



Melton  
Borough  
Council



# MELTON SOUTH SUSTAINABLE NEIGHBOURHOOD

MASTERPLAN STATEMENT

P21-2293\_200C | DECEMBER 2021

Prepared by Pegasus Group on behalf of Melton Borough Council



DESIGN



ENVIRONMENT



PLANNING



ECONOMICS



HERITAGE



# MELTON SOUTH SUSTAINABLE NEIGHBOURHOOD MASTERPLAN STATEMENT

Prepared by Pegasus Group on behalf of **Melton Borough Council**  
Date: **December 2021** | Document reference: **P21-2293\_200C** | Contact: **JF/ GLO**



Pegasus Group  
4 The Courtyard  
Church Street  
Lockington  
Derbyshire  
DE74 2SL

[www.pegasusgroup.co.uk](http://www.pegasusgroup.co.uk) | 01509 670806



**Melton  
Borough  
Council**

Melton Borough Council  
Parkside, Station Approach  
Burton Street  
Melton Mowbray  
Leicestershire  
LE13 1GH

[www.melton.gov.uk](http://www.melton.gov.uk) | 01664 502 502

In partnership with:



**Leicestershire  
County Council**



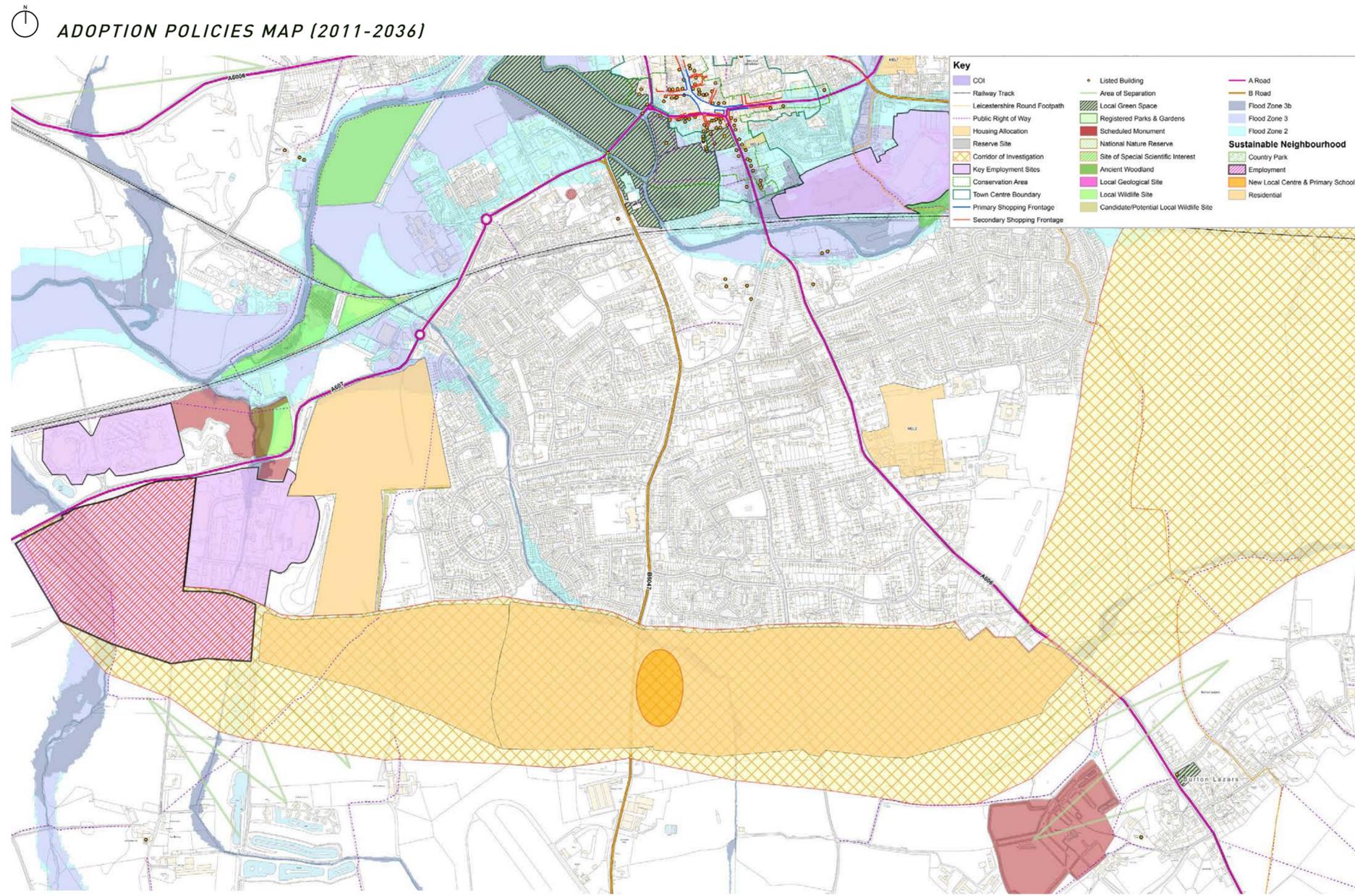
# CONTENTS

1	INTRODUCTION	07
2	PLANNING POLICY CONTEXT	13
3	ANALYSIS	19
4	MASTERPLAN	43
5	ACCESS & MOVEMENT	55
6	GREEN INFRASTRUCTURE	63
7	LAND USES	71
9	DELIVERY & PHASING	83

## Chapter 1

# INTRODUCTION

- 1.1 INTRODUCTION
- 1.2 PURPOSE OF DOCUMENT
- 1.3 THE MELTON SOUTH SUSTAINABLE NEIGHBOURHOOD  
MASTERPLAN BOUNDARY
- 1.4 CONSULTATION



Chapter 1  
**INTRODUCTION**

1.1 INTRODUCTION

This Masterplan document has been prepared by Pegasus Group on behalf of Melton Borough Council to provide a Masterplan Framework to guide the development of the Melton South Sustainable Neighbourhood (MSSN). The MSSN is allocated in the adopted Melton Local Plan under Policy SS4 and covers land south of Melton between Leicester Road in the west and Burton Road in the east. The allocation provides for a strategic link road connecting the A606 with the A607 that will form part of the Melton Mowbray Distributor Road.

Along with the Melton North Sustainable Neighbourhood, the MSSN forms a key element of the Borough Council's strategy to deliver new homes and employment opportunities over the plan period to 2036.

The overall vision for the Local Plan is that by 2036 the Borough will be a thriving borough with new and well established local employers benefiting from a sufficient pool of appropriately skilled local workforce, there will be improved connectivity and ease of movement within and across the town and new housebuilding will have helped balance the local housing stock and slow down or reverse the trend to an ageing population.

Melton Mowbray plays a key role in helping to deliver this vision, being the focus for new homes and jobs over the plan period. Two new sustainable neighbourhoods are allocated in the plan to the north and south of the town which together will help to deliver critical new transport infrastructure and supporting community and educational facilities for the town and its rural communities.

1.2 PURPOSE OF THE DOCUMENT

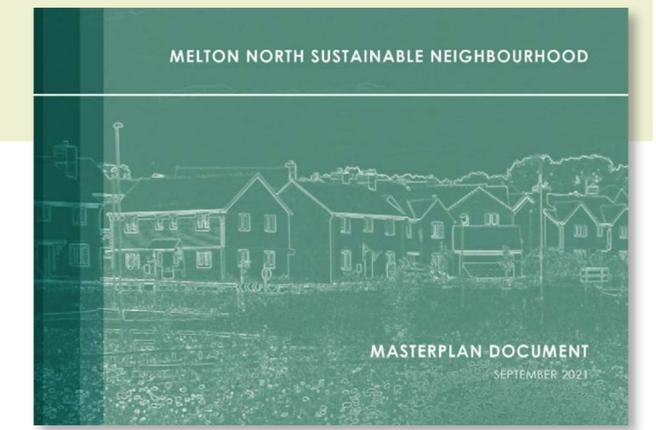
Local Plan Policy SS4, Melton South Sustainable Neighbourhood sets out the key requirements in relation to the Sustainable Neighbourhood, including the preparation of a masterplan, including a phasing and delivery plan, to guide the consideration of planning applications. This document meets this requirement.

The Masterplan document will be a material consideration to be taken into account in all relevant planning applications for The Site. The Council will assign significant weight to it, building upon the relevant Local Plan Policy SS4. The Borough Council expects all planning applications within the Masterplan area to have full regard to the guiding framework set out in this document.

When approved the Masterplan will not be definitive in terms of the exact location and scale of development, but will be a tool defining spatial principles for the layout of the development and a guide for the consideration of submitted planning applications.

This Masterplan document provides:

- an understanding of the existing site characteristics and its context;
- a vision and set of development objectives to underpin future development of The Site;
- the principles of design, layout and infrastructure provision that the development will be expected to deliver;
- a Concept Masterplan setting out the key aspirations of the development; and
- a delivery and phasing strategy.



### 1.3 THE MELTON SOUTH SUSTAINABLE NEIGHBOURHOOD MASTERPLAN BOUNDARY

Policy SS4 of the Melton Local Plan sets out proposals for the delivery of 2,000 homes, 20 hectares of employment, a new primary school, an accessible local centre along with a comprehensive package of transport improvements including a strategic road link between the A606 to the A607.

Following the adoption of the Local Plan, Leicestershire County Council as Education Authority identified a need for a new secondary school to meet needs arising from the proposed housing developments around the town.

The Masterplan area is facilitated by the southern 'leg' of the MMDR linking Leicester Road (A607) at its western end to Burton Road (A606) at its eastern. The delivery of this key element of infrastructure is itself supported by the award of circa £15m funding under the Government's 'Housing Infrastructure Fund' ('HIF award') and 'forward funding' from Leicestershire County Council as Highways Authority.

The key purpose of the Masterplan is to demonstrate how the objectives of the HIF award would be realised in terms of the quantity, location and acceleration of development required

by its conditions and to demonstrate that the County Council's significant investment provides good value and is recoverable, to enable potential recycling of the funds to other projects in future.

Alongside the newly proposed development layout which was approved by both Councils in December 2020, a viability assessment, a 'planning strategy' (the approach to be taken to secure planning permission for both the MMDR and the development in the area), and a Housing Delivery Strategy (timetable, phasing and progress of the housing) have been developed to meet HIF conditions.

Where applicable, the relevant content of these are included in this Masterplan. These are required to demonstrate the achievement of the HIF objectives relating back to the initial application, and to demonstrate viability of the overall project including the recovery of 'forward funded' infrastructure provision.

As a result, the Masterplan proposals set out in this document include additional land on the western edge of The Site south of Leicester Road to provide additional housing land along with an area of employment land to cater for the specific requirements of a local employer for a new site to enable its expansion.

This additional land is necessary to support the Housing Infrastructure Fund (HIF) bid to secure the delivery of the southern leg of the Melton Mowbray Distributor Road.

The Borough Council's Cabinet, at its meeting on the 16th December 2020, approved a proposed development layout incorporating the additional land to further develop the Masterplan to guide the consideration of future planning applications and support the County Council's intention to accept the HIF award.

It is the intention that this Masterplan document will be ratified by Melton Borough Council. The purpose of the document is to represent at a high level, the context required for a sustainable development of the MSSN, to guide future planning applications and to ensure that the development is deliverable.

When approved the Masterplan will not be definitive in terms of the exact location and scale of development, but will be a tool to define spatial principles for the layout of the development and a guide for the consideration of submitted planning applications.

Melton Borough Council and Leicestershire County Council will continue to work in partnership with developer interests through the determination of applications to deliver the MSSN.

### CONSULTATION

Melton Borough Council has been working in partnership with the developers and Leicestershire County Council to deliver the Melton South Sustainable Neighbourhood. The Masterplan document has been prepared in consultation with these key stakeholders.

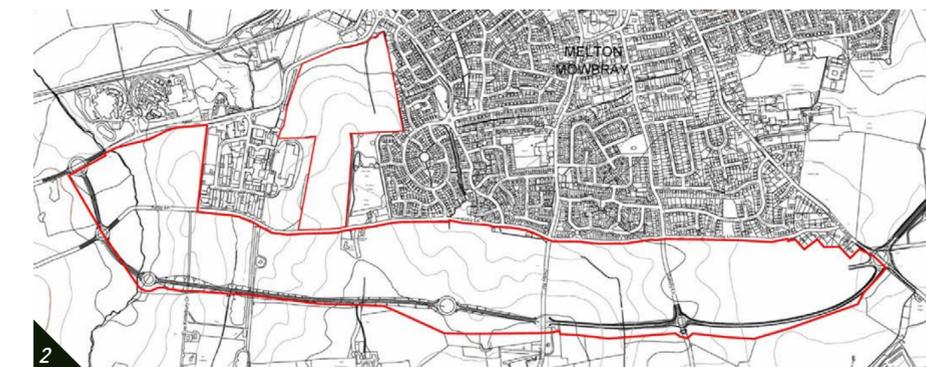
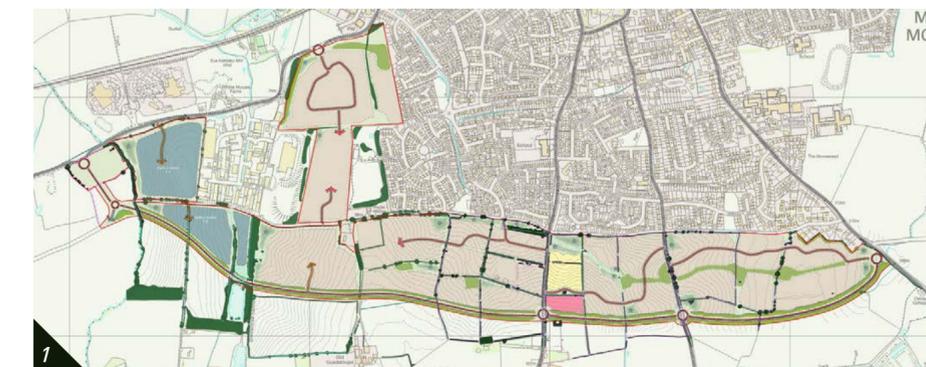
Engagement with key stakeholders took place through the preparation of the One Creative Masterplan document and subsequently collaborative working took place between October and November 2020 to develop a revised indicative Masterplan for The Site led by Leicestershire County Council. This process involved a series of stakeholder meetings to consider the emerging masterplan proposals and address key issues in relation to education provision, viability and delivery of employment space to meet the requirements of a specific end user.

Following an inception meeting on the 28th October 2020, meetings were held through November ahead of the Indicative Masterplan being presented to Melton Borough Council's Cabinet on the 16th December 2020.

As part of this process, ongoing engagement was held with LCC Highways and officers of Melton Borough Council were in regular consultation with the Education Authority in respect of the strategy for both the Melton North and South Sustainable Neighbourhoods.

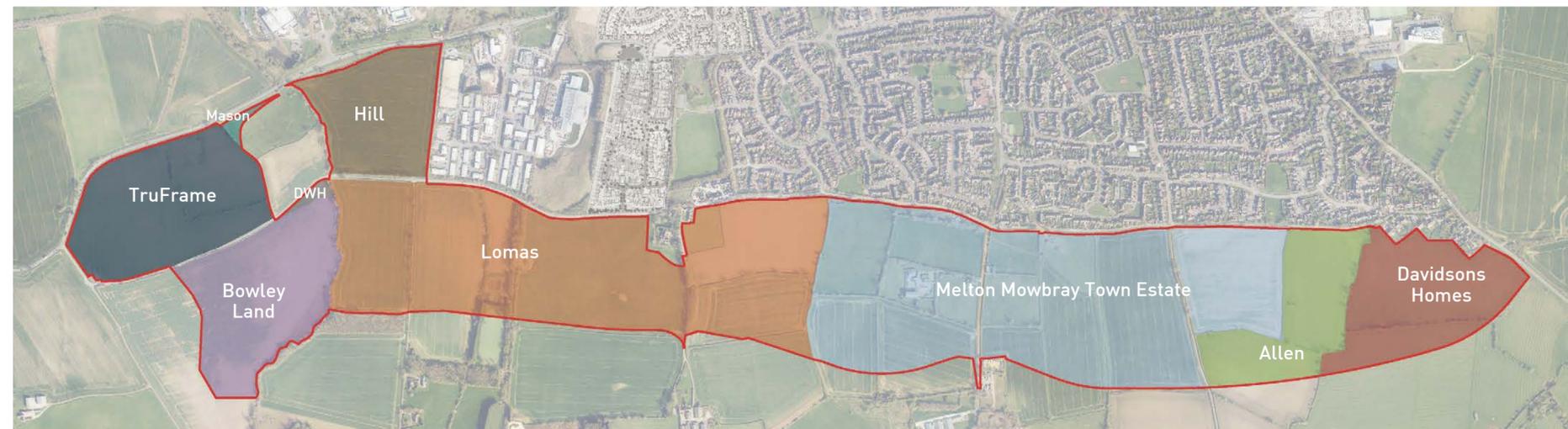
This process of stakeholder engagement enabled a general consensus to be established about the location of key supporting infrastructure including two primary schools, a secondary school and local centres, as well as the quantum of development required to ensure a viable development that could assist with the delivery of the Southern Distributor.

#### KEY STAKEHOLDERS INCLUDE:



1. Indicative Framework Plan  
2. South Melton Sustainable Neighbourhood Boundary  
3. South Melton Illustrative Masterplan

#### LAND OWNERSHIP PLAN



## Chapter 2

# PLANNING POLICY CONTEXT

- 2.1 NATIONAL PLANNING POLICY FRAMEWORK
- 2.2 THE NATIONAL DESIGN GUIDE
- 2.3 THE DEVELOPMENT PLAN
- 2.4 SUPPLEMENTARY PLANNING DOCUMENTS
- 2.5 LEICESTERSHIRE COUNTY COUNCIL POLICY

Chapter 2

PLANNING POLICY CONTEXT

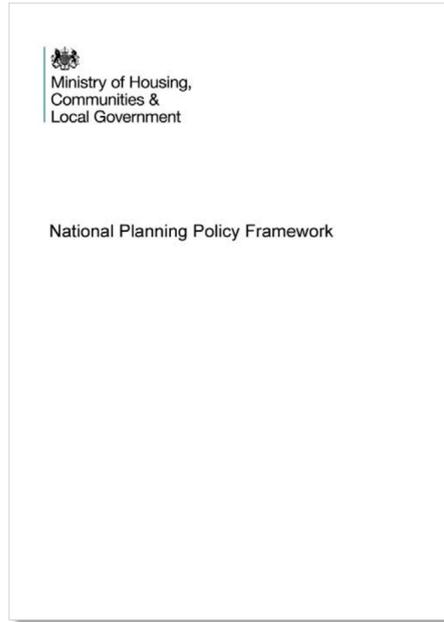
2.1 NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The NPPF sets out the Government’s planning policies for England and how these are to be applied. In terms of design matters, the NPPF advises that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve and that good design is a key aspect of sustainable development (para 126).

To provide maximum clarity about design expectations the NPPF advises all local planning authorities to prepare design guides or codes consistent with the principles set out in the National Design Guide and which reflect local character and design preferences. Design guides and codes can be prepared at an area-wide, neighbourhood or site-specific scale.

Planning policies and decisions should ensure developments function well and add to the overall quality of the area; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history; establish or maintain a strong sense of place; optimise the potential of The Site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and create places that are safe, inclusive and accessible, promoting health and well-being (para 130).

Design quality should be considered throughout the evolution and assessment of individual proposals. The NPPF is clear that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design. Significant weight should be afforded to development which reflects local design policies and government guidance, outstanding or innovative designs which promote high levels of sustainability (para 134).



2.2 THE NATIONAL DESIGN GUIDE

The National Design Guide supports the aspirations of the NPPF to achieve high quality buildings and places. The Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. Key references informing the National Design Guide include Manual For Streets and Building for a Healthy Life.

Ten characteristics of well-designed places are set out:

- **Context – enhances the surroundings;**
- **Identity – attractive and distinctive;**
- **Built Form – a coherent pattern of development;**
- **Movement – accessible and easy to move around;**
- **Nature – enhanced and optimised;**
- **Public Spaces – safe, social and inclusive;**
- **Uses – mixed and integrated;**
- **Homes and Buildings – functional, healthy and sustainable;**
- **Resources – efficient and resilient; and**
- **Lifespan – made to last.**

These characteristics have been considered in setting the vision for the MSSN and are followed in the development of this Masterplan document. The principles will also apply to the consideration of future planning applications for development on The Site.



THE 10 CHARACTERISTICS OF A WELL-DESIGNED PLACE  
(National Design Guide, 2021)

2.3 THE DEVELOPMENT PLAN

The Development Plan for the area consists of the Melton Local Plan, 2011-2036 adopted in October 2018. Policy SS1 sets out the presumption in favour of sustainable development, advising that the Borough Council will take a positive approach, working pro-actively with applicants to find solutions so that proposals can be approved wherever possible, securing development that improves the economic, social and environmental conditions in the area.

Policy SS2 sets out the development strategy for the plan period, with at least 6,125 homes to be provided over the plan period. The policy identifies Melton Mowbray as the priority location for growth and will accommodate 65% of the Borough’s housing needs – at least 3,980 homes.

For the MSSN, Policy SS4 sets out the specific requirements for the development. The Plan allocates some 120 hectares of land south of Melton Mowbray to provide some 2,000 homes, with 1,700 homes expected to be built in the plan period, along with 20 hectares of employment land.

The MSSN will improve east/west connectivity through a link road connecting the A606 Burton Road with the A607 Leicester Road to form part of the Melton Mowbray Distributor Road. The policy also requires the provision of:

- extra housing;
- a new primary school as part of a local centre with financial contributions towards secondary education;
- an accessible local centre including a parade of shops, small scale employment and a range of appropriate non-retail and community facilities;
- a comprehensive package of transport improvements including the strategic link road, measures to mitigate the short and medium term impacts of the development and new and enhanced bus services connecting to the town centre and local employment opportunities;
- a network of new high quality multi-functional green spaces and provision of or contributions towards sports pitches and indoor leisure facilities in the town; and
- appropriate SuDS and flood alleviation measures in accordance with the Strategic Flood Risk Assessment.

### 2.3 THE DEVELOPMENT PLAN <sup>(CTD)</sup>

The MSSN will be required to protect the separate identities of Burton Lazars and Eye Kettleby, protect and enhance important areas of bio-diversity, and protect and enhance historic and archaeological features, with sensitive design, development extent and road alignment to mitigate the setting impact of the development including the Melton Mowbray Distributor Road on the significance of St Mary and St Lazarus Hospital Scheduled Ancient Monument.

The Policy requires the preparation of a comprehensive masterplan for The Site, including a phasing and delivery plan to be prepared and agreed in advance of, or as part of, submission of planning applications. This is the purpose of this Masterplan document.

Policy C2 sets out the Council’s aspiration to manage the delivery of a mix of housing types and sizes to balance the current housing offer, having regard to market conditions, housing needs and economic viability. The extract from the Plan below sets out the optimum housing mix requirements.

For Affordable Housing, Policy C4 sets out a target affordable housing provision of the MSSN of 15% subject to market conditions, housing needs, housing mix, economic viability and other infrastructure requirements.

Policy C9 requires all development proposals to make a positive contribution to the provision of;

- good quality, accessible green spaces, public realm and sports and recreation facilities close to where people live and work;
- safe, convenient and attractive networks of streets, paths and cycleways integrated with public transport;
- high quality local food growing places;
- ‘healthy homes’ that are affordable, easy to warm and are adaptable to people’s changing circumstances;
- high quality residential amenity; and
- a range of accessible employment opportunities.

The policy advises that health impacts of major development proposals should be considered early in the planning process through the submission of a Health Impact Assessment (HIA) with planning applications. HIAs are a key tool in creating and sustaining healthy, vibrant communities in Melton. They provide a unique opportunity to influence and support quality design and health early in this process at a masterplan level, revisited and submitted at planning application stage.

Policies EN1 and EN2 seek to conserve and enhance the character of Melton’s landscape and countryside by ensuring that new development is sensitive to its landscape setting and achieving net gains for nature and pro-actively seeking habitat creation as part of new development proposals.

In relation to green infrastructure, Policies EN3 and EN7 set out a strategic approach to the delivery, protection and enhancement of green infrastructure for primary green infrastructure areas including the Melton north and south Sustainable Neighbourhoods, advising that new development proposals will be supported where they retain and enhance important green infrastructure elements. Open space standards are set out in Policy EN7 for residential developments of over 10 dwellings, and policy SS4 (en5) specifically requests that the development provides or contributes to, sports pitches and indoor leisure facilities in the town. The Council is working towards a new Health, Well-being and Leisure Centre for a new, consolidated indoor leisure provision. It is envisaged that this will be a health and leisure campus where standard leisure provision is provided alongside complimentary services, such as a new GP practice and other allied health professions.

In relation to climate change, Policy EN8 requires all new developments to demonstrate how the need to mitigate and adapt to climate change has been considered as part of the development proposals. Policy EN9 deals with energy efficient and low carbon development requiring major new developments to demonstrate how the need to reduce carbon emissions has influenced the design, layout and energy sources used subject to viability.

Policies EN11 and EN12 deal with flood risk and sustainable drainage, setting out the sequential approach to the consideration of development proposals in areas of flood risk and providing guidance on the use of sustainable drainage systems for major developments.

Infrastructure delivery is a key component of the plan. Chapter 8 of the plan explains the Melton Mowbray Transport Strategy and the Melton Mowbray Distributor Road forming a crucial element of the strategy. Policy IN1 confirms that the Borough Council will work with Leicestershire County Council, landowners, developers and others to deliver a transport strategy for Melton Mowbray comprising a Melton Mowbray Distributor Road around the east of the town, with a corridor of investigation shown on the Proposals Map, and a package of complementary measures including enhanced pedestrian, cycling and public transport facilities.

Policy IN3 sets out the Council’s approach to Infrastructure Contributions, advising that developments will be expected to make contributions to local infrastructure in proportion to the scale of its impacts in the following priority order:

- essential infrastructure necessary to ensure adequate provision of essential utilities, facilities, water management and safe access;
- essential infrastructure including the Melton Mowbray Distributor and contributions to affordable housing; and
- desirable infrastructure identified in the Infrastructure Delivery Plan or any made Neighbourhood Plan.

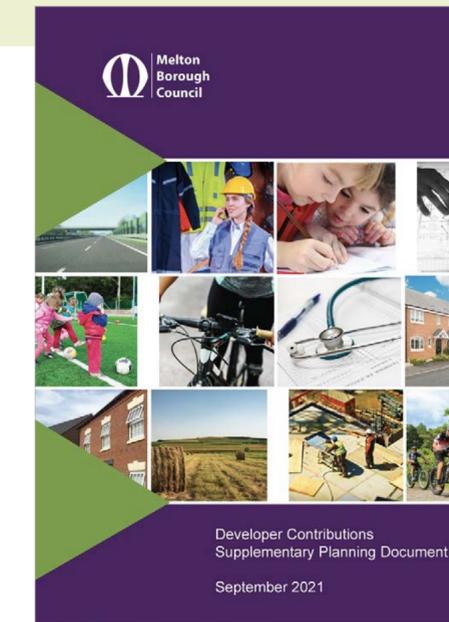
Policy D1 of the plan sets out the Council’s approach to raising the standard of design, requiring all new developments to be of high quality design, setting out a range of criteria for the assessment of proposals.

### 2.4 SUPPLEMENTARY PLANNING DOCUMENTS

The Borough Council has prepared a number of Supplementary Planning Documents (SPDs). The Housing Mix and Affordable Housing SPD, July 2019 provides further guidance in relation to the provision of an appropriate housing mix on sites and the provision of affordable housing.

A Consultation Draft Design of Development SPD was published in June 2021 with the aim to raise the standard of design in new developments and ensure that they are locally distinctive and respond positively to their setting.

The Developer Contributions SPD was adopted on the 23rd September 2021, providing guidance to Policy IN3 of the Local Plan, working towards achieving the Council’s corporate priority of delivering sustainable and inclusive growth. The SPD provides further guidance on the priorities for infrastructure provision in accordance with Policy IN3 of the Local Plan. Priority 1 contributions include the provision of strategic highways infrastructure (including the Melton Mowbray Transport Strategy and Melton Mowbray Distributor Road) and education (including early years, SEND, primary, secondary and post-16). Priority 2a contributions include affordable housing and local highways infrastructure.



### 2.5 LEICESTERSHIRE COUNTY COUNCIL POLICY

Relevant policy documents for Leicestershire County Council include the Leicestershire Highways Design Guide providing guidance on the requirements for transportation infrastructure for new developments. The Leicestershire Planning Obligations Policy (July 2019) sets out requirements for contributions in relation to County Council services including schools, transportation, social care, libraries and waste management facilities. A review of this document is due to commence in early 2022. Planning applications will need to accord with Melton Borough Council’s Developer Contributions SPD and the Leicestershire Planning Obligations Policy as appropriate.

In developing the Masterplan proposals for the MSSN, the relevant national, and local planning guidance has been taken into account.

**TABLE 8: OPTIMUM HOUSING MIX REQUIREMENTS FOR MARKET AND AFFORDABLE HOUSING**

	1 BED*	2 BED	3 BED	4+ BED
MARKET	5%	30%	45-50%	15-20%
INTERMEDIATE	15-20%	50-55%	25-30%	0-5%
SOCIAL/ AFFORDABLE RENTED	30-35%*	35-40%	20-25%	5-10%
ALL DWELLINGS	15%	30-35%	35-40%	15%

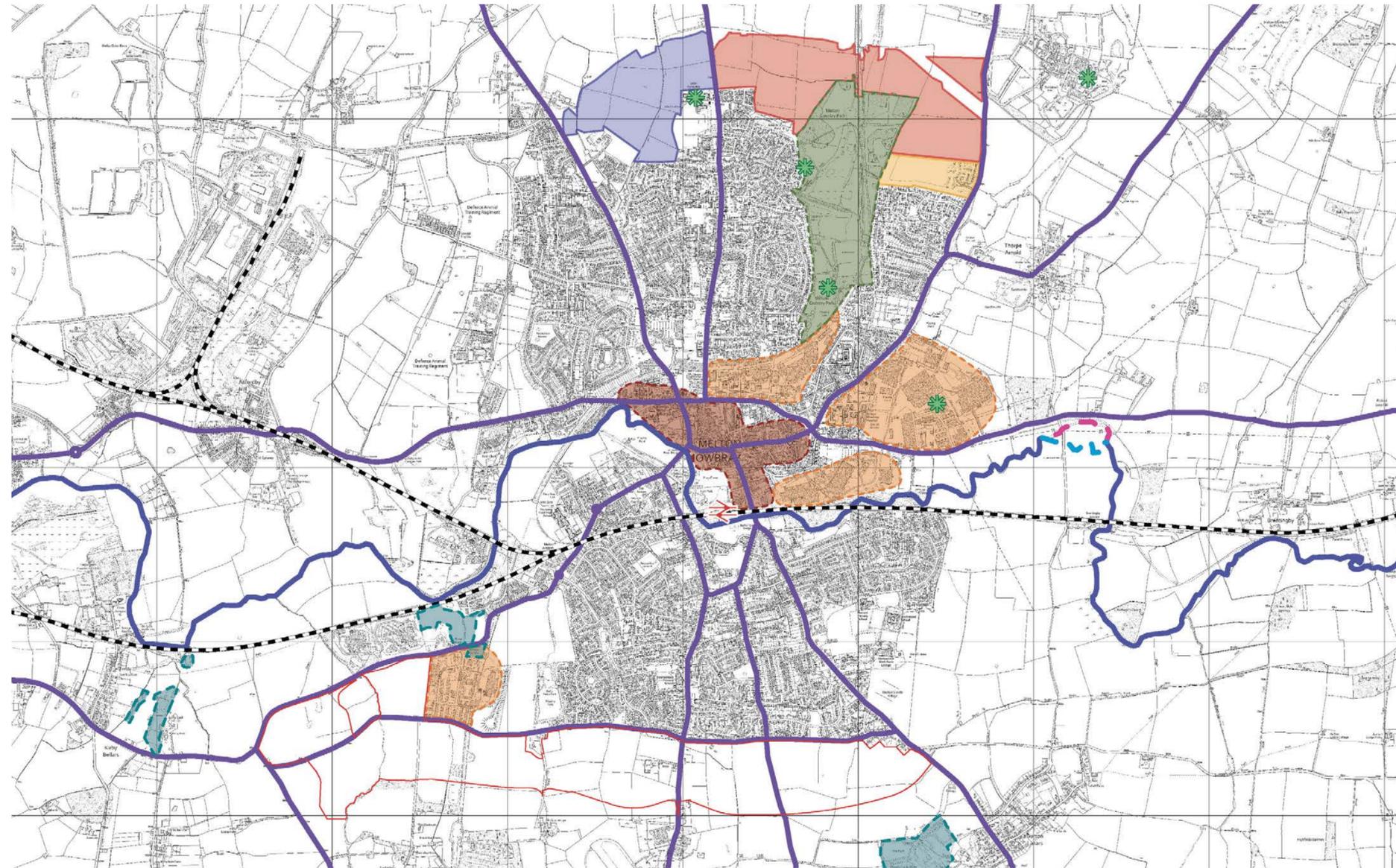
\*: The bed need for affordable housing is an anomaly and over inflated. This is because the 1 bed need figure includes elderly people, and as they are not affected by current welfare benefit changes, on some occasions, may be allocated a 2 bedroom property.

## Chapter 3

# ANALYSIS

- 3.1 CONTEXT & DESIGNATIONS
- 3.2 SITE LOCATION & SURROUNDINGS
- 3.3 THE MELTON MOWBRAY DISTRIBUTOR ROAD
- 3.4 TOPOGRAPHY
- 3.5 LANDSCAPE CONTEXT
- 3.6 ECOLOGY
- 3.7 TOWNSCAPE & BUILT CHARACTER
- 3.8 EXISTING SITE FEATURES

**SITE CONTEXT**



Chapter 3  
**ANALYSIS**

3.1 CONTEXT & DESIGNATIONS

Policy SS4 sets out the requirements for the development of the Melton South Sustainable Neighbourhood, as identified on the Policies Map – see attached Melton Mowbray Policies Map.

Outline planning permission for 520 dwellings, together with a convenience store, public open space and landscaping, on land to the south of Leicester Road, was granted in October 2016. Subsequently, detailed proposed have been brought forward by Bellway Homes and Barratt Homes.

Additional land is highlighted for employment development to the south west adjacent to the existing Key Employment Sites.

**KEY**

- Site Boundary
- Roads
- Railway Line & Station
- Public Right of Way
- River Eye
- River Division
- Section of River to be Diverted
- MNSN West of Scalford Road
- MNSN East of Scalford Road
- Approved Site for 200 Homes
- Employment Areas
- Melton Mowbray Town Centre
- Melton Country Park
- Key Areas of Importance
- Heritage Designations

1. View north from Kirby Lane
2. View north on Burton Road
3. Existing employment units north of Kirby Lane



- 1. Brooksby Melton College, Melton Campus
- 2. Sainsbury's Superstore
- 3. Eye Kettleby Lakes



- 4. Melton Country Park
- 5. Tesco Superstore
- 6. Melton High Street



**AERIAL SITE LOCATION PLAN**



**3.2 SITE LOCATION & CONTEXT**

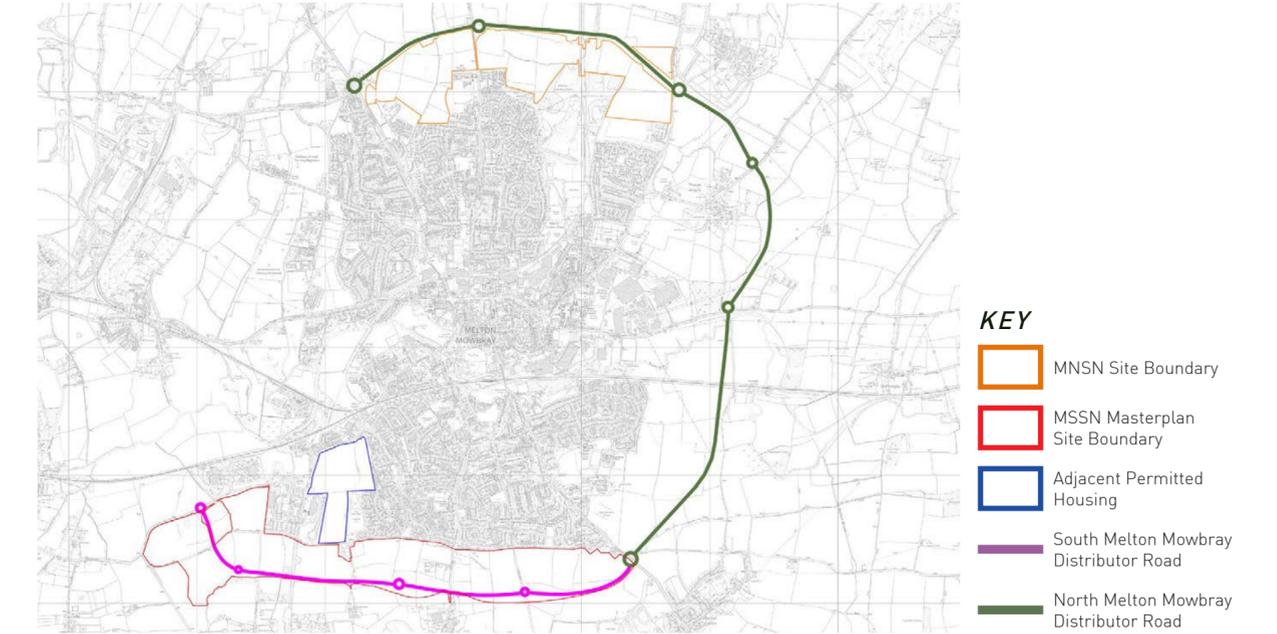
The Site the subject of this Masterplan includes land allocated under Policy SS4 of the Melton Mowbray Local Plan, along with some additional land to the west, south of the Leicester Road.

The Site extends to some 151.36 hectares to the south of Melton Mowbray extending between the Leicester Road to the west and Burton Road to the east. The western part of The Site adjoins existing areas of employment off Leicester Road. For the majority of The Site the northern boundary is defined by Kirby Lane. Two north-south roads, Dalby Road and Sandy Lane bisect the eastern part of The Site.

The southern site boundary is defined by the route of the Melton South Link Road. At the western edge of The Site an area of proposed employment and residential use extends beyond the line of the link road. Existing and recently consented areas of residential development lie immediately to the north of The Site.

To the south-east of The Site is the smaller settlement of Burton Lazars and the St Mary and St Lazarus Scheduled Monument.

**KEY**  
 Site Boundary



**KEY**  
 MNSN Site Boundary  
 MSSN Masterplan Site Boundary  
 Adjacent Permitted Housing  
 South Melton Mowbray Distributor Road  
 North Melton Mowbray Distributor Road

**3.3 THE MELTON MOWBRAY DISTRIBUTOR ROAD**

In order to enable the significant development proposed to the north and south of Melton Mowbray in the Local Plan, new strategic road infrastructure is required referred to as the Melton Mowbray Distributor Road (MMDR). The adopted Local Plan Proposals Map set out a 'corridor of investigation' for the route extending around the north, east and south of the town.

Funding for Phase 1 of the road – the northern and eastern sections – has been secured by the County Council and construction is due to commence in 2022. A bid for £15m Homes England Housing Infrastructure Forward Funding (HIF) was submitted by the County Council in collaboration with the Borough Council and developers to provide the southern section of the road in March 2019.

This bid was successful, and the County Council is working with partners to confirm to Homes England that it accepts the funding.

The southern section of the Distributor Road is a strategic link to enable housing development connecting the A606 Burton Road on the eastern edge of The Site to the A607 Leicester Road on the west. HIF funding will ensure the accelerated delivery of housing in the south of the town, removing the significant proportion of upfront costs of providing the link road from developers and delivering major highways infrastructure early in the plan period.

AECOM, instructed by Leicestershire County Council have prepared a detailed design for the road and the masterplan reflects these detailed design proposals.

📍 SITE VIEWPOINTS



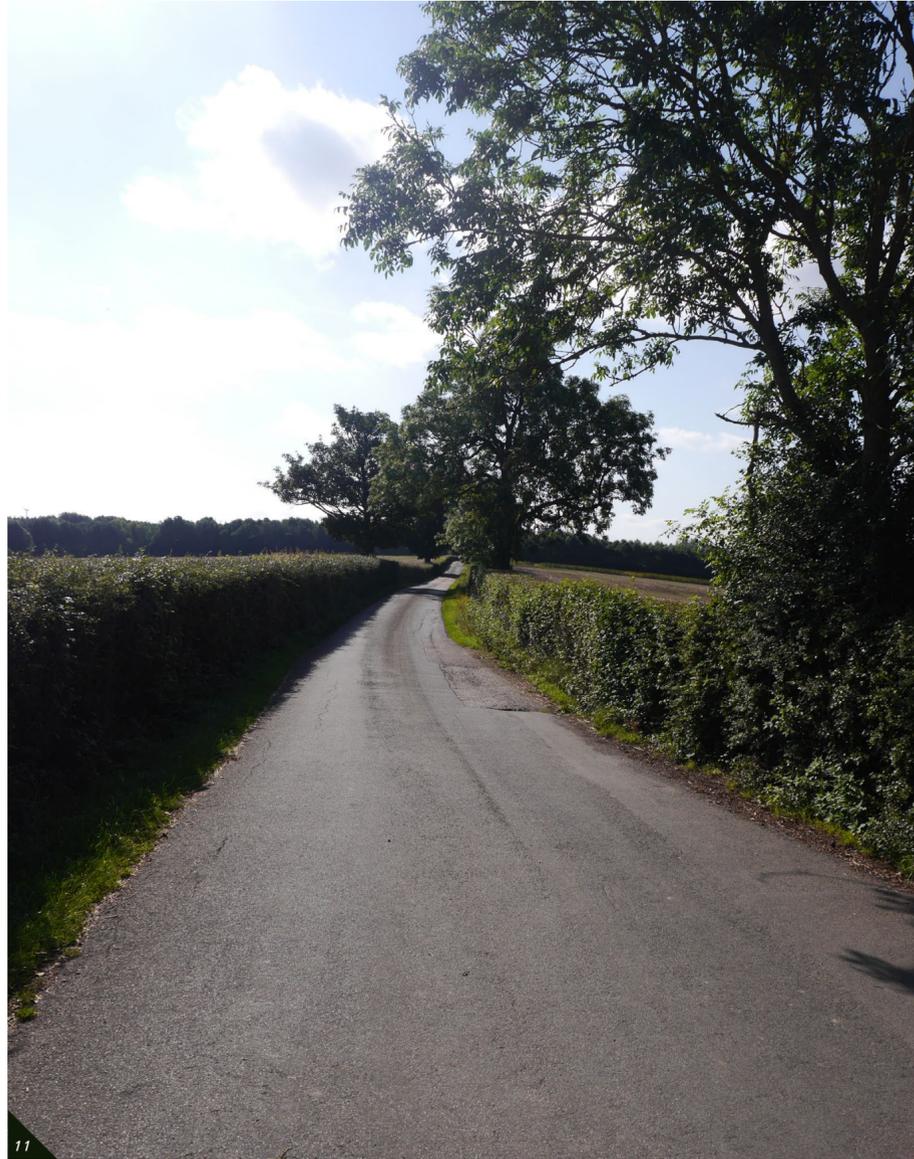
- 1. View west along Kirby Lane
- 2. View west of new housing fronting Kirby Lane
- 3. View east from Public Right of Way
- 4. View north east across agricultural land

- 5. Kirby Road/ Leicester Road Junction
- 6. View west towards Melton

- 7. View east along Kirby Lane
- 8. View south from Kirby Lane
- 9. View east from existing watercourse
- 10. View south from Kirby Lane



11. View south along Eye Kettleby Drive  
 12. View west from Eye Kettleby Drive  
 13. View east from Eye Kettleby Drive  
 14. Adjacent housing development Kirby Lane frontage



15. Dalby Road/ Kirby Lane Junction  
 16. View north along Dalby Road  
 17. View west from Dalby Road  
 18. View east from Dalby Road



19. View of farm from Kirby Lane looking south  
 20. View towards Princess Drive from Kirby Lane



21. Housing backing onto Kirby Lane  
22. View south from Kirby Lane  
23. Kirby Lane/ Sandy Lane junction  
24. Existing trees on Sandy Lane



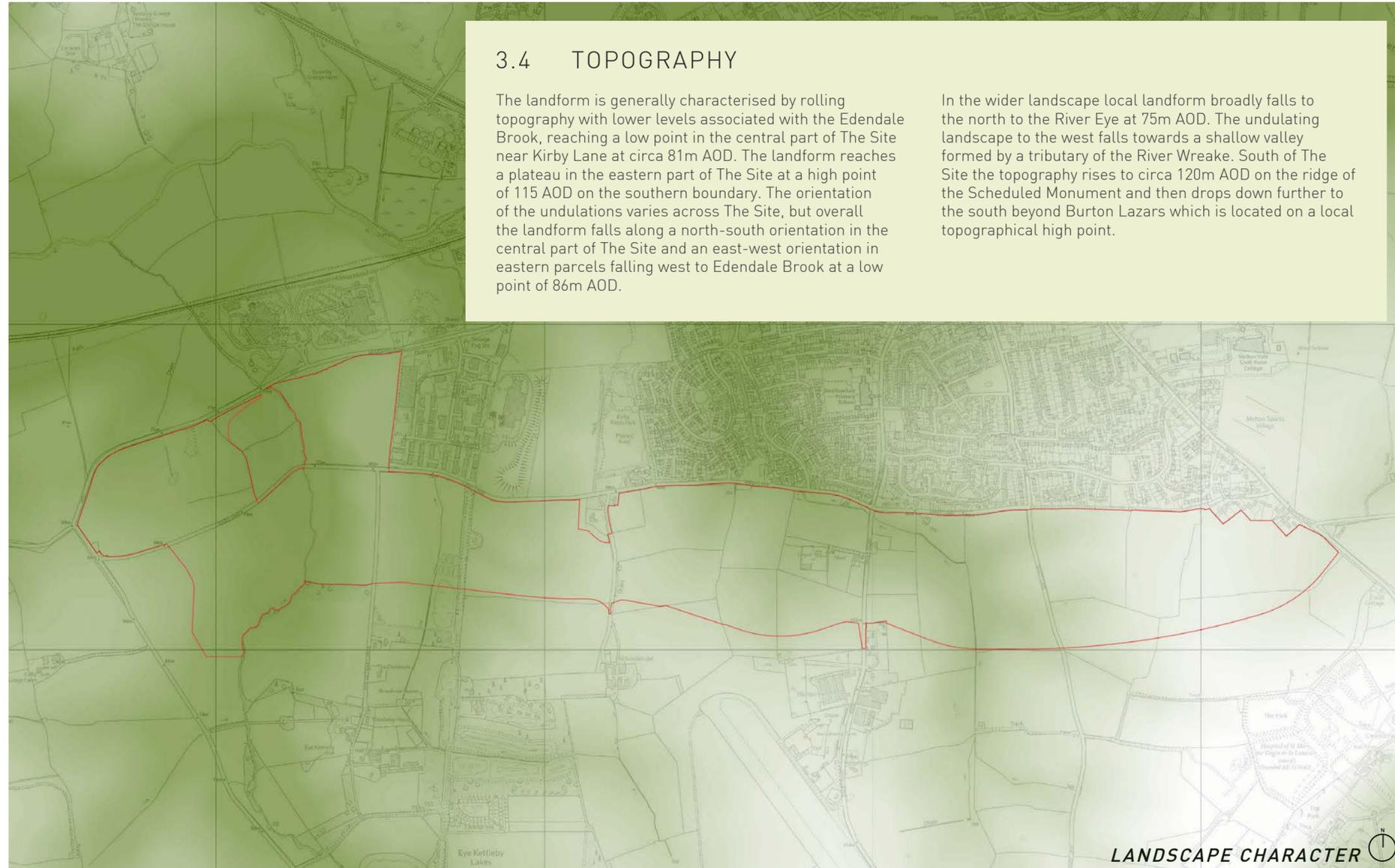
25. View west from Sandy Lane  
26. Kirby Lane Pedestrian Footpath  
27. View south from Kirby Lane pedestrian footpath  
28. Kirby Lane accessed from Burton Road



### 3.4 TOPOGRAPHY

The landform is generally characterised by rolling topography with lower levels associated with the Edendale Brook, reaching a low point in the central part of The Site near Kirby Lane at circa 81m AOD. The landform reaches a plateau in the eastern part of The Site at a high point of 115 AOD on the southern boundary. The orientation of the undulations varies across The Site, but overall the landform falls along a north-south orientation in the central part of The Site and an east-west orientation in eastern parcels falling west to Edendale Brook at a low point of 86m AOD.

In the wider landscape local landform broadly falls to the north to the River Eye at 75m AOD. The undulating landscape to the west falls towards a shallow valley formed by a tributary of the River Wreake. South of The Site the topography rises to circa 120m AOD on the ridge of the Scheduled Monument and then drops down further to the south beyond Burton Lazars which is located on a local topographical high point.



### 3.5 LANDSCAPE CONTEXT

#### 3.5.1 Landscape Resources

Vegetation on The Site generally comprises field boundary hedgerows with intermittent hedgerow trees. Roadside hedgerows are generally continuous and provide a sense of enclosure. Sections of the northern site boundary along Kirby Lane include more dense tree bands and shrubs, some set back from the road. Occasional tall poplars are prominent around the Council depot in the centre of The Site.

In the wider landscape the arable landscape is generally characterised by a network of hedgerow field boundaries and scattered hedgerow trees. Along the existing built edge on Kirby Lane the frequency and density of garden vegetation varies with garden vegetation more often present at the eastern and central sections of the northern site boundary. Scattered small woodlands and copses are present including a mature woodland on the ridge to the west of Burton Lazars and associated with the scheduled monument to the south-east.

The Edendale Brook, a tributary of the River Wreake runs through the centre of The Site passing under Dalby Road then northwards into the existing residential area. There is a further watercourse on the western edge of The Site running north to Leicester Road. Other water features on The Site include a number of drainage ditches along field boundaries, and two field ponds east of Sandy Lane.

The Site is currently predominantly in agricultural use with the exception of the County Council depot. Land uses to the north comprise a mix of post war residential estates, industrial estates, schools and sports fields and pitches. South of The Site a disused airfield forms an area of hard-standing on a plateau, currently used as a distribution service yard. Other uses include a holiday park set around a series of small fishing lakes. In general land use to the south and east is dominated by areas of arable farmland.

Two parallel roads pass through The Site in a north-south alignment, Dalby Road and Sandy Lane. The eastern site boundary is formed by Burton Road, with Leicester Road forming The Site's westernmost boundary. Melton Mowbray is the major settlement in the area and is separated by the River Eye which passes through the centre of the town. There are a number of smaller settlements close to The Site including Burton Lazars to the south-east and the hamlet of Eye Kettleby to the south.

One public footpath crosses The Site running south-west from the new housing development on Kirby Lane towards Eye Kettleby. A public footpath joins the eastern corner of The Site with the Scheduled Monument to the south. Sandy Lane forms part of the National Cycle Route 64, passing through The Site and linking Melton Mowbray with further cycle routes to Leicester and Peterborough.

#### 3.5.2 Landscape Character

The Site and its immediate context are located within National Character Area 93, High Leicestershire and Area 74, Leicestershire and Nottinghamshire Wolds. At a local level, The Site lies within Melton Farmland Fringe Landscape Character Area, Zones F and G of the Melton Landscape Character Assessment, 2011 and Landscape Character Zone 5, Melton South of the Area of Separation Study.

The landscape of The Site and its immediate context to the south is characterised by arable farmland with gentle ridges alternating with hollows. As the landform dips down to the south, the residential edge of Melton Mowbray becomes more prominent and less well integrated with the small scale field network. The area contains remnants of medieval ridge and furrow systems. The scheduled earthworks and archaeological features associated with the medieval leper hospital of St Mary and St Lazarus are located to the south-east of The Site at Burton Lazars.

#### 3.5.3 Views

Overall from the wider landscape The Site is visually contained by the undulating landform, layers of trees and hedgerows along roads and field boundaries and by the built form and established vegetation along the broad ridgeline at Burton Lazars. Views from the north are limited by the existing urban edge of Melton Mowbray. Views from the east are limited to a portion of the easternmost land parcel. Views from the south-east are generally screened by the ridgeline and vegetation at Burton Lazars and views from the south are variable but limited to close and middle distance views from localised high points within the undulating landscape.

#### KEY

-  Site Boundary
-  High
-  Existing Topography
-  Low

ECOLOGICAL APPRAISAL



3.6 ECOLOGY

There are no statutory or non-statutory sites of nature conservation interest within or adjacent to The Site. There are no Local Geology Sites within The Site. The Site comprises predominately intensively managed arable farmland with some fields of improved or semi-improved species-poor grassland at the eastern and western extents.

Fields are bounded by trimmed species-poor hedgerows, some of which have become defunct and gappy. There are however five lengths of species-rich hedgerows containing native woody species.

Semi-natural habitats are restricted to a small brook which ultimately flows to the River Wreake, and a disused railway line which has scrubbed over. There are three water bodies within The Site, one within grazed grassland and two either side of the disused railway line, one being managed as a fishing lake. There are two small areas of woodland, both containing species not considered native to Leicestershire.

KEY

Site Boundary	Line of Trees	Broad-Leaved Semi-Natural Woodland	<b>A</b> Arable
Mature Tree	Fence	Coniferous Plantation	Tall Ruderal
Scrub	Dry Ditch	Dense Continuous Scrub	Amenity Grassland
Native Species-Rich Hedge	Running Water	Scattered Scrub	Introduced Shrub
Native Species-Poor Hedge	Boundary Removed	Semi-Improved Neutral Grassland	Standing Water
Native Species-Poor Hedge & Trees	Mixed Plantation	<b>PSI</b> Poor Semi-Improved Grassland	Inundation Vegetation
Defunct Native Species-Poor Hedge	Broad-Leaved Plantation	<b>I</b> Improved Grassland	

1. The Site comprises of predominately arable farmland
2. Mature trees on Kirby Lane
3. Areas of species-rich hedgerow



TRADITIONAL TOWNSCAPE & BRICK DETAILS



SUCCESSFUL, MODERN DETAILS, HIGH QUALITY MATERIALS



### 3.7 TOWNSCAPE & BUILT CHARACTER

Local Plan Policy D1 – Raising the Standard of Design asserts that:

**‘Buildings and development should be designed to reflect the wider context of the local area and respect the local vernacular without stifling innovative design;’**

A review has been undertaken to look at distinguishing features from the local area, how these have been responded to and how they can continue to inform future high quality development.

Melton Town Centre has 97 listed buildings within its primary shopping area, the Market Place. The buildings are defined by large windows arranged in a symmetrical pattern on the primary elevation of each building. Buildings vary between 2, 2.5 and 3 storeys and are joined together to create a continuous façade that provides a defined edge to the public space. The continuous frontages and varied building heights create a mixed roofscape that is a key element of local character.

Buildings of architectural merit are predominately brick built with stone detailing such as stone headers and cills, these high quality materials are used to frame the predominant elevation feature, the windows. Brick details are also used creating stepped frontages, string courses, quoining and special bricks regularly visible that embellish building façades.

Other details include first floor bay windows, protruding gable frontages and a range of dormer window styles, however it is the symmetry of window positions that is key to the architectural appeal.

Out of the Town Centre the residential development follows a similar architectural style to most of the country. Victorian houses demonstrate high-quality materials, emulating the town centre with stone headers and cills, brick detailing (particularly at the eaves) and large feature chimneys that add verticality to the roofscape. These are arranged in straight streets creating a high level of enclosure as dwellings are arranged in long terraces, these continuous frontages enclose the street and provide a sense of continuity with the historic core.

Post-war housing is arranged as series of semi-detached dwellings, these retain some of the architectural details of previous buildings, such as stone headers and two storeys bays, however variety is generally lost from the streetscape due to the same building scale and form being replicated across multiple dwellings. Streets are also less enclosed due to side and front parking spaces, this does create space for front gardens and for landscaping within the street, however enclosure and density is reduced.

From the 1970s onwards residential housing has seen a rise in detached dwellings; most recent developments have seen a slight change in this trend with prescribed housing mixes again seeing semi-detached houses and short runs of terraces being built. Architecturally the dwellings are interpretations of the traditional aesthetic and achieve varying degrees of success in interpreting the historic precedent.

The use of plastic products to create bay windows, eaves detail, porches, windows, chimneys, doors and facing materials all detract from the high quality, honest materiality of previous eras. Dwellings are predominately 2 storeys with little variation in roofscape that can hamper legibility and add to the homogenous nature of new-build development, often appearing that dwellings have little relationship with each other within in street scene. Contemporary housing schemes continue to build in predominately red brick interspersed with features of buff brick and render coupled with grey or red roof tiles.

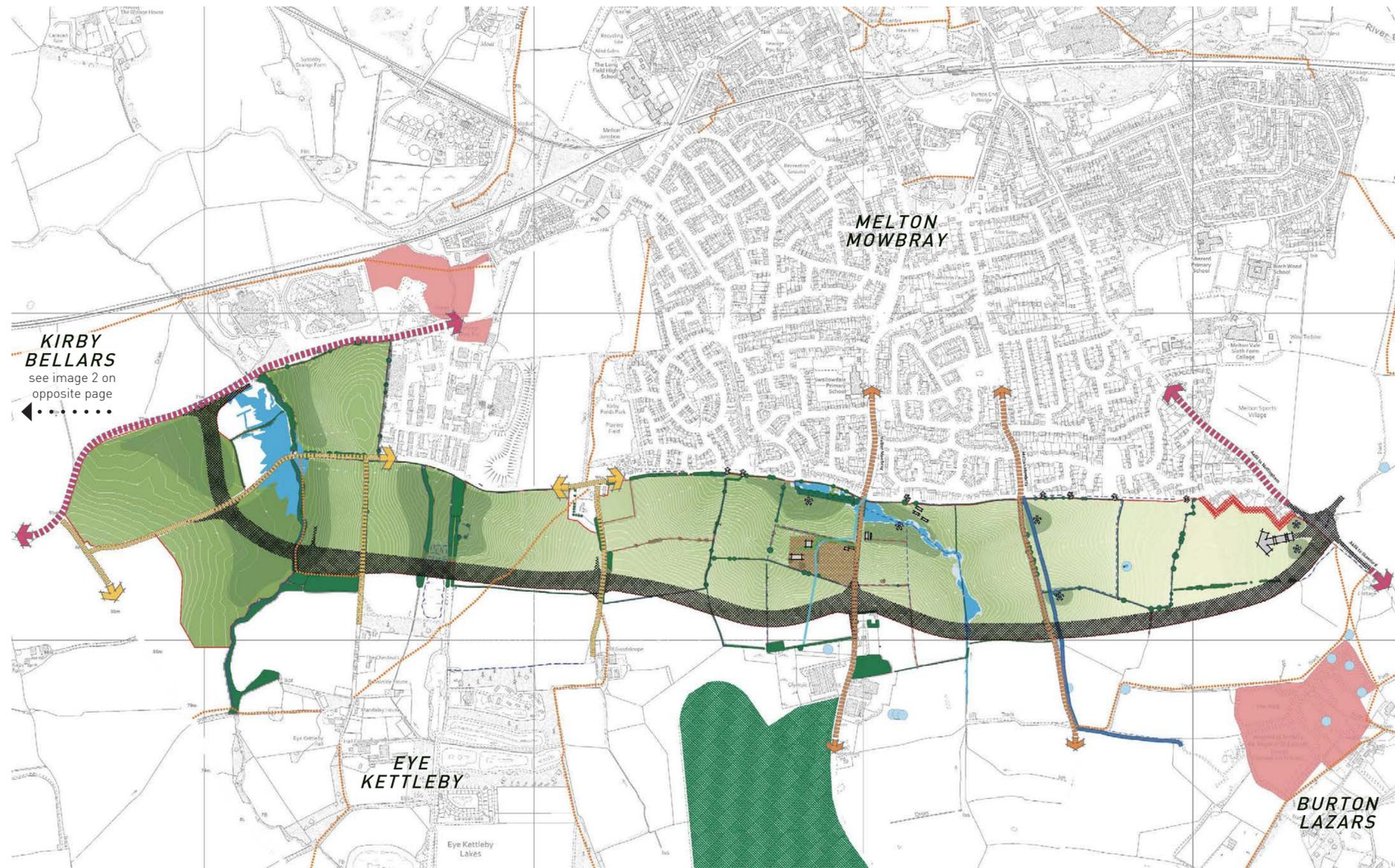
The National Design Guide provides information on how a holistic approach to Identity and Built Form should be taken to improve the new communities being created.

Over the lifetime of the development, building methods are likely to change in response to the climate change agenda and changes to building regulations. Design Codes for applications will be able to respond to and address these changes to accommodate modern methods of construction responding to these changes as the development progresses.

UNSUCCESSFUL MODERN INTERPRETATIONS



OPPORTUNITIES & INFLUENCES



**KIRBY BELLARS**  
see image 2 on opposite page

3.8 EXISTING SITE FEATURES

The Site photographs and Opportunities & Influences show The Site features that have influenced the development of the masterplan. The Site occupies a mix agricultural and grassland fields with road infrastructure around site edges and crossing The Site.

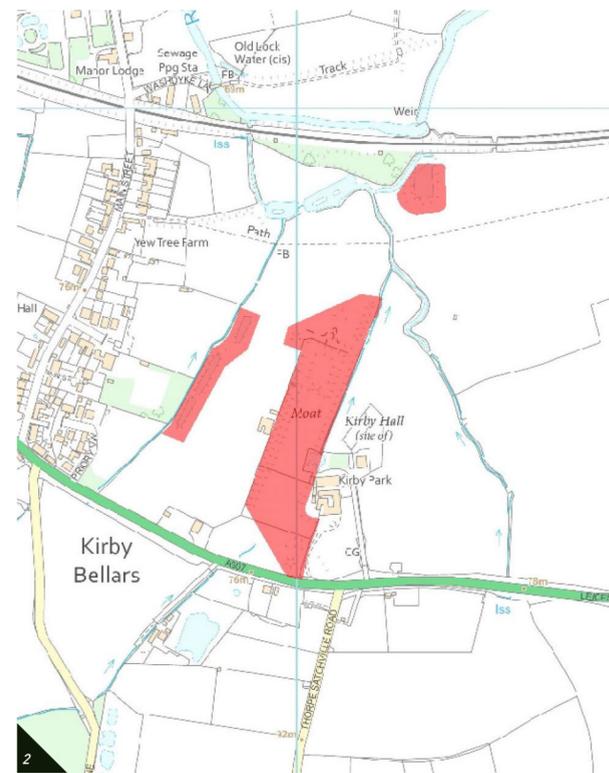
The network of trees and hedgerows breaks the 4km long site down into smaller areas which often correspond with land ownerships. Further dividing features in the form of Dalby Road and Sandy Lane dissect The Site in a north/south direction along with two watercourses; one in the central area of The Site that crosses Dalby Road and a second to the west that crosses Kirby Lane extending up to Leicester Road.

The Site is part of an undulating landscape that includes a small number of natural and man-made ponds on site low-points. The fields are generally featureless except for the trees and hedgerows, however to the west of Dalby Road is an existing council depot and to the east of Dalby Road is a small number of agricultural buildings.

Along the northern boundary Kirby Lane is a high traffic but low category road and there is no uniform relationship between the residential dwellings and the lane, with the majority of the housing backing on to the road contrasted with some of the more recent development off Camomile Road fronting or siding on to the Lane to improve the visual surveillance over the route.

As the photographs demonstrate, the undulating landscape presents filtered views of the settlement edge of Melton with trees being the predominant visual feature when viewed from Dalby Road, Kirby Lane or Sandy Lane. Public Rights of Way E9/2 crosses The Site and provides a long range connection to Gilpin Close and Kirby Fields Park to the north and continues to Eye Kettleby Hall and Kirby Road to the south-south-west. A shorter route E11/1 connects Kirby Lane to the access road for Eye Kettleby Hall across The Site.

1. The existing network of trees and hedgerows breaks up The Site
2. Scheduled Monument - Garden, moat and five fishponds at Kirby Bellars, west of The Site



Existing Topography	Potential Site Access	Flood Risk 1,000 Year Event	Public Right of Way
Site Low Point	Former Airfield Site	Sensitive Boundary	Potential Pedestrian Link
Melton Mowbray Distribution Road	Council Depot	Existing Buildings	Existing Trees & Vegetation
Existing A Roads A606/ A607	Existing Easement Severn Trent Water	Overground Utilities	Existing Pond Location
Existing Major Routes	Existing Water/Watercourse	Underground Utilities	Scheduled Monument
Existing Minor Routes	Flood Risk 100 Year Event	Potential Drainage Pond Location	

## Chapter 4 **MASTERPLAN**

- 4.1 THE VISION
- 4.2 THE MASTERPLAN

Chapter 4

MASTERPLAN

4.1 THE VISION

“The masterplans will help ensure the delivery of all of the development and infrastructure that is needed in each sustainable neighbourhood, and help ensure that they are well designed and laid out, and integrated into the existing urban fabric.”

[Melton Borough Council Local Plan]

The vision is for a comprehensive and coordinated new sustainable neighbourhood that will contribute towards the housing land supply and supporting community infrastructure needed for the current and future population of Melton Mowbray in-line with the vision set out by the Melton North Sustainable Neighbourhood.

The South Melton Sustainable Neighbourhood will create a high quality place which maintains and enhances the qualities and character of Melton Mowbray. Opportunities to link with the existing development to the north and providing a new gateway to the town on key arterial routes, the A607 Leicester Rd, A606 Burton Rd and B6047 Dalby Road will create a community embedded within the wider Melton Mowbray urban area.

LANDSCAPE-LED:

The design of the new neighbourhood will embed itself within the existing landscape framework where possible to ensure that existing habitats and features are not only retained but also enhanced.

COMMUNITY FACILITIES:

The residential development will be supported by new community facilities, including a local centre, secondary school, two primary schools, potential extra care facility, employment sites and allotment gardens. These facilities will create a vibrant, mixed community where people can meet, work and live within a sustainable, walkable development.

SUSTAINABLE TRANSPORT:

It will promote modal shift away from motor vehicles for short, local journeys. Instead a focus will be on walking, cycling and local bus services providing direct, safe routes to the local facilities being provided. This will promote well-being and social cohesion for new residents and provide the opportunity for children to walk safely to school and adults to commute sustainably to work.

MELTON MOWBRAY DISTRIBUTOR ROAD:

The road will allow for a revised transport strategy that not only assists the south of Melton but will also re-routing traffic away from the town centre. Successfully designed and implemented this goes hand in hand with sustainable transport and can remove rat runs, that provide safer environments for walking and cycling.



THE TEN CHARACTERISTICS OF A WELL-DESIGNED PLACE

4.1.1 Delivering the Vision

Drawing upon national and international research, there are key characteristics that contribute to the success of a new sustainable neighbourhood and what makes a great place to live.

In order to deliver the vision for The Site, the key characteristics as set out by the National Design Guide should be followed by all parties involved in the design approach for The Site.

- |               |                      |
|---------------|----------------------|
| 1) Context    | 6) Public Spaces     |
| 2) Identity   | 7) Uses              |
| 3) Built Form | 8) Homes & Buildings |
| 4) Movement   | 9) Resources         |
| 5) Nature     | 10) Lifespan         |

These National guidelines should be considered alongside the local guidance produced by Melton Borough Council.

The Melton Borough Design SPD sets out six core design principles that aims to localise the best practice guidance to support quality in the Borough of Melton. This guidance should be used throughout the planning and design process in conjunction with other best practice guidance to ensure that a well-rounded and high quality development is achieved. The six Core Design Principles highlighted are:

- 1) Working with Nature;
- 2) Making Room for Water;
- 3) Positive Public Spaces;
- 4) Accessible & Legible Streets;
- 5) Locally Distinctive Place; and
- 6) Adaptable & Resilient Buildings.

This report has been produced to set out how the detailed design of the Sustainable Neighbourhood should be developed and will ensure that the development of The Site is coordinated. The following sections of this document are to be used by developers to inform their approach to their subsequent planning applications and detailed design.

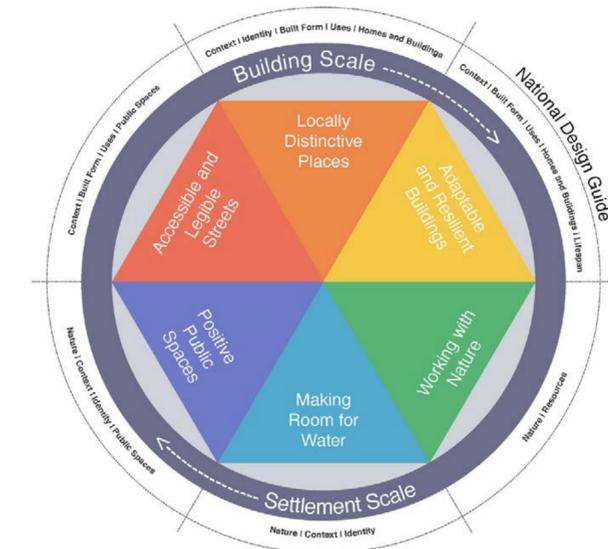
The response to The Site’s landscape features and character, its topography and views are important in terms of how the built form sits within its setting and the visual connections made with both the surrounding countryside and Melton Country Park.

A focal point, or series of features, be it the new primary school provision, one of the new community uses, a green or square will also be important in providing spaces for social gatherings and community events, whilst also aiding the legibility and sense of place of the new neighbourhood.

Another notable feature is how safe the new neighbourhood will feel, and that all streets, lanes, pedestrian/cycle routes and green spaces are overlooked to facilitate good natural surveillance. This in turn will contribute to the sense of a well-connected, walkable neighbourhood where the shared use of streets and lanes encourages slow vehicle speeds.

Creating a distinct character is also highly important, where building vernacular, use of local materials and a high quality of design plays a significant role.

Last, but not least, sustainability is to be a key consideration, by actively promoting energy efficient buildings, healthy and active lifestyles, enhanced wildlife habitats, and sustainable movement and drainage, in order to support the environment.



THE SIX CORE DESIGN PRINCIPLES FROM THE MELTON BOROUGH DESIGN SPD

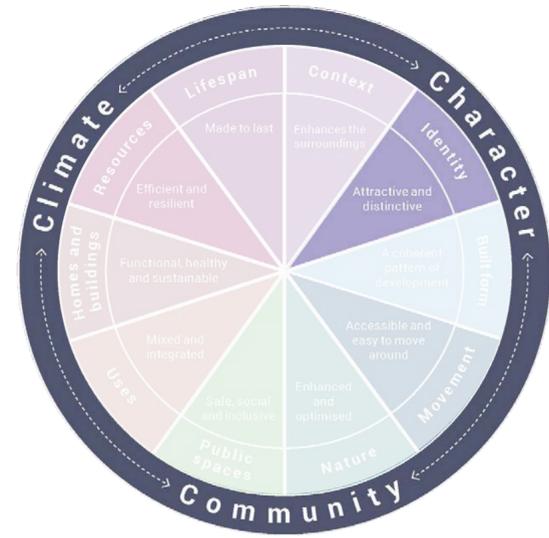
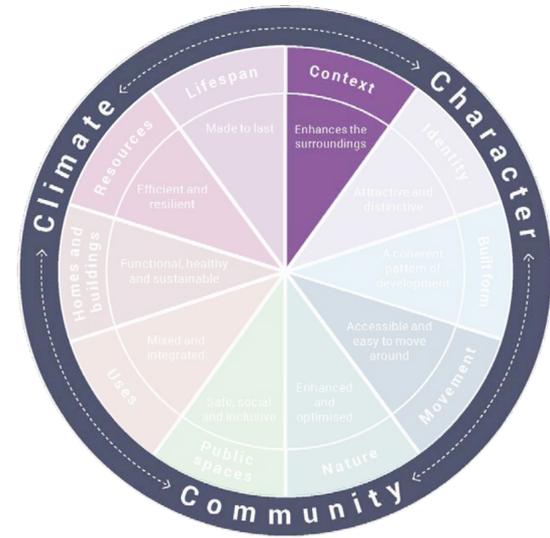
4.1.2 Design Quality through Best Practice

In developing this Masterplan document, best practice approaches have been followed. These publications include:

- National Planning Policy Framework (2021);
- The National Design Guide (2021);
- Building for a Healthy Life (BHL): A Design Toolkit for neighbourhoods, streets, homes and public spaces;
- Manual for Streets Guidance 2010 - Department for Transport;
- Active Design (2015) - Sports England;
- Lifetime Homes;
- Lifetime Neighbourhoods;
- Secured by Design; and
- Technical Housing Standards - Nationally Described Space Standard.

These best practice guidance and publications should continue to be used as guidance to achieve best practice design within all planning applications for The Site.

The design approach within The Site should also embrace emerging or replacement design guidance such as Melton Borough Council’s Design of Development SPD.



## IDENTITY

- Respond to existing local character and identity
- Well-designed, high quality and attractive
- Create character and identity

Buildings will be designed to reflect the traditional heritage of the centre of Melton Mowbray or provide high quality interpretations of traditional buildings methods. For example the extensive use of plastics as building materials is not a contemporary adaptation of traditional techniques, the focus should be on high quality materials and craftsmanship using simple materials such as stone, lead and brick.

Equally feature buildings should show an appreciation of the local heritage with limestone being the prominent alternative to redbrick, as opposed to buff brick. This should assist in creating a visually attractive development that remains in conversation with the more traditional areas of the town, whilst not trying to be a copy, the successful elements should not be ignored.

As a large masterplan it is important that there is a degree of continuity between development parcels, ensuring that key principles are established and carried through the development so that the masterplan reads as a coherent urban intervention. Examples include the use of similar high quality material finishes in the public realm and green infrastructure corridors that continue seamlessly between ownerships.

Buildings only form part of the urban environment, a wider strategy for the streets needs to focus on increasing enclosure of the streets (in-line with the local context) and creating space for plentiful tree planting along all route to respond to NPPF guidance.

At a detailed design stage the opportunities presented by the masterplan must be seized to ensure that internal vistas terminate at key buildings, that individual dwellings are appropriately detailed and that individual dwellings fit within streets as seamlessly as in the historic town centre.

## CONTEXT

- Understand and relate well to The Site, its local and wider context
- Value heritage, local history and culture

The masterplan works with the undulating topography with a primary road layout that seeks to work with the contours to reduce the amount of retaining structures and utilise the natural gradients for infrastructure such as drainage areas.

The retention of trees and hedgerows where possible creates a framework within which the development land uses can fit within, enhancing the features as part of a site wide green infrastructure strategy.

Movement links will utilise these retained features as legible way markers within The Site for pedestrian and cycle routes to follow, creating a safe and attractive network of pedestrian routes.

The masterplan will tie together the existing urban edge with the proposed masterplan, seeking out opportunity to integrate development areas and public open spaces together.

The creation of public open space corridors creates amenity throughout the masterplan not just for residents but also to enhance biodiversity. These green corridors that criss-cross The Site are built around existing natural assets and provide opportunities to create a variety of habitats.

A sensitive approach has been taken to minimise the impact on the setting of local historical designations and buildings. The MMDR is set within two large landscape belts, one to the north and one to the south of the road, providing a landscaped horizon for medium and long range views into The Site, assisting the wider landscape setting of sensitive features.

## BUILT FORM

- Compact form of development
- Appropriate Building Types and Forms
- Destinations

The masterplan makes efficient use of land by promoting one development that includes a range of uses and services in walking and cycling distance as opposed to urban sprawl.

The masterplan provides for extensions to existing sustainable transport networks, that link together key community facilities such as the Local Centre, three school and employment areas.

The masterplan is designed for a mix of building typologies to be included on site. With an average density of 35-38dph across The Site areas of The Site will need to deliver higher densities of around 45dph contrasted against lower density areas of 20dph where site levels are particularly challenging.

The range of densities allows for a diverse range of housing typologies to be asserted, as suggested by Melton Borough Council tightly crammed detached housing should not be a common typology across The Site. This will allow for the masterplan to meet the local housing need as set out by Policy C2 Housing Mix (Table 8) and Housing Mix and Affordable Housing Supplementary Planning Document.

To create key destinations, the Local Centre, Extra Care provision and Secondary School are centrally located either side of Dalby Road and all accessible by the Bus route through the development. Other land uses such as the two primary schools and employment sites are still joined to this key central area by the continuous primary green corridor that runs east to west through the masterplan linking residential areas across ownership boundaries.

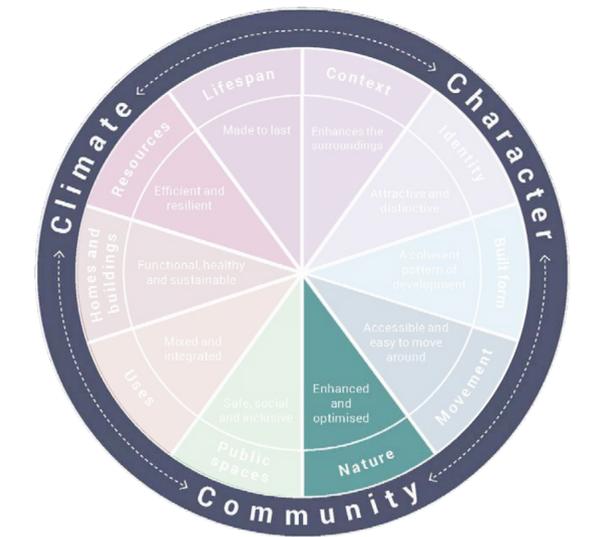
An inventive selection of housing typologies should be used that provides choice for local people beyond a 'standard product'. This variation provides opportunities to consider variations in building height and form when considering an apartment block when contrasted against a regular detached property.

## NATURE

- Provide high quality, green open spaces with a variety of landscape and activities, including play
- Improve and enhance water management
- Support rich and varied biodiversity

The new neighbourhood will provide a network of high quality, usable green spaces that work with the existing topography, retain existing features such as the watercourses through The Site, and Site's hedgerows and trees, and retain and enhance areas of ecological value.

A range of green infrastructure typologies of various sizes and locations across The Site will be high-quality, robust and designed to be adaptable over time. The green infrastructure will accommodate both existing and new landscape features, formal and informal play, space for exercise, and places for rest. They will cater for everyone, including people with disabilities, with a range of functions to suit diverse needs such as seating, play areas, educational opportunities, picnic areas and quiet spaces.



Public spaces will provide opportunities for interaction with the natural environment such as board walks, wildlife ponds and pond-dipping platforms as part of a SuDS strategy that seeks to mimic the natural water cycle and follow the 'treatment train' to protect and enhance water quality and minimise surface water run-off and the risk of flooding.

Biodiversity Net Gain is development that leaves biodiversity in a better state than before. The new neighbourhood will achieve a degree of net gain in accordance with Policy EN2 (Biodiversity and Geodiversity) of the Melton Local Plan.

The masterplan seeks to work with nature at every scale, starting with the retention and enhancement of existing features; the creation of continuous green corridor through The Site to enhance habitats; the protection of existing watercourses; and the planting of new woodland belts to mitigate against the MMDR route through to the smaller scale by integrating ecological features into all new built form and landscape development. Such measure to include, but not be limited to; bird boxes, bat boxes, hibernaculum, bug hotels and wildflower seeding.

## MOVEMENT

- An integrated network of routes for all modes of transport
- A clear structure and hierarchy of connected streets
- Well-considered parking servicing and utilities infrastructure for all users

As set out in the Melton Borough SPD the transport hierarchy should focus on walking, cycling, e-bikes and public transport as the primary modes of transport. This will ensure that contrary to recent planning and design, walking and cycling is given the most direct and convenient routes to encourage their safe year round use.

The masterplan creates a series of dedicated pedestrian and cycle routes through public open spaces, however these will be supplemented by segregated cycle infrastructure along the primary bus route, providing sustainable modes of transport with at least the same level of options and permeability as motor vehicles as outlined in LTN 1/20.

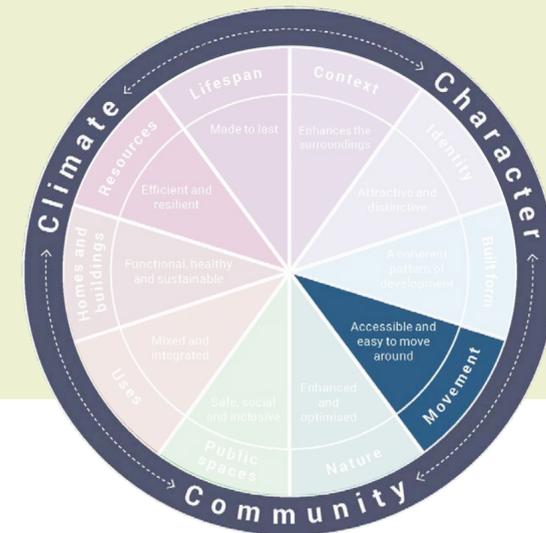
Routes also connect into the existing footpath network and destinations within Melton Mowbray. Additional permeability is created into Kirby Fields park, PROW E9 also connects with Kirby Fields Park and there are links to nearby play areas and toward Melton Sports Village. Cycle ways join the National Cycle Route 64 along a newly pedestrianised Sandy Lane.

A bus service will connect the neighbourhood to the town centre and local employment opportunities. Accessible bus stops to be located within a 5 minute (400 metre) walk from new residential areas on the Major Residential Access Road.

Indicative bus stops are shown on the Transport Network parameter plan. To establish a properly funded bus service for the SN there will be a co-ordinated approach to S106 funding.

Streets provide a major part of the public realm. A distinctive hierarchy of street types must be developed based on the principles of Manual for Streets and approved through a consultation process by Leicestershire County Council Highways that must include the Melton Borough SPD and NPPF requirements for tree planting, rain gardens and suitable parking solutions that minimise car parking within the street scene (on carriageway).

Road design should have the primary user, the pedestrian at its core, street designs focused around once weekly bin collections are not compatible with safe, accessible streets that prioritise walking, promote activity and social interaction.



1. Horsted Park, Kent (Proctor + Matthews Architects)
2. Marmalade Lane, Cambridge (Mole Architects)
3. Mature street trees on a residential street (Melton SPD)



## PUBLIC SPACES

- Create well-located, high quality and attractive public spaces
- Provide well-designed spaces that are safe
- Make sure public space support social interaction

Notwithstanding The Site's topography, gradients across The Site are to be kept to a minimum and steps in public space are to be avoided.

Public open spaces will be attractive and include play areas designed for a wide range of ages with inclusive play elements; areas for sports and exercise; community allotments; seating and accessible paths; dog walking routes; areas for relaxing; large areas for community gatherings and small local parks.

All streets and green spaces are designed as social spaces that feel safe for residents, visitors and passers-by. Dwellings to provide positive frontages and good natural surveillance to all public spaces.

A network of permeable movement routes will connect with the key areas of public open space, community facilities and surrounding destinations in order to create an integrated development that will support active life choices. The new community facilities will benefit from having accessible parking spaces.

## USES

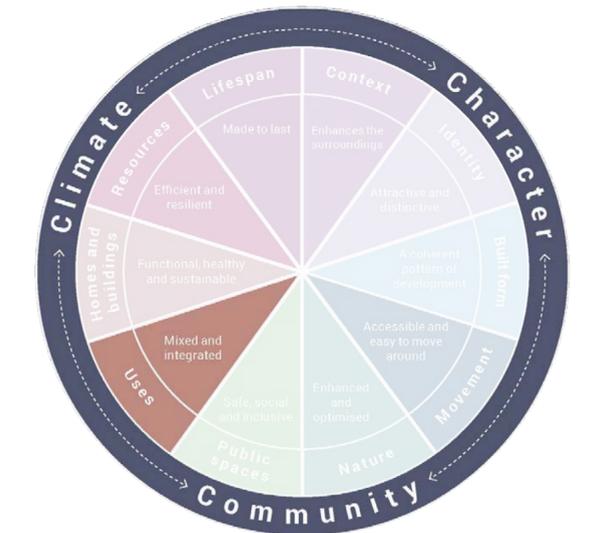
- A mix of uses
- A mix of home tenures, types and sizes
- Socially inclusive

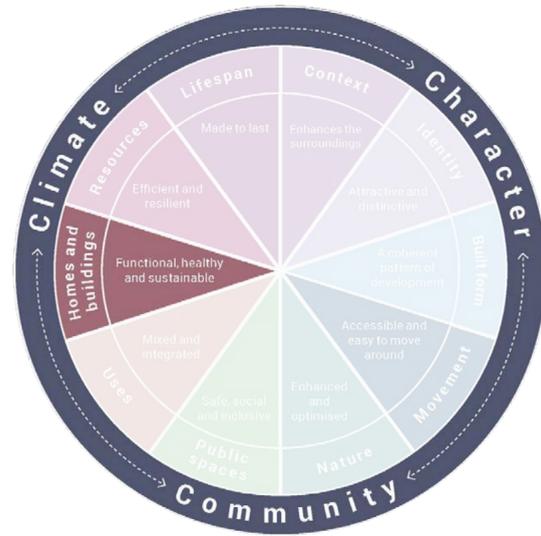
The Local Centre, schools and recreational spaces support the day to day lives of residents. Having these at the heart of the community provides a destination, encourage an active lifestyle and sense of community.

Employment land is proposed to the west of the masterplan area. This use sits within the context of the existing employment buildings of Beler Estate and businesses to the north of the A607. The employment land offers long term economic benefits to Melton Mowbray including the South SN and will provide employment opportunities within easy reach of new residential areas.

The new neighbourhood aspires to deliver up to 15% affordable housing, subject to viability, to meet the needs of the Borough. A mix of affordable tenures will be well-integrated throughout the development, and designed to the same high quality as the private dwellings to create tenure neutral homes and spaces, where no tenure is disadvantaged.

The primary and secondary schools proposed within the SN will contribute to a sustainable community, supporting families, helping to improve outcomes and life chances for children and young people, and promoting good progression routes to further or higher education and employment.





## HOMES & BUILDINGS

- **Healthy, comfortable and safe internal and external environment**
- **Well-related to external amenity and public spaces**
- **Attention to detail: storage, waste, servicing and utilities**

Where possible, dwellings will incorporate technologies, features or design techniques that provide energy efficiencies, are cost effective to run and help to reduce greenhouse gas emissions such as appropriate insulation, efficient heating systems and rain water harvesting.

Dwellings should be well designed and provide a good standard and quality of internal space. Dwellings are to meet National Space Standards. Developers should follow Lifetime Homes criteria, designing homes that are comfortable and convenient and support the changing needs of individuals and families at different stages of life.

Street trees and tree planting within gardens will be used influence the micro-climate, reducing energy costs for heating and cooling buildings. They will also remove pollution from the air and reduce urban heat island effect.

All areas of the development will have quality surfacing and plot frontages, well-considered movement routes and access to outdoor public open spaces for informal recreation.

The new buildings should front onto the public realm to create lively, active and well-supervised streets and public open spaces to provide natural surveillance and create an environment that feels safe.

The external design of the new dwellings in the new neighbourhood will pay careful attention to detail with a consistent approach to the appearance of items such as drainpipes, gutters and meter boxes.

Brick detailing, window surrounds, doors, porches and chimneys are to be used to provide design quality, variety, detail and interest across the development.

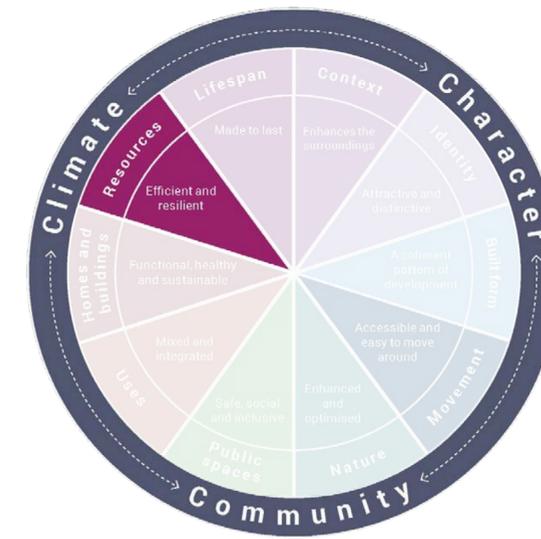
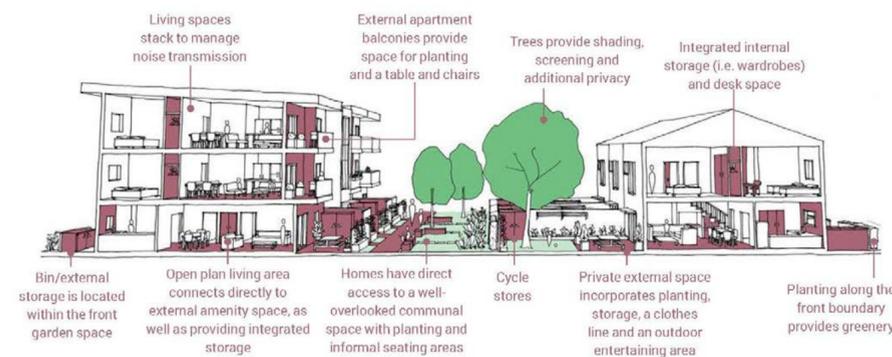
## RESOURCES

- **Follow the energy hierarchy**
- **Selection of materials and construction techniques**
- **Maximise resilience**

The development will promote energy efficient homes - with a fabric first approach where homes benefit from high levels of insulation, air tight construction, together with energy capture technology such as photovoltaics - thus reducing carbon emissions and contributing towards low cost living. Technologies such as Passivhaus should be used to go some way to starting to tackle the climate emergency declared by Leicestershire County Council. This approach is further endorsed by the Melton Borough SPD, 'Think Fabric First'. The development of The Site will accord with the following principles wherever possible to encourage sustainable use of materials:

- Use of recycled materials and products, including aggregates, where appropriate.
- Buy materials and products locally.
- Minimise use of non-renewable resources.
- Maximise resilience
- Avoid products whose manufacture, use or disposal causes harmful by-products.
- Choose materials with low embodied energy.
- Specify timber from independently certified, well managed forests bearing the Forest Stewardship Council (FSC) logo.

Below: Extract from 'Homes & Buildings', National Design Guide (2021)  
1. Caudale, Camden, London (Mæ)  
2. St James' Gate, Anstey (Davidsons Homes)



## LIFESPAN

- **Well-managed and maintained**
- **Adaptable to changing needs and evolving technologies**
- **A sense of ownership**

The new neighbourhood will be designed and brought forward so management and maintenance responsibilities are clearly defined for all parts of a development to retain the resilience, attractiveness and quality of the neighbourhood. Maintenance should be offered to the new community and or Melton Borough Council after an initial time period to enhance the connection between local people and place.

Soft landscape will be chosen to thrive without excessive maintenance. For example, wildflower meadow can be used in appropriate locations that require minimal maintenance and also contribute to wildlife and ecological enhancements

Melton Borough Council set out criteria within the SPD to follow including Flexible Ground Floors with appropriate floor to ceiling heights to allow for long term adaptation; Design for Life Stages to ensure that buildings are adaptable over time to a minimum Lifetime Homes Standard and Allow Room for Expansion to reduce the 'terrace effect'



## 4.2 THE MASTERPLAN

The Concept Masterplan has been designed in collaboration with stakeholders and the Local Planning Authority following a review of best practice guidance and an agreed vision for The Site. The distributor road has been designed by AECOM and undergone a period of design refinement in order to allow for the masterplan to fulfil its vision and as additional land has come available to overcome engineering challenges.

The masterplan creates a framework that provides all of the opportunities for future developers to create a successful community, this will need to be monitored to ensure that the key vision principles are responded to at every detail level.

## Chapter 5

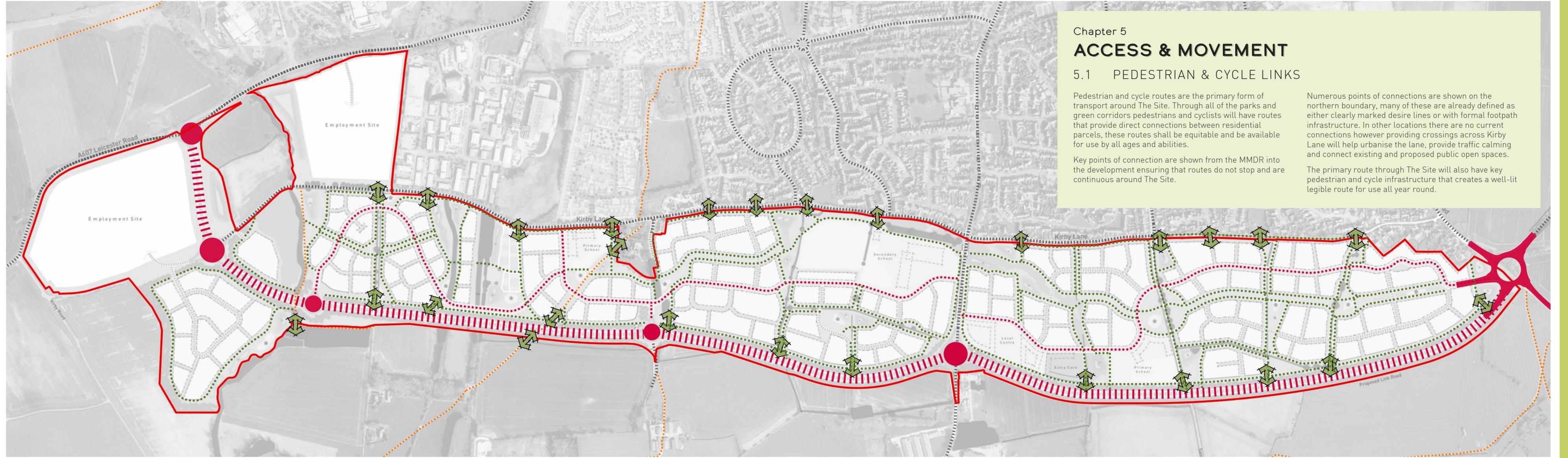
# ACCESS & MOVEMENT

5.1 PEDESTRIAN & CYCLE LINKS

5.2 VEHICULAR MOVEMENT

PEDESTRIAN & CYCLE MOVEMENT

- Existing Vehicular Route
- Melton Mowbray Distributor Road
- Pedestrian Links
- Pedestrian/ Cycle Provision along Primary Route
- Pedestrian Routes
- Existing Public Right of Way



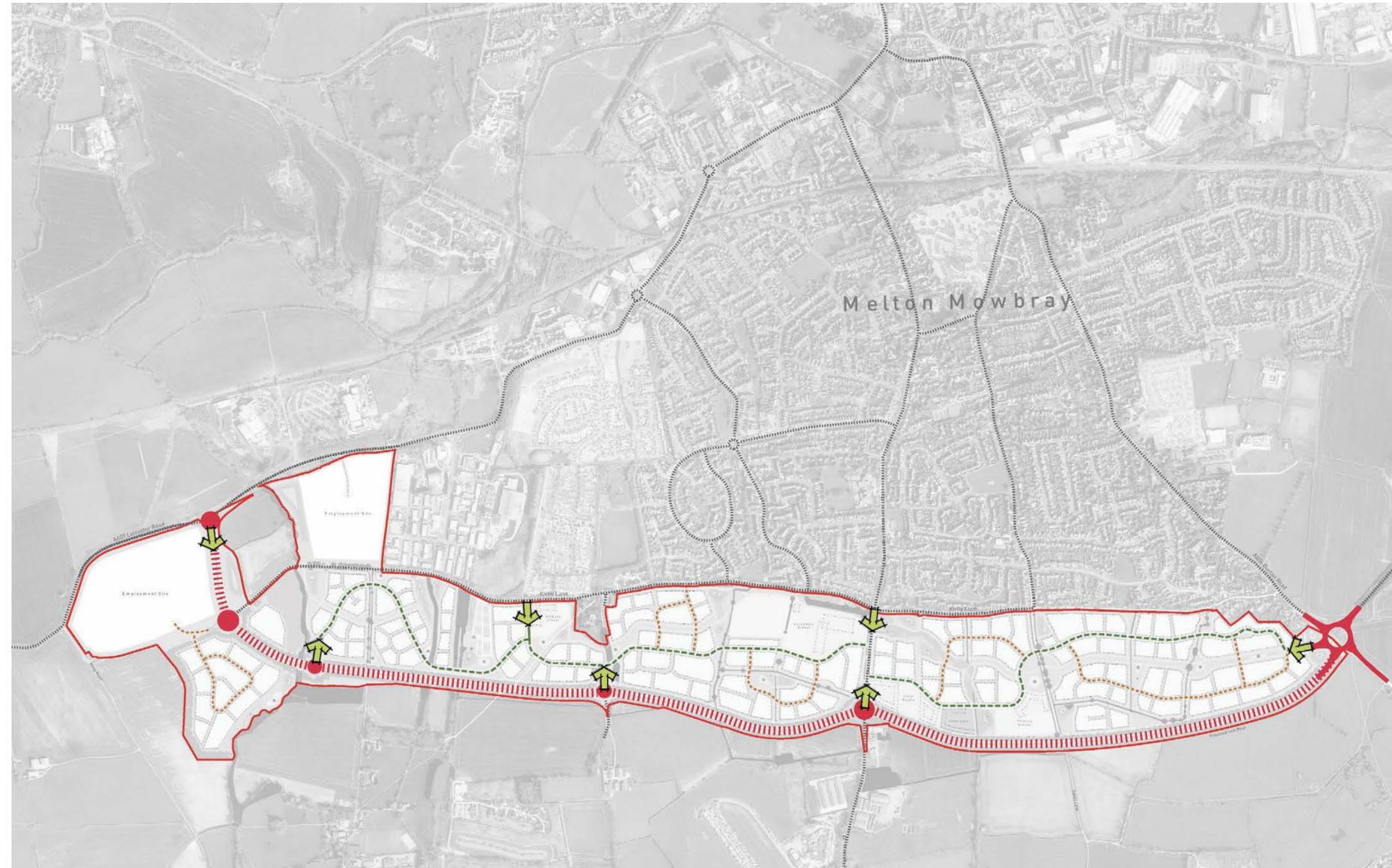
Chapter 5  
**ACCESS & MOVEMENT**  
5.1 PEDESTRIAN & CYCLE LINKS

Pedestrian and cycle routes are the primary form of transport around The Site. Through all of the parks and green corridors pedestrians and cyclists will have routes that provide direct connections between residential parcels, these routes shall be equitable and be available for use by all ages and abilities.

Key points of connection are shown from the MMDR into the development ensuring that routes do not stop and are continuous around The Site.

Numerous points of connections are shown on the northern boundary, many of these are already defined as either clearly marked desire lines or with formal footpath infrastructure. In other locations there are no current connections however providing crossings across Kirby Lane will help urbanise the lane, provide traffic calming and connect existing and proposed public open spaces.

The primary route through The Site will also have key pedestrian and cycle infrastructure that creates a well-lit legible route for use all year round.


**VEHICULAR MOVEMENT**


## 5.2 VEHICULAR MOVEMENT

The MMDR delivers 6 roundabouts along the southern boundary providing new or revised connections at:

- 1) **Burton Road**
- 2) **Dalby Road**
- 3) **North of Old Guadeloupe Farm**
- 4) **North of Eye Kettleby**
- 5) **Kirby Lane West**
- 6) **A607 Leicester Road**

The primary route through The Site is an east to west link that also utilises a short stretch of the existing Dalby Road alignment that will be upgraded for this new use. The bus route will be finalised with the assistance of a local provider with the route shown designed to provide close access for all residential dwellings to a bus route and/or stop.

As the main route through The Site and in line with design guidance and the NPPF, the bus route should be tree-lined and include a segregated cycle lane in accordance with the LTN 1/20 and the wider Melton Mowbray cycle strategy.

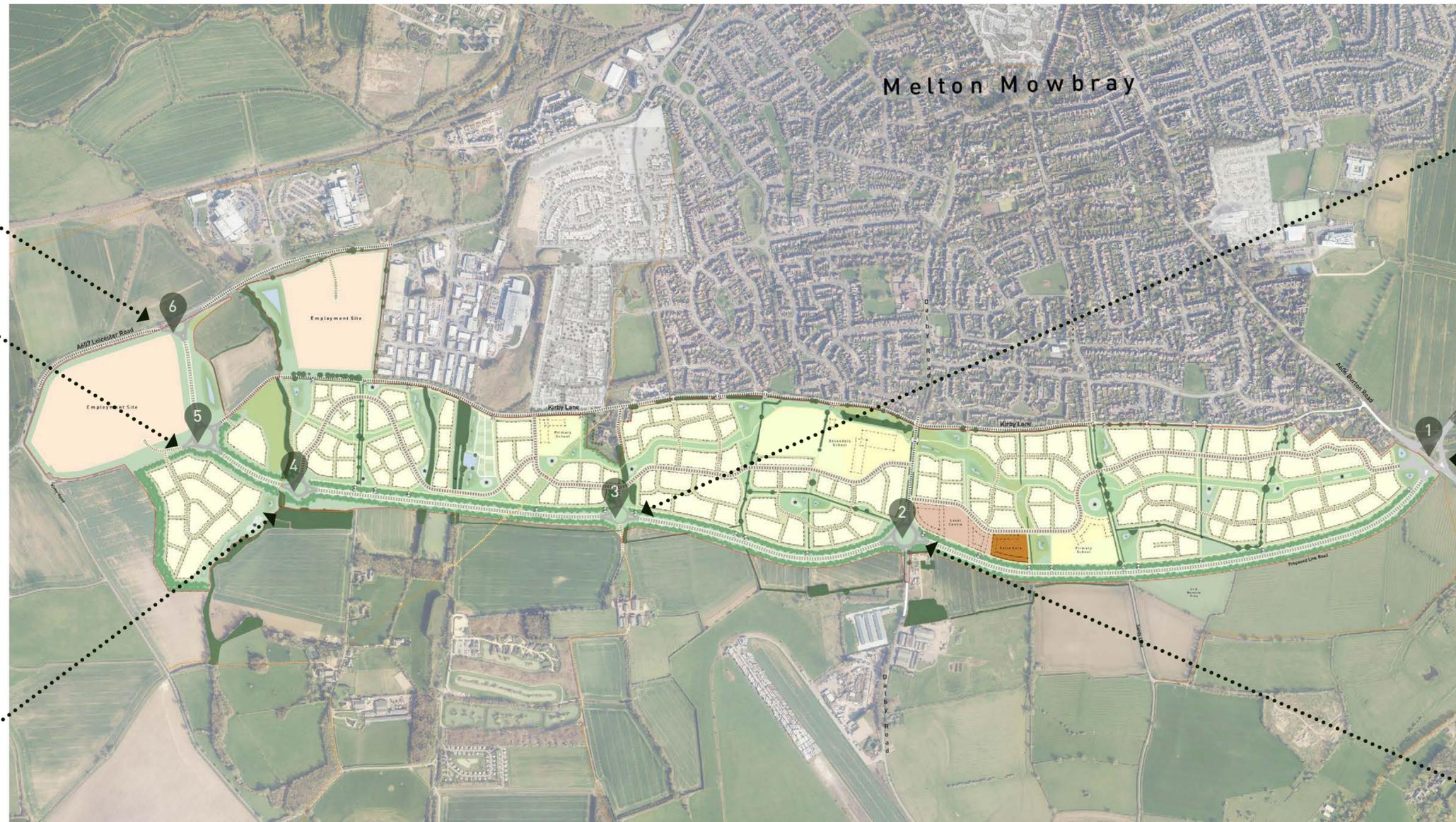
Where the parks and green corridors cross the vehicular route pedestrian priority junctions shall be provided. Illustrative Secondary routes are also shown that provide loops within the development parcels to create a legible network of streets.

Detailed proposals shall seek to create low traffic neighbourhood where pedestrian permeable filters replace thru roads for vehicles, emphasising pedestrian and cyclists as the primary form of transport.

### KEY

-  Existing Vehicular Route
-  Vehicular Access
-  Melton Mowbray Distributor Road
-  Primary/ Bus Route
-  Streets

Proposed Roundabout Locations



## Chapter 6

# GREEN INFRASTRUCTURE

- 6.1 PROVISION REQUIREMENTS
- 6.2 PARKS
- 6.3 YOUTH & ADULT RECREATION
- 6.4 GREEN CORRIDORS
- 6.5 PLAY AREAS

GREEN INFRASTRUCTURE CONCEPT

- Primary Green Links Parks
- Secondary Green Links Green Corridors
- Existing Green Links
- GCN Reserve Area



Chapter 6  
**GREEN INFRASTRUCTURE**

“Where there are identified local deficiencies in the quantity, accessibility and/or quality of open space, sports and recreational facilities, new residential development of 10 dwellings or more will be required to contribute towards their provision and/or enhancement, in accordance with the table below, subject to viability considerations.”

[Policy EN7 – Open Space, Sport and Recreation]

### 6.1 PROVISION REQUIREMENTS

The type of green infrastructure required are set out within the policy table below:

OPEN SPACE TYPOLOGY	STANDARD (ha/1000 population)
Parks and gardens	1.92
Natural and semi-natural greenspace	1.38
Amenity greenspace	0.77
Provision for children & young people	0.13
Allotments	0.38
Playing pitches	Requirement (ha/1000 population)
Football pitches	0.41

Green infrastructure plays a key role in the success of any community. The need to create spaces for all users must be paramount, ensuring that equitable and varied facilities are provided for everyone from children to the elderly including those who may have physical or mental conditions.

Public open space provides the stage upon which daily life can play out and is the most successful way to create identity and community spirit. The health and well-being benefits are only equalled by those benefits to the climate and biodiversity. Open spaces are also proven to provide house price uplift and greater investment values and are placed at the forefront of the masterplan proposals.

The masterplan provides a quantity of open space in the region of 45-50Ha. This is before tree planting along streets, within school playing fields and within employment areas is considered. The quantity exceeds the amount of space set out in the table, however due to the topography certain typologies are not provided on site, for example playing pitches.

### 6.2 PARKS

A linear park is proposed east to west that runs the full length of The Site connecting all of the key development areas with a continuous public open space. This is proposed as an interactive route that includes a number of plays spaces spread throughout the space, these could be formal or informal be should cater for a range of ages.

This will provide a recreational route to exercise, walk the dog or catch up with friends and be made up of a variety of formal and natural planting types to provide interest along the 4km route. As the route meanders through The Site it will also incorporate drainage areas which should be designed to integrate within the public open space as opposed to being sectioned off.

The park will also serve a practical function as a key vehicle free pedestrian and cycle route and as such should have a segregated cycle route along its route to link the residential development to the schools, local centre and employment areas.

### 6.3 YOUTH & ADULT RECREATION

In terms of youth/adult recreation, contributions are expected from the development towards the creation of a new well-being, health and leisure hub at Melton Vale Post 16 school that will provide new indoor and outdoor recreation facilities for the town.

### 6.4 GREEN CORRIDORS

A series of green corridors are proposed that are primarily designed to protect existing trees and hedgerows and are aligned north/south in contrast to the main park. These routes will include pedestrian footpaths to promote sustainable movements around The Site and link the MMDR to the south with Kirby lane to the north. These corridors will have a focus on enhancing the existing features, looking for ways to improve biodiversity and long term management of these natural assets.

1. SUDs with an appropriate building setback (Melton SPD)
2. Safe and walkable streets (Melton SPD/ Living Streets)
3. Play space, Accordia, Cambridge (Feilden Clegg Bradley)

4. Linear park, Lesnes to Crossmead (Untitled Practice)
5. Exemplar SUDs, Conkers Forest Park, Derbyshire (FPCR)
6. Mown footpath, Cranbrook New Town, Devon (FPCR)



**PUBLIC OPEN SPACES**

- Public Open Space
- Existing Watercourse
- Drainage Pond Location
- Allotments
- Existing Trees & Vegetation
- Play Space



### 6.5 PLAY AREAS

A series of play areas are shown around The Site, ensuring that all residential development is covered by at least one play space and with the opportunity for children to safely get to more than one play space via the parks and green corridors.

These facilities should be natural in appearance and not a formulaic set number of individual play pieces set within a tarmac surface. The play spaces will have variety to cater for all ages with equipment equivalent to a NEAP/MUGA available for young adults.

Equally important is informal space where the opportunity to kick a football around is encouraged away from the curated play of designated play areas.

Play spaces should be fun, engaging and promote exploration and think about including water, nature and natural materials to stimulate the mind of children and create a visually attractive destination that does not detract from the housing development.

## Chapter 7 **LAND USES**

- 7.1 RESIDENTIAL AREAS
- 7.2 LOCAL CENTRE & EMPLOYMENT
- 7.3 EDUCATION FACILITIES



## RESIDENTIAL PARCELS



## Chapter 7

**LAND USES**

## 7.1 RESIDENTIAL AREAS

The concept masterplan demonstrates the delivery of 1975 homes at an average density of 36.5dph across The Site. The residential areas are indicatively divided up by lower category streets and lanes as part of the masterplan however these are subject to changes at detailed design stage and when The Site topography is assessed further.

The masterplan shows how a series of regular perimeter blocks are created, ensuring that housing faces out on all sides with enclosed private amenity space, this not only allows for the efficient use of land but also create legible streets that are easy to navigate.

The average density will require higher and lower density areas that developers will need to consider as part of future applications. It is important that higher density areas use different housing typologies such as terraces and apartments and do not use the same housing mix simply more tightly arranged as a way to achieve density.

Streets should be highly enclosed by residential development ensuring that there is high level levels of surveillance over not only vehicular routes but also public open spaces. This also is part of the identity of Melton Mowbray Town Centre.

### 7.1 RESIDENTIAL AREAS (CTD)

The Melton Borough SPD breaks down the assessment and creation of urban areas into a series of characteristics, at a detailed design stage this should be used in conjunction with the National Design Guide and assessed against Building for a Healthy Life to ensure that proposals achieve the required standard to be part of the new neighbourhood.



#### EXTRACTS FROM THE MELTON BOROUGH DESIGN SPD

**Major Residential and Mixed Use**

**Cluster Local Services**  
Cluster shops, services, education and local employment close to public transport, walking and cycling infrastructure (including secure bike parking) creating walkable neighbourhoods. Residential use can be accommodated on upper floors. Where on-street or on-plot car parking cannot be provided this can be accommodated to the rear, subject to natural surveillance from adjoining properties. Place higher density housing close to local services with a taller building forms.

**Get the Parking Right**  
Provide sufficient off-street parking without relying on tandem parking for day to day usage. Tandem parking may be used for occasional visitor parking. Provide as much front garden as possible and use a suitable boundary treatment, such as a hedge or low wall, preventing cars dominating the street scene. Ensure that access for all is maintained to the front door. Please see the Residential Parking Guidance for more information. Note garages are not counted as parking spaces.

**Provide Adequate Waste Storage**  
Ensure that provision is made for bins and recycling storage. This should be provided in the locations identified, away from doors and windows wherever possible. Waste storage provision can be integrated with the boundary treatment and landscaping can be used to ensure that this does not dominate the street scene. Storage is an opportunity to create a green roof that intercepts rainwater and provides a new habitat, whilst also disguising the unit.

**Create Streets and Frontages**  
A strong frontage with a suitable boundary treatment provides a sense of place and enclosure and ensures natural surveillance over the street. Avoid gable on forms unless these are to provide expression and if used these should directly edge the pavement whilst avoiding creating a tunnel effect. Towards the edge of the development, approaching the countryside, set frontages back and create a wider verge of public open space to reveal views and provide a transition.

Melton Borough Design SPD | 20

**Major Residential and Mixed Use**

**Provide Street Trees**  
Avoid highway dominated developments by incorporating trees, bioswales and green verges. Street trees provide solar shading improve air quality and intercept rainwater. Species should be chosen in consultation with the Council's arboriculturalist. Trees contribute to developing a hierarchy of streets, assisting in wayfinding and orientation. In public spaces plant trees in clusters. Trees should be managed to ensure highway safety.

**Soften the Countryside Edges**  
Use private shared drives to soften the settlement edge where it meets the countryside. Up to six properties can be served in this way. Ideally, as in the layout illustrated, three properties either side is preferable as this reduces the distance required to place waste and recycling for collection. Where public access for walking and cycling is required around the development this must be provided separately with adequate natural surveillance.

**Bringing it all Together**

Melton Borough Design SPD | 21

**Minor Residential and Infill**

**Respect the Building Line**  
Every context has a building line or a predominant distance from the frontage to the edge of the pavement. New development should, unless in exceptional circumstances, respect the building line and not be in front of or behind this. Exceptions to this might be where the proposed building is turning a corner, has a use that requires direct access such as a shop or a public building where a forecourt may be desirable to accommodate gatherings.

**Don't Let Parking Dominate**  
In many contexts, for example village centres, buildings are sited on the edge of the pavement. New development should accommodate parking to the side or the rear in these circumstances and not define the design approach through the creation of on-site parking on the frontage. In all contexts parking should not dominate the street scene and must be screened by boundaries and landscaping. For more information please see the Appendix - Residential Parking Guidance.

**Connect New and Existing Communities**

Melton Borough Design SPD | 22



HIGH DENSITY



MEDIUM DENSITY



LOW DENSITY



LOCAL CENTRE & EMPLOYMENT

Local Centre    Extra Care    Employment



### 7.2 LOCAL CENTRE & EMPLOYMENT

The Local Centre is centrally located within the masterplan and directly accessible from the proposed bus route to encourage sustainable journeys. The Site is large enough to have a public realm space integrated within a parade of retail units, flexible office spaces, community facilities such as a village hall or medical satellite office. A mix of proposed uses will ensure the space is illuminated by activity throughout the day and into the evening and should further be enhanced by providing opportunities for flexible/ 'pop-up' or independent retailers to set up within the public realm in a contemporary market format.

For health provision Melton Borough Council have taken the next steps to establish whether there is a viable option to develop a joint health and leisure park at Melton Vale post 16 school which could include a second GP surgery for Melton. Contributions may therefore be sought from the South Sustainable Neighbourhood towards this new health facility.

7.2 LOCAL CENTRE & EMPLOYMENT (CTD)

Following the townscape study, the local centre should seek to interpret the best aspects of the Melton Mowbray town centre:

- Pedestrian and public realm spaces over parking and cars, with deliveries and refuse carefully considered.
- 2, 2.5 and 3 storey dwellings creating an interesting roofscape
- Individual building with narrow frontages joined together to create a high level of enclosure with activity on more than merely ground level.
- High quality materials, cycle parking and benches alongside places to dwell to encourage the community to take ownership over the space.
- Introduce a high degree of landscaping, such as trees in tree pits and raised planting beds.

The same principles should be followed when considering the design of the Extra Care residential dwellings, these should take inspiration from Melton Town Centre and seek to create a 'street' feel rather than a large, single floorplan block associated with medium sized convenience retailers.

The Leicester and Leicestershire Local Enterprise partnership will create a Manufacturing Zone (MZ) in and around Melton Mowbray.

Iceni Projects Limited were commissioned in Spring 2020 to undertake a Feasibility Study. The purpose of the study was to sustain and grow food and drink manufacturing in Melton Mowbray by identifying an attractive portfolio of land combined with support, based on demand analysis and feasibility work.

The following documents were prepared by Iceni Projects Limited on behalf of Melton Borough Council.

- Stage 1 report Melton Manufacturing Zone (MAZ) Feasibility Study (assembly of Baseline Data);
- Stage 1 Overview of Identified Sites Melton Mowbray: Manufacturing Zone, January 2020;
- Stage 2 Report, Melton Manufacturing Zone (MAZ) Feasibility Study, February 2020;
- Stage 2, Development Options for the Melton Mowbray Manufacturing Sites, February 2020 (preparation and presentation of Options, drawing on the evidence identified in Stage 1);
- Stage 3 Report, Melton Manufacturing Zone (MZ), March 2020;
- Stage 3 Strategy Note, Melton Manufacturing Zone (MZ) Feasibility Study, February 2020; and
- Stage 3 development options - design assessment of sites, Melton Mowbray Manufacturing Sites, March 2020.

**REPORT FINDINGS**

Potential distribution of buildings on The Site will be –

- A) Medium to large commercial units to the west of The Site.
  - The land in this part is relatively flat and less undulating.
  - This part of The Site is lower than the rest and is well screened.
  - The buildings could be up to a maximum eaves height of 25m.
- B) Small to medium commercial units to the north and east of The Site.
  - The land rises in this part with the highest part of The Site in the north.
  - This part of The Site could accommodate buildings that are lower, up to a maximum eaves height of 15 meters, to ensure visual mitigation. This will help with the screening of the industrial area from the housing, to the north of The Site.

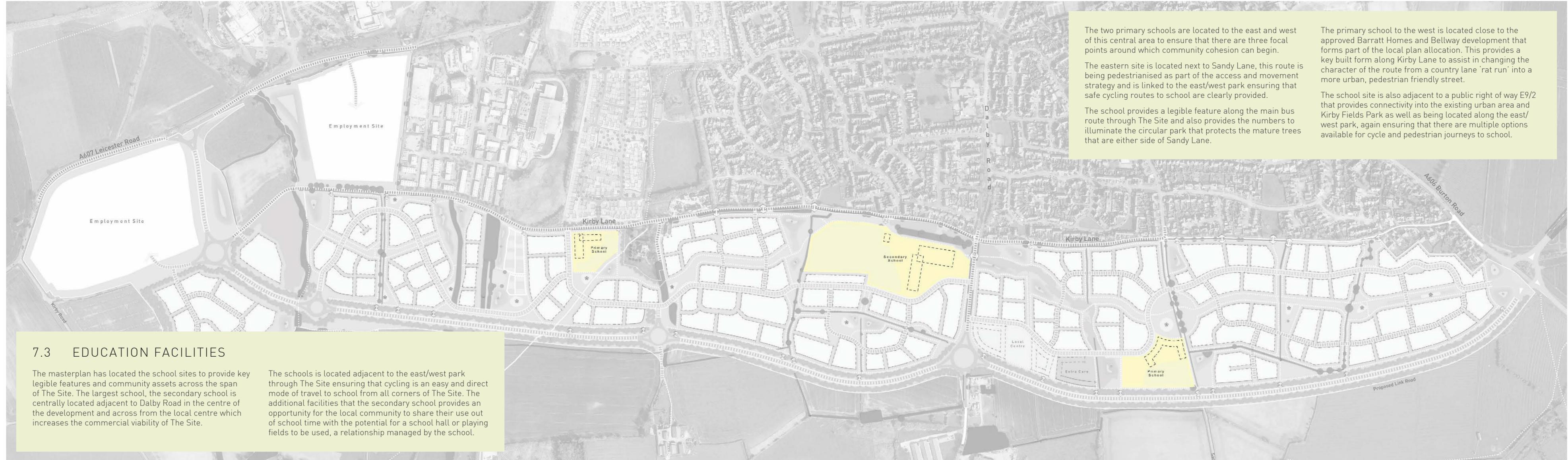
1. Melton Mowbray High Street  
2. Lot 1, Eddington, Cambridge (Wilkinson Eyre Architects)  
3. Kingswood Parks, Hull (Framework Architects)  
4. Melton Mowbray Town Centre

5. Kingswood Parks, Hull (Framework Architects)  
6. Local centre with walkable streets (Melton SPD/ Living Streets)



EDUCATION FACILITIES

School Area      Playing Fields



The two primary schools are located to the east and west of this central area to ensure that there are three focal points around which community cohesion can begin.

The eastern site is located next to Sandy Lane, this route is being pedestrianised as part of the access and movement strategy and is linked to the east/west park ensuring that safe cycling routes to school are clearly provided.

The school provides a legible feature along the main bus route through The Site and also provides the numbers to illuminate the circular park that protects the mature trees that are either side of Sandy Lane.

The primary school to the west is located close to the approved Barratt Homes and Bellway development that forms part of the local plan allocation. This provides a key built form along Kirby Lane to assist in changing the character of the route from a country lane 'rat run' into a more urban, pedestrian friendly street.

The school site is also adjacent to a public right of way E9/2 that provides connectivity into the existing urban area and Kirby Fields Park as well as being located along the east/west park, again ensuring that there are multiple options available for cycle and pedestrian journeys to school.

**7.3 EDUCATION FACILITIES**

The masterplan has located the school sites to provide key legible features and community assets across the span of The Site. The largest school, the secondary school is centrally located adjacent to Dalby Road in the centre of the development and across from the local centre which increases the commercial viability of The Site.

The schools is located adjacent to the east/west park through The Site ensuring that cycling is an easy and direct mode of travel to school from all corners of The Site. The additional facilities that the secondary school provides an opportunity for the local community to share their use out of school time with the potential for a school hall or playing fields to be used, a relationship managed by the school.

## Chapter 10

# DELIVERY & PHASING

- 10.1 BACKGROUND
- 10.2 PRINCIPLES FOR DEVELOPER CONTRIBUTIONS
- 10.3 EDUCATION PROVISION
- 10.4 PHASING & TIMESCALES

Chapter 10

## PHASING & DELIVERY

### 10.1 BACKGROUND

A key purpose of this Masterplan document is to enable the delivery of the MSSN, one of the key strategic allocations in the Melton Local Plan. Deliverability has been a key consideration as the masterplan proposals for The Site have been prepared in conjunction with developer and landowner interests.

This chapter sets out the proposed phasing and delivery strategy to ensure that the Masterplan is deliverable and achievable in accordance with the overall Local Plan timescales and policy framework.

The key considerations in establishing the phasing and delivery strategy are;

- the general compliance with Melton Local Plan Policy SS4 and other relevant policies and objectives of the plan;
- land ownership and developer interests;
- the timing of delivery of key community facilities;
- the revised requirements for educational facility provision on The Site as requested by Leicestershire County Council as Education Authority;
- the timing of physical infrastructure in relation to access to phases of development, the principal street network and drainage and relationship to the timing of delivery of the Southern Distributor; and
- viability of the development as a whole and of individual phases.

Given the size of The Site it will be delivered over an number of years. The following phasing and delivery strategy may therefore need to be reviewed and updated over the lifetime of the project to deal with unforeseen circumstances such as changing market conditions. Any changes to the strategy will require the agreement of Melton Borough Council.

### 10.2 PRINCIPLES FOR DEVELOPER CONTRIBUTIONS

The main principles for developer contributions are set out below, with details to be included as part of future planning applications and associated Section 106 agreements:

- planning applications for each land parcel will be expected to accommodate the required infrastructure within the development in accordance with the Masterplan and Phasing Plan; and
- land for the proposed primary schools and secondary school will be transferred to Leicestershire County Council as Education Authority, with the option for developers to deliver the schools for transfer in accordance with relevant Section 106 agreements.

### 10.3 EDUCATION PROVISION

The Masterplan proposals include the provision of two primary schools and a secondary school. As primary school capacity in Melton Mowbray is limited, the County Council will need land transferred for each proposed primary school at around 250 dwellings being occupied where they are reasonably related to each primary school site. It is expected that the primary school off Sandy Lane would be the first school provided.

The secondary school land will need to be transferred to the County Council at around 700 dwelling occupations to allow physical provision at around 800-900 occupations. The requirement for the secondary school will be critical to meet needs generated by the development alongside demand from the wider catchment area.

Melton Borough Council approved its Developer Contributions SPD on the 23rd September 2021. This will guide the approach to developer contributions for The Site. Table 1 in the SPD sets out the Prioritisation of Infrastructure in Policy IN3 with priority 1 categories being strategic highways infrastructure and Education and priority 2a being affordable housing and local highways infrastructure. The SPD is a material consideration in establishing developer contributions through planning applications for the development.

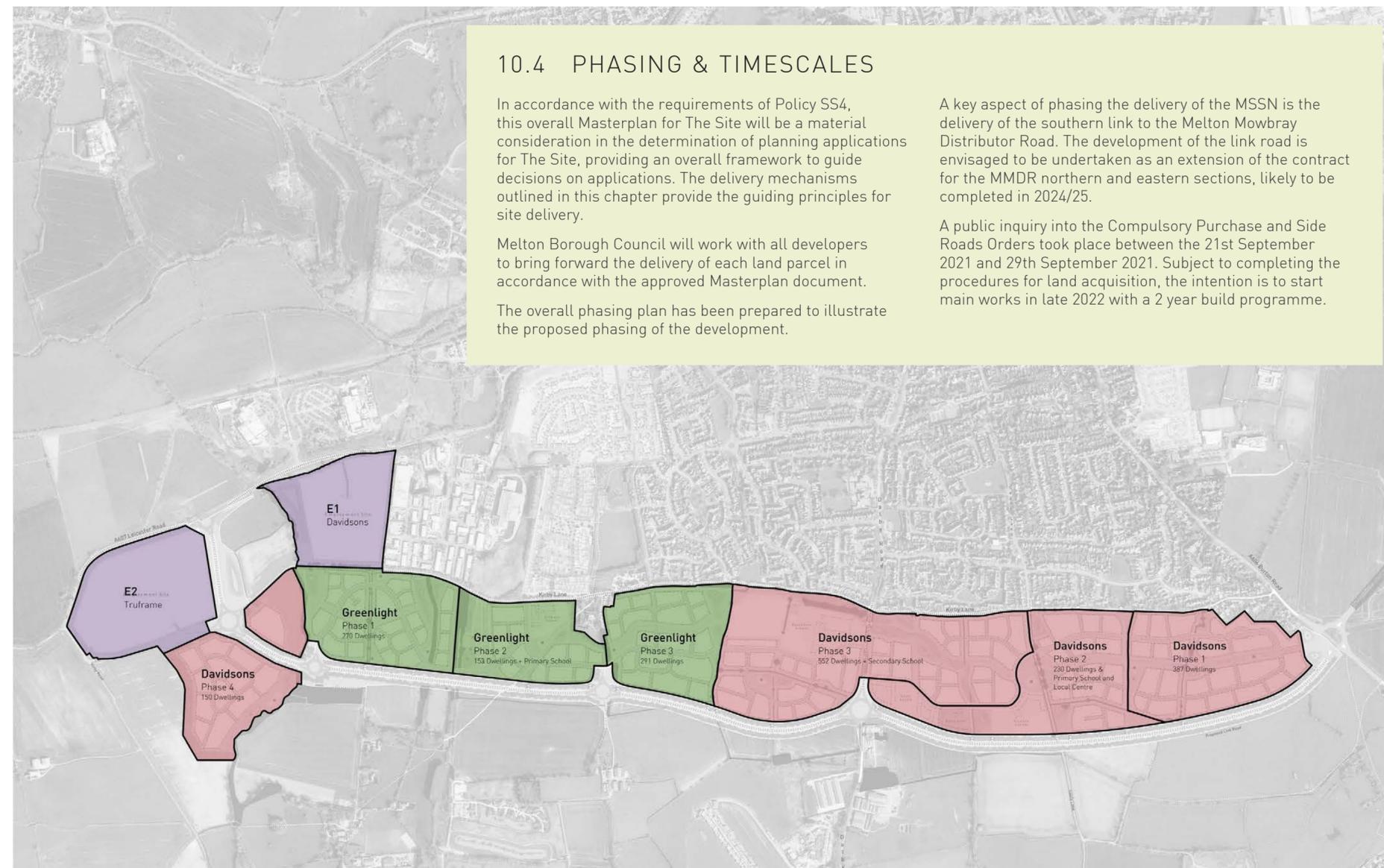
Leicestershire County Council's Planning Obligations Policy, July 2019 provides guidance on obligations which may be sought by the County Council including libraries, waste management and sustainable transport incentives.

Melton Borough Council's SPD includes a map showing the differing education roof tariffs in the Borough. Funding will be secured in accordance with Leicestershire County Council's Developer Contributions Policy, July 2019. Planning applications will need to accord with the Planning Obligations Policy relevant at the date of determination.

The proposed phasing for the development is set out in the Phasing Plan on the following pages. For each phase drainage will be accommodated in that phase. In designing drainage proposals for the southern link road, any loss of developable land should be minimised wherever possible.

### PHASING PLAN

- Greenlight
- Employment (Davidsons / Truframe)
- Davidsons



### 10.4 PHASING & TIMESCALES

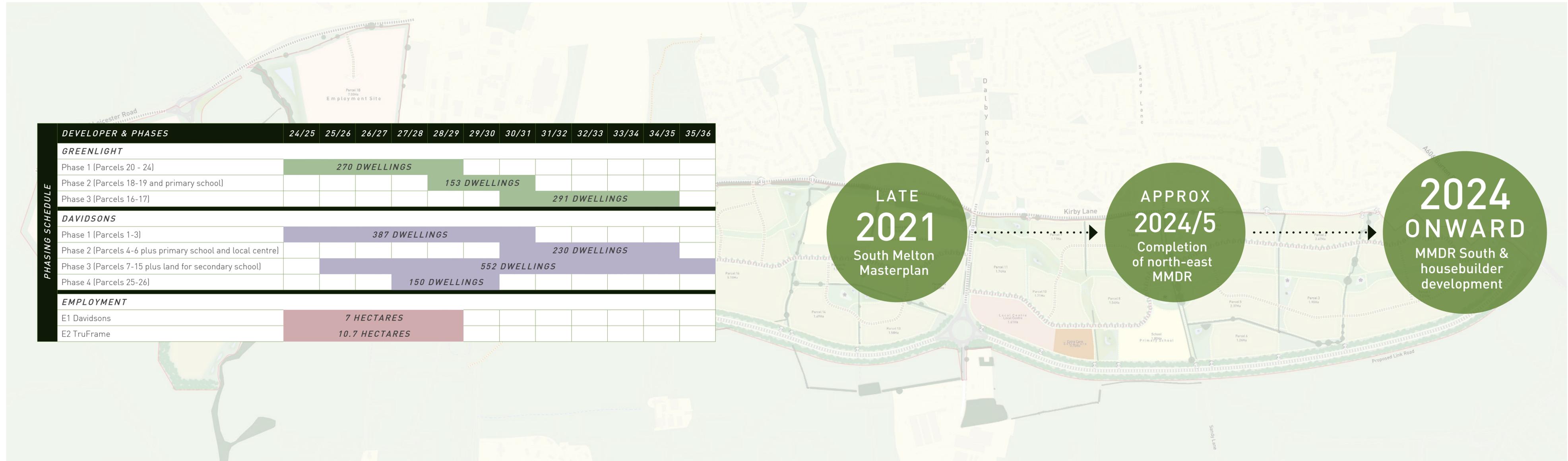
In accordance with the requirements of Policy SS4, this overall Masterplan for The Site will be a material consideration in the determination of planning applications for The Site, providing an overall framework to guide decisions on applications. The delivery mechanisms outlined in this chapter provide the guiding principles for site delivery.

Melton Borough Council will work with all developers to bring forward the delivery of each land parcel in accordance with the approved Masterplan document.

The overall phasing plan has been prepared to illustrate the proposed phasing of the development.

A key aspect of phasing the delivery of the MSSN is the delivery of the southern link to the Melton Mowbray Distributor Road. The development of the link road is envisaged to be undertaken as an extension of the contract for the MMDR northern and eastern sections, likely to be completed in 2024/25.

A public inquiry into the Compulsory Purchase and Side Roads Orders took place between the 21st September 2021 and 29th September 2021. Subject to completing the procedures for land acquisition, the intention is to start main works in late 2022 with a 2 year build programme.



DEVELOPER & PHASES		24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	32/33	33/34	34/35	35/36
<b>GREENLIGHT</b>	Phase 1 (Parcels 20 - 24)	270 DWELLINGS											
	Phase 2 (Parcels 18-19 and primary school)					153 DWELLINGS							
	Phase 3 (Parcels 16-17)							291 DWELLINGS					
<b>DAVIDSONS</b>	Phase 1 (Parcels 1-3)	387 DWELLINGS											
	Phase 2 (Parcels 4-6 plus primary school and local centre)							230 DWELLINGS					
	Phase 3 (Parcels 7-15 plus land for secondary school)		552 DWELLINGS										
	Phase 4 (Parcels 25-26)				150 DWELLINGS								
<b>EMPLOYMENT</b>	E1 Davidsons	7 HECTARES											
	E2 TruFrame	10.7 HECTARES											

LATE  
**2021**  
South Melton  
Masterplan

APPROX  
**2024/5**  
Completion  
of north-east  
MMDR

**2024  
ONWARD**  
MMDR South &  
housebuilder  
development



DESIGN



ENVIRONMENT



PLANNING



ECONOMICS



HERITAGE

[pegasusgroup.co.uk](http://pegasusgroup.co.uk)



Pegasus Group  
4 The Courtyard  
Church Street  
Lockington  
Derbyshire  
DE74 2SL

[www.pegasusgroup.co.uk](http://www.pegasusgroup.co.uk) | 01509 670806



**Melton  
Borough  
Council**

Melton Borough Council  
Parkside, Station Approach  
Burton Street  
Melton Mowbray  
Leicestershire  
LE13 1GH

[www.melton.gov.uk](http://www.melton.gov.uk) | 01664 502 502