

Mr Maurice Bell  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Date: 10 December 2020

My Ref: [REDACTED]

Your Ref:

Contact: Mr A Jackson

Email: [REDACTED]

Dear Mr Bell,

**The Leicestershire County Council (A606 North and East Melton Mowbray Distributor Road) Compulsory Purchase Order 2020 (“CPO”)**

**The Leicestershire County Council (A606 North and East Melton Mowbray Distributor Road) Side Roads Order 2020 (“SRO”)**

**Together with the CPO the “Orders”**

I write with reference to your objection to the Orders received by the Department for Transport (“DfT”) on 30 October 2020.

In your letter, you raise a number of concerns about the current design for the North and East Melton Mowbray Distributor Road (the “Scheme”) which are summarised below:

1. That additional planned growth for Melton Mowbray has not been taken into consideration;
2. That traffic, including HGVs, accessing the Tesco superstore / Royal Mail Delivery Office area will need to continue to use Thorpe Road, and therefore the Saxby Road / Norman Way / Thorpe Road junction or traverse through Thorpe Arnold; and
3. That, in respect of point 2, road traffic accidents at the above junction and through Thorpe Arnold will continue to occur.

You have suggested an additional link between roundabout 5, at its junction with Saxby Road, and Crossfield Drive is required to address these concerns.

The Scheme benefits from extant planning consent, reference [REDACTED], and is fully compliant with the National Planning Policy Framework and the Melton Mowbray Local Plan. The highway design is compliant with national standards and sector guidance.

As part of the planning submission, a comprehensive Transport Assessment (“TA”) was developed in accordance with national guidance and has been independently checked. The TA identifies the likely traffic related impacts of the Scheme. The TA takes account of future developments and build out rates based on information provided by the Local Planning Authority; this includes a list of 33 employment developments and 15 residential developments delivering approximately 4,500 dwellings up to the year 2036.

The Transport Assessment forecasts that the Scheme design both accommodates the traffic flow which is likely to re-assign onto the new route and will remove significant traffic volumes from Melton Mowbray town centre. In particular it is forecast that Thorpe Road will experience a 28.1% decrease in overall traffic.

As part of the design process, a Road Safety Audit was undertaken in relation to local roads directly affected by the Scheme, including the area around Thorpe Arnold. Recent recorded accident data for this area reveals that there have been 2 recorded accidents, 1 serious and 1 slight in the last 5 years. The amount and severity of accidents is below intervention levels and does not justify additional measures. However, as part of the Scheme design process, speed limits in the vicinity affected by the new route including the A607 through Thorpe Arnold, have been assessed and reviewed to facilitate and accommodate implementation of the Scheme.

I trust this information provides you with comfort that the Scheme has considered the planned growth for Melton Mowbray including for the additional housing to the south of the town. I understand your concerns that Thorpe Road will continue to be used by HGVs accessing the Tesco superstore / Royal Mail Delivery Office area but expect you will be reassured to know that traffic on Thorpe Road is nonetheless predicted to significantly decrease and that accident data demonstrates no significant concerns. A link between roundabout 5, at its junction with Saxby Road, and Crossfield Drive is therefore not required. The provision of such a link does not and will not form part of the Scheme proposals. The current Scheme has been fully assessed as part of the Outline Business Case approved by the DfT, and the Scheme meets its stated objectives without the need for an additional link. Furthermore, there is no supporting local planning policy for such a link.

Compulsory purchase powers can only be used where there is a compelling case in the public interest and an Acquiring Authority must be able to present comprehensive justification for the use of such powers. Since it has been established that an additional link between roundabout 5, at its junction with Saxby Road, and Crossfield Drive, is not required to meet the Scheme objectives, and furthermore lacks supporting planning policy, there is no justification for the use of compulsory purchase powers.

I hope this letter addresses your concerns and provides you with the comfort necessary to enable you to formally withdraw your objection. A letter to the Department of Transport confirming that you withdraw your objection will suffice for this purpose. Details for the casework team at the Department for Transport are:

[Redacted contact details]

[Redacted contact details]

[Redacted contact details]

Please copy me into any correspondence with the National Casework Team.

Yours sincerely,

Penny Leslie on behalf of

Andy Jackson  
Senior Engineer (NEMMDR Project Manager)  
Asset & Major Programmes Team  
Leicestershire County Council