

14 THE NEW VILLAGE

Introduction

- 14.1 The Local Plan concentrates most new residential and employment development in the Melton Mowbray area and maintains a general policy of restraint within the surrounding rural area. Chapter 2 outlines the overall strategy and the results of the various traffic impact and environmental assessment work carried out in order to select the preferred allocations of land for new development in and around the town.
- 14.2 The preferred strategy concentrates new housing development in the form of a new village at the former Melton Mowbray Airfield and includes a southern and western by-pass to the town. The new village proposal could accommodate about 1,200 dwellings on a site of approximately 62 hectares (153.20 acres). It will include land for industry, affordable housing and for supporting community facilities. There will also be an extensive area of accessible open land for recreational use.
- 14.3 The purpose of this Chapter is to set out the Council's requirements for the development of the new village in order that a comprehensive, phased development takes place.

Background

- 14.4 An outline planning application was submitted for a new village development at the former Melton Mowbray Airfield in August 1988. A further outline application submitted in March 1989 linked the construction of a southern and western by-pass to the new village development, the by-pass route being shown as a 'corridor of search'. These two planning applications have not yet been determined by the Council.
- 14.5 In 1990 the Council decided that it should not refuse the planning applications. However, as the applications would materially conflict with or prejudice the implementation of the policies of the approved Structure Plan and the Melton Mowbray and Asfordby Local Plan, the Council decided to invoke the "Departure Procedure" contained in the Town and Country Planning (Development Plans) (England) Direction 1991.
- 14.6 The Council's decision was advertised in the press and representations invited. The Secretary of State for the Environment decided not to call in the application. The new village proposal has therefore already been the subject of public consultation. The Council subsequently decided to grant planning permission subject to the imposition of planning conditions and the completion and execution of a legal Agreement under Section 106 of the Town and Country Planning Act 1990 to the Council's satisfaction.
- 14.7 Since this decision was made, detailed negotiations have taken place with the applicant and the County Council to determine more precise arrangements for the development of the scheme, including such matters as phasing, community facilities, design and infrastructure provision for inclusion in the legal Agreement.
- 14.8 The location of the new village, a recreation area referred to as "The Common" and the proposed safeguarding route for a southern and western by-pass to the town are identified on the Proposals Map.

New Village Development Brief

- 14.9 The Council intends to approve and publish a detailed New Village Development Brief. A draft brief was published as Appendix 1 to the Melton Local Plan

Consultation Draft 1994. The Council is considering amendments to the draft brief in the light of comments received from the public consultation exercise on the Draft Plan and the Council's further consideration of planning and related requirements of the development. It is intended to publish the new brief as supplementary planning guidance to the Local Plan following consideration of responses to this "Deposit" copy of the Local Plan. There are references to the draft development brief and the intended revised brief in the Local Plan.

Policies and Proposals

- 14.10 It is important that development takes place generally in accordance with an approved development brief in order to secure a phased and balanced development with supporting infrastructure where and when it is needed. The requirements of the development set out in the brief will need to be met in order to avoid adverse environmental impact within the wider community. The Council will require that a Master Plan is prepared by the developer at the design and submission stage which meets the general requirements of the revised New Village Development Brief. The Master Plan will be incorporated into a legal Agreement under Section 106 of the Town and Country Planning Act 1990. The following policy will therefore apply:-

NV1 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF A NEW VILLAGE AT THE FORMER MELTON MOWBRAY AIRFIELD FOR RESIDENTIAL AND EMPLOYMENT DEVELOPMENT: RETAIL AND OTHER COMMUNITY FACILITIES INCLUDING A VILLAGE HALL, PUBLIC OPEN SPACE, LANDSCAPING AND RECREATIONAL USES, HIGHWAY INFRASTRUCTURE, INCLUDING THE PROVISION OF A LINK TO SOUTHERN AND WESTERN BY-PASS TO MELTON MOWBRAY AND SITE ACCESS AND DRAINAGE INFRASTRUCTURE AND OTHER ASSOCIATED DEVELOPMENT, PROVIDED THE DEVELOPMENT IS CARRIED OUT IN ACCORDANCE WITH A MASTER PLAN PREPARED BY THE DEVELOPER AND AGREED BY THE COUNCIL.

Residential Land

- 14.11 Approximately 62 hectares (153 acres) of land are allocated for residential development at the former Airfield for a new village to comprise about 1,200 dwellings. Bearing in mind the land requirements for community and recreational facilities and landscaping (See NV12 and NV14), the overall density of housing is expected to be in the order of 20 dwellings / hectare. Densities are expected to vary throughout the site with higher densities being achieved in the vicinity of Main Street and other community facilities.
- 14.12 The Local Plan makes provision for some 2,580 dwellings within the Plan period excluding the new village proposal. The LSP requires that the Plan should make provision for 3,250 dwellings. In order to comply with the LSP there is a need to phase development at the new village. Policy NV2 therefore limits the construction of houses to no more than 700 by the end of the Plan period. Guidance on housing density and phasing is set out in the draft New Village Development Brief. The Council will require that the Master Plan prepared by the developer will ensure that the development will achieve standards of layout, design, landscaping, access and parking which reflect the requirements set out in the revised development brief.
- 14.13 The overall housing layout will comprise a series of housing areas each with good pedestrian, cyclist and vehicular access to the village centre, primary school, "The

Common" and other areas of open space. The housing layout shall also provide for convenient access to bus stops and pedestrian and cycle routes into Melton Mowbray and employment land allocations in close proximity to the proposed southern and western by-pass to Melton Mowbray. The Council will prepare detailed development briefs for each housing area in due course.

NV2 PLANNING PERMISSION WILL BE GRANTED FOR RESIDENTIAL DEVELOPMENT ON LAND ALLOCATED FOR RESIDENTIAL USE ON THE PROPOSALS MAP AT THE FORMER MELTON MOWBRAY AIRFIELD PROVIDED:-

A) THE LAYOUT, DENSITY, SITING, DESIGN, LANDSCAPING, ACCESS AND PARKING DETAILS ARE IN ACCORDANCE WITH A MASTER PLAN PREPARED BY THE DEVELOPER AND AGREED BY THE COUNCIL;

B) THE NUMBER OF DWELLINGS BUILT BY 2006 DOES NOT EXCEED 700.

14.14 In accordance with general principles of sustainable development and the broad aims of the Council's overall strategy for development over the Plan period, the Council will seek a balanced community at the new village with a range of house types and adequate supporting infrastructure and local employment opportunities. The Council has also considered information obtained from the "Housing Need Survey" (See Chapter 3 "Housing"), and the location and likely market conditions of the new village site. The Council has concluded that the new village development should incorporate an element of affordable housing as defined by the Council (See the Council's definition of affordable housing at paragraph 3.47).

14.15 The Council will seek to negotiate a 20% provision of affordable housing on land developed within the Plan period. This implies a contribution to the Council's affordable housing stock of 140 dwellings. The developer will be required to make land available throughout the development site for affordable housing.

14.16 Further guidance on the distribution and phasing of affordable housing will be set out in the revised New Village Development Brief.

NV3 THE COUNCIL WILL SEEK TO NEGOTIATE THE PROVISION OF 20% AFFORDABLE HOUSING ON LAND ALLOCATED FOR RESIDENTIAL DEVELOPMENT ON THE PROPOSALS MAP AT THE FORMER MELTON MOWBRAY AIRFIELD IN ACCORDANCE WITH A MASTER PLAN PREPARED BY THE DEVELOPER AND AGREED BY THE COUNCIL.

Highway Infrastructure

14.17 The provision of a southern and western by-pass around Melton Mowbray is an integral part of the new village development proposal. Detailed requirements of the by-pass will be set out in the revised New Village Development Brief. The need for the by-pass is based upon the results of a traffic impact assessment.

14.18 The outline planning application for the development of a new village at the former Melton Mowbray Airfield, along with a new road linking the proposed development to the A607 (Leicester Road) and the A606 (Oakham Road), and involving a southern by-pass to Melton Mowbray, was considered by the Highway Authority in 1988. In

response to its findings on traffic impact, the Highway Authority stated that, "without major improvements the existing highway network would be incapable of accommodating the traffic generated from the proposed development".

- 14.19 The Highway Authority found that the highway proposals submitted would not create sufficient spare capacity on the town's road network, since some 75% of the newly generated village traffic would have to pass through the town centre and thereby significantly add to existing congestion.
- 14.20 Survey and analysis work subsequently carried out by Burrow-Crocker has revealed that a southern and western by-pass to Melton Mowbray with other associated highway improvements would provide sufficient spare capacity on Melton Mowbray's road network to accommodate the additional traffic from the proposed village. On the basis of this finding the Highway Authority is satisfied that a southern and western by-pass and other associated highway improvements as part of the development of the new village will overcome any strategic highway objection. Such works would be subject to a legal Agreement being entered into which secures the implementation of the highway works and public transport provision.
- 14.21 The A606 Melton Southern and Western bypass is now identified in the Structure Plan as a strategic road improvement which is programmed to be undertaken during the Plan period. A reduction in the public funding of such schemes, nationally, means that the construction of the bypass within this period is now likely to depend upon the developers of the new village funding the scheme. In these circumstances, the phasing of the bypass should relate to the need to accommodate the amount of traffic generated by the new village development as calculated by the number of new houses occupied. The New Village Development Brief provides guidance on phasing and this will be set out in detail in the Master Plan. The Council will liaise with the Highway Authority in order to determine its response to any phasing arrangements proposed by the developer. All details submitted by the developer will need to satisfy the requirements of the Highway Authority. The following policy will apply:

NV4 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF A NEW VILLAGE AT THE FORMER MELTON MOWBRAY AIRFIELD PROVIDED:

A) THE MELTON MOWBRAY SOUTHERN AND WESTERN YPASS HAS BEEN COMPLETED; OR

B) THE DEVELOPMENT PROVIDES FOR THE CONSTRUCTION OF THE MELTON MOWBRAY SOUTHERN AND WESTERN BYPASS IN ACCORDANCE WITH PHASING AND OTHER DETAILS SET OUT IN A MASTER PLAN PREPARED BY THE DEVELOPER AND AGREED BY THE COUNCIL.

- 14.22 The Council will require that the by-pass scheme includes generous landscaping, particularly along the lengths of road in close proximity to residential and industrial properties. A minimum 20 metre wide tree and shrub planted belt with mounding, as appropriate, will be required in accordance with the following policy. The Council will seek to ensure that existing trees within the landscaped area are retained wherever possible. Detailed requirements will be contained in the revised New Village Development Brief.

NV5 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF A NEW VILLAGE AT THE FORMER MELTON MOWBRAY AIRFIELD PROVIDED THE DEVELOPMENT MAKES PROVISION FOR A LANDSCAPING SCHEME FOR THE LAND BETWEEN THE EXISTING ACCESS ROAD TO OLD GUADALOUPE, SOUTH OF KIRBY LANE AND THE A606 BURTON ROAD TO INCLUDE AT LEAST A 20 METRE WIDE TREE AND SHRUB BELT WITH APPROPRIATE MOUNDING ALONG THE NORTHERN SIDE OF THE BYPASS.

14.23 The Council will require a noise assessment study of the effects of the by-pass traffic on adjoining land uses which indicates predicted noise levels and has regard to the future capacity of traffic flows along the by-pass and effects of the landscaping measures proposed.

14.24 Adequate provision for pedestrians and cyclists is essential in a development of this scale. Of particular importance will be the provision of attractive, safe and convenient access from the new village to Melton Mowbray and to employment land adjacent the by-pass to the west of Melton Mowbray (including the proposed passenger rail facility north of Leicester Road). The following policy will apply:-

NV6 PLANNING PERMISSION WILL BE GRANTED FOR A NEW VILLAGE AT THE FORMER MELTON MOWBRAY AIRFIELD PROVIDED ADEQUATE PROVISION IS MADE FOR PEDESTRIANS AND CYCLISTS. SUCH PROVISION SHALL INCLUDE PEDESTRIAN AND CYCLIST LINKS CONNECTING RESIDENTIAL AREAS AND COMMUNITY FACILITIES WITHIN THE VILLAGE AND CONNECTIONS TO EXISTING PUBLIC HIGHWAYS LEADING TO MELTON MOWBRAY IN ACCORDANCE WITH A MASTER PLAN PREPARED BY THE DEVELOPER AND AGREED BY THE COUNCIL.

14.25 In accordance with the requirements of the LSP, adequate provision of public transport is also required as part of the development of the new village. The Council will seek to negotiate the provision of a regular bus service to Melton Mowbray town centre at an early stage of the development of the new village. This will require a dedicated route from the new village along Dalby Road (B6047) to the north side of the proposed southern by-pass. At this point buses will use existing roads within Melton Mowbray. A "bus only" facility will be required to enable buses to cross the southern by-pass. Facilities for bus penetration of the village including bus lay-bys and shelters will be required. Further details will be set out in the revised New Village Development Brief.

NV7 PLANNING PERMISSION WILL BE GRANTED FOR A NEW VILLAGE AT THE FORMER MELTON MOWBRAY AIRFIELD PROVIDED THE DEVELOPMENT MAKES PROVISION FOR:-

A) A DEDICATED BUS ROUTE FOR BUS SERVICES ALONG DALBY ROAD (B6047) CONNECTING THE NEW VILLAGE TO THE SOUTHERN BYPASS;

B) A REGULAR BUS SERVICE FROM THE NEW VILLAGE TO MELTON MOWBRAY TOWN CENTRE VIA DALBY ROAD

(B6047) COMMENCING AT AN EARLY STAGE IN THE DEVELOPMENT OF THE NEW VILLAGE;

C) FACILITIES FOR BUS PENETRATION IN THE NEW VILLAGE INCLUDING BUS LAY-BYS AND SHELTERS ON THE NEW VILLAGE LINK ROAD, THE INTERNAL DISTRIBUTOR ROADS AND ON MAIN STREET.

THE ABOVE FACILITIES SHALL BE PROVIDED IN ACCORDANCE WITH A MASTER PLAN PREPARED BY THE DEVELOPER AND AGREED BY THE COUNCIL.

- 14.26 In order for the bus service to provide an attractive, viable and alternative means of transport to the private car a frequent service is essential. This would attract users who may otherwise acquire a second car. The LSP Explanatory Memorandum suggests that a desirable frequency of service is quarter-hourly. It is acknowledged however that this would not be feasible at the outset of the new village development. The Council will seek to negotiate provision during the day of an hourly service following occupation of the 20th dwelling, a half-hourly service following occupation of the 81st dwelling and a quarter hourly service following the occupation of the 151st dwelling. Further details will be incorporated in the revised New Village Development Brief.

Employment Land

- 14.27 Details of employment allocations in the vicinity of the new village at land south of Kirby Lane and at the former Airfield, Dalby Road are set out at Policy EM2. These sites are identified on the Proposals Map. Development briefs have been approved by the Council for both sites.
- 14.28 At the northern edge of the new village a further site for employment development is allocated in the Plan and it is the intention of the Council that this land is made available for development within the Plan period. The provision of employment opportunities within the new village will facilitate a degree of self-containment within the settlement and reduce journeys to work in accordance with principles of sustainability. Details of landscaping requirements for employment sites are set out in the draft New Village Development Brief.

NV8 PLANNING PERMISSION WILL BE GRANTED FOR EMPLOYMENT LAND AT THE NEW VILLAGE AT THE FORMER MELTON MOWBRAY AIRFIELD AS SHOWN ON THE PROPOSALS MAP, PROVIDED THE DEVELOPMENT IS PHASED OVER THE PLAN PERIOD IN ACCORDANCE WITH DETAILS SET OUT IN A MASTER PLAN PREPARED BY THE DEVELOPER AND AGREED BY THE COUNCIL.

- 14.29 The existing industrial operations at the southern edge of the former Airfield are an incongruous, visual intrusion into the elevated and exposed landscape. The Council will seek the removal of these activities which operate on a leasehold basis but accepts that provision may need to be made for the retention of the building owned on a freehold basis. Nevertheless, the developer will be encouraged to make every effort to relocate the occupants of the freehold building ("Mandark") onto existing or proposed industrial land allocated in the Plan.

NV9 PLANNING PERMISSION WILL BE GRANTED FOR A NEW VILLAGE AT THE FORMER MELTON MOWBRAY AIRFIELD PROVIDED THE EXISTING LEASEHOLD INDUSTRIAL BUILDINGS AT THE SOUTHERN END OF THE AIRFIELD ARE REMOVED AND THE AREA LANDSCAPED IN ACCORDANCE WITH POLICY NV11.

Open Space and Landscaping

- 14.30 The Council requires the dedication of an extensive area of agricultural land to the north west of the proposed new village for public use as "The Common", as part of the overall development. This site is identified on the Proposal Map (Melton Mowbray Inset) and comprises approximately 53 hectares (131 acres) of land. The "Common" will provide for the informal recreational needs of the residents of the new village, it will also be accessible to residents of Melton Mowbray generally and provide a 'buffer' of undeveloped informal amenity land between the new village and the urban area of Melton Mowbray. Further details of the Council's intentions with regard to this land, including phasing are set out in the draft New Village Development Brief.

NV10 PLANNING PERMISSION WILL BE GRANTED FOR A NEW VILLAGE AT THE FORMER MELTON MOWBRAY AIRFIELD PROVIDED LAND SHOWN AS "THE COMMON" ON THE PROPOSALS MAP (MELTON MOWBRAY INSET) IS LANDSCAPED AND MADE AVAILABLE FOR PUBLIC RECREATIONAL USE IN ACCORDANCE WITH DETAILS (INCLUDING PHASING) SET OUT IN A MASTER PLAN PREPARED BY THE DEVELOPER AND AGREED BY THE COUNCIL.

- 14.31 Extensive structural landscaping will be required on the periphery of the new village to integrate the development into the local landscape and screen it from distant views. Further structural landscaping within the development will be required to segregate different land uses. Primarily, this will take the form of woodland belts, of predominantly native tree and shrub species. Further details on structural landscaping, including phasing and landscape management are set out in the draft New Village Development Brief. The Council will seek to negotiate the implementation of structural landscaping within 2 years of commencement of development of the new village and will require the developer to maintain these landscaped areas for 5 years from completion of landscaping works. Following this, the structural landscaped areas may be conveyed to the Council for subsequent maintenance.

NV11 PLANNING PERMISSION WILL BE GRANTED FOR A NEW VILLAGE AT THE FORMER MELTON MOWBRAY AIRFIELD PROVIDED A PHASED LANDSCAPING SCHEME AND ASSOCIATED PLANTING AND MANAGEMENT PROGRAMME IS SUBMITTED TO AND APPROVED BY THE COUNCIL.

Community Facilities

- 14.32 The new village is eventually likely to reach a population level of 2,500 to 3,000 people and will require a range of community facilities at various stages in its development. These facilities include a primary school, religious centre, library, health centre, public house, shops and a village hall.

- 14.33 These essential community facilities will be required as a direct result of the development of the proposed new village. Therefore the developer of the new village will be expected to provide for all or most of these facilities.
- 14.34 The precise arrangements for the provision of these facilities, and their phasing, should be the subject of a legal obligation.

NV12 PLANNING PERMISSION FOR A NEW VILLAGE AT THE FORMER MELTON MOWBRAY AIRFIELD WILL ONLY BE GRANTED WHERE THE DEVELOPER MAKES PROVISION FOR THE FOLLOWING COMMUNITY FACILITIES:-

- A) PRIMARY SCHOOL;
- B) HEALTH CENTRE;
- C) CENTRE FOR RELIGIOUS ACTIVITY;
- D) PUBLIC HOUSE;
- E) RETAIL FACILITIES;
- F) LIBRARY.

THE LOCATION AND PHASING OF THESE FACILITIES SHOULD BE IN ACCORDANCE WITH A MASTER PLAN PREPARED BY THE DEVELOPER AND AGREED BY THE COUNCIL. PROVISION SHOULD INCLUDE THE LAND AND BUILDINGS NECESSARY FOR A PRIMARY SCHOOL AND LIBRARY.

PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD PREJUDICE THE PROVISION OF THESE FACILITIES UNLESS THE COUNCIL IS SATISFIED THAT THERE IS NO LOCAL NEED OR A REPLACEMENT SITE OR ACCOMMODATION IS MADE AVAILABLE.

- 14.35 As part of the development of a new village at the former Melton Mowbray Airfield, the Council will require the developer to provide a village hall at an early stage in the development of the village. This is in order to facilitate the social development of the new community and, as such, is a relevant planning consideration. The following policy will apply:-

NV13 AS PART OF THE DEVELOPMENT OF A NEW VILLAGE AT THE FORMER MELTON MOWBRAY AIRFIELD THE DEVELOPER WILL BE REQUIRED TO FUND THE ERECTION OF A VILLAGE HALL COMPRISING A MINIMUM OF 420SQ METRES OF FLOORSPACE ON A SITE OF 1.3 HECTARES AT AN EARLY STAGE IN THE VILLAGE DEVELOPMENT. THE VILLAGE HALL SHALL BE LOCATED IN ACCORDANCE WITH A MASTER PLAN PREPARED BY THE DEVELOPER AND AGREED BY THE COUNCIL.

Recreation Facilities

- 14.36 In order to meet the need for formal, informal and children's recreation within the new village, the Council will require land for recreation to be made in accordance with the Council's adopted standards at Appendices 5 and 6. The application of the standards would result in the provision of some 5.4 hectares of formal recreational land, 3 hectares of amenity open space and 2 hectares of children's play space. The provision of formal open space is likely to be required in the form of 2 full size football pitches,

a cricket pitch, a hockey pitch, a rugby pitch, 2 tennis courts (with scope for use as a multi-use games area), and a bowling green. These facilities will provide for the whole development and be required on a phased basis in association with residential development. However, as the Local Plan limits new housing to 700 within the Plan period, the Council will indicate in the revised New Village Development Brief the number and type of facilities which will be required within the Plan period. The Council will seek to ensure that these sites are landscaped in accordance with the draft New Village Development Brief. In order to ensure that needs are met the following policy will apply:-

NV14 PLANNING PERMISSION WILL BE GRANTED FOR A NEW VILLAGE AT THE FORMER MELTON MOWBRAY AIRFIELD PROVIDED RECREATION FACILITIES ARE MADE IN ACCORDANCE WITH THE COUNCIL'S ADOPTED OPEN SPACE STANDARDS AT APPENDICES 5 AND 6 OF THIS LOCAL PLAN TO INCLUDE:-

- A) A CRICKET PITCH;**
- B) 2 FOOTBALL PITCHES;**
- C) A HOCKEY PITCH;**
- D) A RUGBY PITCH;**
- E) 2 TENNIS COURTS / MULTI-USE GAMES AREA;**
- F) A BOWLING GREEN;**
- G) CHILDREN'S EQUIPPED PLAY AREAS;**
- H) LAND TO ACCOMMODATE A TRAINING/GENERAL PRACTICE AREA.**

PLANNING PERMISSION WILL NOT BE GRANTED FOR ANY DEVELOPMENT WHICH WOULD PREJUDICE THE PROVISION OF THE ABOVE FACILITIES UNLESS THE COUNCIL IS SATISFIED THAT THERE IS NO LOCAL NEED OR A REPLACEMENT SITE IS MADE AVAILABLE.

Main Street

- 14.37 It is a requirement of the scheme that a 'Main Street' is developed as part of the first phase of development. The Main Street, comprising the highway and its immediate built environment, will be a key element in the village identity and its design will be critical to the village character. The main community facilities required under Policy NV12 above shall be located along Main Street. The Main Street shall comprise a 'loop' road to the standards required of the Highway Authority and it shall be connected at both ends to the internal village distributor road before any further residential development takes place elsewhere within the village. The following policy will apply:-

NV15 PLANNING PERMISSION WILL BE GRANTED FOR A NEW VILLAGE AT THE FORMER MELTON MOWBRAY AIRFIELD PROVIDED THE MAIN STREET IS DEVELOPED IN BOTH ITS NATURAL AND BUILT FORM TO A HIGH STANDARD OF DESIGN AS PART OF THE FIRST PHASE OF THE DEVELOPMENT OF THE VILLAGE IN ACCORDANCE WITH A MASTER PLAN PREPARED BY THE DEVELOPER AND AGREED BY THE COUNCIL.

14.38 It is a requirement of the scheme that adequate provision is made for safe and convenient pedestrian and vehicular access between Main Street and the recreation facilities required in accordance with Policy NV14.