

Melton Borough Council
MELTON LOCAL PLAN –SUSTAINABLE NEIGHBOURHOODS
TOPIC PAPER (SEPTEMBER 2016)

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1. Introduction

- 1.1. The proposed housing requirement for the Borough of Melton is 6,125 homes between 2011 and 2036. At 1st April 2016 there was an outstanding requirement for some 5,623 houses to be delivered by the end of the plan period. The proposed housing requirements for Melton Borough are explained in the Housing Topic Paper which should be read alongside this paper and the Submission version of the Local Plan.
- 1.2. The Melton Local Plan (Submission version) sets out how this remaining development will be distributed in the Borough between 2011 and 2036. The strategic approach to delivering this residual requirement is largely through two Sustainable Neighbourhoods to the north and south of Melton Mowbray. This Topic Paper explains the rationale and justification for focusing housing development in these Sustainable Neighbourhoods when considered against competing options.
- 1.3. The Topic paper will also consider issues of deliverability and viability in order to demonstrate that the scheme can deliver to a realistic timetable and that all partners are supportive of the proposed development timescale and principles. The development of the Topic Paper has involved key stakeholders including the site promoters and infrastructure providers, most notably: Leicestershire County Council Transport Officers¹; Leicestershire County Council Education Officers² East Leicestershire and Rutland Clinical Commissioning Group³. A trajectory showing the anticipated delivery of development is set out in paragraph 6.

2. Background - Overall Strategy

- 2.1. The overall distribution proposed in the Submission Local Plan is underpinned by a strategy of urban concentration which seeks to provide 65% of housing within and adjacent to the main town of Melton Mowbray. The aim of this strategy is to provide development in the most sustainable locations and ensure that new homes and jobs are located so that they have easy access to existing infrastructure, employment opportunities and transport choice in Melton Mowbray and can help to support regeneration, reduce the need for people to travel by car and provide transport choice allowing new residents to walk, cycle or use public transport. In addition, the SNs will

¹ In relation to the Melton Mowbray Eastern Distributer Road.

² In relation to provision of new schools and expansion of other education facilities.

³ In relation to provision of primary care.

deliver infrastructure that will have wider benefits, most notably the Melton Mowbray Distributer Road (to the South, East and North of the town).

2.2 This strategy of concentrating development in Melton Mowbray and provision of large scale developments (Sustainable neighbourhoods) were first considered through a Local Plan 'Issues and Options' consultation document in September 2014. Four distribution options were considered:

1. Melton Mowbray Focus;
2. Reduced Melton Mowbray Focus;
3. Dispersed development and;
4. One location (New settlement).

In addition, the SA considered three options for the delivery of growth around Melton Mowbray, these were:

1. Concentrated in a single large development on the edge of town;
2. Provided through a few larger developments, and;
3. Development dispersed around the town.

The Sustainability Appraisal⁴ supported the strategic approaches of focussing growth in Melton Mowbray through a 'Single Large Development' (Sustainable Urban Extension). Subsequent versions of the SA⁵ concluded that provision of more than one large development and concluded that this approach helped to meet the SA Objectives. Providing Large Scale Growth on more than one site also resulted in positive impacts. This strategic approach is broadly consistent with the National Planning Policy Framework (NPPF) which seeks to significantly boost the supply of housing whilst reducing the need to travel.

2.3. The Sustainability Appraisal concluded that the alternative strategies including 'new settlements' and 'distributing development widely' would not perform well against the sustainability objectives.

⁴ Issues and Options Sustainability appraisal January 2015
http://www.melton.gov.uk/directory_record/9750/melton_local_plan_issues_and_options_sustainability_appraisal_amended

⁵Emerging options Sustainability appraisal (2015)
http://www.melton.gov.uk/directory_record/9786/sustainability_appraisal

2.4. Having considered the options, Melton Borough Council resolved to support the approach of delivering two Sustainable Neighbourhoods at its meeting on 8th December 2015 (minute CO47 refers) .

3. Melton Mowbray focus

3.1 Melton Mowbray is one of five main towns in Leicestershire which are defined as Main towns⁶ / Sub-Regional Centres⁷ . This strategic approach of identifying ‘main towns’ / Sub-Regional Centres has continued through the production of Local Plans in Leicestershire. These are generally larger towns (with populations of 20,000 or more) and with a wide range of services and facilities which provide a focus for a wider catchment. The main towns have historically been the focus for the distribution of development in Leicester and Leicestershire (in addition to the Principal Urban Area of Leicester).

3.2 Notwithstanding the revocation of the Regional Plan and Structure Plan, the evidence contained in the SA and other studies still considers that directing growth to the Sub-Regional Centres is the most sustainable pattern of development as they offer the widest range of facilities, services, employment and transport choice.

3.3 In addition to the advantages of Melton Mowbray in terms of its Services, facilities, employment opportunities and access to public transport. Identifying growth in the town would enable delivery of a ‘Distributor Road’ that would address some of the transport constraints in Melton Mowbray town centre (particularly at junctions within the town centre on the A606 and A607). Evidence⁸ indicates that junction capacity (using volume / capacity ratios) is currently ‘stressed’ and at some junctions is exceeded, even without additional development. The evidence indicates that the proposed levels of development would result in additional delays, congestion and reduced average vehicle speeds (with potential for increased pollution). The mitigation effects of a distributor road, funded mainly by the development, would help to address these impacts.

⁶ Initially in the now revoked Leicestershire, Leicester and Rutland Structure Plan 1996-2016.

⁷ In the East Midlands Regional Plan 2009.

⁸ The Melton Mowbray Distributer Road assessment (phase 2) – July 2016

4. Reasons for Large Scale developments (Sustainable Urban Extensions)

4.1 In the context of the urban concentration strategy, the Local Plan proposes to focus the majority of development in two large scale mixed-use Sustainable Neighbourhoods. This strategy responds to the significant scale of development required in the Borough with insufficient brownfield land opportunities to meet housing requirements. In this context, Sustainable Neighbourhoods are considered to be the most appropriate strategy for locating development in the Borough of Melton.

4.2 The main advantages of providing Large-Scale growth options (Sustainable Neighbourhoods) are that they:

- Allow a move away from piecemeal development involving the incremental addition of housing estates at on the edge of towns with few additional services and facilities;
- Provide the critical mass to fund necessary infrastructure (including the MMDR, Primary School and affordable housing);
- Can be carefully masterplanned to incorporate well-planned infrastructure and green spaces, making the most of the potential of green technologies in a way that has not been possible in more piecemeal developments in the past.'
- They are described as sustainable urban extensions as they are large enough to deliver significant new infrastructure (such as parks, roads, schools and drainage) and a good range of services and facilities to support the new homes and jobs;
- Provide an appropriate mix of uses including homes, employment shopping, leisure and community facilities (including schools), in tandem with Green Infrastructure to provide for a high quality development.
- Allow easy access by alternative means of transport thereby reducing the need to travel by private car;
- Provide a range of facilities to provide the infrastructure to create a balanced and mixed community;
- Provide opportunities to enhance the natural environment through creation of new areas of bio-diversity and habitats, and;
- Allow potential to link existing communities with new development and infrastructure without creating isolated areas of development.

5. Options for Large Scale developments (Sustainable Urban Extensions)

5.1 The identification of two Sustainable neighbourhoods to the North and South of Melton Mowbray is the culmination of several stages of Local Plan development. The now revoked 'East Midlands Regional Plan (2009)' (EMRP) identified a housing requirement for the Borough of Melton and identified that growth should be provided mainly at Melton Mowbray including 'Sustainable Urban Extensions as necessary'.

5.2 Until its revocation, the EMRP set the planning framework for Melton Borough. The 'Melton Core Strategy (2012)' sought to allocate a Sustainable Urban Extension (SUE) for 1,000 houses to the North of Melton Mowbray as a key element of its housing delivery. At this time, options were considered for either a southern or northern SUE. The Council's preference was to develop to the north. In 2013 the EMRP was revoked and the Melton Borough Core Strategy was withdrawn following examination.

5.3 Updated evidence of housing need⁹ resulted in an uplift from 170 houses per year to 245 per year. In addition, an extension of the plan period from 2026 to 2036 raised the overall requirements for housing from 3,400 in the 2014 Core Strategy to 6,125 in the emerging Local Plan. This uplift resulted in a substantial uplift in housing numbers that would require two large urban extensions.

5.4 The Local Plan 'Issues and Options' paper (September 2014) initially identified five options for Large Scale Growth¹⁰. Further options were identified as a result of consultation responses. These were considered in advance of the Local Plan 'Emerging options' through the Council's 'Large-Scale Development Site Options Paper (2015)'¹¹. This document considered a number of site options including 'Urban Extensions' 'Directions of Growth' and 'New Settlements'. The sites included:

- Melton South (Urban Extension)
- Melton south & Melton East combined (Urban Extension)
- Melton East (Urban Extension)
- Melton North (Urban Extension)
- Thorpe Arnold (Urban Extension)

⁹ Contained within the Leicester and Leicestershire Strategic Housing Market Area Assessment (SHMA)

¹⁰ Normanton Airfield, Belvoir Road (Bottesfor), Melton Mowbray (North & South) and Dalby Airfield.

¹¹ Large Scale Development site options paper

http://www.melton.gov.uk/downloads/file/2390/large_scale_development_site_options

- Welby (Urban Extension)
- Belvoir Road Bottesford (Urban Extension)
- Dalby / Melton Mowbray Airfield (New Settlement)
- Normanton Airfield (New Settlement)
- Land at Six Hills (New Settlement)
- Melton East (Direction of Growth¹²)
- Melton West (Direction of Growth)

5.5 Each of the twelve options was subsequently considered through the Sustainability Appraisal associated with the Local Plan Emerging Options. In summary, the SA concluded that:

“.....in general the large-development sites around Melton Mowbray are more likely to result in positive effects than those in the more remote rural parts of the Borough. The potential Melton South and Melton North SUEs have generally more positive and fewer negative effects than other large-scale site options, both around Melton Mowbray and elsewhere in the Borough.”

5.6 The Large scale options that were not pursued as preferred options were mainly dismissed because they were in less sustainable locations or there was some uncertainty that they were able to deliver the development and associated infrastructure during the plan period. A summary of the reasons for dismissing each of the options is attached as Appendix 3.

5.7 New settlement options were considered but not pursued primarily because of they were less well connected to existing services, facilities and employment opportunities and therefore likely to result in unsustainable commuting and travel patterns to achieve services and facilities. The Council sought to allocate a ‘New Settlement’ at Dalby airfield in the previous Local Plan. This ‘allocation’ has failed to deliver any houses since the plan’s adoption in 1999 and is symptomatic of the difficulty of delivering houses in new settlements. No compelling evidence has been provided that would suggest these sites are able to deliver the required housing during the plan period. Notwithstanding this, Policy SS3 of the Submission version of the Local plan identifies that these sites will be considered further as potential alternative options if the preferred options of MSSN and MNSN fail to deliver.

¹² Directions of growth were not specific site areas as a result of no single promoter identifying land.

5.8 The Melton Mowbray North and South Sustainable Neighbourhoods were consulted on as part of the Emerging Options Consultation (January 2016). Representations made regarding the suitability of the MNSN and MSSN were varied. There were some ‘in-principle objections’ to both sites in terms of:

- Loss of countryside,
- Impact on local services & facilities,
- Impact of the scale on local character and separation of settlements,
- Flooding,
- Loss of agricultural land,
- An over-reliance on too few sites, and
- The ability to deliver the proposed trajectory.

5.9 Specific concerns relating MNSN were the impact on Melton Mowbray Country Park. Concerns relating specifically to the MSSN were the potential impact on the Scheduled Monument at Burton Lazars.

6. Strategic Housing Development Options

6.0 This section considers in more detail the policy requirements for both the MSSN and MNSN. The chapter identifies the requirements and the evidence that underpins this.

Melton South Sustainable Neighbourhood (Policy SS4)

6.1 The main elements of delivery for the Melton South SN are:

- 2,000 houses (1,700 within the plan period). The evidence underpinning the overall housing requirements is derived from the 2014 Strategic Housing Market Area Assessment¹³ which identifies an annual requirement for 245 houses per year. The focus on Melton Mowbray and delivery through Sustainable Neighbourhoods has been informed through the Sustainability Appraisal¹⁴ which considered this a sustainable approach to delivery. The trajectory for delivery is considered to be realistic, as evidenced by the Council’s SHLAA developer panel

¹³

http://www.melton.gov.uk/directory_record/9731/leicester_and_leicestershire_strategic_housing_market_assessment_2014 (Table 85, pp186)

¹⁴ http://www.melton.gov.uk/downloads/file/1678/sustainability_appraisal_issues_and_options_local_plan

and a letter from the site promoters at Appendix 1 (Note - information awaited) .

The scale of the development has been informed by:

- the scale of development required,
 - environmental limitations of the site,
 - appropriate densities, and
 - the need to secure a 'critical mass' of housing to finance and deliver the necessary infrastructure.
- 20 hectares of employment land. The overall requirements are evidenced from the Melton Borough Employment Land Review 2015¹⁵, which indicated that a 20 ha employment site be allocation on Leicester Road (as part of the MSSN) as a high Policy Priority.
 - A new primary school. The requirement is supported by the Local Education Authority and evidenced from their calculations of potential capacity in existing schools and potential increases in student numbers resulting from the new development (480 students of primary school age with 408 over the plan period¹⁶)
 - Retail provision of 400 sq m of A1 uses and 400 sq m of A2-A5 uses. The requirements are evidenced by the Melton Retail Study 2015¹⁷.
 - A number of transport mitigation measures including hard and soft measures. The main mitigation measure is the delivery of the southern section of the Melton Mowbray Distributer Road. Leicestershire County Council have liaised with the development consortium and are satisfied with the principle of the route.
 - The policy seeks to protect key features from the natural, built and historic environment. A key issue is protection of the setting of the 'St Mary and St Lazarus Hospital' Scheduled Monument at Burton Lazars. Discussions between the site promoters and Historic England have sought to provide adequate distance separation between the development and the monument.

6.2 The reasons for identifying the Melton South Sustainable Neighbourhood are that:

- The area is considered capable of delivering the quantity of housing required adjacent to the Main Town of Melton Mowbray along with supporting infrastructure;

¹⁵ http://www.melton.gov.uk/directory_record/9741/melton_employment_land_review_2015
(Recommendation 5 - pp260)

¹⁶ Assuming accrual rates of 24 primary age students per 100 houses and 1,700 houses).

¹⁷ http://www.melton.gov.uk/downloads/file/2409/melton_retail_study_vol_1 (para 8.3.3 pp62)

- The area is larger in scale than the alternatives considered and therefore has flexibility to respond to changing housing requirements that may emerge through locally derived housing evidence;
- The area could provide the quantity of development to secure the necessary infrastructure, that allows an element of 'self-containment' (resulting in a reduced need to travel) and the provision of services and facilities that are the building blocks which allow communities to form including the provision of a primary school;
- The Sustainable neighbourhood is considered 'deliverable', there is a well-established consortium of developers and landowners who are willing to develop the land. It is being actively promoted by an established developer consortium and a planning application has been submitted underlining this intent;
- The MSNS proposes new employment land close to an existing popular Strategic Employment Site. This mix of uses allows employment opportunities without the need to travel long distances;
- The site has the potential to provide Public Transport solutions that would encourage reduced journeys by car (particularly to Melton Mowbray Town Centre and nearby employment areas).
- The site has significant potential to provide Green Infrastructure;
- Development of the site can be achieved whilst allowing new Areas of Separation to be formed in order to protect the identity of individual settlements, including Eye Kettleby and Burton Lazars; and
- Development would involve only a limited loss of amount of Best and Most Versatile agricultural land.

Melton North Sustainable Neighbourhood (Policy SS5)

6.3 The main elements of delivery for the Melton South SN are:

- 1,700 houses (1,500 within the plan period).
- Extra-care housing
- Small scale provision of employment premises as part of a Local centre;
- A new primary school.
- Delivery of part of the Melton Mowbray Distributor Road; and
- The policy seeks to protect key features from the natural, built and historic environment

- 6.4 The evidence base underpinning the requirements of the MNSN is largely the same as that underpinning the MSSN¹⁸.
- 6.5 The reasons for identifying the Melton North Sustainable Neighbourhood are broadly the same as the MSSN with the addition of:
- It has the ability to deliver the northern section of the Melton Mowbray Distributer Road;
 - Significant adverse impacts in terms of the historic, built and natural environment are not insurmountable through high quality design.
- 6.6 Any proposed development will require careful detailed design in order to address any landscape concerns identified in the 'Areas of Separation, Settlement Fringe Sensitivity and Local Green Space Study' (2015) and avoid adverse impacts on the character and accessibility of the Melton Country Park.

7.0 Deliverability

- 7.1 Melton Borough Council is mindful that, in accordance with paragraph 173 of the NPPF, proposals in its Development Plan should be deliverable and viable.
- 7.2 One of the key drivers behind the decision to pursue the two Sustainable Neighbourhoods is that they are considered capable of being 'delivered'. The sites have willing promoters including land owners and associated development consortium.

Melton Mowbray South Sustainable Neighbourhood

Deliverability

- 7.3 The consortium promoting the MSSN comprises a consortium of landowners and developers working to an agreed concept masterplan. The consortium has demonstrated a commitment to developing the area through the submission of a planning application (*ref:16/0515/OUT*) in August 2016 for:

¹⁸ See paragraph 6.1 above.

“The provision of up to 1,500 dwellings, a new local centre, primary school, areas of public open space including children's' play space and informal recreation, storm water balancing and a new link road”.

Planning permission was granted subject to completion of a section 106 agreement within the MSSN (Ref: 15/00910/OUT). The proposal was for:

“Development for up to 520 dwellings and associated convenience shop, public open space and landscaping, with all matters reserved, except for access”

7.4 The Council is scheduled to determine the application before the end of September 2016. The infrastructure identified in policy SS4 is broadly consistent with that identified in the planning application. The submitted planning application indicates a continued commitment to deliver the MSSN.

7.5 Deliverability of other components of the MSSN include:

- 20 hectares employment land will be the subject of a separate planning application. Notwithstanding this, the leading development consortium have an ‘option’ on the employment land and an interested developer. The Council’s Employment Land Study indicated that there is strong market demand for employment in this location¹⁹. Access from the existing road network is programmed for the early stages of development.
- The need for extra-care housing has been informed by the Melton Borough Housing Needs Study (August 2016) which indicated there was a need for specialist (supported) accommodation, some of which would provide an element of care.
- The provision of a school has been ‘costed’ and agreed with the Local Education Authority. It forms part of the submitted planning application 16/0515/OUT;
- The submitted application seeks to provide c.1,000sqm (gross) of A1 retail floorspace and c.650sqm (gross) of A3 uses;
- The developers have agreed to the provision of sports and built leisure facilities through financial contributions towards the Melton Leisure Village. Other forms of play and open space are proposed on-site in accordance with the proposed standards in policy EN7.

¹⁹ Melton Employment Land Review (pp261)
http://www.melton.gov.uk/downloads/file/2371/employment_land_review_inc_appendices_-_june_2015pdf

- The alignment and broad design of the Melton Distributor Road (MDR) has been agreed with Leicestershire County Council (the Highway Authority). The scheme does not identify any insurmountable technical constraints that would result in the proposal being non-viable. The submitted planning application provides a substantial length of the southern section of the Melton Mowbray Distributer Road. Contributions of £4.5 have already been secured towards the road as part of planning application 15/00082/OUT. The remaining southern sections of the MDR will be delivered by the developers without public subsidy.

7.6 No environmental or technical constraints have been identified that would prevent development of the MSSN. The relationship between the proposed development and the adjacent Scheduled Monument (SM) requires special attention to avoid ‘substantial harm’. The scale of the proposed development allows flexibility in the masterplanning that allows for the quantum of development to be delivered whilst retaining the integrity of the SM.

Melton Mowbray North Sustainable Neighbourhood

Deliverability

7.3 The consortium promoting the MNSN comprises landowners and developers working to an agreed concept masterplan. The Council has held discussions with all partners who have confirmed that they are working together to ensure delivery (See Appendix 2 – information awaited).

7.4 A planning application for 800 houses and associated infrastructure] is anticipated in January 2017.

7.5 Deliverability of other components of the MNSN include:

- A small employment site;
- A Local Centre ;
- The need for extra-care housing has been informed by the Melton Borough Housing Needs Study (June 2016) which indicated there was a need for specialist (supported) accommodation, some of which would provide an element of care.
- Provision of sports pitches and play & open space on-site and built leisure facilities (towards the Melton Leisure Village) through financial contributions in accordance with the proposed standards in policy EN7;

The alignment and broad design of the Melton Distributer Road (MDR) has been agreed with Leicestershire County Council (the Highway Authority). The scheme does not identify any insurmountable technical constraints that would result in the proposal being non-viable. A substantial length of the northern section of the Melton Mowbray Distributer Road is to be provided as part of the proposed development and can be delivered without public funding.

A number of other transport improvement measures have been identified to mitigate the impacts of the Sustainable Neighbourhoods. These details have to be confirmed .

7.6 No environmental or technical constraints have been identified that would prevent development of the MNSN. The relationship between the proposed development and the adjacent Melton Country Park will require sensitive design. However, the scale of the proposed development allows flexibility in the masterplanning that enables the quantum of development to be delivered whilst protecting the setting of the park.

8. Viability

8.1 The Council appointed consultants Cushman Wakefield to assess the broad viability of the development strategy in the Local Plan in general and more specifically the proposed Sustainable Neighbourhoods. The viability study²⁰ concluded that the identified infrastructure requirements, along with other financial contributions arising from development of the MSSN and MNSN, are capable of being delivered without undermining viability²¹. The key infrastructure provision is proposed to be funded by the developer without public subsidy.

9. Phasing and Trajectory

Housing

9.1 The Sustainable Neighbourhoods housing trajectory is attached as Appendix 4. It reflects the trajectory shown in the submitted Local Plan. The trajectory illustrates the anticipated delivery timescales for the Melton North and South Sustainable Neighbourhoods.

²⁰ The study can be accessed from the following link:

²¹ [insert section of viability study when available]

9.2 The trajectory broadly reflects the proposed 'delivery timescales' identified by the developers. Development is expected to start on site in 2018/19. This assumes that there will be a two year 'lead-in' time for the delivery of the first house from the date of determination of the planning applications.

9.3 However, the Local Plan considers that growth would start later, and take longer to construct and be a maximum of 100 units per year. This cautious approach is considered realistic given previous delivery rates and market conditions.

Other infrastructure

9.4 In terms of the phasing of infrastructure, the proposed policy requires a detailed phasing plan. The detailed viability work relating to the Sustainable Neighbourhoods has considered the financial implications of the phasing and development and concluded.

9.5 The detailed milestones for delivery of infrastructure are not specified in the Sustainable Neighbourhood policy. However, policies SS5 and SS6 require submission of a detailed phasing plan. It is important that key infrastructure is delivered in a timely manner. Early provision of a primary school in particular (c.300 houses) will help to help reduce education related journeys and assist the development of 'communities'. The phasing and delivery plan should identify the

10. Conclusion

10.1 The Local Plan is intended to shape where, how and when development takes place having regard to viability and deliverability. Policies SS4 & SS5 help to deliver the 'objectively assessed' requirements for housing and employment growth within the Borough of Melton. The Sustainable Neighbourhoods are considered to be deliverable, in that they can support the financial burden of delivering infrastructure and mitigation measures, and have a willing consortium of landowners and developers to deliver the development.

10.2 Melton Borough Council has considered alternative strategies and locations for Sustainable neighbourhoods but considers that the preferred options north and south of Melton Mowbray shown on the proposals maps are the most sustainable

options and are consistent with the objectives of the National Planning Policy Framework.

Appendix 1.

Letter from Melton South SN promoter (Pegasus Planning) re SN delivery rates and deliverability.

Note – information awaited

Appendix 2.

Letter from Melton North SN (Leicestershire County Council / GVA /) re SN delivery rates and deliverability.

Note – information awaited

Appendix 3.

Dismissed Large Scale Development Sites and reasons.

Melton South-East (Urban Extension)

The Melton South-East LSDS was less able to make a significant contribution to housing, affordable housing and employment requirements in isolation when compared to other SUE alternatives close to Melton Mowbray. A large part of the site could have a detrimental impact on the strategic gap between Melton Mowbray and Burton Lazars. Despite being in a strategically advantageous position in relation to existing services, facilities and employment it is recommended that the site is not considered a preferred Large Scale Development Site option when considered on its own. It is recognised that the site may have some potential for growth depending on the alignment of the eastern section of the Melton Distributer Road. The SA of the site concluded that Melton South-East could potentially have adverse landscape impacts and would result in inefficient use of land and minerals

Thorpe Arnold - Sustainable Urban Extension

The Thorpe Arnold LSDS was dismissed as it would only make a modest contribution to housing, affordable housing and employment requirements in the context of overall requirements. Several potential adverse impacts were identified in relation to environmental concerns including bio-diversity, heritage assets, and the strategically important separation between Melton Mowbray and Thorpe Arnold. The strategic location advantages resulting from proximity of Thorpe Arnold to Melton Mowbray (and the services and facilities available in the town centre) were not outweighed by the disadvantages. The SA concluded that Thorpe Arnold SUE had the potential to result in significant adverse impacts in terms of Flood risk, Cultural Heritage, Landscape and efficient use of land and minerals.

Welby - Sustainable Urban Extension

The Welby LSDS was not considered a suitable option because it is detached from the main town of Melton Mowbray and has limited direct access to a choice of transport modes. The proposed site is only able to meet a limited number of the strategic priorities of the emerging Local Plan and would have a potentially significant adverse impact on the character of Welby which is a small remote Hamlet. The SA concluded that Welby SUE had the potential to result in significant adverse impacts in terms of landscape, cultural heritage, flood risk and efficient use of land and minerals.

Dalby Airfield – New settlement

The Dalby new Settlement was not considered suitable because it is remote from the main urban area. Whilst there is a public transport service that runs adjacent to the site, it is unlikely that walking and cycling would be commonplace in accessing local services and facilities in Melton Mowbray town centre. It is acknowledged that the proposed LSDS could accommodate a sizeable amount of new housing and affordable housing but there is uncertainty over the scale of available land and the ability to deliver services and facilities on site. The site has previously been allocated but has failed to deliver. The SA concluded that Dalby Airfield had the potential to result in significant adverse impacts in terms of Landscape and efficient use of land and minerals.

Normanton Airfield – New settlement

The Normanton Airfield LSDS was considered unsuitable because it is remote from main urban areas and Rural Service centres. There is no locally available public transport service adjacent to the site and there is limited potential for walking and cycling to access local services and facilities – thereby increasing reliance on private cars. There is considerable uncertainty over the ability of the site to deliver the required mix of uses. The SA concluded that Normanton airfield had the potential to result in significant adverse impacts on: sustainable transport, landscape, bio-diversity & geo-diversity, cultural heritage efficient use of land and minerals, access to services and greenhouse gases and air quality.

Belvoir Road, Bottesford

The Bottesford SUE was considered too small to make a significant contribution to housing, affordable housing and employment requirements. There are potential adverse impacts on environmental concerns including heritage assets, flooding and a strategically important Area of Separation between Bottesford and Easthorpe. The site is largely remote from higher order services and facilities. The SA indicated that the Belvoir Road, Bottesford SUE had the potential to result in significant adverse impacts on landscape, cultural heritage and efficient use of land and minerals.

Land at Six Hills (New Settlement)

The proposed Six Hills New Settlement was not considered a preferred site as it is remote from the main urban areas and service centres (the most remote of all options). There is currently no locally available public transport service adjacent to the site. Walking and cycling is currently not an option to access local services and facilities. All new services and facilities would need to be provided 'on site' to avoid an unsustainable dependency on

lengthy private car journeys to other centres. There is considerable uncertainty about the ability of the Six Hills new settlement to create such a mix of uses. The proposed LSDS could meet the Local Plan strategic priorities of providing new housing and affordable housing and there is a willing promoter who considers that the site could be developed as a high quality 'Garden village'. The SA concluded that the Six Hills New Settlement had the potential to result in significant adverse impacts on Education, Sustainable Transport, landscape, efficient use of land & minerals and greenhouse gases and air quality.

Melton East Direction of Growth

The Melton East – Direction of Growth was not considered a suitable option because a large part of the proposed area is within flood zone 3 reducing the potential site capacity. The site is therefore less able to make a significant contribution to housing, affordable housing and employment requirements when compared to alternatives. Despite being in a strategically advantageous position in relation to existing services, facilities and employment in Melton Mowbray the site has not been promoted through the SHLAA and there are resultant uncertainties in the deliverability of this land as an option. The SA concluded that the Melton Mowbray East Direction of growth had the potential to result in significant adverse impacts on landscape, flood risk and efficient use of land & minerals.

Melton West Direction of Growth

The Melton West SUE – Direction of Growth was not considered a suitable option because it was not promoted through the SHLAA and there are resultant uncertainties in the deliverability of this land as an option. The site contains multiple constraints, in particular, flooding and landscape issues. The site does have some strong advantages in that it is in a strategically advantageous position in relation to existing services, facilities and employment in Melton. There is significant potential in later years and beyond the plan period to explore options to develop this site. At this stage, there are considerable uncertainties regarding delivery of the site during the plan period, it is therefore not a preferred option. The SA concluded that the Melton Mowbray West Direction of growth had the potential to result in significant adverse impacts on landscape, bio-diversity & geo-diversity, cultural heritage, flood risk (although this is isolated to the southern part of the site) and efficient use of land & minerals.

Appendix 4.
Proposed housing trajectories

Year	16/ 17	17/ 18	18/ 19	19/ 20	20/ 21	21/ 22	22/ 23	23/ 24	24/ 25	25/ 26	26/ 27	27/ 28	28/ 29	29/ 30	30/ 31	31/ 32	32/ 33	33/ 34	34/ 35	35/ 36	Total
South (annual)	-	-	25	50	75	100	100	100	100	100	100	100	100	100	100	110	110	110	110	110	1,700
South (Total)	-	-	25	75	150	250	350	450	550	650	750	850	950	1050	1150	1260	1370	1480	1590	1700	1,700
North (annual)	-	-	25	50	75	100	100	100	100	100	100	100	100	100	100	100	75	75	50	50	1,500
North (Total)	-	-	25	75	150	250	350	450	550	650	750	850	950	1050	1150	1250	1325	1400	1450	1500	1,500