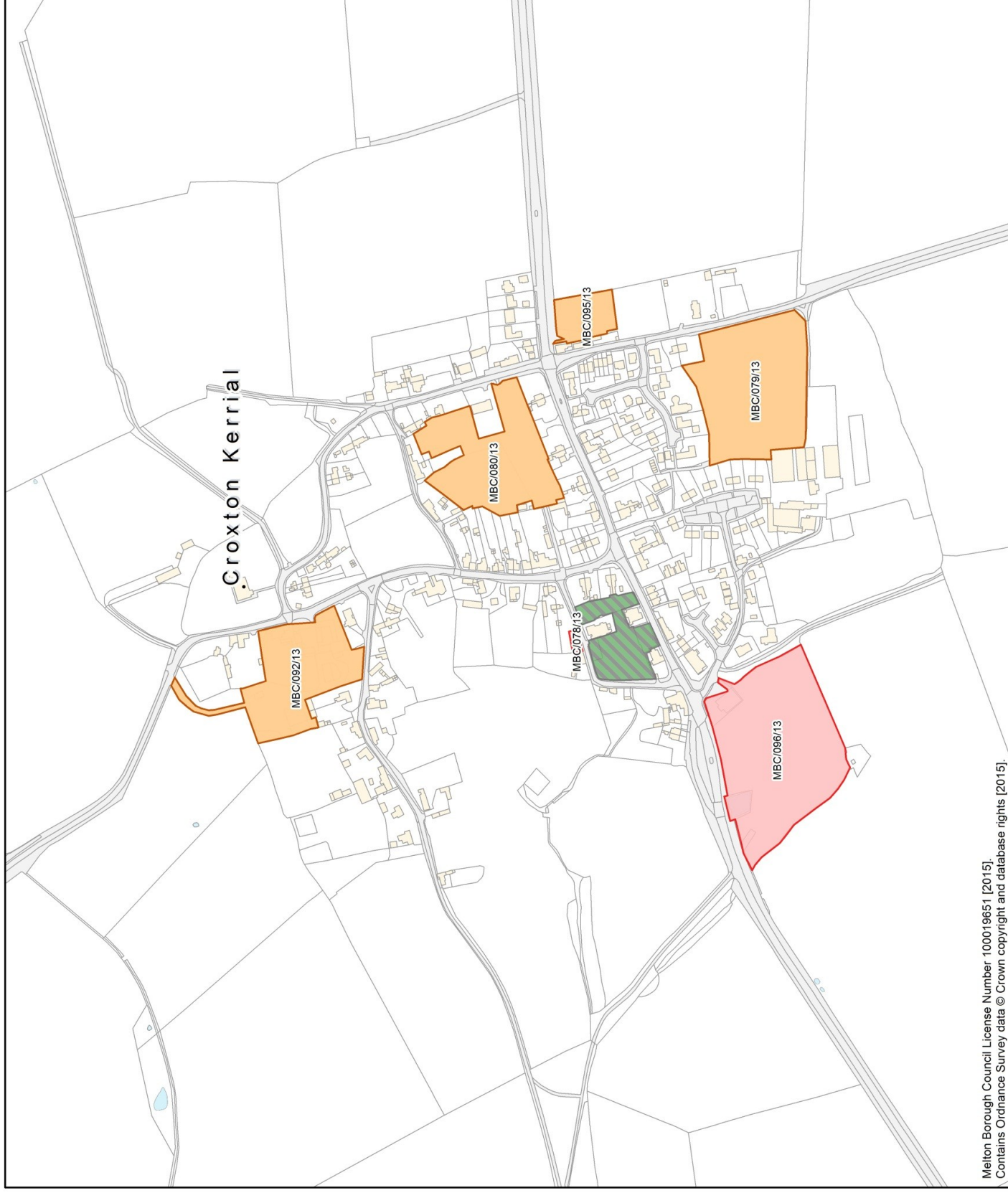
MELTON LOCAL PLAN EMERGING OPTIONS CONSULTATION DRAFT

Original scale (A4):

1:5,000



Melton
Borough
Council



EASTWELL

Key

 Rejected SHLAA Site

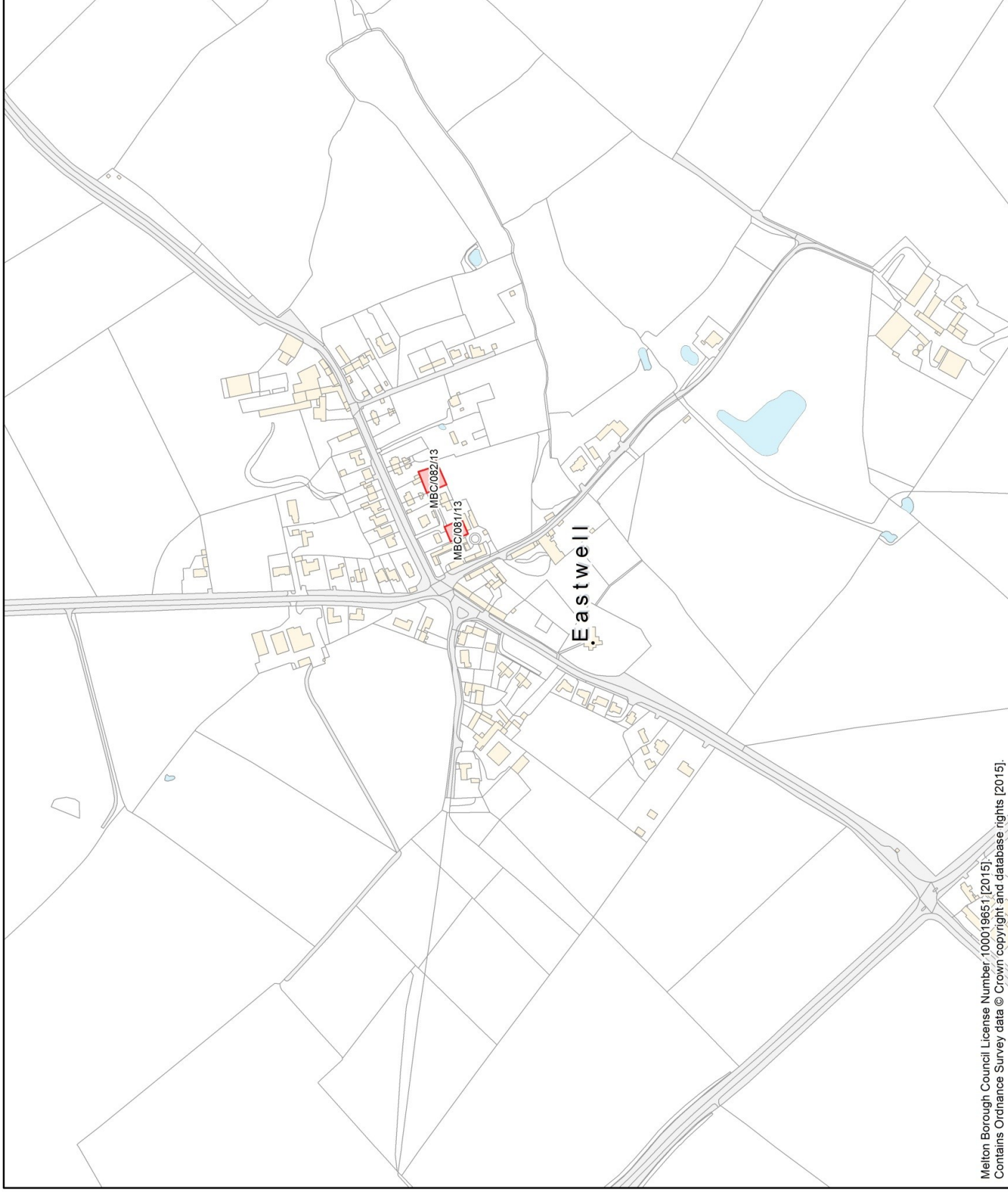
MELTON LOCAL PLAN EMERGING OPTIONS CONSULTATION DRAFT

Original scale (A4):

1:5,000



Melton
Borough
Council



EATON

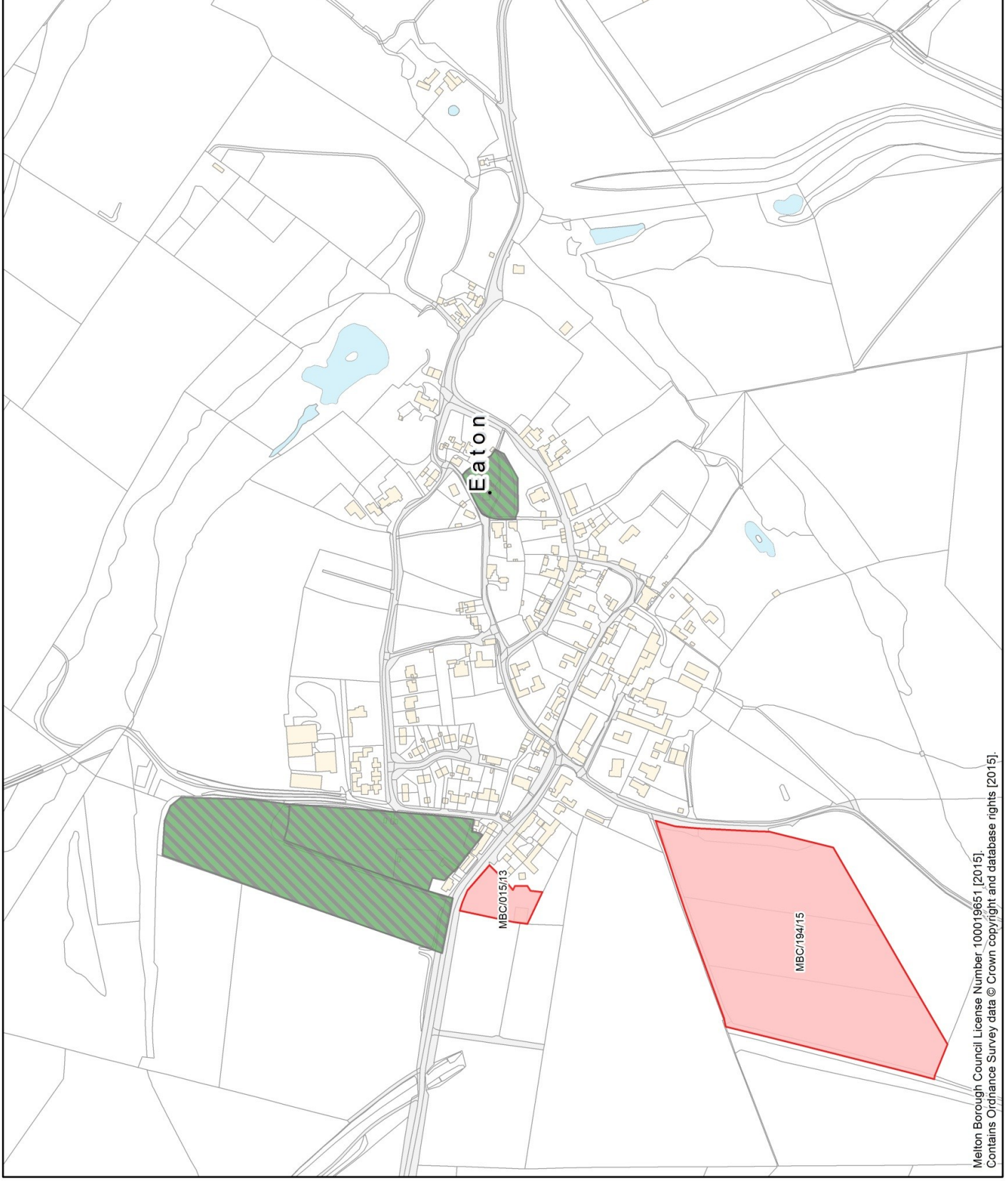
Key

- Rejected SHLAA Site
- Local Green Space

MELTON LOCAL PLAN EMERGING OPTIONS CONSULTATION DRAFT

Original scale (A4):

1:5,000



EYE KETTLEBY

Key

- Area of Separation
- Potential Option
- Rejected SHLAA site
- Indicative Road Junction
- Indicative New Link Road
- Proposed residential
- Proposed employment

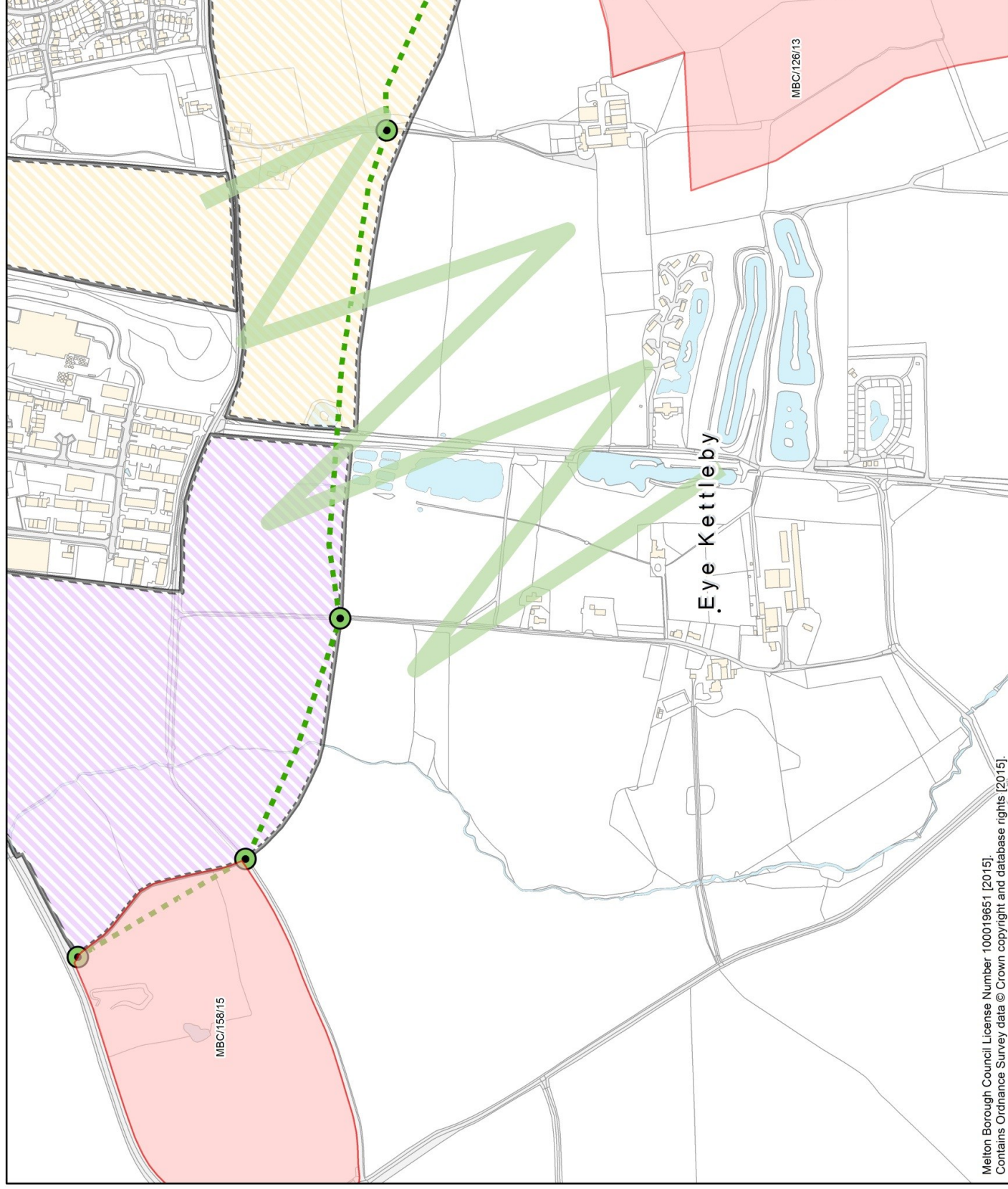
MELTON LOCAL PLAN EMERGING OPTIONS CONSULTATION DRAFT

Original scale (A4):

1:7,500



Melton
Borough
Council



FRISBY ON THE WREAKE

Key



Potential Option
Local Green Space

MELTON LOCAL PLAN EMERGING OPTIONS CONSULTATION DRAFT

Original scale (A4):

1:5,000



GADDESBY

Key

- Rejected SHLAA Site
- Local Green Space

MELTON LOCAL PLAN EMERGING OPTIONS CONSULTATION DRAFT

Original scale (A4):

1:7,500



Melton
Borough
Council

Gaddeby

MBC/017/13

MBC/016/13

MBC/193/15

GOADBY MARWOOD

Key

- Rejected SHLAA Site
- Local Green Space

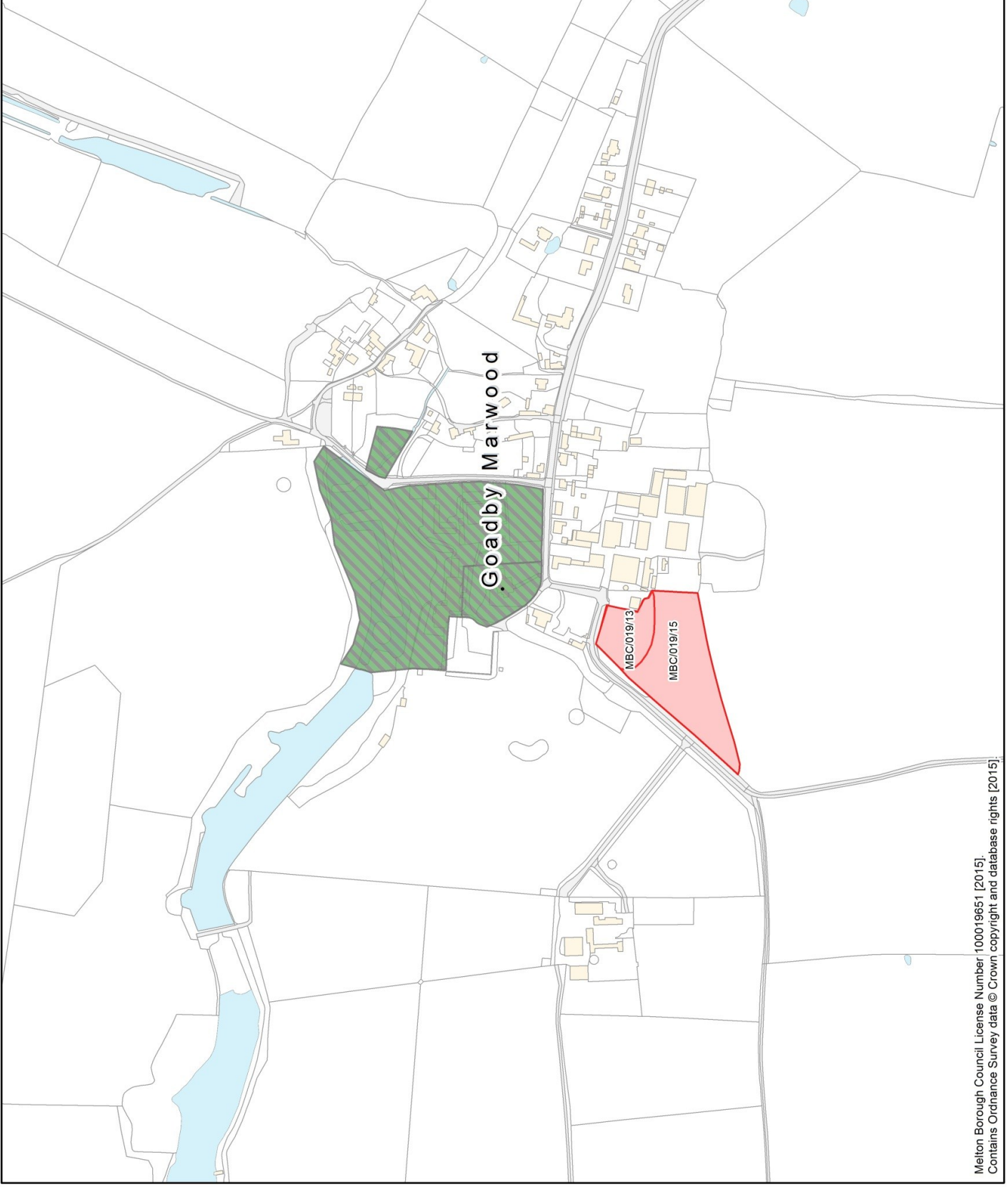
MELTON LOCAL PLAN EMERGING OPTIONS CONSULTATION DRAFT

Original scale (A4):

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Melton
Borough
Council



GRIMSTON

Key

 Local Green Space

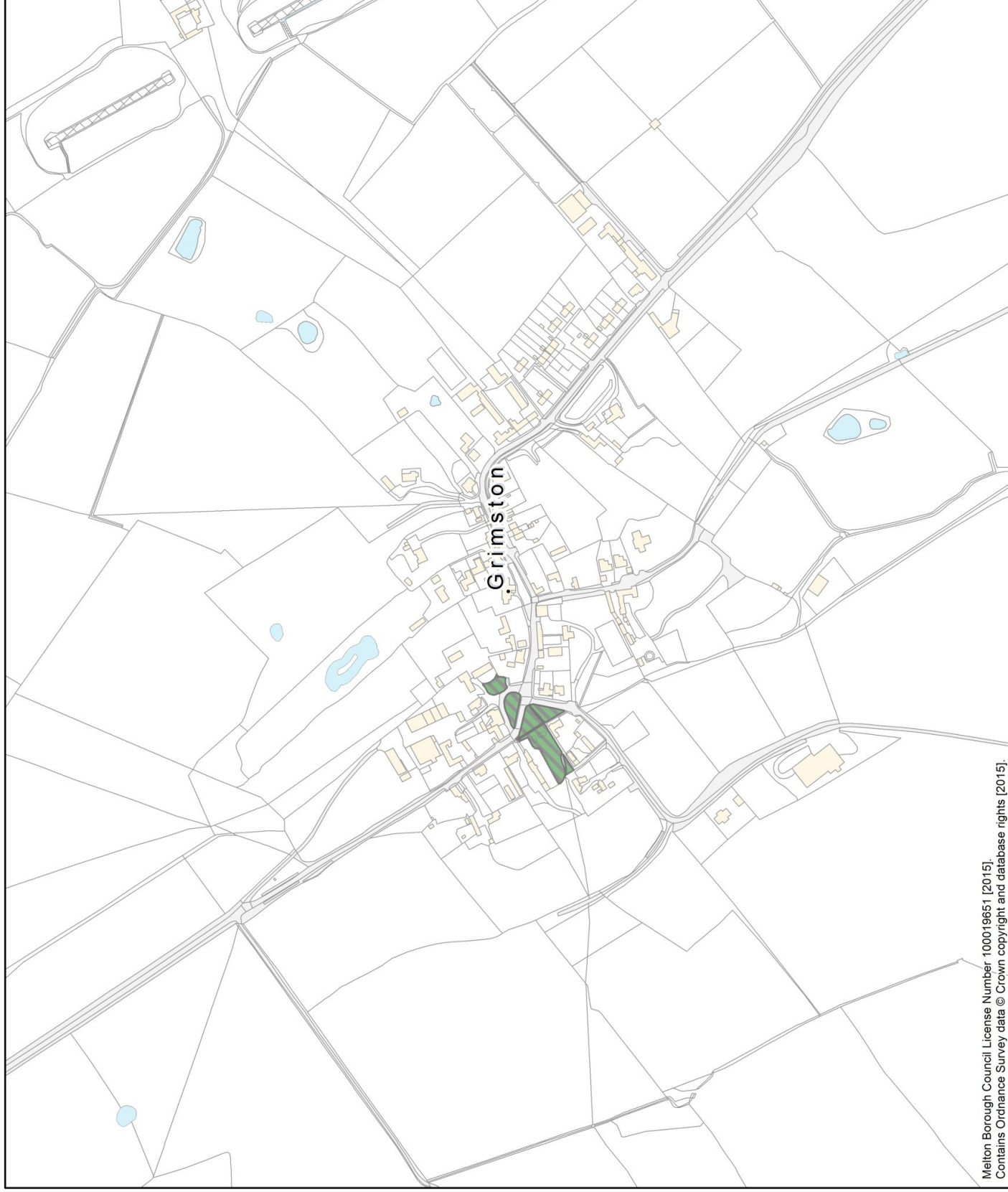
MELTON LOCAL PLAN EMERGING OPTIONS CONSULTATION DRAFT

Original scale (A4):

1:5,000



Melton
Borough
Council



HARBY

Key

- Rejected SHLAA Site
- Local Green Space

MELTON LOCAL PLAN EMERGING OPTIONS CONSULTATION DRAFT

Original scale (A4):

1:7,500



Melton
Borough
Council

