



Meeting: **Cabinet**

Date/Time: **Friday, 6 July 2018 at 2.00 pm**

Location: **Sparkenhoe Committee Room, County Hall, Glenfield**

Contact: **Anna Poole (Tel. 0116 305 2583)**

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Membership

Mr. N. J. Rushton CC (Chairman)

Mr. R. Blunt CC Mr. J. B. Rhodes CC
Mr. I. D. Ould CC Mrs H. L. Richardson CC
Mr. B. L. Pain CC Mr. R. J. Shepherd CC
Mrs. P. Posnett CC

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AGENDA

<u>Item</u>	<u>Report by</u>
1. Minutes of the meeting held on 12 June 2018.	(Pages 5 - 12)
2. To advise of any other items which the Chairman has decided to take as urgent elsewhere on the agenda.	
3. Declarations of interest in respect of items on the agenda.	
4. Early Help Review - Family Wellbeing Service (0-19).	Director of Children and Family Services (Pages 13 - 26)



5.	In- House Fostering Fees Review.	Director of Children and Family Services	(Pages 27 - 38)
6.	Outline Commercial Strategy and Workplan 2018-2022.	Director of Corporate Resources	(Pages 39 - 44)
7.	Children's Innovation Partnership.	Director of Children and Family Services	(Pages 45 - 54)
8.	Care Online Service.	Director of Adults and Communities	(Pages 55 - 62)
9.	Supported Living Scheme in Great Glen.	Director of Adults and Communities	(Pages 63 - 68)
10.	Strategy for Leicestershire Adult Learning Service 2018-22.	Director of Adults and Communities	(Pages 69 - 80)
11.	Community Managed Libraries.	Director of Adults and Communities	(Pages 81 - 88)
12.	North and East Sections of the Melton Mowbray Distributor Road Proposals	Director of Environment and Transport	(Pages 89 - 114)
13.	A5 Strategy and Partnership.	Director of Environment and Transport	(Pages 115 - 122)
14.	Environment Strategy.	Director of Environment and Transport	(Pages 123 - 130)
15.	Ash Dieback.	Director of Environment and Transport	(Pages 131 - 136)
16.	East Midlands Airport - Draft Noise Action Plan 2019-2023 Consultation.	Chief Executive	(Pages 137 - 144)
17.	Section 106 (Developer) Contributions.	Chief Executive and Director of Corporate Resources	(Pages 145 - 150)
18.	Corporate Complaints and Compliments Annual Report 2017/18.	Director of Corporate Resources	(Pages 151 - 154)
19.	Items referred from Overview and Scrutiny.		
20.	Any other items which the Chairman has decided to take as urgent.		

21. Exclusion of the press and public.

The public are likely to be excluded during the following item of business in accordance with Section 100(A) of the Local Government Act 1972:-

Proposals to Develop a new Primary School to Serve Lubbesthorpe - Expression of Interest from Academy Proposers.

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| 22. Proposals to Develop a new Primary School to Serve Lubbesthorpe - Expression of Interest from Academy Proposers. | Director of Children and Family Services | (Pages 155 - 164) |
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(Exempt under Paragraphs 3 and 10 of Schedule 12A).

Minutes of a meeting of the Cabinet held at County Hall, Glenfield on Friday, 6 July 2018.

PRESENT

Mr. N. J. Rushton CC (in the Chair)

Mr. R. Blunt CC

Mr. I. D. Ould CC

Mr. B. L. Pain CC

Mrs. P. Posnett MBE CC

Mr. J. B. Rhodes CC

Mrs H. L. Richardson CC

Mr. R. J. Shepherd CC

In attendance

Mr. L. Breckon CC, Mrs. C. Radford CC, Mrs. D. Taylor CC, Mr. T. Pendleton CC,
Dr. T. Eynon CC, Mr. S. J. Galton CC.

163. Minutes of the previous meeting.

The minutes of the meeting held on 12 June 2018 were taken as read, confirmed and signed.

164. Urgent items.

The Chairman advised that there was one urgent item for consideration, a report of the Chief Executive, concerning the East Midlands Strategic Alliance and a unitary structure for Leicestershire.

The report was urgent because his announcement about this had been made after the agenda for the Cabinet meeting had been published and clarification about the proposed timetable was required before the next Cabinet meeting in September.

With the agreement of the Cabinet, the report was considered under item 20 on the agenda (minute 183 below refers).

165. Declarations of interest.

The Chairman invited members who wished to do so to declare any interest in respect of items on the agenda for the meeting.

Mrs. P. Posnett MBE CC and Mr, J. B. Rhodes CC each declared a personal interest in item no. 12 on the agenda (North and East Sections of the Melton Mowbray Distributor Road Proposals) as members of Melton Borough Council.

166. Change to the Order of Business.

The Chairman sought and obtained the agreement of Members to vary the order of business from that set out in the agenda.

167. Care Online Service.

The Cabinet considered a report of the Director of Adults and Communities concerning the outcome of the consultation on the proposal to decommission the Care Online Service. A copy of the report, marked 'Agenda Item 8', is filed with these minutes.

Members noted the comments of the Adults and Communities Overview and Scrutiny Committee and representations received at that meeting (Appendix A to the report), and comments from Alberto Costa MP, a copy of which is filed with these minutes.

With the permission of the Chairman, Ms. Kay Louis, a service user, spoke on the matter.

Mr Blunt CC said that the Care Online services had been very much valued, but alternatives were currently provided by other organisations, and the Council now proposed a transitional fund of £10,000 per annum for the next two years to help enable those groups to develop their services to support Care Online users.

Mrs Richardson CC said that those service users who were eligible for social care support and who needed help with digital services would continue to be assisted with this by the Council. She was pleased that those who had borrowed IT equipment under the Care Online scheme would be given the opportunity to keep it where possible.

RESOLVED:

- (a) That the outcome of the consultation on the CareOnLine Service be noted;
- (b) That the CareOnLine Service be decommissioned;
- (c) That the measures to mitigate the effect of the cessation of the service as outlined in paragraph 31 of the report, including a transitional fund of £10,000 per annum over the next two years, be approved.

(KEY DECISION)

REASONS FOR DECISION:

The continuation of the service in its current form is not viable, given the funding pressures facing the Communities and Wellbeing Service. Similar services are provided by a number of voluntary organisations and charities and the transitional fund will help those groups to develop offers that will support former CareOnLine users.

OTHER OPTIONS CONSIDERED:

- (i) Outsource the service – it was considered unlikely that voluntary groups/organisations could deliver the same service at less cost and the commissioning process itself would incur further expenditure. It would not, therefore, achieve the required savings.
- (ii) Transform the service model – There are currently no avenues to reshape the service as to do so would require absorbing the costs associated with it and the required savings would not be achieved.

168. Early Help Review - Family Wellbeing Service (0-19).

The Cabinet considered a report of the Director of Children and Family Services concerning the creation of a new integrated family and wellbeing service that would involve a reduction in the number of Children's Centres and a redesign of various elements of the Early Help Services. A copy of the report, marked 'Agenda Item 4', is filed with these minutes.

Members noted the comments of the Children and Families Overview and Scrutiny Committee, a copy of which is filed with these minutes.

The Cabinet also noted comments from a local resident Dr. Matthew O'Callaghan, a copy of which is filed with these minutes.

Mr Ould CC spoke of the importance of providing early intervention services. The financial pressures faced by the Council, and the expected cessation of Government funding for Leicestershire's Supporting Families programme had necessitated the proposals but the Authority was committed to helping those families who needed most support and this would be done through the new integrated service.

RESOLVED:

- (a) That the results of the public consultation be noted;
- (b) That the number of Children's Centres be reduced from 36 to 18 as detailed in paragraph 40 of the report;
- (c) That the Director of Children and Family Services following consultation with the Cabinet Lead Member for Children and Families and the Director of Corporate Resources be authorised to develop and implement the new family and wellbeing service on the basis outlined in the report, noting that this will include:
 - (i) A remodelling of the staff structure to reflect the new integrated service and achieve staffing efficiencies,
 - (ii) Delivering a buildings model based on the 18 Children's Centres and 3 Supporting Leicestershire Families centres, and finding suitable alternative uses for the redesignated buildings wherever possible, including updating the impact analysis as the model is developed.

(KEY DECISION)

REASONS FOR DECISION:

The new delivery model will provide targeted intervention to those families most in need via a better-integrated service that makes best use of the staff and resources available.

The proposals have been informed by feedback from the consultation exercise and further work carried out since January, including the Equality and Human Rights Impact Assessment. The new delivery model will enable the service to make the required savings of £1.5m in the period up to 2020.

The Director will need to develop and implement the new model over several months, as it will include for example, the re-designation of buildings and relocation of services.

169. In-House Fostering Fees Review.

The Cabinet considered a report of the Director of Children and Family Services concerning the proposed changes to the Fostering Fee Payment Scheme. A copy of the report, marked 'Agenda Item 5', is filed with these minutes.

RESOLVED:

- (a) That the outcome of the consultation be noted;
- (b) That the revised Fostering Service Fee Policy, attached as Appendix C to the report, be approved and implemented with effect from 1 August 2018;
- (c) That the Director of Children and Family Services be authorised to amend and update the Fostering Service Fee Policy in accordance with the increase in the nationally recommended minimum allowance and to make other minor changes provided that the Cabinet Lead Member and the Director of Corporate Resources have first been consulted.

REASONS FOR DECISION:

The Fostering Service Fee Policy for 2018/19 sets out the fee payment scales which are part of a suite of enablers to help achieve Medium Term Financial Strategy savings targets by improving the recruitment and retention of in-house foster carers and help manage the forecasted increase in demand for placements for Looked After Children (LAC).

The new Policy will compensate mainstream, kinship carers and specialist foster carers for the work they do in looking after Leicestershire's LAC population. It is important and fitting that the Council continues to recognise and reward foster carers for the valuable contribution they make to the lives of the children and young people.

The Fee Policy will require regular review to ensure that the Council's fees are aligned closely with operational practices in the market (i.e. with other local authorities and the private sector) to ensure the Service remains competitive, attractive to new foster carers and supports the retention of current in-house carers.

170. Outline Commercial Strategy and Workplan 2018-2022.

The Cabinet considered a report of the Director of Corporate Resources regarding the Council's trading activity and seeking approval of a new Commercial Strategy and Workplan. A copy of the report, marked 'Agenda Item 6', is filed with these minutes.

It was noted that the Scrutiny Commission had supported the proposed approach.

RESOLVED:

- (a) That the Outline Commercial Strategy and Work Plan 2018-2022 be approved;
- (b) That an Annual Report on the Commercial Strategy be submitted to the Cabinet and the Scrutiny Commission each June.

(KEY DECISION)

REASONS FOR DECISION:

The Commercial Strategy and Workplan will build on the progress that has been made by Leicestershire Traded Services and increase the pace of change to ensure that trading income makes an increasing and meaningful contribution to the Council's budget. This relates in particular to the creation of alternative operating models to enable trading with the private sector or to establish joint ventures.

171. Children's Innovation Partnership.

The Cabinet considered a report of the Director of Children and Family Services regarding the development of a 'Children's Innovation Partnership' and seeking approval for the Director to issue an Invitation to Tender. A copy of the report, marked 'Agenda Item 7', is filed with these minutes.

Members recognised that this was an innovative and ground breaking approach which would see the County Council co-design and co-deliver children's care services with a partner organisation.

RESOLVED:

- (a) That the formation of a Children's Innovation Partnership as outlined in the report be approved;
- (b) That the Director of Children and Family Services be authorised to publish an Invitation to Tender to form a Children's Innovation Partnership with the Council;
- (c) That a further report be submitted to the Cabinet in Autumn 2018 regarding the outcome of the Invitation to Tender and chosen provider.

(KEY DECISION)

REASONS FOR DECISION:

The Council needs to develop a more efficient, and cost-effective approach to the provision of care placements for children and young people and would greatly benefit from the expertise of an external organisation to deal with the challenges.

Authorising the Director to proceed with the work to develop the Children's Innovation Partnership will enable this to be progressed at the earliest opportunity (the cost being met through existing resources). A report to the Cabinet meeting in the autumn will outline progress with this work and present the associated Care Placement Strategy, currently in development.

172. Supported Living Scheme in Great Glen.

The Cabinet considered a report of the Director of Adults and Communities concerning the purchase and refurbishment of an existing sheltered housing scheme (known as Brookfield Gardens) in Great Glen. A copy of the report, marked 'Agenda Item 9', is filed with these minutes.

The Cabinet noted comments from Dr. Kevin Feltham CC, the local member, a copy of which is filed with these minutes.

Mr Blunt CC said that the proposals represented a cost-effective means of providing care and support for adults with disabilities, whilst giving a degree of independence.

RESOLVED:

- (a) That the purchase of the sheltered housing facility Brookfield Gardens in Great Glen and its conversion to a supported living scheme be approved;
- (b) That the Director of Adults and Communities following consultation with the Director of Law and Governance, be authorised to undertake a procurement exercise and enter into the necessary contractual arrangements in order to secure a housing provider to manage the supported living accommodation and undertake the necessary refurbishment.

(KEY DECISION)

REASONS FOR DECISION:

The purchase and refurbishment of the sheltered housing scheme in Great Glen and procurement of a housing provider to manage the accommodation will help the Council provide an environment for adults with a long-term disability to be supported to live in their own homes in a way that is affordable for individuals and the Council.

The investment is consistent with the Council's strategic approach to ensure that people can access the right level of support at the right time in order to help maximise their independence, and will provide cost-effective accommodation linked to delivering on the Council's Medium Term Financial Strategy.

173. Strategy for Leicestershire Adult Learning Service 2018-22.

The Cabinet considered a report of the Director of Adults and Communities which advised the Cabinet on the outcome of the consultation on the draft strategy for Leicestershire Adult Learning Services for 2018-22. A copy of the report, marked 'Agenda Item 10', is filed with these minutes.

RESOLVED:

- (a) That the outcome of the consultation on the draft strategy for Leicestershire Adult Learning Services 2018-22 be noted;
- (b) That the Strategy for Leicestershire Adult Learning Services 2018-22, appended to the report, be approved.

REASONS FOR DECISION:

The Strategy will provide the basis for planning, commissioning and delivering adult learning services for the next four years, the first published Strategy for this service. The strategic goals for the service will contribute to a range of objectives, in particular, those in the County Council's Strategic Plan 2018–22 "Working Together for the Benefit of Everyone".

174. Community Managed Libraries.

The Cabinet considered a report of the Director of Adults and Communities regarding Community Managed Libraries, including proposals for a process to be followed should a community group find itself unable to continue to run a library. A copy of the report, marked 'Agenda Item 11', is filed with these minutes.

RESOLVED:

- (a) That Community Managed Library groups throughout Leicestershire be congratulated on their achievements in having developed their local libraries into thriving community hubs;
- (b) That the continued support in place to help Community Managed Library groups to run their libraries, including the availability of temporary support funds be noted;
- (c) That the process to be followed should any Community Managed Library group be unable to continue to provide a library service as set out in paragraphs 28–30 of the report be approved, noting in particular that this includes:
 - (i) Delegation to the Director of Adults and Communities, following consultation with Local Member(s) and Cabinet Lead Member, to agree alternative arrangements if this will result in no significant effect in the level of library provision;
 - (ii) A report to the Cabinet in the event that significant changes to library provision might result.

REASONS FOR DECISION:

Community Managed Libraries (CMLs) are now in place across large parts of the County and are working well. The individual CML groups are responsible for ensuring they are sustainable and well managed and the Council continues to provide support where required. The Council has a statutory obligation to ensure provision of a "comprehensive and efficient" library service as detailed in the Public Libraries and Museums Act 1964.

The Council has ensured support is in place to help CML groups to manage their sustainability pro-actively and to advise and support them to deal effectively with emerging issues that may pose a potential risk to the future operation of the service as they arise. Most of the financial support will end in 2021/22.

In situations where a CML ceases operation, the Council will need to act swiftly to consider alternative provision.

175. North and East Sections of the Melton Mowbray Distributor Road Proposals.

The Cabinet considered a report of the Director of Environment and Transport concerning progress with the delivery of the north and east sections of the Melton Mowbray Distributor Road (MMDR) and seeking approval to submit a planning application for the scheme, and for the Director to undertake various actions to move the project forward. A copy of the report, marked 'Agenda Item 12', is filed with these minutes.

Members noted comments of the Environment and Transport Overview and Scrutiny Committee, a copy of which is filed with these minutes.

The Chairman asked for his appreciation of Sir Alan Duncan MP, for his support with the Department for Transport Local Majors Fund bid, to be placed on record.

RESOLVED:

- (a) That the progress with regard to the Melton Mowbray Distributor Road (MMDR) scheme development be noted, in particular:-
 - (i) Agreement of the Preferred Route by the Director of Environment and Transport, following consultation with the Lead Member, which will be used as the basis for continuing work;
 - (ii) The award of £49.5m from the Department for Transport Large Local Majors Fund; and,
 - (iii) The latest cost estimate of £63.5m for the scheme, which will form the basis for the planning application;
- (b) That the Director of Environment and Transport be authorised to submit a planning application for the north and east section of the MMDR in accordance with the Preferred Route;
- (c) That the Director of Environment and Transport and Director of Corporate Resources be authorised, in consultation with the Director of Law and Governance and following consultation with the relevant Cabinet Lead Members, to:-
 - (i) Agree minor alterations to the scheme that may arise as a consequence of detailed design work;
 - (ii) Continue discussions with landowners and other stakeholders, with a view to reaching voluntary agreement over the purchase and/or reservation of land for the northern and eastern sections of the MMDR where possible and,
 - (iii) Take all necessary steps to make, confirm and implement Compulsory Purchase Orders and Side Roads Orders associated with the scheme pursuant to the Highways Act 1980 and the Acquisition of Land Act 1981;
- (d) That it be noted that further reports will be submitted to the Cabinet on progress with the scheme, including following the consideration of the planning application (expected early 2019);
- (e) That the Director of Corporate Resources be authorised to sign the Memorandum of Understanding between the County Council and Melton Borough Council, which sets out the financial arrangement for funding the local contribution to the scheme.

(KEY DECISION)

REASONS FOR DECISION:

Submission of a planning application in the Summer/Autumn of 2018 will allow the scheme to progress to the deadlines indicated by the Department for Transport (DfT), with a construction start date of Summer 2020.

The MMDR alignment is now fixed as the Preferred Route but minor alterations to the scheme may be required through the detailed design and planning process.

Wherever possible, the acquisition of land and rights will be conducted by negotiation and agreement with landowners. However it is likely that the Compulsory Purchase process will be critical to acquiring land for the scheme delivery, and Side Roads Orders will enable the Authority to make alterations to roads or rights of way which would otherwise affect the route.

Authorising chief officers to proceed with the various actions set out in recommendation (c) will enable the work to progress in accordance with the DfT timetable, with construction commencing 2020. Notwithstanding this, any significant changes or issues will be the subject of reports to Members.

176. A5 Strategy and Partnership.

The Cabinet considered a report of the Director of Environment and Transport regarding the A5 Partnership's revised draft Strategy, '*The A5: Supporting Growth and Movement in the Midlands 2018-2031*' and proposed Governance and Terms of Reference. A copy of the report, marked 'Agenda Item 13', is filed with these minutes.

The Cabinet noted comments from Mrs Maggie Wright CC, a copy of which is filed with these minutes.

The Director said that, since publication of the report, the Partnership had met to discuss the draft Strategy and governance proposals. As the Council had previously made clear, the wider strategic infrastructure context had evolved since the original A5 Strategy was developed in 2011 and this needed to be reflected in the document. However, whilst acknowledging this and including reference to broader priorities, the Partnership did not support the inclusion of other schemes as strategic priorities, namely the M1 junction 20a and the A46 Expressway. The Partnership had also discussed the Governance and Terms of Reference but had not reached agreement, deciding to return to these at its October meeting.

The Director noted that in March, the Cabinet had agreed that, in order to participate in the Partnership, the Council's requirements as Local Highway Authority must be reflected in the draft Strategy, and robust Terms of Reference and Governance arrangements put in place to give it credibility and weight. As a result of the outcome of the Partnership meeting, the recommendations to the Cabinet had changed.

The Director and Mr. Pain CC emphasised that the Council remained fully supportive of improvements to the A5 and would work with bodies such as Highways England, Midlands Connect and the Department for Transport to help achieve this.

RESOLVED:

- (a) That it be noted that at its meeting on 29 June the A5 Partnership agreed that

- (i) the proposed governance arrangements and Terms of Reference for the Partnership would be reviewed and considered again by the Partnership at its next meeting on 19 October, and
- (ii) reference in the draft A5 Strategy regarding the A46 and Junction 20a of the M1 would be included but not as part of the strategic context for Leicestershire and the wider region,

and that, accordingly, the Council cannot support the draft A5 Strategy nor is able to endorse continued participation in the A5 Partnership on the basis that the revised governance arrangements and Terms of Reference has not been agreed by the A5 Partnership at this time;

- (b) The Council withdraws its membership of the A5 Partnership until such time as the A5 Strategy and the governance arrangements and Terms of Reference for the Partnership meet its requirements;
- (c) The Council will continue its support in principle for the upgrade of the A5, as part of the Council's wider transport infrastructure priorities as set out in the Leicester and Leicestershire Rail Strategy and the Prospectus for Growth, through direct interaction with Highways England, Transport for the East Midlands, Midlands Connect, and the Department for Transport;
- (d) The Director of Environment and Transport be requested to inform relevant stakeholders, including Highways England, Midlands Connect, Transport for the East Midlands, and the Department for Transport, of the Council's position with regard to the A5 Partnership.

REASONS FOR DECISION:

The wider infrastructure priorities for Leicestershire and the Council's role and responsibilities as Highway Authority are not adequately reflected in the draft Strategy or in the existing Terms of Reference and governance arrangements for the Partnership.

The Council remains supportive of improvements to the A5, as one of a number of road and rail investments, and it is appropriate that as the Highway Authority it continues to communicate directly with stakeholders and external bodies.

177. Environment Strategy.

The Cabinet considered a report of the Director of Environment and Transport seeking approval of the Council's Environment Strategy 2018-2030 and support for the associated three year Action Plan. A copy of the report, marked 'Agenda Item 14', is filed with these minutes.

Members noted the comments of the Environment and Transport Overview and Scrutiny Committee, a copy of which is filed with these minutes. The Director said that the 'vision' wording would be amended in response to the Committee's remarks.

RESOLVED:

- (a) That the outcome of the engagement exercise be noted;
- (b) That the Environment Strategy 2018-2030, attached as Appendix A to the report, be approved;
- (c) That the associated Action Plan 2018-2021, attached as Appendix B, be supported;
- (d) That the Director of Environment and Transport be authorised, following consultation with the Lead Member, to make any minor amendments to the Environment Strategy 2018-2030 that are necessary to ensure that it complies with national policies and legislation in force from time to time and accords with other County Council strategies;
- (e) That, recognising the growing public concern over the negative environmental impacts of single use plastics, work identified in the Action Plan to explore options to reduce the use of single-use plastics within the Council be brought forward as a priority.

REASONS FOR DECISION:

To ensure the Authority has an up-to-date statement of its environmental priorities and objectives which is aligned with its framework for action to meet the global challenge of climate change and against which its performance can be objectively assessed.

To enable the Strategy to be amended in line with developing Government policy and changes in legislation which may be introduced during its 12 year lifespan and to ensure that it remains relevant should there be changes to other County Council policies/strategies over this period.

178. Ash Dieback.

The Cabinet considered a report of the Director of Environment and Transport seeking approval of the Ash Dieback Action Plan. A copy of the report, marked 'Agenda Item 15', is filed with these minutes.

Members noted the comments of the Environment and Transport Overview and Scrutiny Committee, a copy of which is filed with these minutes.

Mrs. P. Posnett MBE CC commended officers for their work in developing the Action Plan.

RESOLVED:

- (a) That the Ash Dieback Action Plan be approved;
- (b) That the Director of Environment and Transport be authorised to make such amendments to the Ash Dieback Action Plan as are considered necessary to ensure that it remains current and conforms to legislation and good practice.

REASONS FOR DECISION:

Ash dieback is likely to result in the death of a high proportion of the estimated 500,000 plus ash trees in Leicestershire over a period of 5 to 15 years. The Council's approach to managing the outbreak focuses on maintaining the highest levels of health and safety for the public whilst aiming to minimise the impact on the landscape, ecology and environment.

The adoption of an Action Plan is advocated by the Department of Environment, Food and Rural Affairs and the Tree Council and will help the Council maintain its approach.

179. East Midlands Airport - Draft Noise Action Plan 2019-2023 Consultation.

The Cabinet considered a report of the Chief Executive seeking approval of the County Council's response to the consultation on the East Midlands Draft Noise Action Plan 2019 - 2023. A copy of the report, marked 'Agenda Item 16', is filed with these minutes.

RESOLVED:

That the comments set out in paragraph 33 of the report on the Draft Noise Action Plan 2019-2023 be forwarded to the East Midlands Airport as the views of the County Council.

REASONS FOR DECISION:

To ensure that the County Council takes the opportunity to influence the content of the Draft Noise Action Plan in the interests of local communities affected by noise from the airport.

180. Section 106 (Developer) Contributions.

The Cabinet considered a joint report of the Chief Executive and Director of Corporate Resources concerning the repayments of Section 106 developer funding by the County Council over the last 5 years, in response to recent media coverage about this. A copy of the report, marked 'Agenda Item 17', is filed with these minutes.

RESOLVED:

- (a) That the position with regard to repayment of Section 106 funding be noted;
- (b) That the further work outlined in paragraph 28 of the report to improve the processing of Section 106 agreements be supported;
- (c) That it be noted that a further report will be submitted to the Cabinet in Autumn 2018.

REASONS FOR DECISION:

To note the Council's position with regard to the requirements for Section 106 funding and the circumstances in which it might need to be repaid, and to ensure that the maximum amount of funding is being retained.

181. Corporate Complaints and Compliments Annual Report 2017/18.

The Cabinet considered a report of the Director of Corporate Resources concerning the Corporate Complaints and Compliments Annual Report for the year to March 2018. A copy of the report, marked 'Agenda Item 18', is filed with these minutes.

RESOLVED:

That the Corporate Complaints and Compliments Annual Report be noted and welcomed.

REASONS FOR DECISION:

To note the improvements in performance and further work undertaken in regard to the Council's management of corporate complaints.

182. Items referred from Overview and Scrutiny.

There were no items referred from the Overview and Scrutiny Committees.

183. Urgent Item - East Midlands Strategic Alliance and Unitary Government in Leicestershire.

The Committee considered an urgent report of the Chief Executive, concerning the East Midlands Strategic Alliance and a unitary structure for Leicestershire. The report was urgent because an announcement had been made about this after the agenda for the Cabinet meeting had been published and clarification about the proposed timetable was required before the next Cabinet meeting. A copy of the report is filed with these minutes.

The Chairman said that there would be a thorough and comprehensive consultation on the proposals for a unitary structure and he hoped that the Overview and Scrutiny bodies would actively seek views from members throughout the Authority. He had spoken with County MPs and was aware of some concerns and, with Mr. Rhodes, planned to meet with them in the autumn to discuss the proposals in more detail. The engagement with the public, public and private sector bodies and other stakeholders would be clear and accessible and he looked forward to receiving feedback on the proposals. Linked to this, a Strategic Alliance with neighbouring upper tier authorities would strengthen the local and regional economies.

RESOLVED:

- (a) That the Chief Executive and Director of Corporate Resources be requested to work with counterparts in the region in the development of a Strategic Alliance for the East Midlands;
- (b) That work be undertaken on the development of a unitary structure for local government in Leicestershire;

(c) That the following timetable for consideration of the above be approved:-

Cabinet	16 th October	To consider outline proposals and agree to engage with stakeholders on options.
Scrutiny Commission	14 th November	To comment on the outline proposals.
Cabinet	23 rd November	To consider the outcome of stakeholder engagement and the way forward.
County Council	5 th December	To debate the proposed way forward recommended by the Cabinet.

REASONS FOR DECISION:

To provide a framework and timetable for consideration of proposals for a unitary structure for Leicestershire in the context of a Strategic Alliance for the East Midlands.

184. Exclusion of the press and public.

RESOLVED:

That under Section 100A of the Local Government Act 1972, the public be excluded for the following item of business on the grounds that it involves the likely disclosure of exempt information as defined in Paragraphs 3 and 10 of Part 1 of Schedule 12A of the Act and that, in all circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information –

Proposals to Develop a New Primary School to Serve Lubbesthorpe - Expressions of Interest from Academy Proposers.

185. Proposals to Develop a new Primary School to Serve Lubbesthorpe - Expression of Interest from Academy Proposers.

The Cabinet considered an exempt report of the Director of Children and Family Services which advised of the expressions of interest received from academy proposers (sponsors) to operate the new 420- place primary school (academy) serving the Lubbesthorpe area. A copy of the report, marked 'Agenda Item 22', is filed with these minutes. The report was not for publication by virtue of paragraphs 3 and 10 of Schedule 12A of the Local Government Act 1972.

RESOLVED:

(a) That the eight expressions of interest received from the LEAD Academy Trust, LiFE Multi Academy Trust, Bradgate Education Partnership, OWLS Academy Trust, Embrace, Kirby Muxloe Academy, Avanti Multi Academy Trust, and Stafford Leys Academy to operate the new 420-place primary school to serve the Lubbesthorpe area be noted;

- (b) That the four academy proposers that have progressed to Stage 2 of the process, and the scoring attached to each as set out in Appendix B and C to the report, and which defines the County Council's order of preference, be noted;
- (c) That all four proposers be recommended to the Secretary of State for Education (with whom the decision rests), as potential suitable sponsors to operate the new school and that the Secretary of State be advised that given the strength of the four applications that there is no reason to suggest that it would be necessary to look elsewhere to secure an academy sponsor;
- (d) That it be noted that further information will be provided to the Cabinet and local member once the decision on a preferred sponsor has been taken and confirmed by the Regional Schools Commissioner, acting on behalf of Secretary of State for Education.

REASONS FOR DECISION:

The Education Act 1996 places a statutory duty on the County Council to ensure a sufficient supply of school places.

The new 420-place primary school to serve the Lubbesthorpe development approved by Blaby District Council is planned to open in September 2019, recognising the increase in demand for school places locally which is beginning to exceed the available capacity of the other primary schools in the locality. On completion, Lubbesthorpe will comprise a 4,250 home development, a business park, this primary school and a further primary school, a new secondary school, leisure facilities, and a local centre for retail and community uses.

Seeking expressions of interest from suitable academy proposers (sponsors) is in keeping with the requirements placed upon the County Council by section 6A (the Free School Presumption) of the Education and Inspections Act 2006, as introduced by the Education Act 2011.

By completing the expressions of interest process, the County Council has been able to assess and confirm the expertise, capacity, experience and other credentials necessary to run the new school, of the organisations that have applied.

Ensuring that all organisations recommended to the Secretary of State for consideration are already 'approved' sponsors on the Department for Education register, will help demonstrate their capabilities and should enable an early decision to be taken.

CABINET – 6 JULY 2018**NORTH AND EAST SECTIONS OF THE MELTON MOWBRAY
DISTRIBUTOR ROAD PROPOSALS****REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT****PART A****Purpose of the Report**

1. The purpose of this report is to advise the Cabinet of progress with the delivery of the north and east sections of the Melton Mowbray Distributor Road (MMDR), notably the success of the bid to the Department for Transport's (DfT) Large Local Majors Fund, and to seek approval to submit a planning application for the north and east section of the MMDR, in accordance with the Preferred Route.
2. As part of this process, the report also seeks approval for the Director to make and implement Compulsory Purchase Orders (CPOs) and Side Roads Orders (SROs) which will be necessary to develop the route.
3. This report also sets out issues to be considered further during the next stage of work on the project, notably the funding arrangements and the assessment and mitigation of environmental impacts arising from construction of the road.

Recommendations

4. It is recommended that:
 - (a) The progress with regard to the MMDR scheme development be noted, in particular:-
 - (i) Agreement of the Preferred Route by the Director of Environment and Transport, following consultation with the Lead Member, which will be used as the basis for continuing work;
 - (ii) The award of £49.5m from the DfT Large Local Majors Fund; and,
 - (iii) The latest cost estimate of £63.5m for the scheme, which will form the basis for the planning application;
 - (b) The Director of Environment and Transport be authorised to submit a planning application for the north and east section of the MMDR in accordance with the Preferred Route;
 - (c) That the Director of Environment and Transport and Director of Corporate Resources be authorised, in consultation with the Director of Law and

Governance and following consultation with the relevant Cabinet Lead Members, to:-

- (i) Agree minor alterations to the scheme that may arise as a consequence of detailed design work;
 - (ii) Continue discussions with landowners and other stakeholders, with a view to reaching voluntary agreement over the purchase and/or reservation of land for the northern and eastern sections of the MMDR where possible and,
 - (iii) Take all necessary steps to make, confirm and implement Compulsory Purchase Orders and Side Roads Orders associated with the scheme pursuant to the Highways Act 1980 and the Acquisition of Land Act 1981;
- (d) That it be noted that further reports will be submitted to the Cabinet on progress with the scheme, including following the consideration of the planning application (expected early 2019).
- (e) That the Director of Corporate Resources be authorised to sign the Memorandum of Understanding (MOU) between the County Council and Melton Borough Council (MBC), which sets out the financial arrangement for funding the local contribution to the scheme.

Reason for Recommendations

5. Submission of a planning application in the summer/autumn of 2018 will allow the scheme to progress to the deadlines indicated by the DfT, with a construction start date of summer 2020.
6. The MMDR alignment is now fixed as the Preferred Route but minor alterations to the scheme may be required through the detailed design and planning process.
7. Wherever possible, the acquisition of land and rights will be conducted by negotiation and agreement with landowners. However it is likely that the Compulsory Purchase process will be critical to acquiring land for the scheme delivery, and Side Roads Orders will enable the Authority to make alterations to roads or rights of way which would otherwise affect the route.
8. Authorising chief officers to proceed with the various actions set out in recommendation (c) will enable the work to progress in accordance with the DfT timetable, with construction commencing 2020. Notwithstanding this, any significant changes or issues would be the subject of reports to Members.

Timetable for Decisions (including Scrutiny)

9. The Environment and Transport Overview and Scrutiny Committee will consider this report on 28th June 2018 and its comments will be reported to the Cabinet.

10. Submission of the planning application is expected to take place in September. The planning determination period is 16 weeks, so a decision would be expected by late December 2018/early January 2019.
11. Preparation of Statutory Orders - Compulsory Purchase and Side Roads - is planned to take place between August and October of 2018, with the Orders being made in early 2019.

Policy Framework and Previous Decisions

12. The Cabinet has received a number of reports in recent years on the transport strategy for Melton Mowbray and development of a distributor road. In May 2016, it was agreed to undertake the necessary consultation and negotiations to enable a preferred route to be identified.
13. At its meeting on 12 December 2017, the Cabinet noted the outcome of consultation on the proposed northern and eastern route of the MMDR and further work that had been undertaken to develop the Outline Business Case (OBC). The Cabinet reaffirmed its earlier decision to prioritise the northern and eastern sections of the MMDR, approved the 'recommended route' for further development and consultation, and agreed to commit funding to submit the planning application and to carry out all further necessary work to prepare the scheme for construction - subject to the necessary processes being completed. The Cabinet authorised officers to carry out various activities including continued dialogue with landowners and other stakeholders, acquiring land by agreement, and preparatory work for use of CPOs.
14. In view of the extremely tight timescale, the Cabinet authorised the Chief Executive to approve and submit the OBC to the DfT by 22 December 2017. The Director of Environment and Transport was authorised to undertake further engagement and consultation arising from any changes/ improvements to the recommended route arising from detailed design work and feedback and to agree the 'Preferred Route' for planning and acquisition purposes.
15. It was noted that a further report would be submitted to the Cabinet prior to the submission of the planning application.
16. Pursuant to the above Cabinet decision, the 'Preferred Route' for the north and east section of the MMDR was agreed by the Director on 8th May, following consultation with the Cabinet Lead Member. Following development of a route plan suitable for release and announcement of the success of our Large Local Majors Funding, landowners directly affected by the route were informed by letter or email on the 8th June and County Councillors were advised via a "Members News in Brief" item.
17. As detailed in previous reports on the matter, the development of the MMDR is consistent with a number of the Council's plans and policies. This includes -
 - The third Leicestershire Local Transport Plan (LTP3), which contains six strategic transport goals, of which Goal 1 is to have a transport system

that supports a prosperous economy and provides successfully for population growth.

- The Council's Enabling Growth Action Plan, which supports the development of market towns for employment land as a priority, and refers specifically to working with MBC to plan for Melton Mowbray's growth.
- The Melton Mowbray Transport Strategy (MMTS), which recognises the need to support the town's strategic growth through transport investment.

Resource Implications

18. The total cost of the north and east section of the MMDR scheme is currently estimated to be around £63.5m, including further development costs and project development and construction risk, of which £49.5m has now been awarded by the DfT from the Large Local Majors Fund.
19. In broad terms, the financial exposure for the County Council is in the region of £14m. It is expected that this will be recouped in later years through developer contributions. However, given the demands on the Authority's finances, an initial agreement has been reached with MBC to develop a mechanism for cash flowing the investment, initially through a process of tax increment financing from the growth in business rates, council tax and new homes bonus received by the County Council and MBC as a result of investment in the new road. A draft Memorandum of Understanding has been developed and similarly the exact nature of the financial agreement, in terms of how the level of contribution from each party will be decided, is being progressed.
20. The estimated cost to take the scheme through design to the point of being able to commence construction work is £4.2m. The risk element of this cost is in the region of £670,000 and includes project design and construction risks.
21. As with all major schemes there is a likelihood of cost overruns. Although the work completed to date seeks to estimate as accurately as possible the scheme cost, the funding agreement with MBC will also need to address this (see paragraphs 125 to 126 of Part B below for more detail). It should be noted that no additional funding will be available from the DfT over and above the £49.5m.
22. The Director of Corporate Resources has been consulted on the content of this report.

Legal Implications

23. Wherever possible, the acquisition of land and rights will be conducted by negotiation and agreement with landowners but it is expected that the Compulsory Purchase process pursuant to the Highways Act 1980 and the Acquisition of Land Act 1981 will be critical for timely procurement of the land and rights along the route.
24. The Director of Law and Governance has been consulted on the content of this report.

Circulation under Local Issues Alert Procedures

25. A copy of this report has been circulated to Members representing the electoral divisions in the Melton area - Mr. J. T. Orson CC, Mr. A. E. Pearson CC, Mrs P. Posnett CC, and Mr. J. B. Rhodes CC.

Officers to Contact

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PART B

Background

26. This report follows on from the paper that was considered by the Cabinet on 12 December 2017. The development of a Transport Strategy for Melton Mowbray (MMTS) and investment in this was agreed by the Cabinet in 2015, since when members have received several reports on the development of an outer relief road (now termed distributor road) for the town.
27. Transport assessments for Melton Mowbray indicated the following problems, that could potentially be addressed by a strategic highway intervention:-
- Highly significant levels of congestion;
 - High levels of Cross-Town and through traffic with very limited route options;
 - HGV movements through the town centre;
 - Limited opportunity to enhance public transport and walking/cycling; and,
 - Constraints to jobs, housing delivery and economic growth.
28. The emerging MMTS indicated that low-cost measures would not be sufficient to manage Melton's planned growth and that major transport infrastructure was required. In May 2016 the Cabinet agreed to undertake the necessary consultation and negotiations to identify the route for an outer relief road. This is one element of the MMTS which continues to be developed.
29. Recognising that it would not be possible for the County Council to fund such a scheme, discussions took place with the DfT in early 2017 regarding the likelihood of funding being available from the Large Local Majors Fund. It was indicated that schemes demonstrating an effort to accelerate delivery with a likely construction start date of early-mid 2020 would be looked upon favourably by the DfT. In March 2017, in order to progress the scheme within the suggested timescales, the Cabinet authorised the Director of Environment and Transport to undertake necessary work on the Outline Business Case, and in December to take various actions to progress the scheme.

Melton Local Plan

30. The MMDR is a key component of MBC's emerging Local Plan. The Plan expresses the importance of an "Eastern Distributor Road" as "essential infrastructure". Following the Plan's Examination in Public in February of this year, the independent planning inspector appointed to consider the Plan's 'soundness' has proposed a number of modifications, but none of the modifications have any apparent implications for the delivery of the north and east sections of the MMDR. Whilst the Inspector has yet to issue the final report MBC has advised that it is confident that the Plan could be adopted later this year. This would be another important step in securing the delivery of Melton Mowbray's future growth.

DfT Large Local Majors Fund Bid

31. As indicated previously, the Council has been working to a very tight timescale set by the DfT in order to maximise the chances of receiving Large Local Majors funding. This has required significant financing from the Council's capital programme in the meantime, aided by a commitment from MBC to help mitigate the risk to the Authority. The County Council was therefore extremely pleased with the announcement by the DfT on 17 May of the £49.5m towards the construction of the northern and eastern section of the MMDR.
32. The news is a very significant step forward for the delivery of the north and east sections of the MMDR. However, there is still substantial work required in 2018 in order to secure planning permission and, in all likelihood, to make and implement the necessary statutory orders.

The MMDR

33. The following paragraphs summarise the work which has been undertaken on the development of the route up to 8 May when the Preferred Route was agreed.
34. The MMTS includes the overarching concept of an MMDR comprising:-
 - (a) A **northern** section from the A606 Nottingham Road to Melton Spinney Road;
 - (b) An **eastern** section from Melton Spinney Road to the A606 Burton Road; and,
 - (c) A **southern** section from the A606 Burton Road to the A607 Leicester Road.
35. This report covers only the northern and eastern sections, and it is only these sections that were included in the Large Local Majors funding bid. (A business case is being prepared for the southern section as part of a bid to the Government's 'Housing and Infrastructure Fund').
36. Collectively, the three sections of the MMDR effectively form an inverse 'C' shape around Melton Mowbray, as illustrated in Figure 1 below.

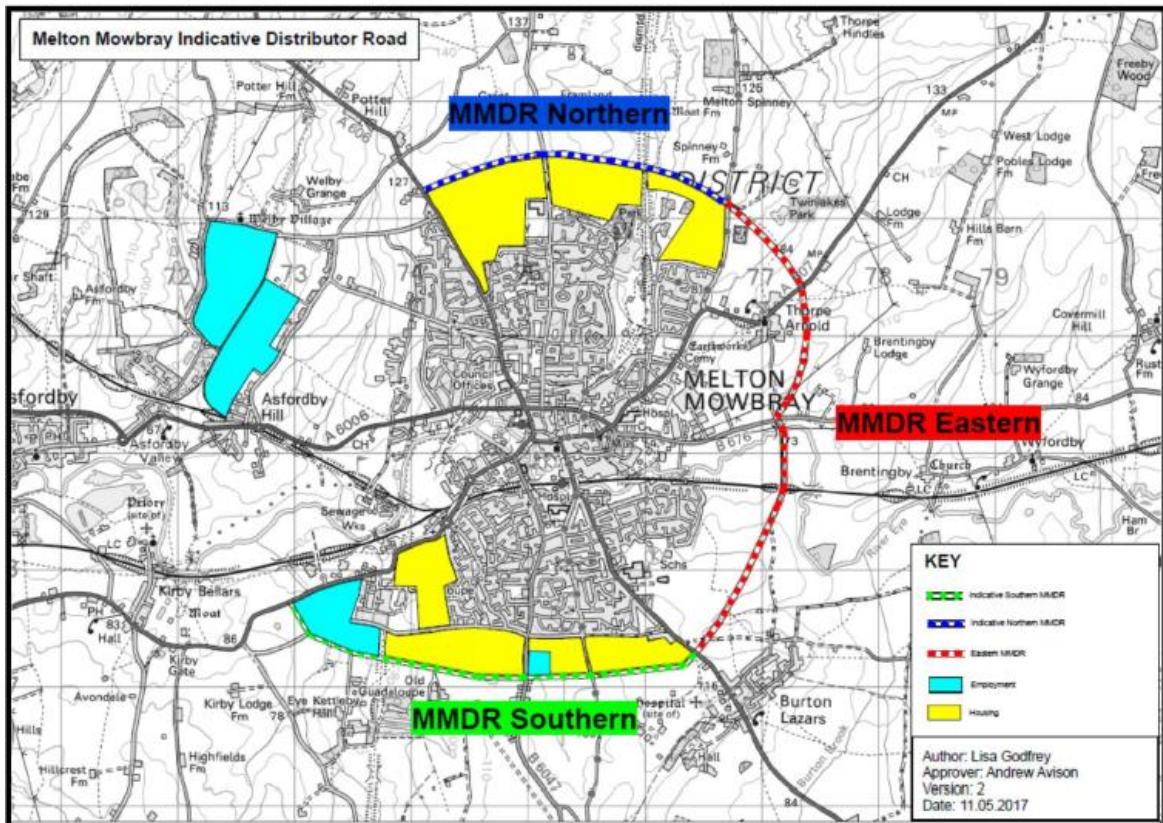


Fig. 1 Development of the MMDR overarching concept

The Preferred Route

37. Following the Cabinet's decision in May 2016 to proceed with an outer relief road a 'recommended route' for the north and east sections was developed. This was included in the Outline Business Case submitted to the DfT (December 2017). It was noted that this might be modified following detailed design work and further consultation and, given the tight timescale, the Cabinet agreed that the Director of Environment and Transport would approve the 'Preferred Route' for planning and land acquisition purposes (paragraph 14 above refers).

38. Figure 2 below shows the Preferred Route (shown in black), much of which is unchanged from the 'recommended route' (shown in green). Detailed sections of the proposed route and typical cross-sections are illustrated in Appendix A.

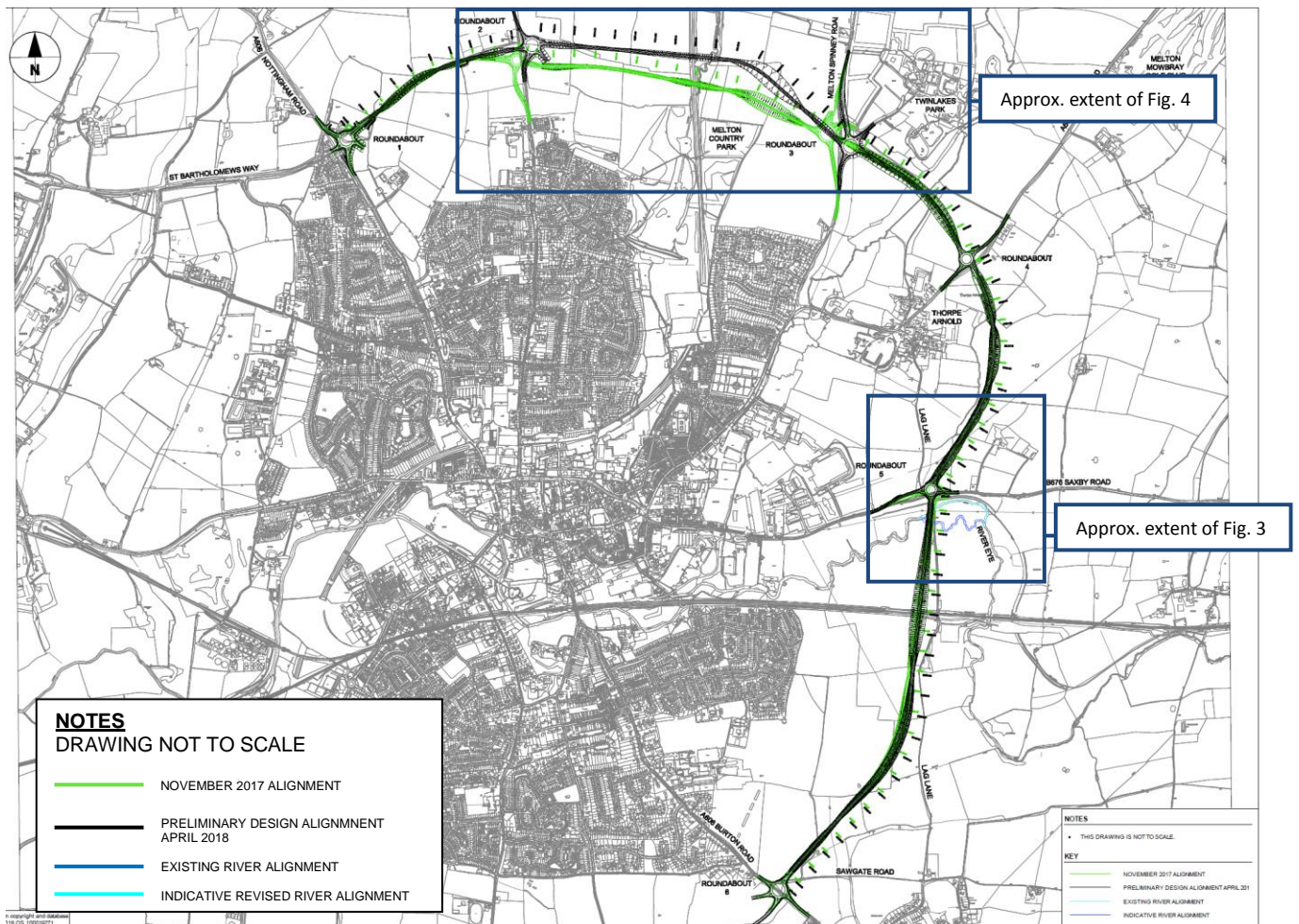


Fig. 2 The Preferred Route (black) over recommended route (green)

39. The Preferred Route remains a 4.3 mile single carriageway which passes to the north and east of Melton Mowbray. The design includes a 3m wide cycle/footway along the route positioned on the side nearest to the town. The proposed route begins on the A606 Nottingham Road to the north of the town, crossing Scalford Road, Melton Spinney Road, the A607 Thorpe Road and B676 Saxby Road, before re-joining the A606 Burton Road to the south of the town. Speed limits would be 40mph between the A606 Nottingham Road and Melton Spinney Road and 60mph between Melton Spinney Road and A606 Burton Road.

Changes to the route since December 2017

40. The Authority carried out further engagement and consultation on the 'recommended route' in late 2017/early 2018, with:-
- Natural England and Environment Agency, regarding the crossing of the River Eye Site of Special Scientific Interest;

- Developers of the NSN, regarding land between Scalford Road and Melton Spinney Road; and,
- Landowners and farmers, concerning access and farm business.

41. As a result of this, the Preferred Route and design has been amended at two locations, detailed below.

(1) Crossing of the River Eye Site of Special Scientific Interest (SSSI).

42. The River Eye is a 6 hectare (15 acre) biological SSSI covering a stretch of the River Eye between Ham Bridge, north-west of Stapleford, and the eastern outskirts of Melton Mowbray. The importance of this statutorily protected site for conservation means that careful consideration has been given to reduce the impact of the road.
43. The Council has worked with Natural England and the Environment Agency to agree an approach to the crossing and the proposals have been discussed with neighbouring landowners and Historic England. In addition to the presence of the River Eye, options for the road design around Saxby Road have been particularly constrained by the presence of two sets of overhead power cables, nearby dwellings and a brook.
44. As shown in Figure 3 below, the road alignment and roundabout have not substantively changed from the recommended route; the alignment has moved approximately 15 metres to the west at the location near to Saxby Road in order to reduce the impact on nearby properties to the east of the proposed route. Moving the alignment further west than this would increase the proximity to Thorpe Arnold. Moreover, the alignment is currently in a cutting; moving the Preferred Route further west would result in the road being on embankment with resulting potential noise and landscape impacts on nearby properties.
45. The main change at this location has been in the approach to bridging the River. Construction costs set out in the Outline Business Case included an element for the moving of overhead powerlines in order to allow construction of the bridge. It is now proposed to realign the River Eye, negating the need to move the powerlines. This will be subject to further discussion with Natural England and the relevant landowners. A Natural England public consultation would be required as part of any scheme proposing modifications to the SSSI.
46. The change was made on the basis that:-
- a) The roundabout would be further from the River, lessening the effect of the associated lighting and road disturbance on the ecology of the SSSI. In addition, from an ecological perspective, the diversion presents opportunities for mitigation and enhancement that the other options may not. This has been acknowledged by Natural England and the Environment Agency supports this option in principle.

- b) It enables the construction of the new bridge away from the overhead power lines, presenting significantly lower health and safety risk than other options considered at this location; and,
- c) Not having to move the power lines significantly reduces cost, as highlighted in the technical report.

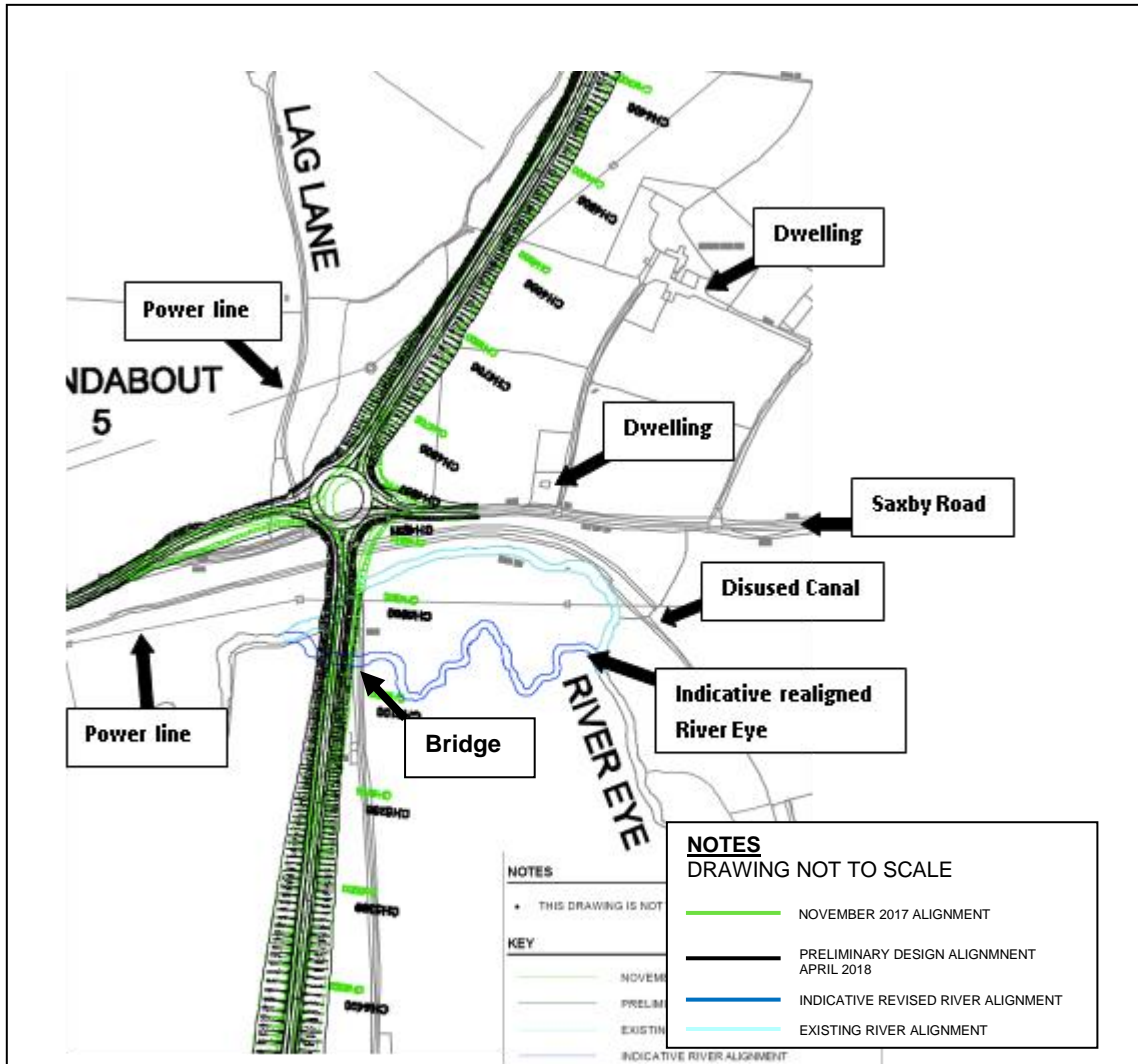


Fig. 3 Option C (black) over recommended route (green) and indicative realignment of River Eye SSSI

(2) Alignment between Scalford Road and Melton Spinney Road

- 47. As stated previously, the MMDR scheme is a key element of the MMTS and Melton Local Plan, with associated developments contributing to funding of the Melton Mowbray Distributor Road. It is therefore critical that the design of the road does not hinder the achievement of housing growth set out in the Local Plan.
- 48. Concerns were raised by the developers of the NSN about the impact of the recommended route alignment and the position of the Melton Spinney Road and Scalford Road roundabouts on the housing allocation presented in the Melton Local Plan. Following dialogue with the developers, the route has been

amended as illustrated in Figure 4 below, with the proposed road alignment between the roundabouts at Scaford Road and Melton Spinney Road moved approximately 150m to the north.

49. As well as minimising the impact on the NSN, this change moves the road further away from existing properties at the edge of the town and Melton Country Park.

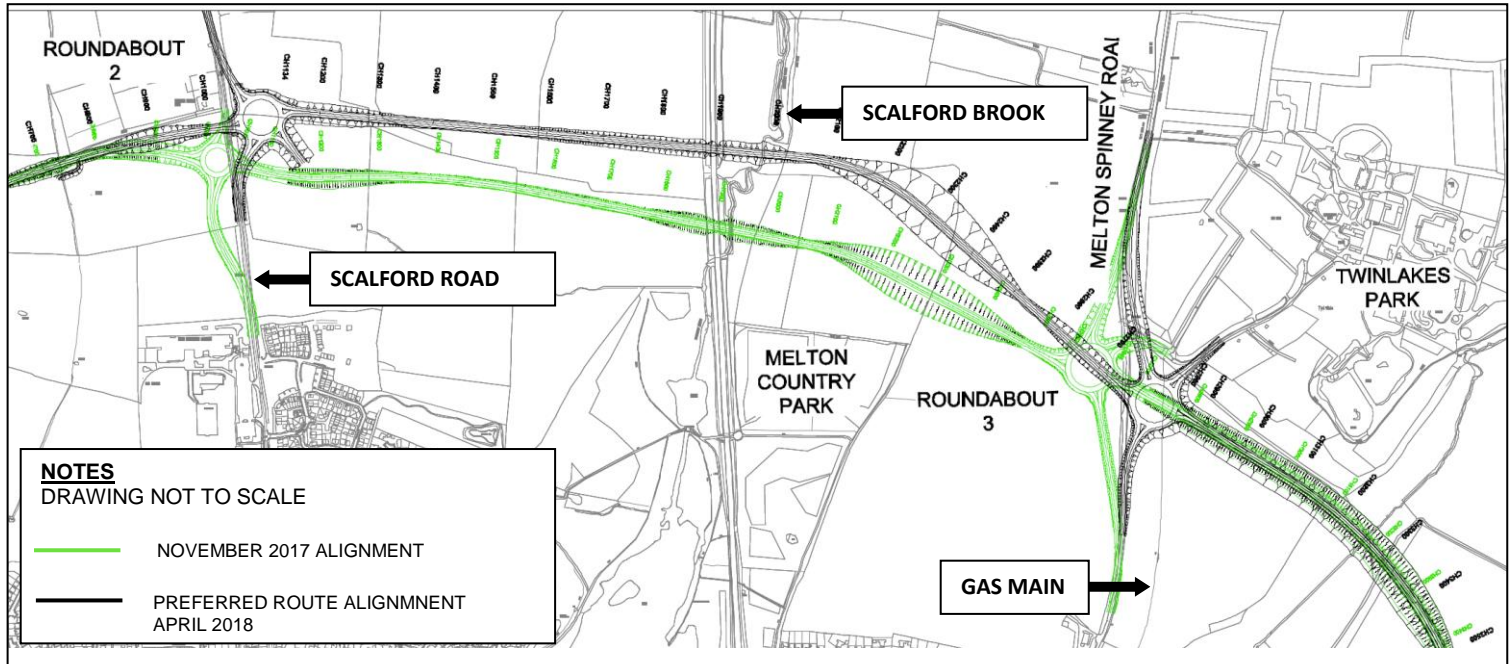


Fig. 4 Realignment and repositioning of roundabouts at Scaford and Melton Spinney Road

50. The position of the Scaford Road roundabout (green) has moved north (black) and to the east of Scaford Road, reducing the effect on the masterplan for development to the west of Scaford Road. The roundabout at Melton Spinney Road has been moved to the east of Melton Spinney Road (outside the area identified for housing development).
51. The developers of the NSN have expressed a preference for a route that follows the line of the Local Plan allocation, as shown in Figure 5 below (orange alignment). However, this would require the route to cut through a large proportion of the Twinlakes theme park, leading to significant adverse impacts and probable substantial CPO costs. The location of the indicative Distributor Road for the NSN can be found on page 41 of the Melton Local Plan at <https://www.meltonplan.co.uk/>

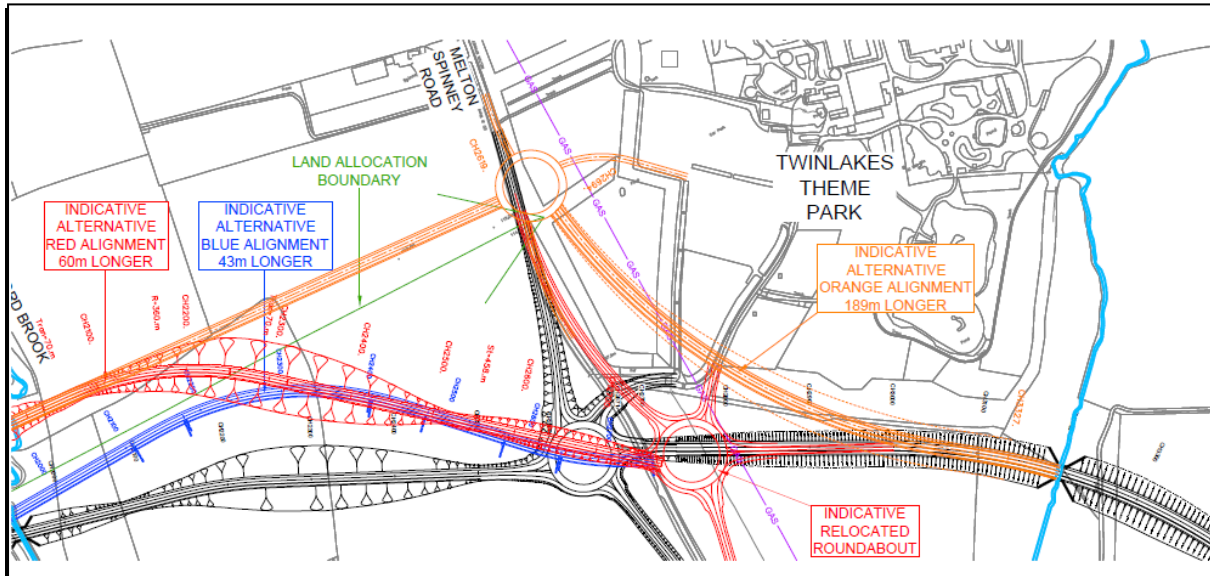


Fig. 5 Developer proposed realignment (orange route) and impact on Twinlakes

Other Issues

52. The line of the disused Oakham Canal closely follows Saxby Road at its intersection with the proposed route of the MMDR, before heading south, mirroring the line of the River Eye. The Canal was constructed in 1802 but was closed after only 45 years, in part due to an inadequate water supply. The line of the Canal is now severed at a number of locations, making restoration of the entire route unlikely.
53. The Melton and Oakham Waterways Society wish the road proposals to include a bridging of the line of the Canal in order to accommodate any future plans for restoration. It has not been possible to accommodate this due to other constraints, including the presence of powerlines, increased adverse impact on the River Eye SSSI, and disturbance of potential archaeological deposits in the floodplain.

Cost Implications of the Changes

54. The effect of the above changes on construction costs is estimated as follows:-
 - Increased length of the road (60m), with an estimated cost of £220,000.
 - Reduced River Eye bridge span than was costed for the OBC, giving an estimated saving of between £200,000 and £400,000.
 - Removal of the need to divert power lines, saving an estimated £2m.
55. The overall saving on the costs outlined in the Business Case is thus potentially in the order of £2.2-£2.4m.

Next Stages in the Project

56. Subject to the Cabinet's approval, the next steps will include the submission of the planning application and the acquisition of land necessary for the new route. This is outlined below, as are associated issues of blight notices, procurement, design work and funding arrangements.

Planning Application

57. To date, the scheme has undergone the preliminary design process. The next stage will be to progress detailed design and alignment. The final detailed route will only be confirmed via the planning application process. It should be noted that this may result in minor changes to the scheme's design.
58. Under Regulation 3 of the Town and Country Planning Act the planning application for the Preferred Route will be considered by the County Council's Development Control and Regulatory Board. As indicated in Part A of the report, it is intended that the application will be submitted in September. In accordance with the usual planning process the application would be subject to further public consultation as well as being submitted (by officers from the County Planning Authority) to statutory consultees such as the Environment Agency, utility companies, and MBC.
59. As part of the application, a full package of documents will be submitted to the County Planning Authority, including:-
- (a) Location plan;
 - (b) Site Plans/ General Arrangement drawings;
 - (c) Typical Cross Sections;
 - (d) Landscaping Plans;
 - (e) Statement of Community Engagement;
 - (f) Flood Risk Assessment;
 - (g) Human Rights and Equality Impact Assessment; and,
 - (h) Construction Traffic Management Plan.
60. All of the planning documents will be available on the County Council's website at <http://leicestershire.planning-register.co.uk> when the application is submitted.

Land Acquisition

61. The northern and eastern sections of the MMDR will require the acquisition of third party land, the costs associated with which are accounted for in the latest scheme estimate.
62. All efforts will continue to be made to acquire land by negotiation but where necessary, preparations will be made for use of appropriate statutory processes including the use of CPOs. CPOs are used when land cannot be purchased by agreement, to enable acquiring authorities to carry out a function/actions which is in the public interest.

63. Any necessary CPOs and Side Road Orders would be implemented following approval of the planning permission. If objections were raised by the landowners, the Secretary of State would decide if a Public Inquiry should take place and if the Orders should be confirmed. This possibility has been taken into account in the scheme's programme.

Blight and Discretionary Purchase

64. 'Blight' in this context refers to the reduction in value of a property asset as a consequence of large scale or major public work and the inability of an owner to sell their property at market value as a result. Statutory blight is normally triggered following the announcement of a Preferred Route by a Highway Authority, which in this case took place on 11 June 2018. It affects those properties which are required for the road scheme either in their entirety or may be affected to the extent that they are unsaleable (i.e. it can include property other than that directly required to construct the route). The owners must show that they have made reasonable attempts to sell but are unable to, or unable to do so except at a price substantially below market value.
65. The risk of blight has been assessed as low in this instance, in part due to efforts made to limit the impact of the scheme on properties. The land the proposed route runs through is agricultural and its viability will be sustained by ensuring access to severed fields. The line of the MMDR between Nottingham Road and Melton Spinney Road runs largely along the northern boundary of the Northern Sustainable Neighbourhood (NSN) housing allocation area set out in the Melton Local Plan. The MMDR helps to remove constraints to growth in Melton Mowbray and is therefore of benefit to landowners wishing to develop their land for housing. For this reason and because of the ongoing communication with developers of the NSN it is considered that blight will be avoided at this location.
66. The Council may accept a blight notice or reject it and serve a counter-notice. If the Authority and landowner cannot agree, the issue will be considered in an 'Upper Tribunal' (a court) and, if necessary the Tribunal will make a judgement.
67. Although the risk is relatively low, blight notices may be submitted before the funding is in place, in which case the cost of successful claims would initially be borne by the Authority.
68. In the event that a property owner cannot legally qualify for the protection of the blight provisions but may still suffer hardship because the enjoyment of the property is seriously affected, the Authority may in certain circumstances use discretionary purchase powers given by the Highways Act 1980 to acquire property by agreement.

Procurement for Design and Construction

69. As is usual with major projects, the Council will engage professional services to progress design and environmental and planning work. This will continue to be delivered in collaboration with the County Council, and AECOM (the consultants assisting with the project) leading through the Professional Services Partnership

2 (PSP2), a framework contract available to local authority members of the Midland Highways Alliance. It is intended to deliver the construction phase through the MHA Medium Scheme Framework.

Delivery and Funding

70. The total cost of the north and east section of the MMDR scheme is approximately £63.5m, including further development costs, of which circa £49.5m will be met from DfT funding; meaning that in broad terms the financial commitment from the County Council will be in the region of £14m. A breakdown of costs estimate produced in December 2017 is available in the Outline Business Case presented on the Scheme webpage at <https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/melton-mowbray-distributor-road-scheme>. It is expected that the £49.5m from the DfT would be provided following its approval of the Full Business Case, programmed for early 2020.
71. As referenced in Part A of this report, £4.2m further funding is required to complete scheme design/preparatory work, including discharging planning conditions, continuing with detailed design, dealing with land issues and Side Road orders, liaising with partner/stakeholder organisations, and project-managing the ongoing development of the scheme to 'shovel ready' stage.

Timetable

72. The current timetable for further work is set out below:-

- Detailed design (May 2018 onwards);
- Preparation of CPO and Side Roads Orders (begin summer 2018);
- Submission of planning application (September 2018);
- Determination period for planning application (16 weeks);
- MOU is signed by LCC and MBC (Winter 2018)
- Making of CPO and Side Roads Orders (November/December 2018); and,
- Possible objection and public inquiry period (December 2018 to early 2020).

And, subject to the above and all other necessary processes:-

- Procurement begins - June 2019;
- Approval of Full Business Case by the DfT, and release of funding (Spring 2020)
- Land acquisition March 2020;
- Contract award May 2020;
- Construction begins (summer 2020); and,
- Construction end (summer 2022).

73. Further reports will be submitted as necessary and members will be kept informed of progress with the project.

Environmental Impact and Proposed Mitigation

74. The Natural Environment and Rural Communities Act (2006) sets out local authorities' duty to give regard to conserving biodiversity as part of policy or decision-making. This includes identifying ways to integrate biodiversity when developing infrastructure such as roads. Additionally, there is a statutory basis for planning to seek to minimise impacts on biodiversity through the National Planning Policy Framework. The Framework is clear that pursuing sustainable development includes a core principle for planning that it should contribute to conserving and enhancing the natural environment and reducing pollution.
75. The Council's Environment Strategy (the subject of a separate report on the agenda for this meeting) sets out the vision, aims, objectives and targets which will be used to drive improved environmental performance. The Strategy introduces key areas on which to focus, including biodiversity and habitats, climate change, and community and well-being.
76. The environmental impacts of the MMDR and mitigation of these will be considered in detail as part of the planning application, in an Environmental Statement . The paragraphs below set out the proposed approach to minimising negative impacts and ensuring any opportunities for positive effects on the environment are promoted. This work is supported by substantial survey and investigation work conducted on behalf of the Council. A map showing environmental constraints is presented in Appendix B and a full appraisal of potential impacts and associated mitigation can be found at Appendix C.

Ecology

77. In 2017, AECOM (consultants engaged by the Council for the project) conducted phase 1 habitat surveys which have informed the Preliminary Ecological Appraisal. Detailed species surveys have taken place over the past few months, the results of which will inform the Environmental Statement and proposed mitigations.
78. As the proposed route would have to cross the River Eye SSSI and because of flooding issues in the vicinity, the Environment Agency and Natural England have been engaged as statutory consultees.
79. In addition to the SSSI, there are also a number of protected species, non-statutory wildlife sites, and a range of habitats of interest. Melton Country Park is a site of particular importance for both wildlife and the local community and although the alignment of the road has moved further away from the Country Park, mitigation will need to be given careful consideration.
80. Potential negative impacts have been identified as the loss, fragmentation and degradation of habitats along the proposed route as well as direct impact on specific species. The design of the route may also however offer opportunities such as improvements to existing habitat and the introduction of natural flood management techniques.

81. Detailed mitigation, compensation and enhancement will be delivered across the wider River Eye SSSI, including restoration to promote natural river processes, habitat creation to improve quality status and species assemblages and wider control of management processes where possible. A River Restoration Plan produced by the Trent Rivers Trust already exists for the River Eye giving a sound basis for consideration of mitigation. .
82. For other designated sites such as Melton Country Park and Scaford Brook Local Wildlife Site, best practice measures will be used to minimise impacts on connectivity or shading effects on river habitat, such as –
 - (a) Creation of artificial roost or nesting sites;
 - (b) Well-designed soft landscaping that maintains habitat connectivity and incorporates native plant species;
 - (c) Restoration of connecting freshwater habitats to enhance and secure long term viability of fish populations;
 - (d) Management and creation of hedgerows to promote biodiversity; and,
 - (e) Sensitive lighting to avoid illuminating foraging areas or light spill into habitats used by bats.

Archaeology

83. A methodology for archaeological surveys of the proposed route was agreed with Council's Principal Planning Archaeologist in 2017. Ground investigation works have also been monitored by an archaeologist.
84. Initial results from the geophysical survey have shown a high potential for Romano-British activity, particularly in the northern section of the route. The archaeological potential of the route will be considered and appropriate evaluation and mitigation measures developed. A meeting has taken place with Historic England and LCC planning archaeology to discuss The initial survey results and further survey work necessary has been discussed with Historic England and the Council's archaeology team.
85. Three scheduled monuments lie within the study area -St Mary and St Lazarus Hospital, the Moated Grange at Spinney, and Sysonby Grange. However, these are all located more than 300m outside the line of the road and are not expected to experience any significant effect.
86. There is the potential for the development to negatively affect the setting of designated heritage assets. . A photomontage has been requested of the view to the St Mary and St Lazarus Hospital from the location of roundabout 6 (shown on fig. 2 above).
87. Consideration will be given to detailed design elements such as signage and street furniture along the route with a view to the setting of designated assets.
88. Potential mitigation measures to address the possible effect on palaeoecological (floodplain) deposits relating to the palaeochannels that may be lost as part of the river realignment, have been discussed In the first

instance, existing data will be used to build up a picture of the known deposits and establish how large an area may be lost. The need for specialist boreholes and deposit modelling will then be determined and recording of the deposits and analysis of the palaeoecology will be undertaken at an appropriate time, likely post-planning consent.

Noise and air quality

89. Air quality and noise investigations have taken place with particular regard to the impacts on residents living within 500m of the proposed route. Current noise levels and likely changes in noise post-construction will inform any proposed mitigations. Mapping has been produced and further monitoring will take place as the scheme progresses.
90. Air quality monitoring has taken place on arterial roads and at locations near residential properties close to the route from July 2017 to January 2018. This, in addition to MBC's NO₂ monitoring data within Melton Mowbray town centre and arterial routes, will be used in the air quality impact assessment and will be reported in the Environmental Statement. This information will also add to the body of existing baseline Air Quality data that MBC currently holds.
91. There are potentially negative and positive impacts on air quality and noise of the scheme, including reduction in pollutant concentrations and noise through the centre of Melton Mowbray but an increase along the extent of the scheme.
92. During construction of the standard best practice dust protection measures will be employed. Consideration will be given to the use of low noise surfacing within the scheme extents and noise barriers will be employed at certain locations, subject to engineering and landscape constraints. The use of noise barriers will need to be weighed against the potential visual intrusion in the rural landscape.

Community Severance and Sustainable Travel

93. The scheme will involve some changes to existing public rights of way with potential diversions and loss of amenity during both construction and operation stages. The proposed route severs five Public Rights of Way (Footpaths) and mitigation measures are being explored.
94. The road would also sever agricultural land parcels, access to which is being considered in consultation with landowners and tenants. Farm Impact Assessments have been conducted by the Council's agricultural consultants.
95. The effects on the local community will vary throughout the different phases of the road's delivery. For example, during construction there is likely to be increased traffic congestion and more visual intrusion but after this journey times are predicted to improve.
96. The scheme design includes a 3m-wide combined cycle and footway along the entire length of the proposed route. Where Rights of Way have been severed,

the design will include provision for pedestrians to cross such as pedestrian refuges.

97. It is intended to stop up Lag Lane and Sawgate Road to vehicular traffic, with the exception of use by landowners who currently have field access. Access will remain for non-motorised users. The exact point at which these routes will be stopped up is to be determined in discussion with landowners and farmers. Environment Agency access to Bretingby Dam will be gained directly from a new access on the MMDR, through a locked gate.
98. Any open spaces which are permanently lost will be replaced; whilst any which are temporarily required during construction will be enhanced. Where community or private assets are permanently lost, re-provision will be made or appropriate compensation considered.

Water Quality and Flood Risk

99. The route crosses several watercourses including the River Eye SSSI. Each crossing requires assessment for compliance with the objectives of the Water Framework Directive (WFD) which aims to protect and enhance the quality of the water environment. A WFD assessment conducted in consultation with the Environment Agency and Natural England has been undertaken in order to identify whether the proposed scheme has the potential to:-
 - (a) Cause deterioration of any waterbodies from their current status or potential; and/ or,
 - (b) Prevent future attainment of good status or potential where not already achieved.
100. At this stage, there is not sufficient design information to rule out risks to WFD objectives or SSSI classification, so recommendations are made for scheme designs and further (more detailed) assessments.
101. The scheme presents opportunities to improve watercourses through amending undersized culverts and to introduce natural flood management. However it may also result in new discharges of highway runoff to watercourses that may include dissolved and particulate pollutants (e.g. metals, hydrocarbons, particulates, de-icant salts etc.), and there may be an increase in volume and rate of surface water runoff (arising from a larger impervious surface) and raised flood risk.
102. Phased mitigation measures will be taken to avoid, minimise and reduce the risk of water pollution or the physical damage to water bodies. The proposed highway drainage network and attenuation ponds will be designed to provide treatment of runoff and retain large chemical spillages within the network.
103. Any loss of floodplain will be compensated for, flood relief culverts will be employed and attenuation ponds will be designed so as to not increase surface water flood risk.

Health

104. Impact on health has been assessed through desktop study. Potential impacts include improvements to accessibility and active travel, better access to work and training, and enhanced linkages between communities improving social cohesion (noise and air impacts are covered in paragraphs 112-113).
105. Options to enhance the benefits of the scheme in relation to human health will be explored and outlined within the Health Assessment.

Landscape and Visual

106. Landscape and visual impacts have been assessed through site and desk study. The study has identified potential positive and negative impacts, e.g. the loss of rural characteristics, reduction in perceived tranquillity within the rural fringe, and reduced traffic within the centre of Melton Mowbray that will improve local views.
107. Where possible, hedgerows will be reinstated with a view to maintaining and reinforcing the existing field patterns. Lighting will be minimised to that which is absolutely necessary and designed so as to reduce light spill. Where appropriate, screening planting will be employed.

Geology and Soils

108. A comprehensive study including field survey work has been conducted into the geology and soils along the route. Potential risks include disturbance and release of contaminated soil, pollution of groundwater and surface watercourses.
109. A site-specific Construction Environmental Management Plan (CEMP) will minimise potential impacts, following current good practice guidance.
110. Surface water run-off will be controlled using appropriate drainage measures, including Sustainable Drainage options.

Climate Change Adaptation and Mitigation

111. A greenhouse gas (GHG) assessment, sometimes referred to as 'carbon footprinting', has been undertaken to help identify climate change impacts. GHG assessments outline credible and robust methodologies for calculating GHG emissions and can inform the development of reduction improvement programmes. Potential impacts include a reduction in GHG emissions from vehicles on the traffic model area in the operational stage, production of GHG emissions embodied in construction products and disposal of any waste generated by the construction processes.
112. Mitigation measures include controlling surface water run-off using appropriate drainage, effective vegetation maintenance, and emergency preparedness

plans. Alternative materials with lower embodied GHG emissions will be specified and locally sourced where feasible.

- 113. Low carbon design specifications such as energy-efficient lighting and durable construction materials will be employed to reduce maintenance and replacement cycles.
- 114. A Construction Environmental Management Plan will be required from the selected construction contractor, to include a range of best practice construction measures.

Equality and Human Rights Implications

- 114. An Equality and Human Rights Screening Report has been produced in order to understand the potential impacts, both negative and positive, on protected characteristic groups. AECOM are in the process of producing the full assessment. An early draft of the full EHRIA report has been submitted for comment from the Environment and Transport Departmental Equalities Group. The final full report will form part of the Environmental Statement that will be included in the submission of the planning application.
- 115. Initial assessment of impacts concluded there are potential impacts on younger people, older people, people with disabilities and low income/deprived groups. The full Equality and Human Rights Impact Assessment will be presented as part of the planning submission package
- 116. The screening highlighted a number of potential impacts both positive and negative for further investigation and these are highlighted in Appendix B.
- 117. Once further evidence has been collected, mitigation measures will be suggested to minimise or avoid potential negative impacts, in addition to recommendations for advancing equality of opportunity for those with protected characteristics. A monitoring plan will also be developed to ensure that impacts are monitored throughout the design and development of the proposed scheme, as well as through construction and operation stages.
- 118. Protocol 1, Article 1 of the Human Rights Act (the First Protocol) is associated with the protection of property/peaceful enjoyment of possessions and property. This has three elements to it:-
 - (a) A person has the right to the peaceful enjoyment of their property;
 - (b) A public authority cannot take away what someone owns; and,
 - (c) A public authority cannot impose restrictions on a person's use of their property.
- 119. A public authority will not breach this right if a law says that it can interfere with, deprive, or restrict the use of a person's possessions, and that it is necessary for it to do so in the public interest, for example the making of Compulsory Purchase Orders . As such it is important that the Council provides evidence to show that any land or property taken or any disruption to any person's peaceful

enjoyment of their property is within the public interest and that the correct procedures are followed to ensure compatibility with Protocol 1 Article 1 of the Human Rights Act.

120. It is not considered that the proposed scheme will have any impact on human rights and freedoms under the Convention rights listed under schedule 1 of the Human Rights Act.

Environmental Implications

121. The environmental implications of the scheme have been outlined above.

Partnership Working and Associated Issues

122. The County Council is the promoter of the project and has sought the expertise and assistance from others to develop and deliver the project. Melton Borough Council has been a partner in the development of the Melton Mowbray Transport Strategy and is supportive of the principle of a distributor road to the north and east of the town. Indeed, a financial agreement intended to facilitate risk sharing with respect to the OBC is being developed to reflect this joint approach.
123. An officer Project Board was established in May 2017 with representatives from the County Council, Melton Borough Council and relevant consultants working on the scheme.
124. In order to meet the timescales suggested by the DfT, consultants have been engaged to deliver many elements of the necessary design and environmental work. This has, however, been conducted collaboratively with local authorities.

Risk Assessment

125. A Quantified Risk Assessment has been produced on both the design and construction phases of the scheme which highlights the project risks at both the design and construction stage and the potential impact costs of those risks. If a risk is not realised then it will be closed and the cost removed from the overall scheme cost. The current total value of design and construction risk is approximately £3.3m. At this time, there are the following high-level risks to scheme delivery:-
- (a) Failure to realise levels of anticipated funding contributions from other sources, including from developers;
 - (b) Scheme costs increase as a result of further work undertaken to develop the scheme post-submission of the OBC;
 - (c) Compressed development and delivery timescales resulting in possible abortive work and/or lack of 'contingency' time to offset any programme delays that might arise; and,

- (d) The requirement for consultation on a diversion of the River Eye SSSI could delay programme. Natural England is in discussion about the most appropriate method of delivering a diversion.

126. All risks will be reviewed regularly and reported to the Project Board and to the Cabinet Lead Member.

Conclusion

127. The award of the DfT Large Local Majors Funding of £49.5m was key to enabling the construction of the north and east sections of the MMDR in the immediate future. The success of the bid reflects the continued commitment to the project from both the County and Melton Borough Councils which will commit an additional £14m to the scheme.

128. The proposed scheme will support economic growth in Melton Mowbray and improve the environment for local residents, cutting congestion in the town and supporting the ambitions set out in the Melton Local Plan - for the construction of over 6,000 new homes and development of 51 hectares of employment land around the town in the period up to 2036.

129. The Preferred Route to be taken forward for planning has been developed following many months of consultation and engagement with interested parties, landowners, and developers and further opportunities for consultation will be provided through the planning application process.

130. The DfT timescales for the project remain challenging and, as indicated in the report, there are a number of risks and issues to be addressed. These will continue to be monitored and any significant issues would be the subject of further reports to the Cabinet.

Background Papers

11 September 2015 Cabinet - 'Development of a Melton Mowbray Transport Strategy'

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4230&Ver=4>

9 May 2016 - Cabinet - 'Progress with the Development of a Melton Mowbray Transport Strategy'

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4602&Ver=4>

10 March 2017 – Cabinet - 'Melton Mowbray Transport Strategy and Distributor Road – Development of a Business Case and Identification of a Preferred Route'

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4859&Ver=4>

10 March 2017 – Cabinet - 'Environment and Transport Interim Commissioning Strategy 2017/18 Refresh'

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4859&Ver=4>

12 December 2017 – Cabinet – 'Melton Mowbray Distributor Road Proposals'

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=4866&Ver=4>

Options Assessment Report

<http://ow.ly/X4Pa30gVpsV>

Consultation Report

<http://ow.ly/SxQi30gVpBV>

Outline Business Case and Preferred Route

<https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/melton-mowbray-distributor-road-scheme>

Appendices

- Appendix A Recommended route, Preferred Route, MMDR sections and typical cross sections (60 and 40mph sections)
- Appendix B Table outlining the potential equality impacts of the proposed MMDR (Extract from Equalities and Human Rights Impact Assessment Screening Report)
- Appendix C Environmental constraints
- Appendix D Potential environmental impacts and proposed mitigations

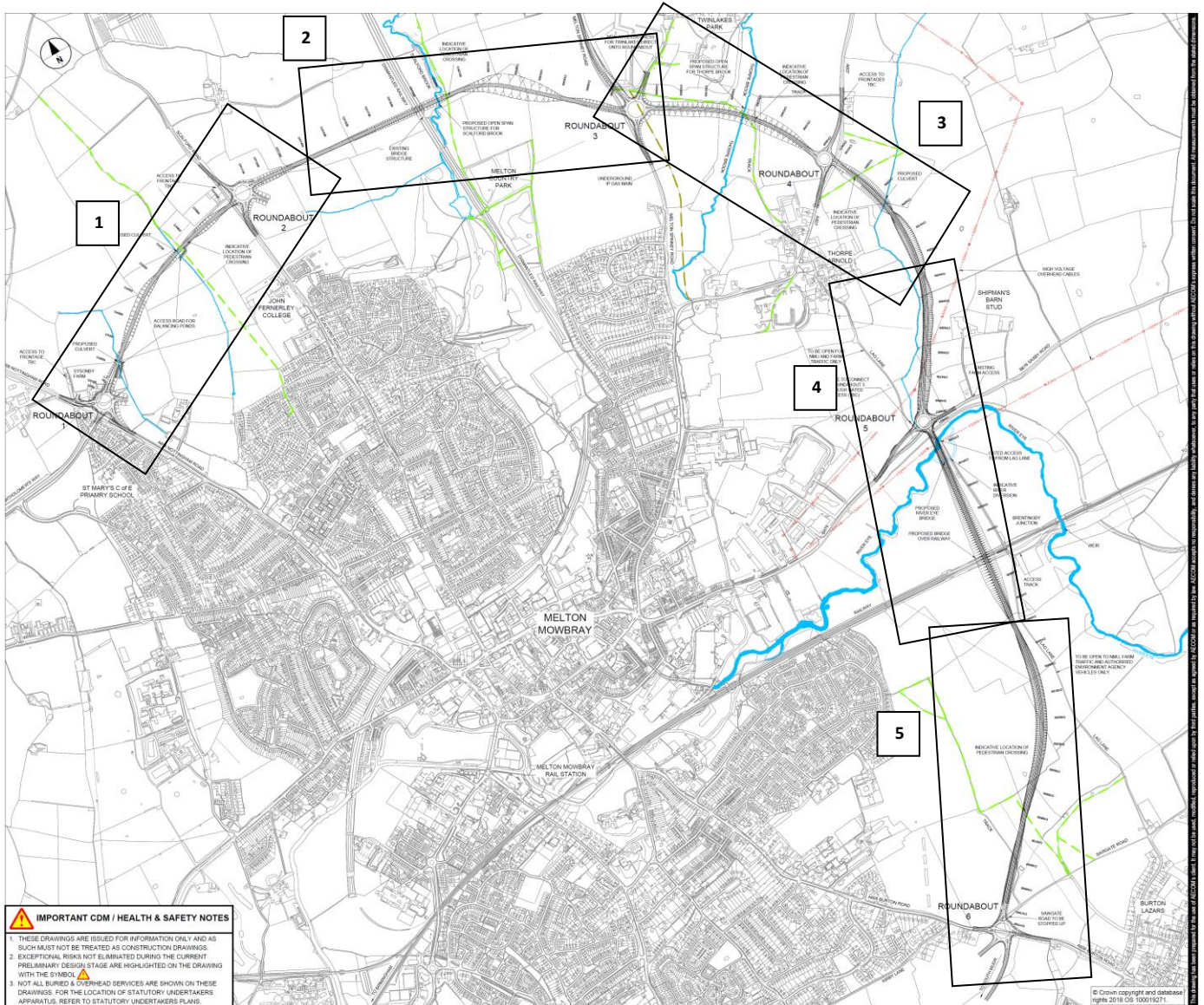
Appendix A

- Recommended Route (Sept/Oct 17)
- Preferred Route (May 18) and
- Enlarged Preferred Route Plans
- Typical Cross Sections (60mph and 40mph)


**Melton Mowbray Distributor Road recommended route presented at consultation
September-October 2017**



Melton Mowbray Distributor Road Preferred Route with approximate location of sections set out below



IMPORTANT CDM / HEALTH & SAFETY NOTES

- 1 THESE DRAWINGS ARE ISSUED FOR INFORMATION ONLY AND AS SUCH MUST NOT BE TREATED AS CONSTRUCTION DRAWINGS.
- 2 EXCEPTIONAL RISKS NOT ELIMINATED DURING THE CURRENT PRELIMINARY DESIGN STAGE ARE HIGHLIGHTED ON THE DRAWING WITH THE SYMBOL 
- 3 NOT ALL BURIED & OVERHEAD SERVICES ARE SHOWN ON THESE DRAWINGS. FOR THE LOCATION OF STATUTORY UNDERTAKERS APPARATUS, REFER TO STATUTORY UNDERTAKERS PLANS.

Melton Mowbray Distributor Road Preferred Route

1. Roundabout 1 (Nottingham Road A606) to Roundabout 2 (Scaford Road)
2. West of dismantled railway to Roundabout 3 (Melton Spinney Road)



Melton Mowbray Distributor Road Preferred Route

- 3. Roundabout 3 (Melton Spinney Road) to cut line south of Roundabout 4 (Melton Road A607)
- 4. Area north and south of Roundabout 5 (Saxby Road A676)



Melton Mowbray Distributor Road Preferred Route

5. South of Railway (Brentingby Junction) to Roundabout 6 (Burton Road A606)



Melton Mowbray Distributor Road Preferred Route Typical Cross Section (60mph)



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- NOTES
1. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
 2. ALL DIMENSIONS ARE TO FACE UNLESS STATED OTHERWISE.
 3. 2M SEPARATION (IM SEPARATION STRIP PLUS 1M HARDSTRIP) BETWEEN CARRIAGEWAY AND FOOTWAY/CYCLEWAY (REF. IAN PARAG. 7.15).
 4. CARRIAGEWAY CYCLEWAY WIDTH IS 3M (REF. TA 8005 PARAG. 7.15).
 5. CARRIAGEWAY KERBED ONLY ON THE RIGHT HAND SIDE.
 6. TYPICAL WIDTH OF VERGES IS 2.5M ON THE LEFT HAND SIDE AND 1.5M ON THE RIGHT HAND SIDE (INCLUDING THE FOOTWAY/CYCLEWAY).
 7. ROAD RESTRAINT SYSTEMS TO BE INSTALLED WHERE APPROPRIATE TO APPROACH TO THE STRUCTURES AND ON HIGH EMBANKMENTS.
 8. LIGHTING TO BE INSTALLED AT THE VERGE MIN. 0.5M FROM THE EDGE OF FOOTWAY/CYCLEWAY.
 9. THE EDGE OF FOOTWAY/CYCLEWAY TO BE IN CONJUNCTION WITH THE PRELIMINARY DESIGN PLAN AND PROFILE DRAWINGS.
 10. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE PRELIMINARY DESIGN PLAN AND PROFILE DRAWINGS.
 11. VERGES TO BE MOWED AS REQUIRED TO INCORPORATE TRAFFIC SIGNS, LIGHTING COLLARS AND ENVIRONMENTAL CARRIER.
 12. CARRIAGEWAY TO BE MOWED AS REQUIRED TO INCORPORATE PEDESTRIAN REFUGES AT JUNCTION CROSSING POINTS.

FIRST ISSUE	DATE	BY	DATE	BY
U	18/04/18	AS	18/04/18	RP1
REVISION DETAILS				

PROJECT MANAGEMENT INITIALS

DESIGNED: MM CHECKED: AS APPROVED: AS

INTERNAL PROJECT NUMBER

60542201

SCALE

1:50

STATUS

BS1192 SUITABILITY

S2

SHEET TITLE

FOR INFORMATION

HIGHWAY CROSS SECTIONS

TYPICAL SECTIONS

60 MPH SECTION

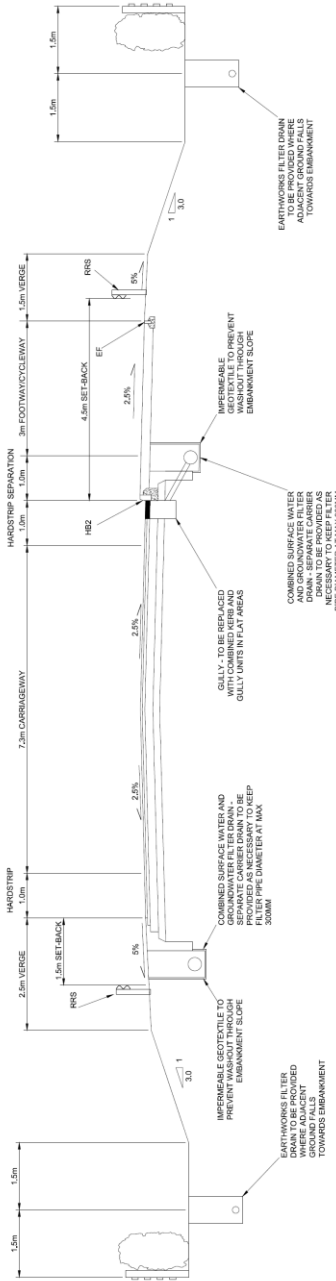
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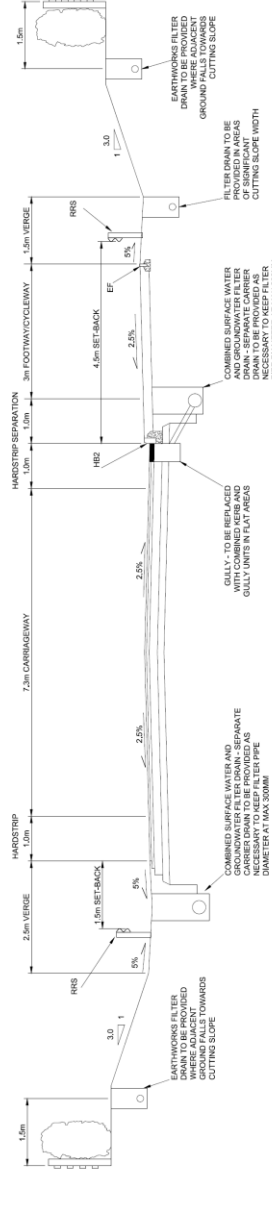
REV

P01

60mph TYPICAL CROSS SECTION IN FILL



60mph TYPICAL CROSS SECTION IN CUT



IMPORTANT CDM / HEALTH & SAFETY NOTES

1. THESE DRAWINGS ARE ISSUED FOR INFORMATION ONLY AND AS SUCH MUST NOT BE TREATED AS CONSTRUCTION DRAWINGS.
2. PLANS FOR THE LOCATION OF EXISTING STATUTORY UNDERTAKERS APPURTENANCE, REFER TO STATUTORY UNDERTAKERS' PLANS.

Melton Mowbray Distributor Road Preferred Route Typical Cross Section (40mph)

AECOM

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NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE
2. 0.3M SEPARATION STRIP BETWEEN CARRIAGEWAY AND FOOTWAY/CYCLEWAY
3. COMBINED FOOTWAY/CYCLEWAY WIDTH IS 3.0M (REF. TA 9005 PARA 7.10)
4. CARRIAGEWAY KERBED ONLY ON THE RIGHT HAND SIDE
5. 2.5% VERGE SLOPE TO THE RIGHT HAND SIDE AND 1.5% ON THE LEFT HAND SIDE (BEHIND THE FOOTWAY/CYCLEWAY)
6. 1.5% VERGE SLOPE TO THE LEFT HAND SIDE (BEHIND THE FOOTWAY/CYCLEWAY)
7. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE PRELIMINARY DESIGN PLAN AND PROFILE DRAWINGS
8. ALL DIMENSIONS ARE TO BE TAKEN FROM THE CENTRELINE UNLESS OTHERWISE STATED
9. VERGES TO BE WIDENED AS REQUIRED TO INCORPORATE TRAFFIC SIGNALS, LIGHTING COLUMNS AND ENVIRONMENTAL FEATURES
10. CARRIAGEWAY TO BE WIDENED AS REQUIRED TO INCORPORATE PEDESTRIAN REFUGES AT T/MU CROSSING POINTS

PROJECT ISSUE	U	AS	19/04/19	PO1
REVISIONS	BY	DATE	APPROVED	CHECKED

PROJECT MANAGEMENT INITIALS

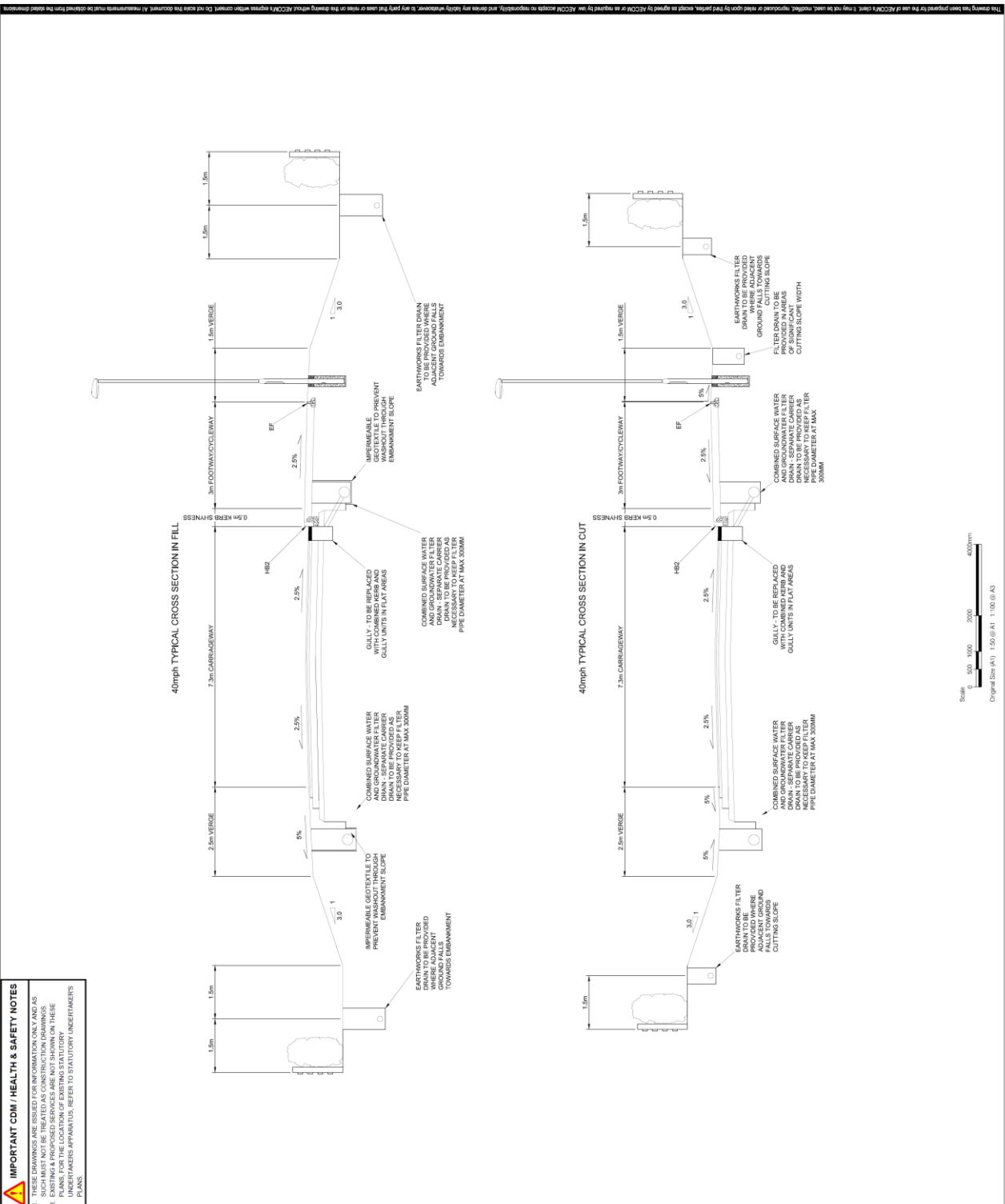
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INTERNAL PROJECT NUMBER: 60542201 SCALE: 1:50

STATUS: BS1192 SUITABILITY FOR INFORMATION

SHEET TITLE: HIGHWAY CROSS SECTIONS TYPICAL SECTIONS 40 MPH SECTION

DRAWING NUMBER: 80542201-ACM-HML-GEN-JIL_ZZ_Z - DR-CH-0001 REV: PO1



Appendix B

Table outlining the potential equality impacts of the proposed MMDR

Potential impact of proposed scheme	Potential differential or disproportionate effects on groups with protected characteristics										Direction and type of Impact	Scoped in or Scoped Out	Further evidence required		
	Age	Sex	Ethnicity	Religion	Disability	Sexual Orientation	Gender Reassignment	Pregnancy/maternity	Socio-economic status	Marriage/ Civil Partnership					
Access to housing															
Enabling of residential development which will potentially create opportunities for affordable homes											x		Residual impact of the proposed scheme, providing potential positive impacts if affordable homes are developed as a result of the proposed scheme.	Melton Mowbray has a higher than national average rate of homeless households and also has a high level of deprivation in terms housing and services in more rural areas of the borough. Providing affordable housing advances equality of opportunity for people with lower incomes and therefore this issue is scoped in .	Further information on types of housing to be provided where available, on proposed development sites. Details on percentage of affordable homes allocated on new sites.
Transport and Accessibility															
Changes in road safety for non-motorised users as a consequence of reduced traffic in the town centre and along key corridors	x				x						x		Potential positive impacts if reduction in accidents is predicted. Negative impacts if higher rate of accidents occur as a consequence of faster journey times.	Changes in road safety will have the most effect on vulnerable road users. This issue is scoped in to the full impact assessment for older and younger people, people with disabilities and people from deprived backgrounds.	Traffic modelling outputs Accident appraisal
Improvements in accessibility for non-car drivers	x										x		Potential positive impacts if walking and cycling improvements are enabled in the town and included as part of the proposed scheme.	Improving accessibility advances equality of opportunity for non-car drivers. Non-car drivers are most likely to be younger people, older people and people from deprived or disadvantaged communities. This issue is scoped in to the full assessment for these groups.	Traffic modelling outputs. Information on proposed town centre improvements Information on sustainable travel components of scheme.
Living environment, health and wellbeing															
Changes to existing public rights of way													This will be a direct impact of the scheme resulting in a potential negative impact for people using the current public rights of way network.	The scheme will involve some changes to existing public rights of way with potential diversions and loss of amenity during both construction and operation stages. Data was collected through preliminary NMU surveys in July 2017. These surveys found that there was not a disproportionate amount of	

Potential impact of proposed scheme	Potential differential or disproportionate effects on groups with protected characteristics										Direction and type of Impact	Scoped in or Scoped Out	Further evidence required
	Age	Sex	Ethnicity	Religion	Disability	Sexual Orientation	Gender Reassignment	Pregnancy/maternity	Socio-economic status	Marriage/ Civil Partnership			
												users with protected characteristics and therefore is not considered to be an equality issue. Mitigation measures for the disruption to the public rights of way access are also being developed. Due to the above reasons this issue is now scoped out of this assessment	
Construction of proposed scheme	x										Negative impact for households within close proximity to scheme associated with visual amenity, dust, air pollution, noise and vibration.	Construction may cause disruption for residents living in the area especially those who are most likely to be at home during the day such as older people. It is not yet known the extent to which construction will impact on households and therefore further data is required on construction impacts and demographic data on affected households. Scoped in.	Assessment of households likely to experience impact
Changes in air quality	x				x						Negative for households and relevant receptors within close proximity to the scheme. Positive for areas where traffic is expected to be reduced.	Evidence ¹ has shown that children are particularly vulnerable to poor air quality and as such any changes in air quality that could affect children need to be assessed. Older people and people with respiratory diseases are also more likely to be affected by air quality changes. This is has been scoped in to the full impact assessment.	Air quality modelling outputs Distributional impact appraisal
Changes in noise during Construction and Operation	x										Negative for households and relevant receptors within close proximity to the scheme. Positive for areas where traffic is expected to be reduced.	Evidence ² has shown that children are particularly vulnerable to noise and as such any changes in noise that could affect children need to be assessed. Specifically, noise has an effect on concentration levels and as such this impact has been scoped in to identify the impact on schools and children in the area.	Noise assessment outputs Distributional impact appraisal

¹ Department for Transport TAG unit A4.2 Distributional Impact Appraisal January 2014

² Department for Transport TAG unit A4.2 Distributional Impact Appraisal January 2014

Potential impact of proposed scheme	Potential differential or disproportionate effects on groups with protected characteristics										Direction and type of Impact	Scoped in or Scoped Out	Further evidence required	
	Age	Sex	Ethnicity	Religion	Disability	Sexual Orientation	Gender Reassignment	Pregnancy/maternity	Socio-economic status	Marriage/ Civil Partnership				
Community Cohesion														
Changes in levels of severance	x				x					x		Positive where traffic has been reduced. Potential negative impacts for households within close proximity to the proposed scheme.	Traffic can be key cause of community severance and as such any changes to traffic flow can result in reduced/increased severance and community cohesion. This issue is scoped in to the full assessment for younger people, older people, people with disabilities and people from deprived backgrounds.	Severance assessment results Traffic model outputs Equalities demographic analysis of affected communities
Access to jobs, education and training														
Scheme enables residential development which will potentially create opportunities for employment	x									x		Positive if proposed scheme enables employment opportunities aimed at people with protected characteristics.	The scheme could advance equality of opportunity to employment should it increase the number and type of jobs in the area. This issue is scoped in to the full assessment for younger people and people with lower incomes/unemployed.	Information on types of employment allocated for proposed development sites

Appendix C

Environmental Constraints

- Ecology and Rights of Way
- Heritage
- Noise and Air Quality
- Water

Ecology and Rights of Way

AECOM

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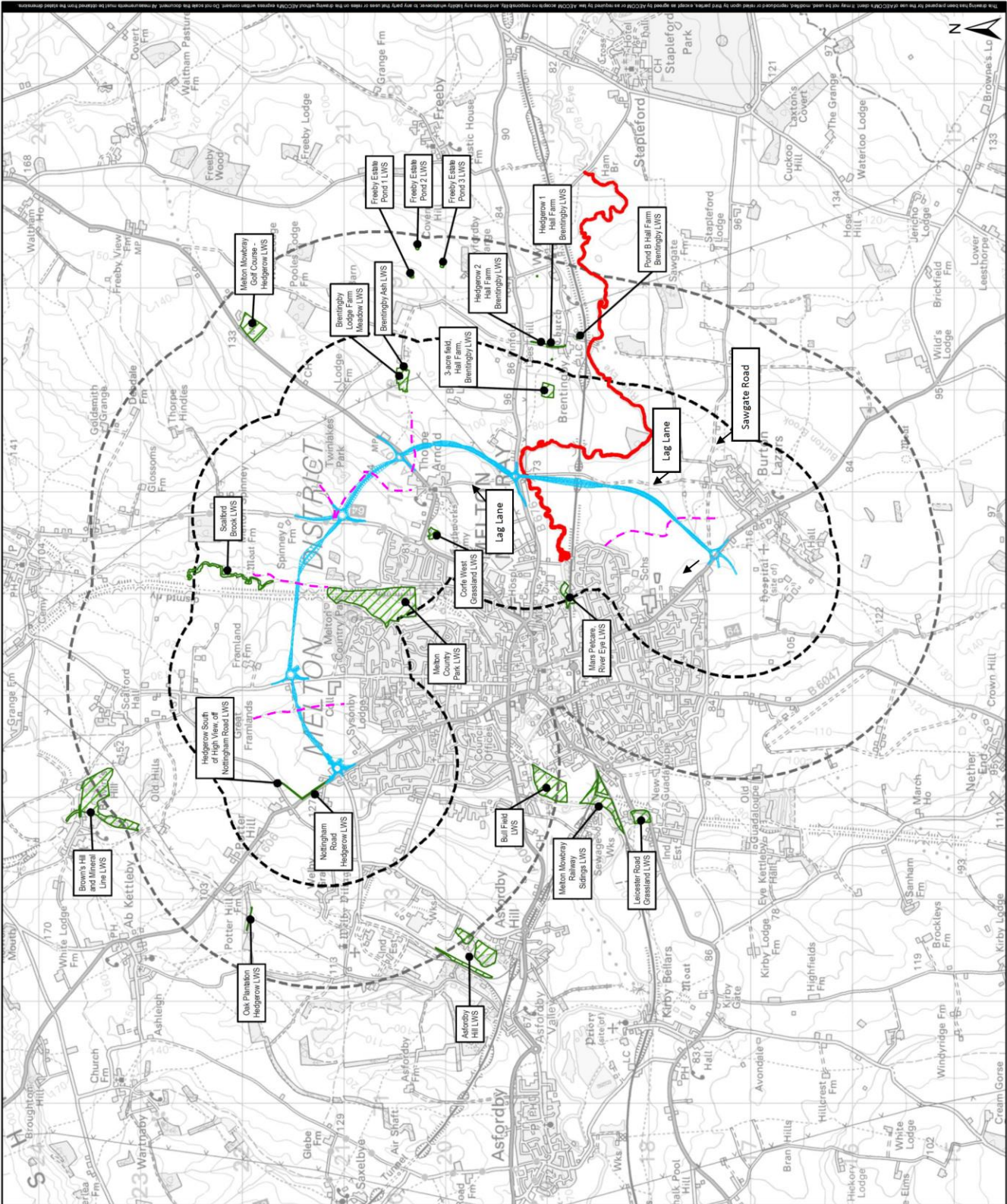
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NOTES

- Proposed Scheme
- 1km Study Area
- 2km Study Area
- River Eye Site of Special Scientific Interest (SSSI)
- Local Wildlife Site (LWS)
- Public Right of Way

PROJECT MANAGEMENT DETAILS		
DESIGNED	GB	CHECKED MS APPROVED MS
INTERNAL PROJECT NUMBER	80542201	
SCALE	1:35,000	
STATUS	BS1192 SUITABILITY	
SHEET TITLE		
ECOLOGICAL CONSTRAINTS AND RIGHTS OF WAY		
DRAWING NUMBER	REV	
FIGURE 1	01	



Heritage Constraints

AECOM

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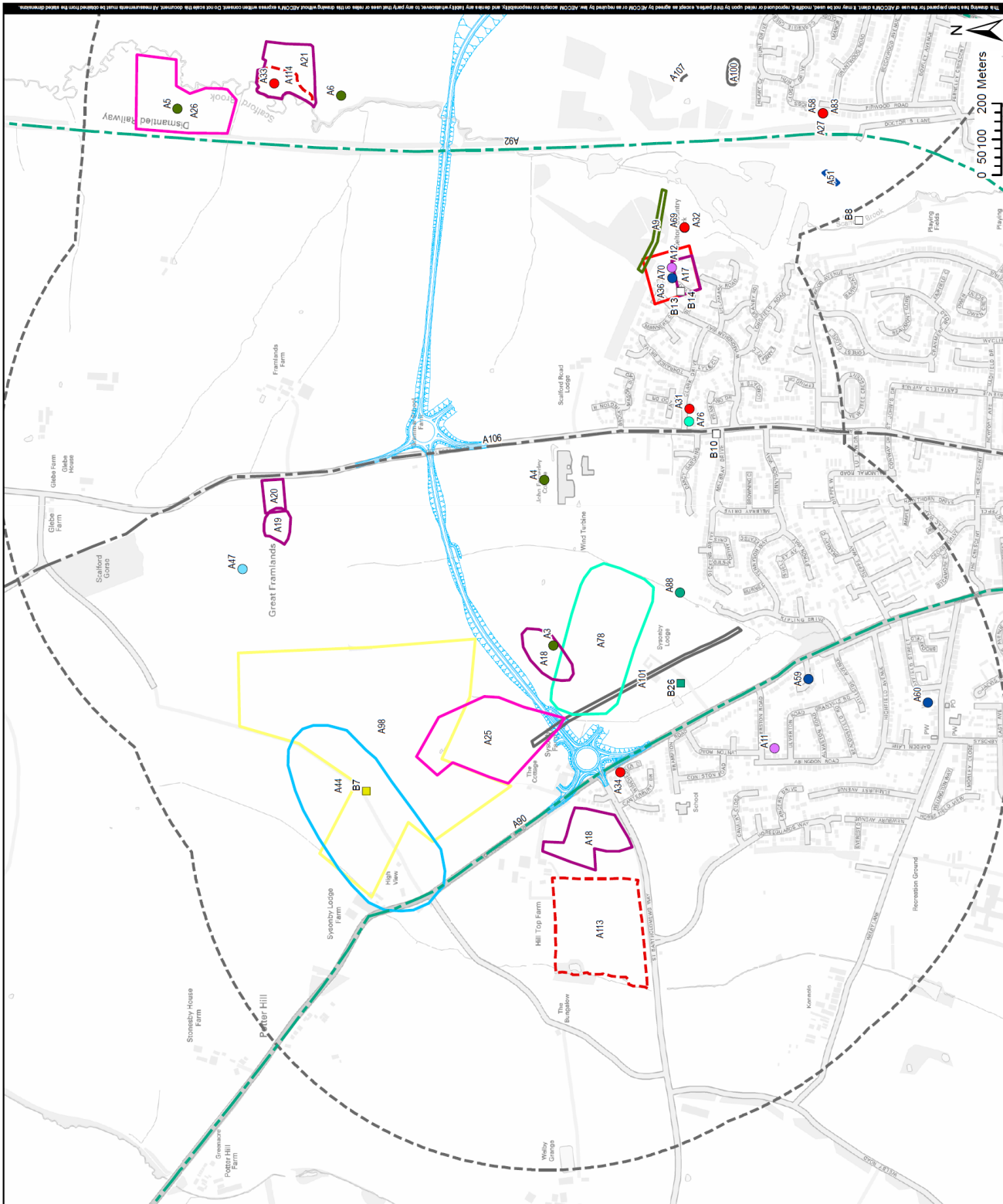
NOTES

- Legend**
- Proposed Scheme
 - 1km Study Area
 - Scheduled Monument
 - Heritage Asset
 - Prehistoric
 - Mesolithic
 - Bronze Age
 - Iron Age
 - Roman
 - Roman/Early Medieval
 - Early Medieval
 - Early Medieval / Medieval
 - Medieval
 - Medieval / Post-Medieval
 - Post-Medieval
 - Modern
 - Unknown
 - Built Heritage Asset
 - Medieval
 - Post-Medieval
 - Modern
 - Unknown
 - Evaluation

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INTERNAL PROJECT NUMBER 60542201
SCALE 1:10,000
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SHEET TITLE
HERITAGE CONSTRAINTS

DRAWING NUMBER REV
FIGURE X 01



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NOTES

- Legend**
- Proposed Scheme
 - 1km Study Area
 - Scheduled Monument

Heritage Asset

- Prehistoric
- Mesolithic
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- Post-Medieval
- Modern
- Unknown

Built Heritage Asset

- Medieval
- Post-Medieval
- Modern
- Unknown
- Evaluation

PROJECT MANAGEMENT DETAILS

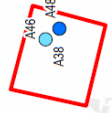
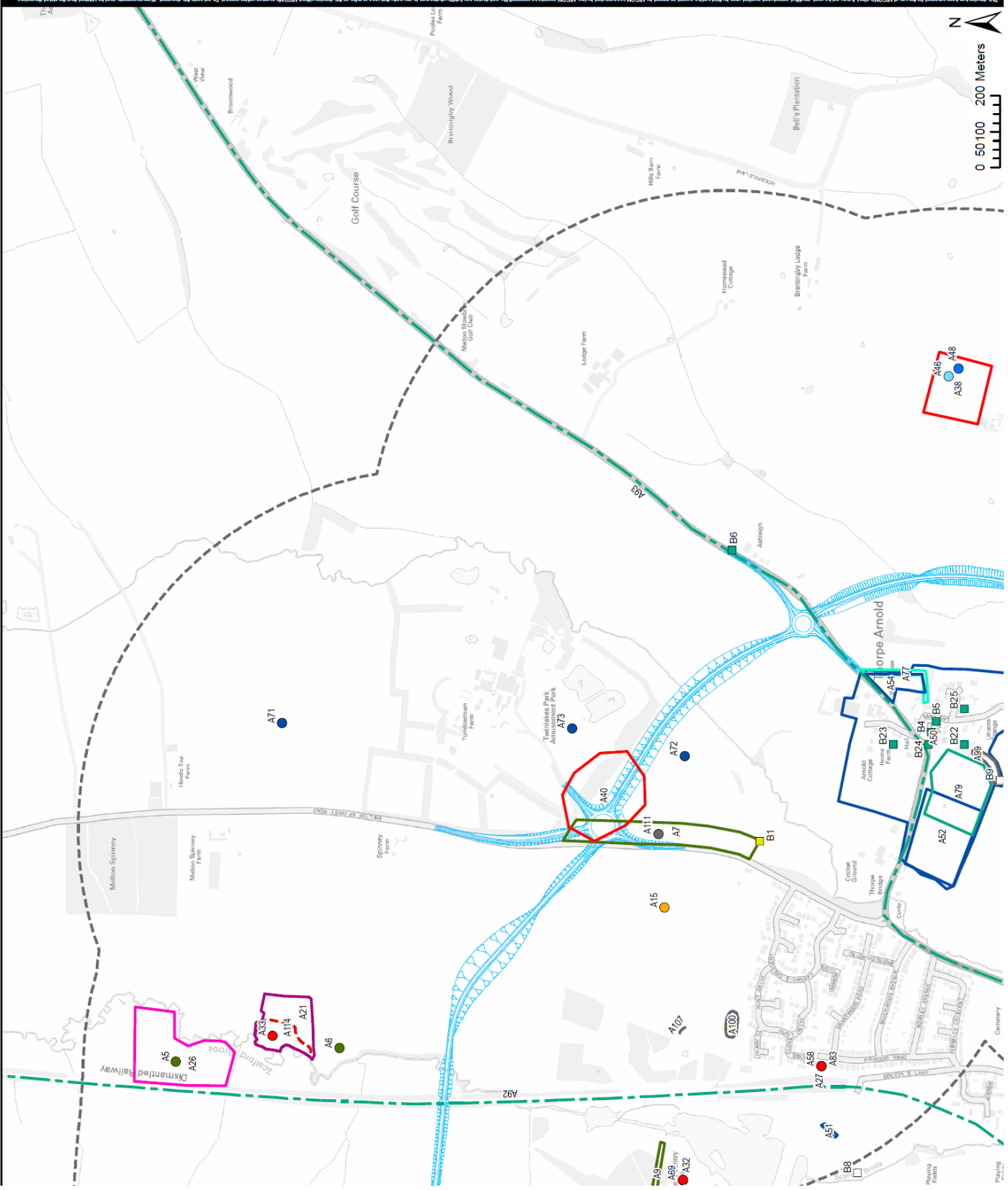
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SCALE	1:10,000				
STATUS	BS1192 SUITABILITY				

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HERITAGE CONSTRAINTS

DRAWING NUMBER

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NOTES

- Legend**
- Proposed Scheme
 - 1km Study Area
 - Scheduled Monument
 - Heritage Asset
 - Prehistoric
 - Mesolithic
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 - Medieval / Post-Medieval
 - Post-Medieval
 - Modern
 - Unknown

Built Heritage Asset

- Medieval
- Post-Medieval
- Modern
- Unknown
- Evaluation

PROJECT MANAGEMENT DETAILS

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INTERNAL PROJECT NUMBER 800542201

SCALE 1:10,000

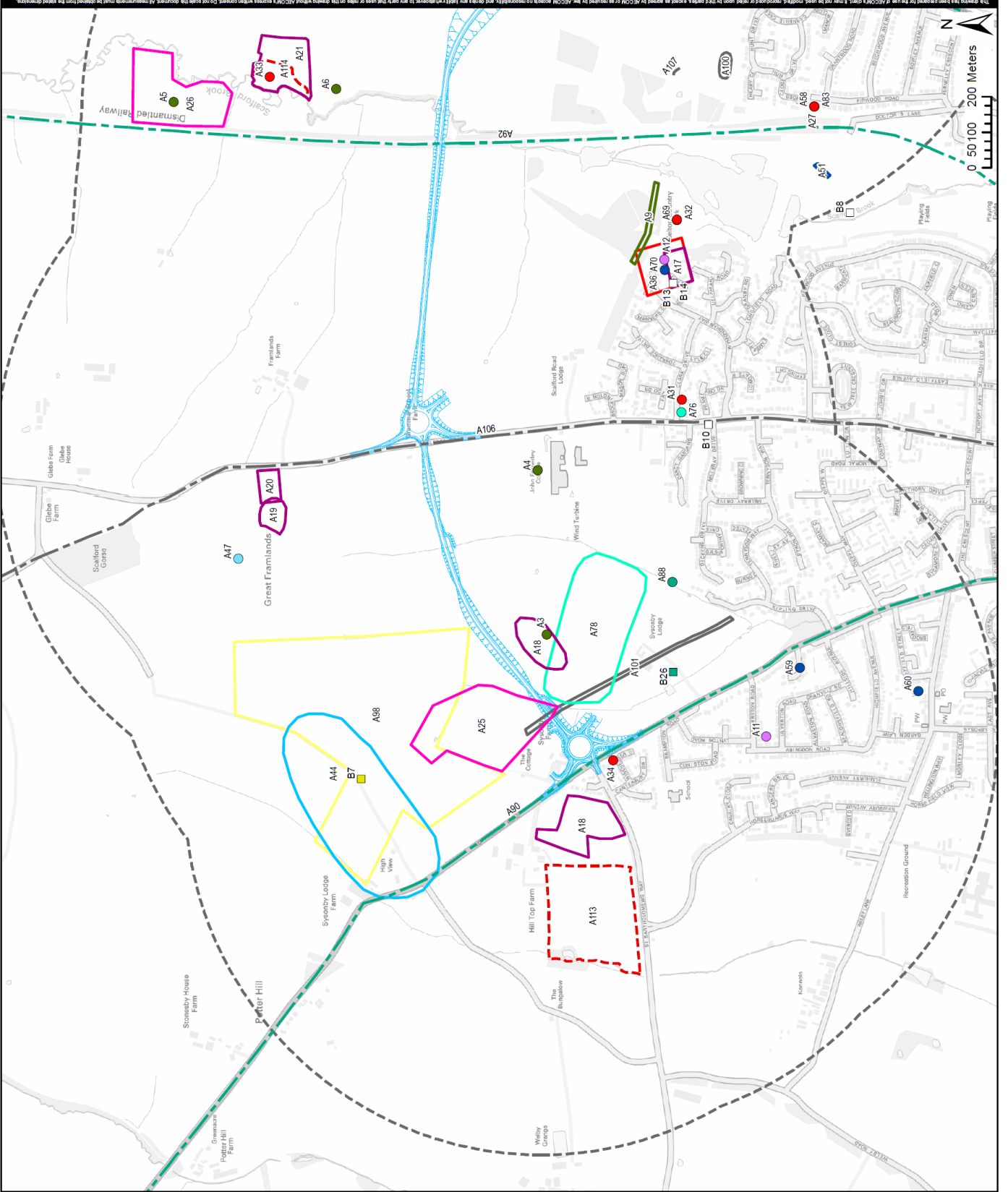
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SHEET TITLE

HERITAGE CONSTRAINTS

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NOTES

Legend

Proposed Scheme
1km Study Area
Scheduled Monument

Heritage Asset

- Prehistoric
- Mesolithic
- Neolithic
- Bronze Age
- Iron Age
- Iron Age/Roman
- Roman
- Roman/Early Medieval
- Early Medieval
- Early Medieval / Medieval
- Medieval
- Medieval / Post-Medieval
- Post-Medieval
- Modern
- Unknown

Built Heritage Asset

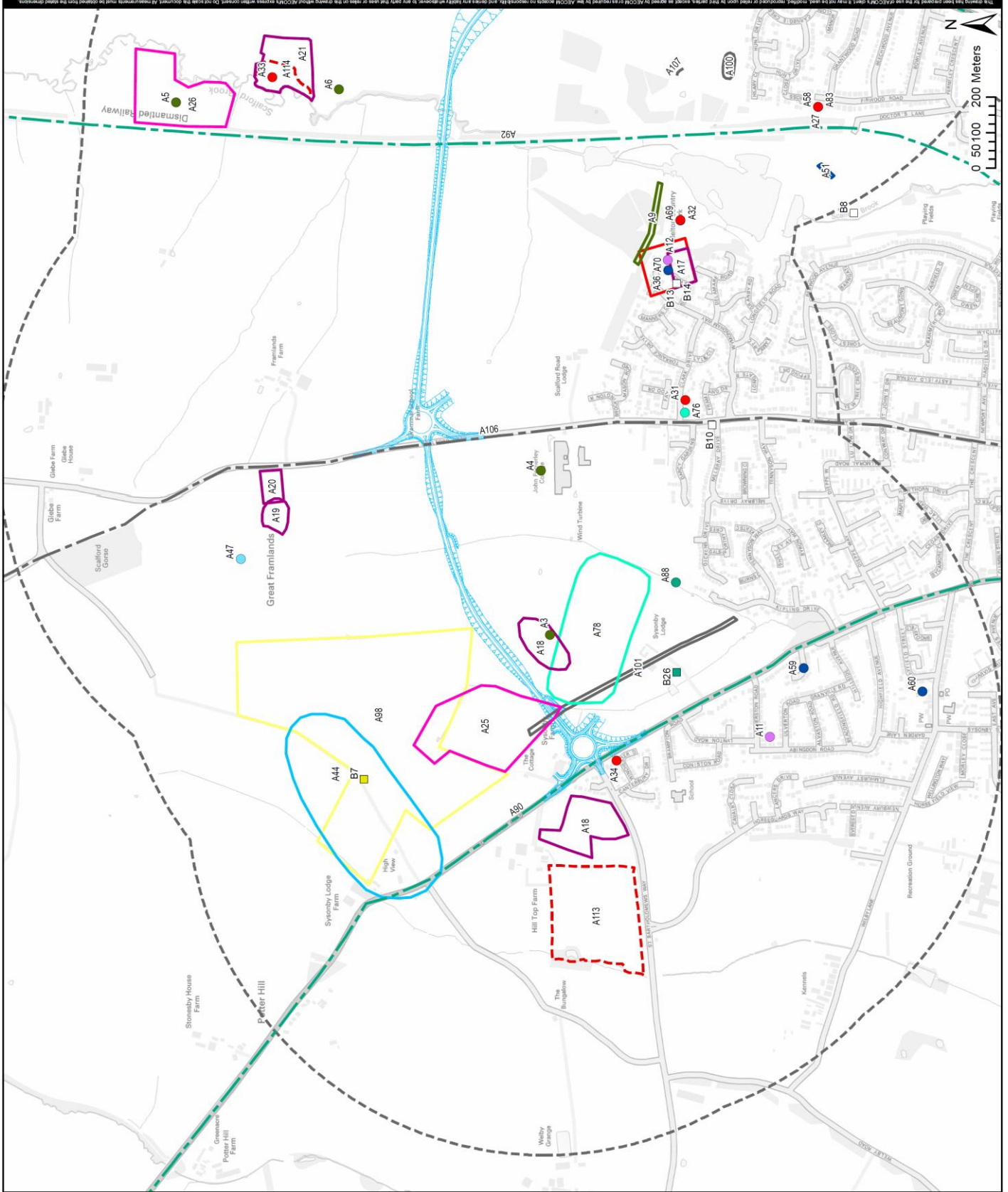
- Medieval
- Post-Medieval
- Modern
- Unknown
- Evaluation

PROJECT MANAGEMENT DETAILS
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6042201
SCALE
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STATUS
BS1192 SUITABILITY

SHEET TITLE

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FIGURE X
REV
01



Noise and Air Quality Constraints

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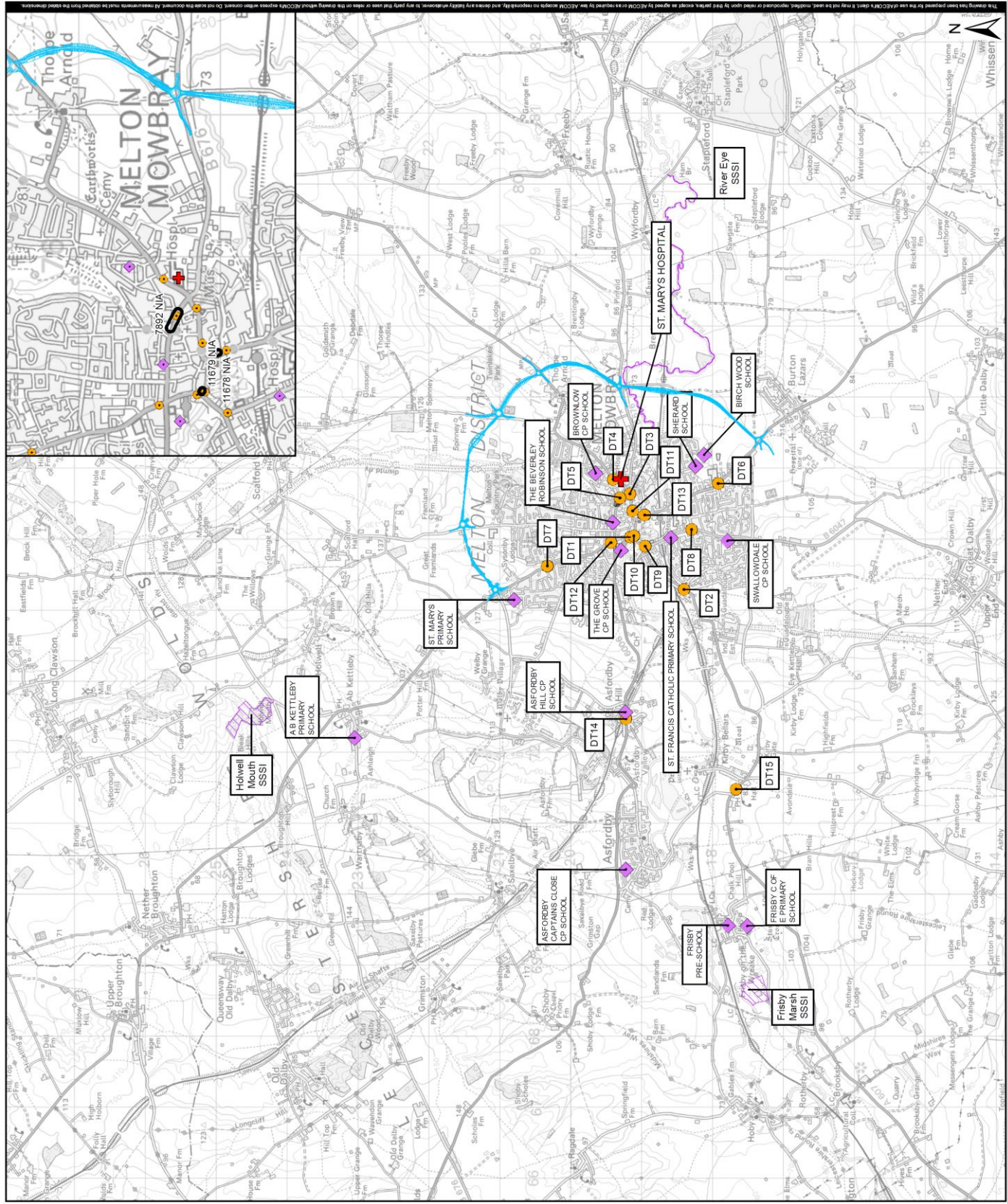
- NOTES
- Proposed Scheme
 - Noise Important Area
 - Site of Special Scientific Interest (SSSI)
 - AO diffusion tube (DT) monitoring sites
 - Hospital
 - Schools

0 250000 1,000 Meters

PROJECT MANAGEMENT DETAILS
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INTERNAL PROJECT NUMBER 60542201 SCALE 1:50,000
STATUS BS1192 SUITABILITY

SHEET TITLE
NOISE AND AIR QUALITY CONSTRAINTS

DRAWING NUMBER REV



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Water Constraints

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NOTES

- Proposed Scheme
- 1km Study
- 2km Study
- Main Rivers
- River Eye Site of Special Scientific Interest (SSSI)
- Waterbody
- Flood Zone 2
- Flood Zone 3
- Source Protection
- Zone I - Inner Protection
- Zone II - Outer Protection
- Zone III - Total

0 250 500 1,000 Meters

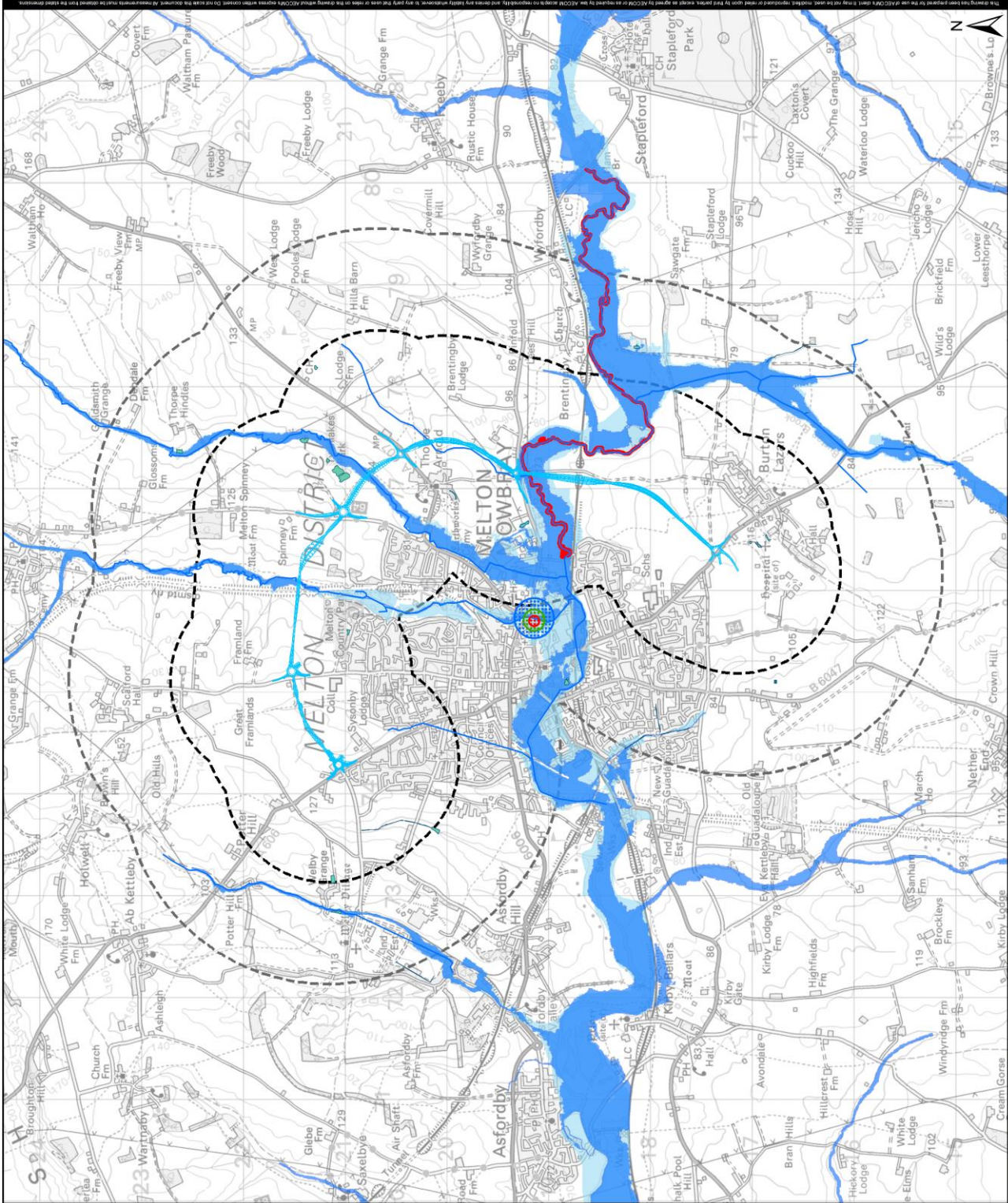
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 INTERNAL PROJECT NUMBER 60542201 SCALE 1:35,000
 STATUS BS192 SUITABILITY

SHEET TITLE

WATER CONSTRAINTS

DRAWING NUMBER

REV



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Appendix D

Potential Environmental Impacts and Proposed Mitigations

Discipline	Sensitive Receptors	Key Impacts (positive and negative)	Proposed Mitigation
Nature Conservation	Statutorily Protected species and habitats Hedgerows	- Severance of over 50 hedgerows, including at least three which are considered important under the Hedgerow Regulations.	Creation of new species rich hedgerows.
	Himalayan Balsam	- Himalayan Balsam present along Scaford Brook and Thorpe Brook, with the potential to be spread to other watercourses, through construction activities.	Restoration of existing hedgerows by filling gaps and promoting suitable management techniques.
	Freshwater Invertebrates (TBC)	- Loss of and degradation to habitats supporting notable species and assemblages.	Implementation of strict biosecurity protocols.
	Fish (TBC) – including Bullhead	- Loss of and degradation to habitats supporting notable species and assemblages.	Best practice measures to minimise habitat degradation, e.g. through pollution or shading.
	Great Crested Newt (to date confirmed in Ponds 4, 22, 24 and 29)	- Loss of and degradation to habitats supporting notable species and assemblages.	Creation and restoration of connecting freshwater habitats to enhance freshwater invertebrate assemblages.
	Grass Snake	- Habitat loss, fragmentation, loss of foraging and resting habitat, impact on pond water levels, potential injury and killing of a European protected species	Best practice measures to minimise habitat degradation, e.g. through pollution or shading.
	Wintering Birds	- Loss and degradation of habitats to the north of Melton Mowbray Country Park.	Creation and restoration of connecting freshwater habitats to enhance and secure long term viability of fish populations.
	Breeding Birds	- Possibility of injury during construction works to the north of Melton Mowbray Country Park.	EPSM licence for great crested newts, habitat restoration measures, creation of new terrestrial habitat and ponds, hibernacula, log piles, enhancement of existing habitat, maintain habitat connectivity
	Barn Owl	- Loss of overwintering foraging habitats for farmland passerines, e.g. stubble/set-aside.	creation of new terrestrial habitat and ponds, hibernacula, log piles, enhancement of existing habitat, maintain habitat connectivity
	Bats – roosting (TBC)	- Loss of hedgerow and arable farmland nesting and foraging habitats.	creation of new terrestrial habitat and ponds, hibernacula, log piles, enhancement of existing habitat, maintain habitat connectivity
Bats – foraging (TBC)	- Loss of non-breeding roost site.	Management of redundant agricultural areas within the redline boundary to allow for creation of suitable overwinter foraging opportunities, such as game cover strips, set-aside margins, etc.	
Badger	- Loss of roost sites (recorded within the main farm building at Sysonbury Farm)		
	- Severance and loss of foraging and commuting routes and habitats.		
	- Increased risk of predation through lighting.		
	- Risk of mortality at points where commuting routes cross the new road		

	<p>Water Vole</p> <p>Otter</p>	<ul style="list-style-type: none"> - Possible loss of two setts within the footprint scheme. - Creation of a barrier within existing territories, leading to the potential for mortality from traffic collisions. - Possible loss of and degradation to habitats used by Water Vole. - Potential disturbance to resting/breeding site. - Potential disturbance to resting sites, habitat modification, habitat loss, impact on water levels/cause of flooding and subsequently causing killing and injury to otter. 	<p>management and creation of hedgerows to promote biodiversity.</p> <p>Management of redundant agricultural areas to allow creation of floristically diverse grasslands, to provide invertebrate prey during spring/summer.</p> <p>Creation of artificial roost site, e.g. box located within suitable buildings or tree.</p> <p>EPSM license for bats, creation of new roosts.</p> <p>Potential green infrastructure and well-designed soft landscaping to maintain connectivity and steer bats away from zones where traffic collisions are possible.</p> <p>Sensitive lighting to avoid illuminating foraging areas or light spill into habitats used by bats.</p> <p>Avoidance and retention of setts in the first instance, but if this cannot be avoided then sett closure under license, with the creation of artificial setts at suitable locations away from the scheme.</p> <p>Habitat restoration, habitat creation and enhancement.</p> <p>Habitat restoration (EPSM disturbance licence), habitat creation and enhancement, otter ledges in culverts/bridges.</p>
	<p>Statutorily Protected Sites (SSSI)</p> <p>River Eye SSSI</p>	<p>-Direct loss of habitat, habitat degradation and detrimental changes in river hydrology.</p>	<p>Detailed mitigation, compensation and enhancement delivered across the wider SSSI, including restoration to promote natural river processes, habitat creation to improve quality status and species assemblages and wider control of management processes where possible.</p>
	<p>Other designated sites (Wildlife Sites, nature reserves, BAP)</p> <p>Melton Mowbray Country Park LWS</p>	<ul style="list-style-type: none"> - Potential for degradation to habitats within the LWS. - Potential for degradation to habitats 	<p>Best practice measures to minimise habitat degradation, e.g. through pollution or shading.</p> <p>Best practice measures to minimise</p>

	Scalford Brook LWS	within the LWS.	habitat degradation, e.g. through pollution or shading.
Air Quality	Residential properties and other non-residential potentially sensitive receptors including educational buildings and the River Eye SSSI	+ Reduction in pollutant concentrations through the centre of Melton Mowbray - Increase in pollutant concentrations along the extent of the scheme No overall significant effect anticipated for air quality	None proposed for operational phase. Standard best practice dust mitigation measures proposed for the construction phase.
Cultural Heritage	Designated heritage assets (Scheduled Monuments and listed buildings) Buried archaeological features Buried paleo-archaeological/environmental deposits in the River Eye valley.	-Negative impacts on the setting of designated heritage assets. - Direct physical impacts on buried archaeological features. - Loss of paleo-archaeological/environmental deposits.	Consideration of detailed design elements (eg signage and street furniture) to limit potential impacts on the setting of designated assets. Archaeological evaluation to identify the potential for archaeological features along the route. Detailed archaeological excavation will be required in areas where archaeological features are identified. Use of Ground Investigation results and specialist paleo-archaeological/environmental analysis to record the deposits prior to any impact.
Landscape & Visual	Landscape Character Area (LCA) 6: Ridge and Valley; LCA 11: Pastoral Farmland; LCA 13: Eye Valley; LCA 16: Farmland Patchwork; and LCA 17: Open Arable; LCA 20: Melton Fringe / LCA 21: Melton (taken from Melton Landscape Character Assessment) Residential properties in Melton Mowbray (approx. 600m west); Residential properties in Thorpe Arnold (approx. 200m west); Residential properties in Burton Lazars (approx. 500m south); Residential properties in Brentingby and Wyfordby (nearest approx. 1km east); Other individual	Loss of rural characteristics such as agricultural land and hedgerows – negative impact Addition of highway, moving traffic and urbanising infrastructure within rural fringe of Melton Mowbray – negative impact Reduction of perceived tranquillity within rural fringe of Melton Mowbray – negative impact Effect of additional lighting in the rural environment – negative impact Addition of the proposed development and moving traffic to residential views across rural countryside in Burton Lazars and Thorpe Arnold as well as the northern and eastern edges of Melton Mowbray – negative impact Addition of the proposed development and moving traffic to recreational views across rural countryside from within Melton Country Park, on National Cycle	Reinstatement or realignment of hedgerows where possible, with a view to maintaining and reinforcing the existing field pattern. Landscape mitigation design to consider landscape character within design decisions. Limit lighting to that which is absolutely necessary, particularly in the more rural parts of the study area. Design lighting so that there is minimal light spill. Screening planting where appropriate in terms of visual mitigation and landscape character (ie not planting screening vegetation in a wide open landscape).

	<p>isolated residential properties;</p> <p>Users of National Cycle Route 64 (crosses the proposed development); Users of various local rights of way; Users of Twinlakes Park (approx. 200m north-east); Users of Melton Country Park (approx. 200m north-east); Transitional receptors on the A606 (crosses the proposed development); Transitional receptors on the A607 (crosses the proposed development); Transitional receptors on the B676 (crosses the proposed development); Transitional receptors on the Leicester-Peterborough railway line (crosses the proposed development); Transitional receptors on minor roads; and Workers on and users of the Saxby Road Industrial Estate (approx. 1km west).</p>	<p>Route 64, and on various local public rights of way – negative impact</p> <p>Reduced traffic levels within views in the centre of Melton Mowbray – positive impact</p>	
<p>Geology & Soils</p>	<p>Human Receptors (future road users, residents and workers of nearby properties);</p> <p>Controlled Waters (underlying groundwater aquifers, Surface watercourses e.g. River Eye and Scalford Brook);</p> <p>Development Infrastructure (MMDR, bridges and other associated structures);</p> <p>Agricultural Land and Soil Quality</p>	<p>(-) Low likelihood of disturbance and release of potentially contaminated soil;</p> <p>(-) Low risk of pollution to groundwater and surface watercourses;</p> <p>(-) Low risk of chemical attack on foundations by potential aggressive ground conditions;</p> <p>(-) Loss of minimal Best and Most Versatile agricultural land</p>	<p>Carrying out an intrusive investigation to assess the potential contamination risk;</p> <p>Developing and complying with a site specific Construction Environmental Management Plan (CEMP);</p> <p>Complying with the following guidance documents:</p> <p>DEFRA's 2009 Code of Practice for sustainable use and management of soils on construction sites;</p> <p>CIRIA C692 (2010) Environmental Good Practice on Site; and</p> <p>Pollution Prevention measures;</p> <p>Controlling surface water run-off using appropriate drainage measures.</p>

Climate Change Adaptation ¹	Social receptors (i.e. local communities/business or road users) Road assets and their operation, maintenance and refurbishment (i.e. pavements, structures, technology etc.)	+ Reduced pavement deterioration from less exposure to freezing, snow and ice ²	Update winter maintenance plans Regular monitoring and maintenance of pavement materials
	Social receptors (i.e. local communities/business or road users) Road assets and their operation, maintenance and refurbishment (i.e. pavements, structures, technology etc.)	+ Reduced need for snow clearing	Update winter maintenance plans
	Social receptors (i.e. local communities/business or road users)	- Health and safety risks to road users (e.g. from brake failure) and employees	Suitable Personal Protective Equipment Education of road users regarding appropriate vehicle maintenance
	Social receptors (i.e. local communities/business or road users) Road assets and their operation, maintenance and refurbishment (i.e. pavements, structures, technology etc.)	- Inaccessible networks and assets	Identification of suitable network redundancies Strategic deployment of critical resources with suitable training
	River Eye Surrounding ecosystems and biodiversity Social receptors (i.e. local communities/business or road users) Road assets and their operation, maintenance and refurbishment (i.e. pavements, structures, technology etc.)	- 'Summer Ice': After a prolonged period of no rain when dirt and oil residue builds up on the road. When the first rain event occurs this material becomes incredibly slippery and dangerous (similar to ice on the road)	Road user warning systems in place Regular maintenance of drainage systems Cleansing of the network where appropriate.
	Surrounding ecosystems and biodiversity Social receptors (i.e. local communities/business or road users)	- Signs, tall structures and high-sided vehicles at risk from increasing wind speeds	Road user warning systems in place Effective vegetation maintenance Regular surveys, management and

¹ Key impacts have been chosen to be the ones assessed with "High" Magnitude (Likelihood x Severity) during any of the 30-year period (2020s, 2050s or 2080s).

² Positive impacts have been marked with "+" as well as negative impacts have been marked with "-".

	Road assets and their operation, maintenance and refurbishment (i.e. pavements, structures, technology etc.)		monitoring of street furniture such as street lighting to ensure asset stability.
	Social receptors (i.e. local communities/business or road users) Road assets and their operation, maintenance and refurbishment (i.e. pavements, structures, technology etc.)	- Reduced safety as a result of standing water	Road user warning systems in place Regular maintenance of drainage systems Emergency preparedness plans to be in place.
	River Eye Surrounding ecosystems and biodiversity Social receptors (i.e. local communities/business or road users) Road assets and their operation, maintenance and refurbishment (i.e. pavements, structures, technology etc.)	- Increasing ice/snow melt leading to flooding	Road user warning systems in place Ensure effective, essential winter maintenance. Emergency preparedness plans to be in place.
	Social receptors (i.e. local communities/business or road users)	- Safety risks due to snow and ice	
	Social receptors (i.e. local communities/business or road users) Road assets and their operation, maintenance and refurbishment (i.e. pavements, structures, technology etc.)	- Reduced pavement friction coefficient	Road user warning systems in place A high friction surface coating will likely be required on lengths of carriageway leading up to junctions and pedestrian crossings.
	River Eye Surrounding ecosystems and biodiversity Social receptors (i.e. local communities/business or road users) Road assets and their operation, maintenance and refurbishment (i.e. pavements, structures, technology etc.)	- Increased debris and mud flow onto roads	Road user warning systems in place Regular maintenance of drainage systems Regular road sweeping and cleansing.

	<p>River Eye</p> <p>Surrounding ecosystems and biodiversity</p> <p>Social receptors (i.e. local communities/business or road users)</p> <p>Road assets and their operation, maintenance and refurbishment (i.e. pavements, structures, technology etc.)</p>	<p>- Increased slope instability and landslides leading to subsidence</p>	<p>Road user warning systems in place</p> <p>Requirement for regular slope stability/ geotechnical surveys</p> <p>Emergency preparedness plans to be in place</p> <p>Identification of suitable network redundancies</p>
	<p>River Eye</p> <p>Surrounding ecosystems and biodiversity</p> <p>Social receptors (i.e. local communities/business or road users)</p> <p>Road assets and their operation, maintenance and refurbishment (i.e. pavements, structures, technology etc.)</p>	<p>- Damage to roads and drainage systems due to flooding</p>	<p>Regular monitoring of drainage systems (potential use for CCTV etc.)</p> <p>Regular maintenance of drainage systems</p> <p>Emergency preparedness plans to be in place</p>
<p>Climate Change Mitigation (GHG Assessment)</p>	<p>Global Climate (UK carbon inventory and Carbon Budgets used as proxy)</p>	<p>+ Reduction in GHG emissions from vehicles on traffic model area in operational stage</p> <p>Emissions from:</p> <ul style="list-style-type: none"> -Vehicles and fuel use for generators on site in enabling works and construction activity -Workers travelling to and from the site of the Proposed Scheme -Loss of carbon sink from land clearance -Embodied GHG emissions in construction products - Disposal of any waste generated by the construction processes - Embodied emissions associated with maintenance and re-surfacing materials 	<p>A CEMP (construction environmental management plan) prepared and implemented by the selected construction contractor to include a range of best practice construction measures</p> <p>Specification of alternative materials with lower embodied GHG emissions and locally sourced where feasible</p> <p>Low carbon design specifications such as energy-efficient lighting and durable construction materials to reduce maintenance and replacement cycles</p>
<p>Sustainable Travel</p>	<p>Local residents</p> <p>Motorised Travellers (road users)</p> <p>Non-Motorised Users</p>	<ul style="list-style-type: none"> - Journey times and traffic congestion (construction) - Diversions or closures to footpaths and Public Rights of Way (construction) <p>+ Journey times and traffic congestion (operation)</p>	<p>Use of clear signposting for Motorised Travellers and Non-Motorised Users both during construction (to inform of diversions) and operation (to identify new routes).</p>

		- Temporary closures to footpaths and Public Rights of Way (operation)	
Community Severance	Local residents Motorised Travellers (road users) Non-Motorised Users (NMUs) Community and Private Assets (e.g. community facilities, services, dwellings) Open Spaces and Agricultural Lands	<p>- Journey times and traffic congestion (construction)</p> <p>- Views and visual impacts (construction)</p> <p>- Diversions or closures to footpaths and Public Rights of Way (construction)</p> <p>- Air Quality and Noise effects on NMUs (construction)</p> <p>- Disruption to / Loss of Open Spaces (construction)</p> <p>- Disruption to / Loss of Agricultural Land (construction)</p> <p>+ Journey times and traffic congestion (operation)</p> <p>0 Views and visual impacts (operation)</p> <p>0 Closures to footpaths and Public Rights of Way (operation)</p> <p>0 Air Quality and Noise effects on NMUs (operation)</p> <p>0 Disruption to / Loss of Open Spaces (operation)</p> <p>- Disruption to / Loss of Agricultural Land (operation)</p>	<p>Use of clear signposting for Motorised Travellers and Non-Motorised Users both during construction (to inform of diversions) and operation (to identify new routes).</p> <p>Replacement of any open spaces which are permanently lost and enhancement of any which are temporarily required during construction.</p> <p>Use of appropriate Air Quality and Noise measures. Mitigation in relation to effects experienced in relation to Air Quality and Noise is expected to be incorporated within the scheme as far as possible.</p> <p>Re-provision of any community or private assets which are permanently lost, or appropriate compensation measures (to be determined by the applicant)</p>
Health	Human Health and Wellbeing, as experienced by Local Residents	<p>0 Access to open space and nature</p> <p>0 Air Quality, Noise, and Neighbourhood Amenity</p> <p>+ Accessibility and Active Travel</p> <p>0 Crime Reduction and Community Safety</p> <p>+ Access to Work and Training</p> <p>+ Social Cohesion and Lifetime Neighbourhoods</p> <p>0 Minimising the use of Resources</p> <p>0 Climate Change</p>	<p>Use of appropriate Air Quality and Noise measures. Mitigation in relation to effects experienced in relation to Air Quality and Noise will be incorporated within the scheme as far as possible.</p> <p>No further mitigation required.</p> <p>Options to enhance the benefits of the scheme in relation to human health will be explored and outlined within the Health Assessment.</p>
Water Resources (inc flood risk)	River Eye SSSI (Very high importance)	+ Re-meandering of the River Eye where it had been historically straightened for the abandoned canal.	<ul style="list-style-type: none"> • Consultation with regulators and landowners. • Environmental surveys, designs and assessment.

	<p>Scalford Brook, lakes in Melton Mowbray Country Park, and Thorpe Brook (High importance)</p> <p>Minor watercourses, lakes and ponds, and groundwater (Medium to low importance)</p> <p>Areas of fluvial flood risk either side of major watercourses</p>	<p>+ Improved river and floodplain habitats, for biodiversity and amenity, in keeping with meeting WFD objectives and supporting meeting favourable conservation status of the SSSI.</p> <p>+ Natural flood management.</p> <p>+ Realignment and daylighting of ordinary watercourse adjacent to Lag Lane and upsizing of the existing undersized culvert known to cause highway flooding.</p> <p>+ The proposed River Eye realignment is unlikely to adversely impact flood risk to any residential properties since there are none located in the immediate vicinity. The river section to be realigned is currently surrounded by greenfield.</p> <p>- Potential impacts on water quality, both surface and groundwater, due to deposition or spillage of soils, sediments, oils, fuels, or other construction chemicals, or through mobilisation of contamination following disturbance of contaminated ground or groundwater, or through uncontrolled site run-off.</p> <p>- New discharges of highway runoff to watercourses that may include dissolved and particulate pollutants (e.g. metals, hydrocarbons, particulates, de-icant salts etc.).</p> <p>- Potential increase in volume and rate of surface water runoff from new impervious areas leading to an impact on flood risk.</p> <p>- The construction of a new bridge across the River Eye, although offset by the removal of the shorter existing Lag Lane structure, will result in land take within the floodplain due to new embankments, potential changes in flood levels and flows, shading of the channel, loss of habitat, and a risk of scouring of the river bed and banks.</p> <p>- The construction of two new bridges across the Scalford Brook and the Thorpe Brook will result in land take within the floodplain due to new embankments, potential changes in flood levels and</p>	<ul style="list-style-type: none"> • Increased habitat areas. • Improved flood storage. • Removal of the Lag Lane bridge which currently acts as a constriction to offset impact of new larger span structure. • Brentingby Dam defends Melton Mowbray against flooding from River Eye. The proposed MMDR is located downstream of Brentingby Dam. • Provision of flood relief culverts under the proposed highway embankment to reduce afflux upstream of the proposed bridge on River Eye. • Flood compensation storage for loss of flood plain. • Proposed highway drainage network and attenuation ponds will be designed so as to not increase surface water flood risk from the proposed scheme to adjacent areas. • Construction phase mitigation measures to manage works to avoid, minimise and reduce the risk of water pollution or the physical damage to water bodies. • Proposed highway drainage network and attenuation ponds will be designed to provide treatment of runoff and to provide a way that large chemical spillages can be retained within the highway drainage network.
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		flows, shading of the channel, loss of habitat, and a risk of scouring of the river bed and banks. - Permanent loss of channel from three new culverts across Ordinary Watercourses.	
Noise & Vibration	Residential properties and other non-residential potentially sensitive receptors including educational, medical and community buildings.	+ reduction in traffic noise levels through the centre of Melton Mowbray - increase in traffic noise levels along the extent of the scheme, significant adverse effects anticipated at a number of individual properties, parts of Thorpe Arnold and edges of Melton Mowbray.	Low noise surfacing within the scheme extents Noise barriers where feasible; subject to engineering and landscape constraints.

Limitations

- The assessment presented in the table is based on information currently available at the time at writing. A full assessment of the proposed scheme will be undertaken and reported in the Environmental Statement.
- In-use emissions impacts have been taken from the WebTag air quality modelling that was produced for the Business Case.
- As construction data is yet to be finalised, GHG emissions from construction phases are in pre-assessment stage. Therefore, potential impacts and general mitigation measures have been estimated on a qualitative basis using professional judgement
- We have not had a decision from LCC on operational noise mitigation.
- Unable to say anything specific beyond normal best practice for construction noise; need contractor input.
- Work is ongoing and decisions need to be made which will influence the scheme design, assess impacts and inform mitigation measures.



**ENVIRONMENT AND TRANSPORT OVERVIEW AND SCRUTINY
COMMITTEE – 28 JUNE 2018**

**NORTH AND EAST SECTIONS OF THE MELTON MOWBRAY
DISTRIBUTOR ROAD PROPOSALS**

MINUTE EXTRACT

The Committee considered a report of the Director of Environment and Transport concerning the Melton Mowbray Distributor Road. A copy of the report, marked “Agenda Item 10” is filed with these minutes.

Arising from discussion, the following points were raised:-

- i) The Preferred Route remained a 4.3 mile single carriageway which passes to the north and east of Melton Mowbray. As a result of consultation on the design the route had been amended at two locations, the crossing of the River Eye and the alignment between Scalford Road and Melton Spinney Road. This amended route is now the Preferred Route for the Melton Mowbray Distributor Road;
- ii) Extensive community engagement had been carried out throughout the initial feasibility and design stage and would be ongoing through the planning process. To date, there has been good support for the proposed route;
- iii) That the proposed realignment of the River Eye would put it closer to its natural line, this was supported by the Environment Agency and the County Council was working closely with them to mitigate any ecological disturbance;
- iv) Members were assured the appropriate cycle/footway provision had been included along the route and would be looked at further during the detailed design process and as part of the consultation during the planning process.

RESOLVED:-

That the Cabinet be advised of the views now expressed and that this Committee supports the proposed route.