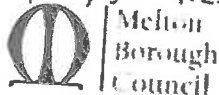


1.9.1-1.9.2, SS2/SS3, 6.14/6.15, Ch 3, Obj. 25, SS2, ~~4.2.15/8.3~~
 4.2.3/8.3, 4.2/SS2, 4.2.11/4.3/, 4.2.15, EN1, EN4, 8.3/IN1



**MELTON LOCAL PLAN – PRE SUBMISSION DRAFT
(NOVEMBER 2016)**

For official use only
Respondent Ref:
Date Received:

Melton Borough Council proposes to submit the Melton Local Plan (MLP) to the Secretary of State of Communities and Local Government for independent examination. Before submitting the MLP, the Council is required to publish the document and invite the public to make representations on its 'soundness'. The MLP, once adopted will be the development plan for Melton Borough.

This form has two parts:

- Part A: Personal Details
- Parts B and C: Your representation(s).

When making representations, please use a separate Part B form for each policy or paragraph you wish to comment on. Before completing the form you should read the accompanying Guide to Making Representations. Please ensure that your representation relates to the correct test of soundness (details can be found in the Guide to Making Representations)

Completed forms should be returned to the address below no later than **Monday 19th December, 2016**. Representations received after this deadline will not be accepted.

Planning Policy Team
 Regulatory Services
 Melton Borough Council
 Parkside, Station Approach
 Melton Mowbray
 Leicestershire
 LE13 1GH

Alternatively, you can access this form on the Council's website <http://www.melton.gov.uk/localplan/site/index.php> and print it out or complete it electronically and e-mail your response to planningpolicy@melton.gov.uk
 Representations can also be made via the Council's on-line consultation portal - <https://meltonboroughcouncil.citizenspace.com>

PART A: ABOUT YOU/YOUR ORGANISATION (If you are an agent, please complete the personal details of your client in 1 and complete agent's details in 2).

1. Personal Details	2. Agent's Details (if applicable)
Full Name: <input type="text" value="GARETH EVANS"/>	Full Name & Company: <input type="text"/>
Organisation (if applicable) <input type="text"/>	Organisation/Client Representations on Behalf Of <input type="text"/>
Address: <input type="text"/>	Address: <input type="text"/>
Postcode: <input type="text"/>	Postcode: <input type="text"/>
Email: <input type="text"/>	Email: <input type="text"/>
Contact Number: <input type="text"/>	Contact Number: <input type="text"/>
Number of Representations Enclosed: <input type="text"/>	<input type="text"/>
Signature: <input type="text"/>	<input type="text"/>
Date: <input type="text"/>	<input type="text"/>

8. Can your representation seeking a change be considered by written representations or do you consider it necessary to participate at the oral part of the examination? (Please tick the appropriate box)

Written Representations

Participate at the Oral Examination

9. If you wish to speak at the examination, please outline why you consider this to be necessary:

Please note: The Inspector will determine the most appropriate procedure to adopt to hear those who have indicated that they wish to participate at the oral part of the examination.

PART C: WHO YOU REPRESENT

To help us collate the responses to this consultation, we would be grateful if you could tell us which category best describes who you are representing (Please tick the appropriate box)

- | | | | |
|-------------------------|-------------------------------------|------------------------------------|--------------------------|
| Melton Borough Resident | <input checked="" type="checkbox"/> | Planning Agent/Planning Consultant | <input type="checkbox"/> |
| Developer | <input type="checkbox"/> | Utility/Service Provider | <input type="checkbox"/> |
| Government Organisation | <input type="checkbox"/> | Amenity Group | <input type="checkbox"/> |
| Other Organisation | <input type="checkbox"/> | Residents Group | <input type="checkbox"/> |
| Business | <input type="checkbox"/> | Town/Parish Council | <input type="checkbox"/> |
| Other (Please state) | <input type="text"/> | | |

Do you want to have further involvement in the Melton Local Plan? (Please tick the appropriate boxes)

- | | |
|--|-------------------------------------|
| If you wish to be notified at the address/e-mail provided in Part A when the Melton Local Plan is submitted to the Secretary of State for Communities & Local Government | <input checked="" type="checkbox"/> |
| If you wish to be notified at the address/e-mail provided in Part A when the Inspector's Report is available to view | <input checked="" type="checkbox"/> |
| If you wish to be notified at the address/e-mail provided in Part A when the Melton Local Plan is adopted | <input type="checkbox"/> |
| If you/your organisation wish to be included in future consultations on the Melton Local Plan | <input checked="" type="checkbox"/> |
| If you/your organisation do not wish to be included in future consultations on the Melton Local Plan | <input type="checkbox"/> |

Thank you for taking the time to submit representations on the Melton Local Plan: Pre Submission Draft (November 2016). It should be noted that representations cannot be treated as confidential.

Melton Plan 2016

This feedback form design reflects an unhelpful approach to people wishing to make comments. Chapters 3 and 5. The contents of these two chapters are confusing as they both address housing allocations but in different ways: they should have been presented in one Chapter.

Given the written content of this Melton Plan 2016 mixes various topics in separate Chapters, e.g., Housing Allocation and Transport Infrastructure, my comments are limited to some items contained in Chapters 1,3, 4 and 5 pertaining to Housing Development and Transport .

Will the Inspector of the Melton Plan 2016 be given a copies of the LUC Pre-Submission draft Melton Plan Sustainability Appraisal Report Oct. 2016 . and the Jacobs Consultancy Melton Mowbray Distributor Road Options Report 2016 , neither of which are referenced in this Plan?

Chapter 1.

Para 1.9.1.and Para 1.9.2 Neighbourhood Plans

Of the 12 Neighbourhood Plans, none have been completed and only one has been submitted in Draft form. Planning applications for significant rural housing developments have approved without the consideration of Neighbourhood, Parish or Villagers' approval. It will be difficult to integrate Melton Plan 2016 with Neighbourhood Plans given the time scale for submission. One developer (Gladman) in a recent High Court case heard in Birmingham is said to have stated " We normally only target local authorities whose planning is in relative disarray and vulnerable to a quick planning application for a suitable site".

Since the 2016 Draft Plan, MBC has a record of approving planning applications for a significant number of houses in villages, rejecting local villagers' opposition or Parish Council objections e.g. Waltham on the Wolds, Gaddesby, Long Clawson and Frisby. No figures have been provided by MBC in this Plan to justify housing needs in the settlements. MBC do not appear to understand the limited infrastructure and available transport of the rural settlements, and financially they will be unable to solve these problems.

Chapter 3 Vision and Strategic Priorities

Nowhere in the Jobs and Prosperity, and Accessibility and Transport objectives is there the recognition that (1) the Tuesday Traffic congestion in the town centre due to the Cattle Market will remain a problem, (2) there is insufficient provision of town centre parking, (3) there is no plan to provide additional central space for larger non grocery retail outlets which would increase trade, and (4) the effects of home deliveries for all goods which will affect the sustainability of village services. and with environmental impacts. Unless town land is made available for development, then larger retail units will not move into the town. Small food supply businesses are disappearing as more of the larger food supermarkets appear to destroy these shops : do you really want to be a town full of charity shops and cafes?

Figure 5. Growing Melton Borough - the Spatial Arrangement

This figure does not show some of the larger settlements such as Buckminster, Burton Lazars, some other Villages listed as rural hubs, the central industrial areas on Saxby Rd and MARS (see later comments on definition for Rural Hubs).

Objective 25 for Ensuring that the reuse and recycling of waste is maximised will not be helped by the current reduction of opening days for the LCC. Waste Tips, which is leading to increased “fly tipping” in rural areas.

Chapter 4 Spatial Strategy

Para 4.2.3. This emphasizes the need for a Western Distribution Rd to serve and enhance the existing Business Parks at the Leicester Rd and Asfordby/ Holwell Sites to provide employment.

This plan suggest that 30 hectares of employment land could be provided by using a sustainable South neighbourhood and serving these two business parks, so how would the Eastern distribution road provide similar benefits when a major part off Saxby Rd still acts as a flood plain?

Para 4.2.4 and 4.2.5. suggest a new categorization of settlements, admitting the previous categorization in the Draft Plan 2016 had flaws. This new categorization is too simple and again flawed.

The Draft Plan 2016 stated there were 76 settlements within MBC, and now lists 12 as Service Centres and 7 Rural Hubs. What housing contributions are expected from the remaining settlements?

Thorpe Arnold should be a Rural Settlement not a Rural Hub, based on this new categorization. The WOTWATA Parish Council failed lamentably to comment on categorization of Thorpe Arnold at the Draft Plan 2016 stage. On the new basis given, why is Burton Lazars not in the same category given its' proximity to the Town?. The large settlement of Buckminster escapes note and disappears.

Thorpe Arnold is a small hamlet with very little or no services; there are approximately 50 houses in the Parish with 30 centered around the Village, and it should be categorized as a rural settlement not a rural hub. In the Draft Plan 2016, rural supporting settlements were expected to deliver housing needs by small developments of less than 5 to 10 houses. Policy SS3 states housing allocations for rural settlements would be less, yet the tabled allocation for Thorpe Arnold is currently of 20 for THOR 1 with a further 45 for THOR 2 listed in this MeltonPlan 2016. Mentioned in the latest SHLAA 2016, there are six additional potential developments sites in Thorpe Arnold to sites THOR 1 and 2. In this same SHLAA 2016 , the Site Panel comments include reducing the number of houses on THOR1, and comments on suggested MBC housing density targets as being too high. The THOR 2 site surrounds farm buildings so this will limit the use for agricultural purposes, and the development next to farm buildings will effectively reduce the number of potential purchasers so additional applications to redevelopment might be expected. These allocations grossly exceed any measure of housing need within the Village.

To develop new housing and sustainable growth by 2035 as required by the Government's Local Plan process, the SUEs should offer opportunities to develop new communities with good infrastructure and modern designs with ecological innovations in preference to putting strain on existing village infrastructures which were never designed to cope with the large housing allocations.

Several SUEs are listed in the latest SHLAA 2016, including Thorpe Arnold: this inclusion was never mentioned in the Draft Plan 2016, this current MeltonPlan 2016 nor at Consultative meetings, yet the MeltonPlan 2016 repeats the desire to keep the Area of Separation and Flood Plain between Melton Town and Thorpe Arnold.

Para 4.2.11 SUEs

This Melton Plan 2016 nor relevant policy totally fail to adequately explain why the potential SUEs at Six Hills, Normanton Airfield and Great Dalby/Melton Airfield have been rejected in favour of spoiling rural settlements by over development in relation to their infrastructure, transport system etc. This plan fails to nail the rumour/excuses as to why these three SUEs cannot be developed, as there is a major opportunity to develop new "eco-friendly" garden villages where the number of houses can more than meet the provisional housing targets, new primary school, sufficient recreational facilities for youngsters and with additional cost effective public transport.

The Northern SUE proposal was withdrawn after a Public enquiry, yet MBC continues to include it in this plan. Meanwhile, MBC have allowed "nibble development" in green fields opposite John Fernley school which creates additional traffic hazards for schoolchildren with no apparent benefit to providing a Northern bypass. The delivery of a Master Plan for the NSE is strongly affected by the allowed "nibbling" of land for development near John Fernley school.

For the existing villages, public transport is totally inadequate and economically will probably never be cost effective without subsidies. Village populations particularly youngsters and senior citizens are trapped by the lack of public transport, and there is no mention of how extra transport will be provided for excessive village expansions. The weak argument for encouraging village shops does not recognize the major changes in shopping patterns, with door step delivery services being provided by all the major supermarkets and on line shopping.

Para 4.2.15 states "it is proposed to allocate housing development within the Service Centres and Rural Hubs on the basis of existing settlement size". It claims this to be an inherently fair and proportional approach to allocation. No substantial reasons are given for excluding allocations to the larger settlements of Great Dalby and Scalford, and the exclusion of settlements such as Buckminster and Burton Lazars. More than 40 settlements are given no allocation. The Tables express percentages of housing allocations of the totals required, rather than the ratios of new housing to existing housing. There are no references to data obtained on the current housing needs of individual villages, despite recent consultant based surveys.

EN1. and EN4 Policies > Strongly agree with protection of separate identities of Scalford and Thorpe Arnold which suggest that Thorpe Arnold should be protected as part of settlement fringe sensitivity, flood management, sustainable urban drainage and avoid coalescence with Melton town.

For **Transport**, the Jacobs Consultancy Melton Mowbray Distributor Road Options Report 2016 is not referenced and yet it might be used to support Eastern/Northern Distribution Rds, rather than the Western/Southern/Northern Rds which is considered in another document not referenced i.e., Pre-Submission draft Melton Plan Sustainability Appraisal Report Oct. 2016 .Prepared by LUC

In the 2016 MBC Draft Plan , the Western Bypass route was preferred, with the reasoning that this would provide employment by developing the business potential of Leicester Rd. Business Park and Asfordby Mine/Holwell sites, and further housing.

The proposed Eastern Bypass benefits of housing and business development would have to be funded by infilling and this would be less than on the Western route, and bring no relief to the Leicester Rd congestion. The land to the east off Saxby Rd towards the railway line remains a necessary flood plain as the Brentingby Barrier is not able to contain all the water after heavy rain.

The Leicester Rd into Melton Town is one of the major traffic “pinch points”, and problems will increase with the development of ALDI. The Jacobs’ Traffic Report,2016 identified the traffic flow to and from Charnwood to be one of the busiest routes into Melton Town. The potential housing developments in the Asfordby Neighbourhood will also increase these traffic flows. Thus, the provision of a Western Bypass is well justified.

A Northern bypass would help reduce the traffic flow “pinch points” in Nottingham Rd and Scalford Rd. The Jacobs’ report fails to consider Market Tuesday traffic flows which will continue, and somehow ignores some other of the “rat runs” e.g., Welby Lane, Tennyson Way, Mill Street, Norfolk Drive, Swallowdale, Victoria Street and Valley Rd. This report also does not provide solutions to the traffic congestion around the both Secondary schools and the Brownlow Primary school.

There is no attempt in this MeltonPlan 2016 to deal with some other traffic flow “pinch points”. The traffic flow through Melton is poorest on the market Tuesdays, and is likely to continue whilst the Cattle Market development is within the town. Other towns have positioned Cattle Markets outside the town, partly to improve environment and avoid traffic congestion. More recently biosafety considerations e.g. foot and mouth disease, bird flu have played a part in relocating cattle markets in other towns.

Saxby Rd remains a traffic flow “pinch point” as the roadway is too narrow to allow HGVs to pass each other together with the residential car parking. By simply widening the road east from George Street to the entrances of MARS and Saxby/Hudson Industrial estates, this would ease traffic flow. Thorpe Rd traffic flow could also be improved by widening from the BP garage to the Cemetery, and introducing a mini roundabout for Tesco and GPO.

These points of traffic congestion will continue unless they are addressed as they are caused primarily local traffic, and will not be solved by distribution roads.