

Melton Mowbray Distributor Road Planning Submission

I am pleased to welcome you to today's drop-in event which is an opportunity to find out more about the planning application for the North and East Melton Mowbray Distributor Road (MMDR).

At a time of considerable financial pressures, the county council's priority is to support sustainable economic recovery and growth. Transport has a vital role to play in this as it is essential that we maintain our transport system, improve its reliability and reduce congestion.

That is why May's announcement of £49.5m Government funding towards the £63.5m MMDR scheme was such welcome news.

Our environment and transport department has worked extremely hard to develop a scheme which brings major traffic benefits to the town and helps to deliver much-needed housing, while seeking to minimise the impact on people's homes, livelihoods and the environment.

To achieve this, we've consulted widely with landowners, local groups and other organisations before submitting our planning application.

Now, we want to give visitors here an opportunity to find out more about the planning application, and provide a platform to ask any questions about the proposals.

While this drop-in event is not an opportunity to re-visit the principle of the distributor road, we realise that people may have comments or queries about specific aspects of the plans and we will try to address these as much as possible.

To comment on the planning application, visit <http://leicestershire.planning-register.co.uk/> and go to the planning portal where you can search the name of the scheme.

It is vital that we outline our plans in detail as part of our commitment to work closely with local communities and determine more local investment priorities which support community ambitions across Leicestershire.

Councillor Blake Pain

Leicestershire County Council cabinet member for environment and transport



Melton Borough Council has worked in partnership with Leicestershire County Council to secure this vital funding. The transport improvements and roads in particular are key to the growth ambitions for Melton Mowbray and its future prosperity and we have set this out in our new Local Plan which has now been adopted. The town itself has been held back by its poor infrastructure for a long time and these investments will allow it to flourish and improve the town centre environment at the same time.

Councillor Leigh Higgins

Deputy Leader
Melton Borough Council



Thursday, 17th May 2018 was a memorable day in the recent history of Melton Mowbray.

It signalled the green light for further preparation work ahead of a road-building programme starting in 2020.

We've already committed £4million in making this scheme shovel-ready with more funding to follow and I think this has been vital in securing the £49.5million funding from the Department of Transport.

It's an exciting scheme which is part of a strategy which will include further measures to address congestion issues, air pollution, public transport improvements, and provide healthy walking and cycling options.

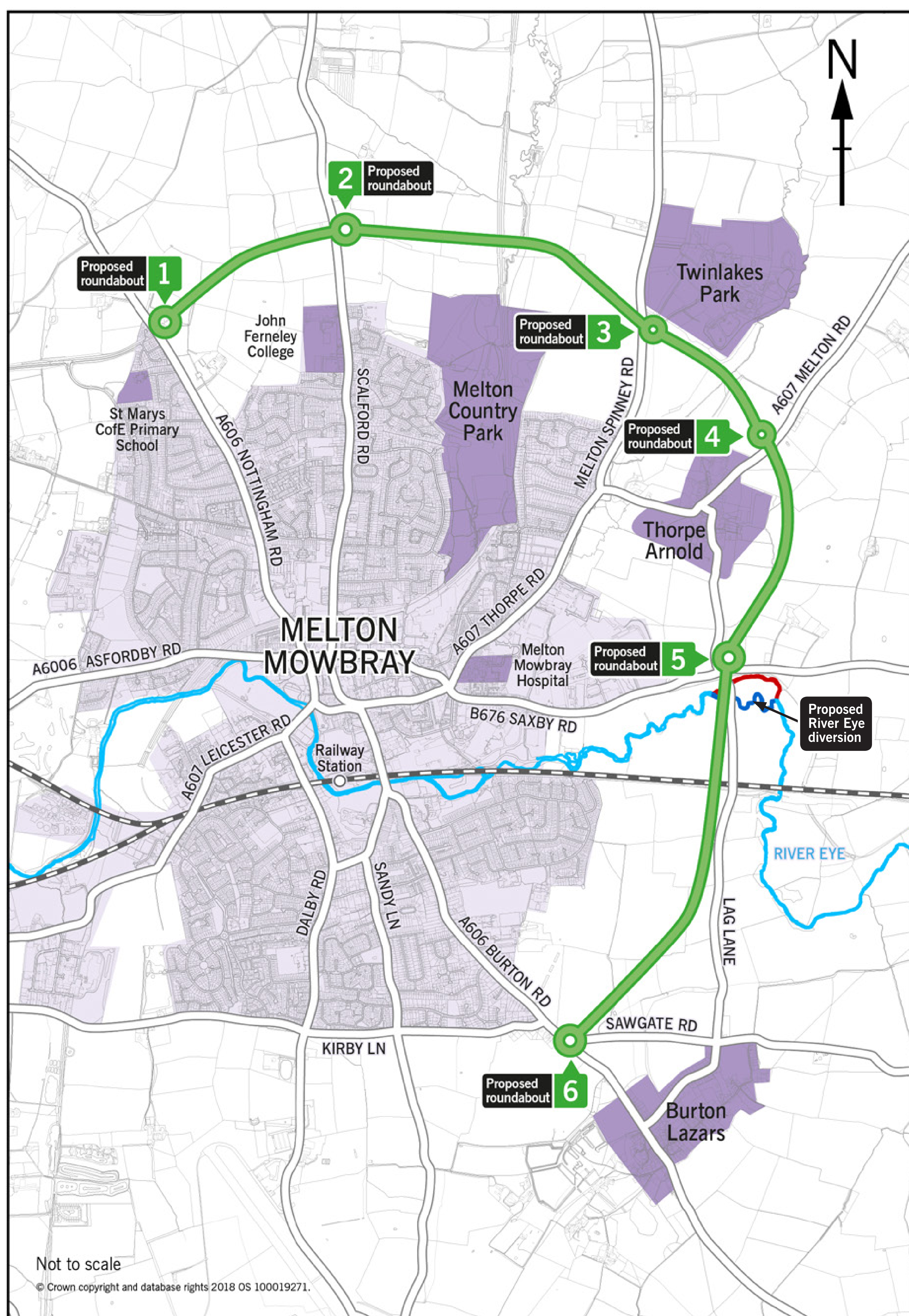
Melton is a vibrant market town, but traffic congestion is affecting both residents and businesses, and the road will take traffic away from the town centre and provide access to future housing and employment areas.

I was reminded recently that the idea of a relief road was first mooted more than 40 years ago so this is really welcome news and I look forward to the day when I will be able to drive along the bypass.

Councillor Byron Rhodes

Deputy Leader
Leicestershire County Council





Project timeline

Pre-September 2017

Early engagement with landowners and stakeholders, early design developments and environmental surveys.

September to December 2017

Formal consultation and public exhibition. Leicestershire County Council's Cabinet approves development of recommended route. Submission of Outline Business Case to Department for Transport.

December 2017

Design progressed by Leicestershire County Council and the contractor, AECOM. These include detailed design work, environmental impact assessment surveys, landowner engagement and negotiations to prepare for formal statutory processes and procedures.

May 2018

The Department of Transport announces £49.5m of funding from the Large Local Majors Fund.

June 2018

Announcement of preferred route to reflect feedback from engagement and consultation.

October 2018

Submission to the county council's planning department to formally progress the planning application.

October 2018

Drop-in events on
- Monday 15th October
- Friday 19th October
- Saturday 20th October
 at Melton Borough Council offices, Parkside, Melton to update the public on the progress of the project.

October 2018 to January 2019

A 16-week determination period for the planning application with a decision expected by late December 2018 / early January 2019.

February 2019 to mid 2020

Preparation of Statutory Orders and detailed design of the route.

September 2020 to mid-2022

The county council would expect construction works to begin around September 2020 with the proposed route due to open to traffic in the autumn of 2022.

Red line boundary information

The red line boundary forms part of the planning submission. Its purpose is to clearly identify the extent of the land required for the construction of the road. It also;

- Defines the full extent of land necessary to carry out the proposed development. It will also include land required for embankments, drainage, landscaping and environmental mitigations
- Enables the county council to enter into informal and formal discussions with affected parties to facilitate the swift transfer of land needed for the scheme

- Assist ongoing landowner discussions which may include areas such as access arrangements, landscaping, potential areas for construction compounds, various surveys, livestock security and alternative agricultural and property provision.

Once the **permanent highway requirement** for the road and **temporary land requirement** for construction purposes has been clearly identified, the landowner and the county council will engage in informal discussions to understand and mitigate the impacts of the construction.

If agreement cannot be reached, the county council will proceed to acquire the land through statutory powers, known as a Compulsory Purchase Order (CPO).

Design changes

As a result of the extensive consultation and engagement work, the route has undergone two notable design changes since December 2017.

Crossing the River Eye

There are a number of constraints related to the crossing of the River Eye including:

- Two sets of high-voltage overhead power lines
- The River Eye has SSSI status
- How the MMDR relates to the existing B676 Saxby Road
- The disused Oakham Canal
- The presence of two dwellings to the north of Saxby Road.

Instead of moving the overhead power lines to allow for the construction of a new bridge, it is now proposed to realign the River Eye, allowing the bridge to be built away from the power lines. Moving the river will mean that a new roundabout for the MMDR will be further from the River Eye and lessen the effect of lighting and road noise on the ecology of the existing SSSI.

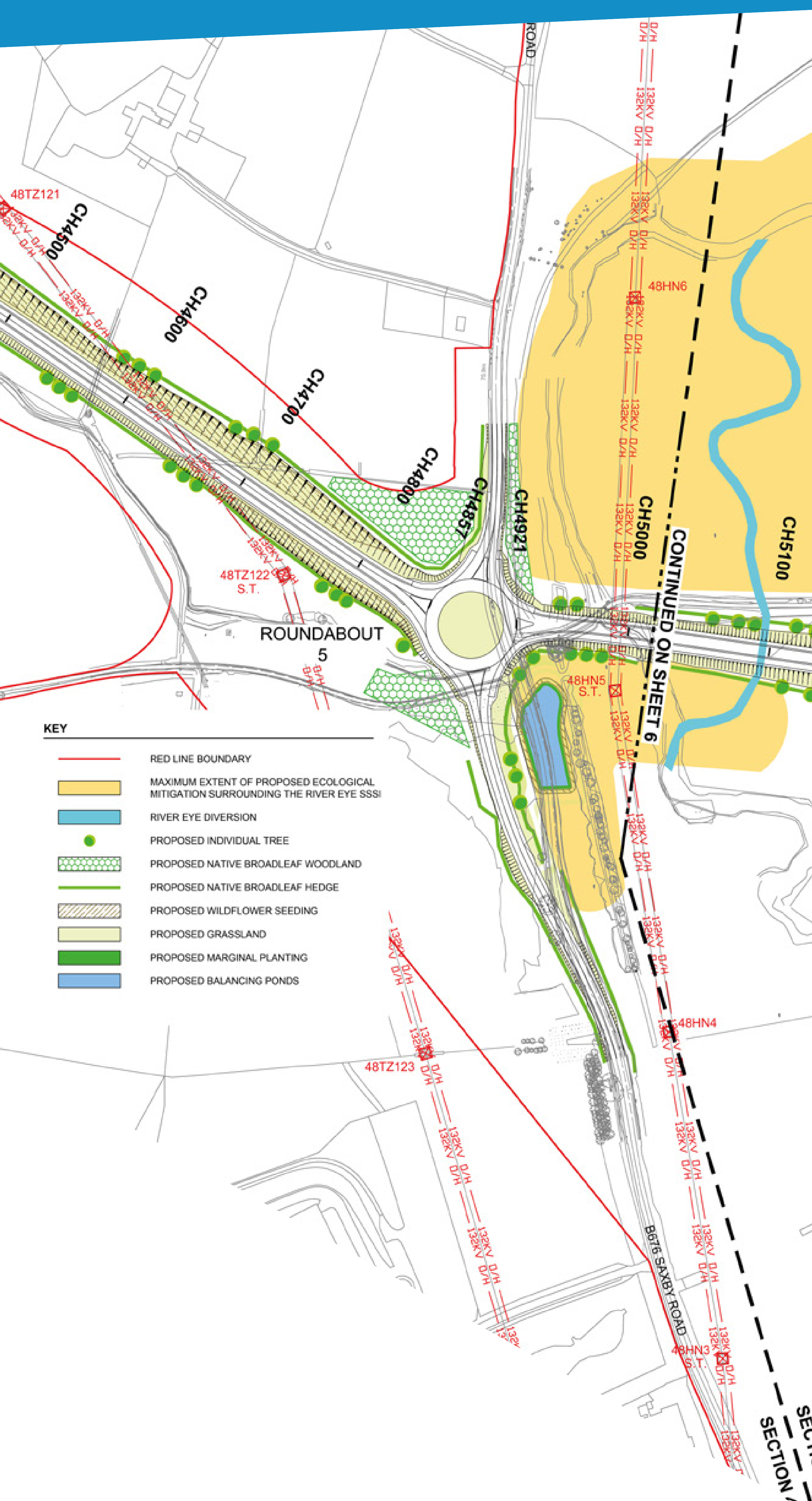
The diversion of the road and River Eye also allows the opportunity for enhancements along this part of the SSSI. Further discussion with Natural England / relevant landowners will be needed. A Natural England public consultation would be required as part of any scheme proposing modifications.

Road realignment between Scaford Road and Melton Spinney Road roundabouts

The changes that have been made at this location are:

- Moving the road 150m to the north of the previous line between the two roundabouts, minimising the impact on the Northern Sustainable Neighbourhood development. This change also moves the proposed road further away from existing properties at the edge of the town and Melton Country Park
- The roundabout originally positioned to the west of Melton Spinney Road now located to the east and south of Twinlakes Park
- **Scaford Road roundabout;** the position of this roundabout has moved to the east of Scaford Road.

Disused Oakham Canal: The Melton and Oakham Waterways Society wanted the road proposals to include a bridging of the line of the canal for any future restoration plans. Due to constraints, it has not been possible to do this. These constraints include the presence of power lines, increased adverse impact on the River Eye SSSI, and disturbance of potential archaeological deposits in the flood plain.



Environmental impact assessment (EIA)

An Environmental Impact Assessment (EIA) is a key part of the planning submission. The EIA sets out for the planning authority the potential impacts of the scheme on the environment and what the applicant intends to do to mitigate these impacts.

Nature and conservation: Protected species and habitat surveys have assessed the potential impacts of the scheme on the ecology of the area.

For valuable nature conservation sites, such as Melton Country Park and Scaford Brook, the impacts on habitat quality or connectivity will be minimised by:

- Creation of artificial roost or nesting sites
- Well-designed soft landscaping that maintains habitat connectivity and incorporates native plant species
- Restoration of connecting freshwater habitats to enhance and secure long-term viability of fish populations
- Management and creation of hedgerows to promote biodiversity
- Sensitive lighting to avoid illuminating foraging areas or light spill into habitats used by bats.

Public rights of way

Changes will be required to existing public rights of way and, where they have been severed, the design will include provision such as pedestrian refuges. The road design includes a 3m-wide combined cycle and footway along the length of the proposed route and this will be connected to existing facilities where possible.

Lag Lane and Sawgate Road

“Stopping up” (close or cease to be public highway) Lag Lane and Sawgate Road to vehicles, with no access from north of Saxby Road, except for private agricultural use by landowners who currently have field access along both routes. Public non-vehicular access will remain but will involve a new diversion to a “Pegasus” equestrian crossing on the realigned Saxby Road.

Noise, Vibration and Air Quality

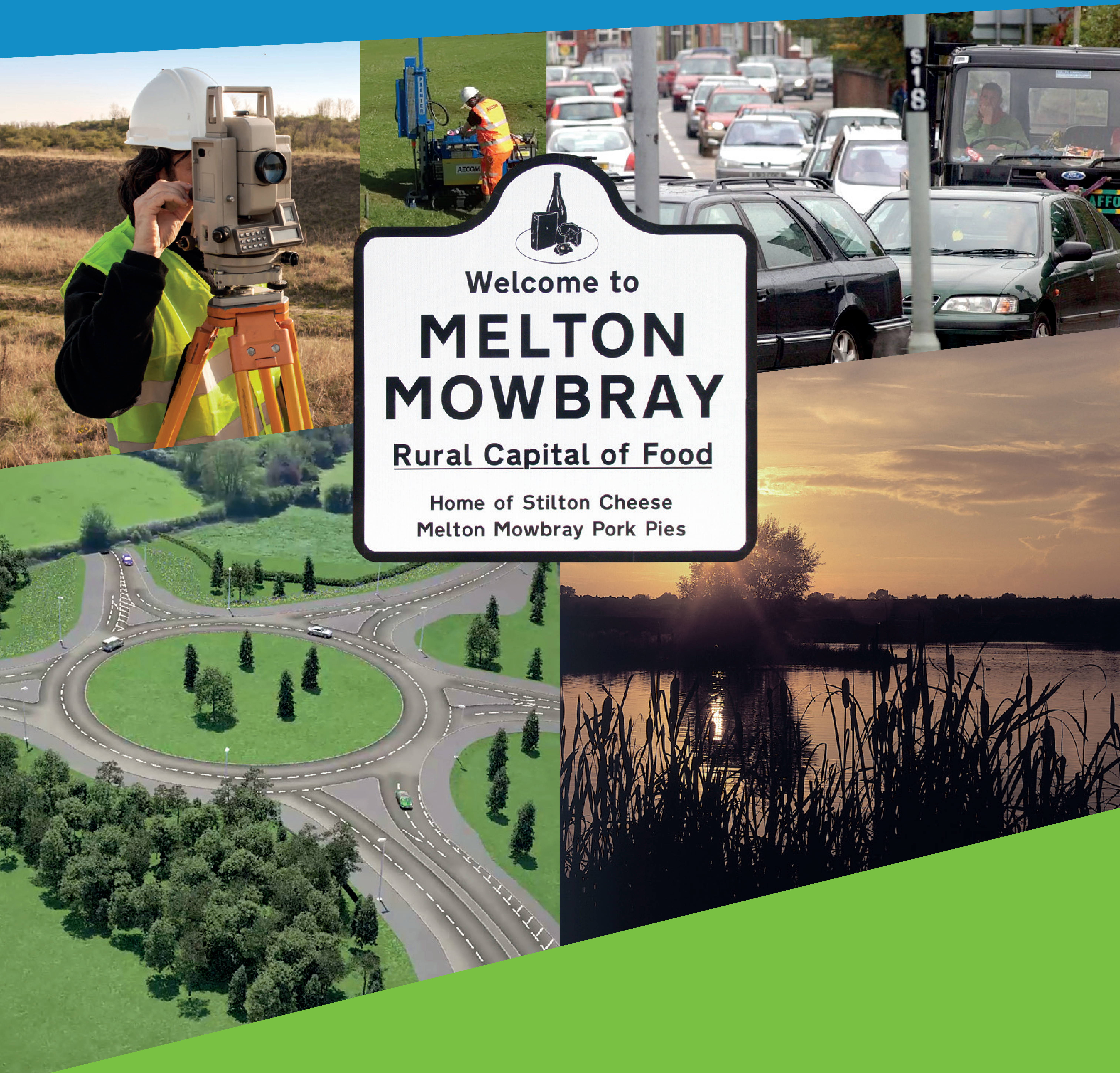
Monitoring of noise and air quality takes place at locations within 500m of the proposed route in order to understand any changes in levels during construction and when the road is operational. Consideration will be given to the use of low noise surfacing and noise barriers at certain locations.

Traffic Management

During construction, there is likely to be increased traffic congestion and a traffic management plan is being developed in order to mitigate the impacts.

Landscape and visual impacts

Where possible, hedgerows will be reinstated with a view to maintaining and reinforcing the existing field patterns. Lighting will be minimised to what is absolutely necessary and designed to reduce light spill. Screening will be employed where appropriate.



Archaeology

Initial results from the geophysical survey have shown a high potential for archaeological interest at certain locations along the route. The archaeological potential of the route will be considered and appropriate evaluation and mitigation measures developed.

Scheduled monuments

St Mary and St Lazarus Hospital, the Moated Grange at Spinney, and Sysonby Grange all lie within the study area. Although they are all located more than 300m outside the line of the road, and are not expected to experience any significant effect, any residual mitigation of impacts will be considered during the detailed development of the scheme.

Water quality and flood risk

The route crosses several watercourses including the River Eye SSSI. Each crossing requires assessment for any potential to cause deterioration of any water bodies. Mitigation measures will be taken to avoid, minimise and reduce the risk of water pollution or the physical damage to water bodies. Any loss of floodplain will be compensated with flood relief culverts and attenuation ponds. The scheme presents opportunities to improve watercourses and to introduce natural flood management.

Climate Change, adaptation and mitigation

A greenhouse gas (GHG) assessment, has been undertaken to help identify climate change impacts. Low carbon design specifications such as energy-efficient lighting and durable construction materials will be used.

Equality and Human rights implication

A report has been produced in order to understand the potential impacts, both negative and positive, on protected characteristic groups.

Agricultural severance

Farm Impact Assessments have been conducted by agricultural consultants to inform any mitigations necessary to maintain farm accesses and understand any other agricultural issues.



To find out more

To comment on the planning application, visit <http://leicestershire.planning-register.co.uk/> and go to the planning portal where you can search the name of the scheme.

To find out more about the MMDR, visit www.leicestershire.gov.uk/MMDR or email mmdr@leics.gov.uk

To find out more about local planning information from Melton Borough Council, visit www.melton.gov.uk/info/200337/planning

To find out more about compulsory purchase orders and compensation payments, visit www.gov.uk/government/organisations/department-for-transport and follow the links.

