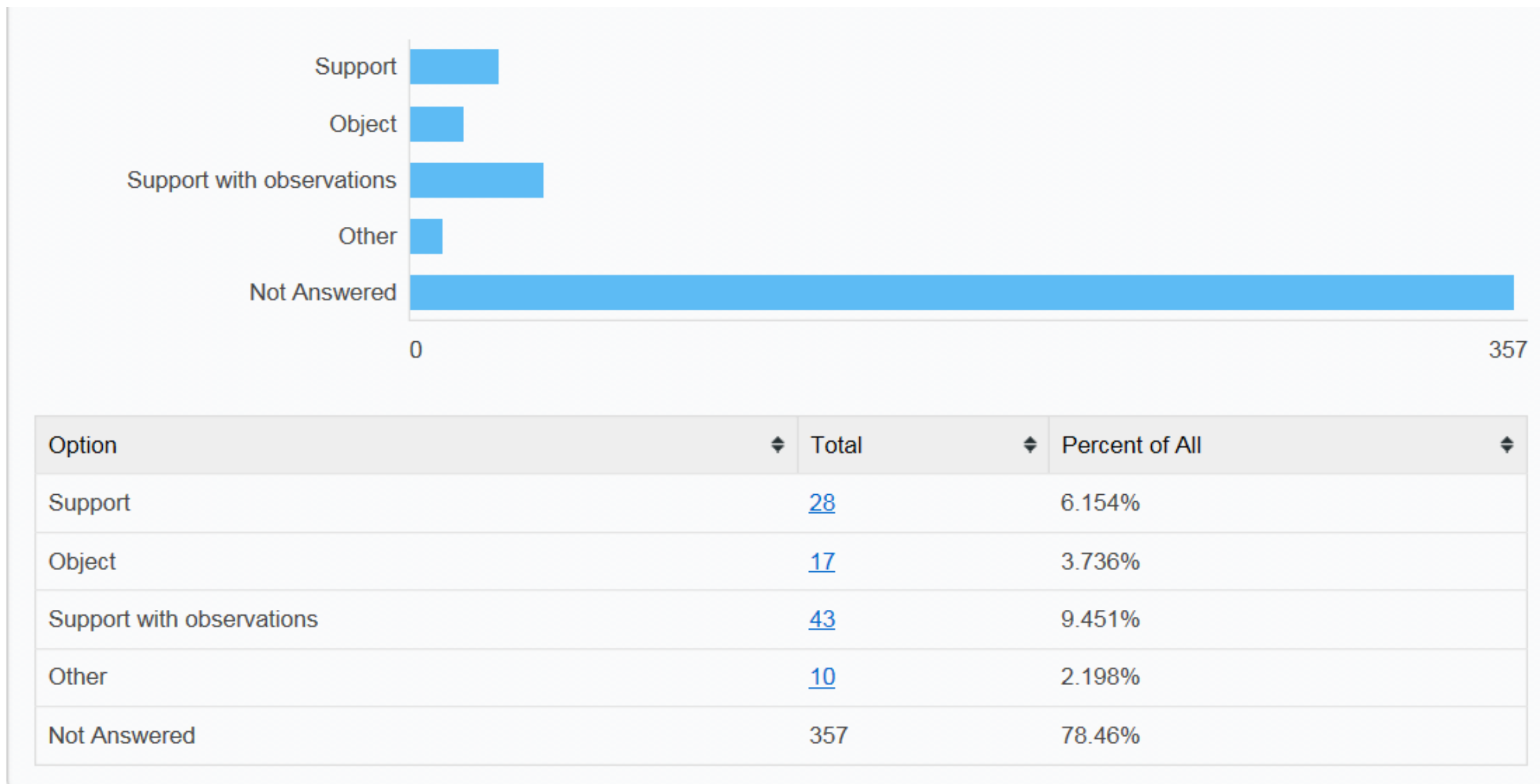


Policy IN1 – Transport & Strategic Transport Infrastructure



## Chapter 8: Managing the Delivery of Development – Policy IN1 – Transport & Strategic Transport Infrastructure

Name	User ID	Support/Object	Comment or Issue	What changes would you like to see made to this policy?	Officer Response	Proposed Amendment
Russell Collins	ANON-BHRP-4HZW-S	Support with observations	Long term infrastructure needs to be detailed, costed, justified and scheduled so that we finish up with a complete solution.	More detailed schemes of infrastructure development to enable a proposed schedule of works can be drawn up within the timescales of the plan.	The Council is instructing consultants to carry out an Infrastructure Assessment which will inform the detailed costed Infrastructure Delivery Schedule to be published with the Pre-Submission Plan.	
Robert Ian Lockey	ANON-BHRP-4H3G-2	Other	I'm not sure how much of this is in the remit of the Borough Council and how much the responsibility of the County Council. It is also generally too vague and full of platitudes; the only concrete proposals are the roads in Melton Mowbray, which I support.	Firm proposals for more frequent trains from Bottesford to Nottingham and Grantham, and for a bus service between Bottesford and Bingham.	The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.	
Angus Smith	ANON-BHRP-4HZK-D	Support with observations	It would be worth including the words Safe into the walking and cycling routes. Any route can be walked or cycled - what makes it more usable is if it is deemed safe by users!!!	As Above	Noted	Change wording to <u>dedicated</u> walking and cycling routes.
Gordon Raper	ANON-BHRP-4H3N-9	Support with observations	See comments on previous question. Transport issues for Bottesford need to be addressed urgently.	Aa above	The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.	
Mr John Brown	ANON-BHRP-4H4Z-P	Support with observations	Public transport within the rural community needs a lot of investment. Melton Mowbray needs a bypass urgently. Melton Mowbray train station needs updating.	See above.	The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision. The delivery of the Melton Outer Relief Route is a priority for the Council. Melton Borough Council and Leicestershire County Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.	
John Mace	ANON-BHRP-4HEM-T	Object	See below	The proposed plan does not tackle the traffic flow from Grantham towards Leicester and vice versa. The bypass must accommodate	Traffic travelling from Leicester towards Grantham will be able to use the link road associated with the Melton South	

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				all through traffic. Whilst appreciating funding difficulties, the town cannot wait for another 20 years before a complete bypass is built as by then the town will be destroyed with the additional traffic from all the new proposed development. This will adversely affect employment, tourism and the general living environment	Sustainable Neighbourhood which will link to the A607 Grantham Road.	
Dr Leonard Richard Newton	ANON-BHRP-4HET-1	Support with observations	We need a bypass		The delivery of the Melton Outer Relief Route is a priority for the Council. Melton Borough Council and Leicestershire County Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.	
Mark Colin Marlow	ANON-BHRP-4HEJ-Q	Support with observations	Public transport in rural areas is farcical	There should be more public transport in rural areas at times when it is needed. For example when people want to go to work, or return from work.	The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.	
brian kirkup	ANON-BHRP-4HE9-6	Support with observations	You seem to support my idea of having more housing closer to Melton		Noted.	
Anthony Thomas	ANON-BHRP-4HFX-6	Support		This outer relief road to be the absolute boundary beyond which no developments or further buildings will be permitted. (Creating an old fashioned 'green belt' around the town)	The Local Plan cannot designate a Green Belt around Melton Mowbray.	
Susan Love	ANON-BHRP-4HZP-J	Support with observations	Planners should be aware that housing in Bottesford adds to the numbers commuting to Nottingham. Public transport is very unlikely to improve in Bottesford because of lack of public funding for our declining bus service, and the intricacies of railway time-tabling when our trains have to come into the major stations Grantham and Nottingham. Local residents in Bottesford perceive public transport as very poor.	As above.	The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.	

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John Moore	ANON-BHRP-4H2S-N	Support with observations	Nottingham Road is not the A607.		Noted.	Amend policy to Nottingham Road (A606).
Jeanne Petit	ANON-BHRP-4HF6-4	Support		We need proper cycle routes!!!	Noted.	
Julie Moss	ANON-BHRP-4HM5-A	Object	Bottesford railway station is hardly an interchange. The frequency of the rail service is poor and does not provide a decent commuter service to the main rail stations of Grantham and Nottingham to join the fast rail services North and South.  The local bus service is pathetic, with no direct link to Nottingham and no buses on Sundays at all.	There is little parking at Bottesford station now and no provision to make it larger. A much more frequent bus service to both Grantham and direct to Nottingham.	Noted. The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.	
Nick Farrow	ANON-BHRP-4HUD-1	Support with observations	When the ring road is developed there are a number of parts that will not be financed by the building of houses. Will we get to the stage where when the ring road is built it will cause more problems if it is not completed in total.	Make sure the ring road goes to the outer limits of the town not like currently were the ring road goes through the centre of town.	Leicestershire County Council has decided that the remaining section of the MORR would provide most benefit if it went to the east where it would connect to Grantham Road and Melton Spinney Road.	
John A Herlihy	ANON-BHRP-4HU3-G	Object	You say - The Melton Outer Relief Route – a series of the strategic road links which connect the A606 (Burton Road) to the A607 (Nottingham Road); The North Melton Strategic Road Link – a strategic connection between the A607 (Nottingham Road) , Scalford Road and Melton Spinney Road; Neither of these proposals address the dire traffic conditions in the town, These two proposals are given as link roads. Totally useless. WE desperately need an all encompassing By-pass. This would ensure ALL Grantham / Oakham / Leicester / Nottingham through traffic could be removed from our choked town centre and its surrounding 'rat runs'. A serious accident on the A1 regularly causes its closure resulting in all traffic being diverted through Melton.	1st. Give us a RING ROAD. 2nd. Give us a RING ROAD. 3rd. Give us a RING ROAD. got the message yet ??	Leicestershire County Council has decided that the remaining section of the MORR would provide most benefit if it went to the east where it would connect to Grantham Road and Melton Spinney Road.	
Craig Heaney	ANON-BHRP-4HUY-P	Object	The North strategic link road needs to connect to the Grantham road. It is nonsensical for it to finish at Melton Spinney Road		Noted. Melton Spinney Road joins Grantham Road. Improvements to the junction may be required but essentially it already provides a connection to the A607.	
Martin Ratcliffe	ANON-BHRP-4HFP-X	Object	Traffic levels through the centre of Melton do not present a problem with the exception of key times where it is still not severe. In light of this and in order for the vista of the countryside to be protected it	Remove proposal of the relief roads for Melton.	Evidence demonstrates that a relief road is necessary in order to allow expansion of the town.	

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			is not necessary to build a relief road to circumvent the centre of Melton.		
Moira Hart	ANON-BHRP-4HU7-M	Support with observations	Long Clawson does not have adequate public transport infrastructure. Development will mean more people and will add to road traffic as people commute to their place of work. It will also exacerbate the already severe parking problems that are experienced around the village centre (The Sands) and especially during surgery hours at the doctors. The nature of the village, as a rural linear development, with narrow roads and with street parking for residents - especially up East End will add to the problems travelling through the village, if there is any large-scale development.		Noted.
sarah mant	ANON-BHRP-4HUE-2	Support with observations	In many villages the public transport system such as bus routes (where they exist) do not allow people to get to work on time, and therefore any additional housing will only add to the additional traffic pressure and reliance on private vehicles. Also lack of shop facilities make life difficult for the existing elderly population in the villages without shops		The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.
CHRISTINE LARSON	ANON-BHRP-4HUU-J	Support with observations	I support this Policy in general. However, not as it relates to Long Clawson. The proposal of the village as a Primary Development Centre goes completely against this policy because there is no sustainable transport available. The village lacks adequate public transport infrastructure and further development will add to road traffic and commuting. The village is a commuter village - with over 70% of residents already commuting to work more than 15 miles from the village. Only 7% work locally within the Borough, the rest either retired or home workers. The idea that someone would cycle to work from the village is not realistic. The steep escarpment route out of the village, high volume HGV vehicle traffic in the village, minor roads without curbs or defined edges and no street lights, would be foolish. Cycling at the weekends and evening in the summer as a leisure activity is enjoyed and should be encouraged, especially a green corridor between the villages using the Grantham Canal. Increased housing will also add to the severe parking problems that are experienced around the village centre and doctor's surgery that frequently block the through road. It will also add to the difficulties of on street parking, affect through traffic travelling through the village, and pedestrian safety.	Change Remove classification of rural villages and Long Clawson from being a Primary Development Centre.	Noted. The implications of infrastructure constraints for Long Clawson are being addressed by the Council and the settlement hierarchy is being reviewed.
Clawson in Action	ANON-	Support with	This policy is commendable, but the suggestion of Long Clawson as a Primary Rural Centre		Noted. The implications of infrastructure

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- residents' group set up to Keep Clawson Long and Rural and working to support the production of a Long Clawson Neighbourhood Plan	BHRP-4HBM-Q	observations	goes completely against this policy as it does not have adequate public transport infrastructure and will add to road traffic and commuting. It will also add to the severe parking problems that are experienced around the village centre and doctors. It will also add to the difficulties of travelling through the village. We also question the North Melton Strategic Road Link ending at Melton Spinney Road. Why does this not link to the Melton / Grantham Road north of Thorpe Arnold?	constraints for Long Clawson are being addressed by the Council and the settlement hierarchy is being reviewed. Melton Spinney Road joins Grantham Road. Improvements to the junction may be required but essentially it already provides a connection to the A607.	
Kenneth Bray	ANON-BHRP-4HBX-2	Support with observations	The high level of proposed development outside Melton is in conflict with point 1. All development outside Melton has a higher travel requirement than that inside, causing 1.5 -2 times more car journeys and maybe 10 times more miles travelled in cars. School transport is one key driver of this as all secondary and tertiary education is in Melton or Bottesford. This emphasises that development in or close to these sites (retaining areas of separation for environmental reasons) should be preferred.	Noted. The Plan endorses this approach by promoting most of the development in the town and a large part of the rural housing in Bottesford.	
Susan Herlihy	ANON-BHRP-4HE3-Z	Support with observations		This is just words with no real details of how things will be managed	Noted.
Richard and Jane Heerbeck	ANON-BHRP-4HBC-D	Support with observations	See below	The link road from Nottingham Road via Scaford Road should not end at Melton Spinney Road, but should continue onto the A607 Grantham Road. On the latest plan it has been moved further north and ends opposite Twin Lakes park. That is illogical because when funding becomes available the link road should continue across the valley up to the A607, in order to provide a proper relief road for the northern part of the town. Accordingly the link road should be moved back to the south of Twin lakes so that it can be continued onto the A607 across agricultural land, rather than having to go through or around Twin Lakes park.	Melton Spinney Road joins Grantham Road. Improvements to the junction may be required but essentially it already provides a connection to the A607.
Deborah Caroline Adams	ANON-BHRP-4H38-K	Object	What is the difference in standard between a "Melton Outer Relief Route" and the "North Melton Strategic Road Link"? That needs explaining. What is clear is that the North Melton Strategic Road Link is a road to nowhere stretching from the A607 to a country lane. The obvious missing link to make it workable is the final link to the A607 Grantham Road. No amount of widening of Melton Spinney Road will alter the fact that at its junction with the A607 Grantham Road, motorists are left with the choice of turning left and heading up Thorpe Arnold Hill where the road narrows even more and	More emphasis on providing a proper bypass which stretches right across to the A607 Grantham Road. More emphasis on providing bus services to and from Town and continuing these services into the evening with a reduced service on Sundays. An acceptance that people will always use the car and a provision of adequate parking spaces at a reasonable price in Melton. A move to stop traders taking up valuable car parking spaces with their vans along Sherrard Street (Flower Paradise and Melton Carpets) for hours at a time.	Leicestershire County Council has decided that the remaining section of the MORR would provide most benefit if it went to the east where it would connect to Grantham Road and Melton Spinney Road. Melton Spinney Road joins Grantham Road. Improvements to the junction may be required but essentially it already provides a connection to the A607.  The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct

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			<p>turns a sharp left hand bend which is quite dangerous especially with the quantity of HGVs that use the road; turn right and head towards the Town and motorists are faced with a narrowing road with parked cars on one side and a queue of traffic waiting to get through Thorpe End junction. All local residents know that the final link to the Grantham Road is necessary to make the northern Outer Relief Road workable; it is only the MBC and LCC that turn a blind eye to the glaringly obvious.</p> <p>Twinlakes' traffic is never taken into account. Indeed when there was a public open evening last year to discuss a potential development of 200 homes off Melton Spinney Road, the Leics Highways Authority (a) acknowledged that they had not realised the true size of Twinlakes Park (they had been advised that it was only a small fun park and of no concern to them), (b) were unaware that Twinlakes Park created their own "rush hour" period when Melton Spinney Road and Thorpe Road were blocked with cars heading through the Town, (c) actually got the width of Melton Spinney Road wrong! It was a lot narrower than they had thought. With such a lack of awareness of local conditions, is it any wonder that the likes of the Highways Authority, and the Environment Agency constantly get things wrong.</p> <p>Twinlakes had one of its busiest days of the year so far yesterday (Good Friday). From 10.15 a.m. to about 11.30 a.m. visitors to the Park were queuing up to get in and this queue ran all the way down Melton Spinney Road, and back towards the Town along Thorpe Road. (I have photographic evidence of this as do several other residents). When I saw it the end of the queue was the Town side of Tesco's making the queue over a mile long. It turned out that at times the queue went all the way back to Thorpe End traffic lights. However apparently according to the Highways Authority, Melton Spinney Road has no traffic congestion and there are never more than 7 vehicles queuing at the junction of Melton Spinney Road/A607 Thorpe Road at any one time!</p> <p>Developments should not be connected by</p>	<p>All new developments should have plenty of car parking spaces for residents (at least two per dwelling with plenty of "visitor" parking spaces as well). For several years new developments have not provided sufficient parking spaces. Parking on estate roads themselves should be banned altogether and anyone found doing so should be heavily fined.</p>	<p>impact on bus provision.</p> <p>The design Policy D1 will seek to ensure that new development contains adequate parking provision.</p>	
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		<p>"link roads" as all that will do will be to encourage rat-runs within estates, and in the north of Melton there are already plenty of them - all of them creating hazardous conditions for residents on the estates, e.g. Kipling Drive, Tennyson Way, The Crescent. There will always be a need to use the car as Melton's roads (and indeed the Borough's roads) are not wide enough to cope with cyclists as well as two lanes of vehicles. Having cycled along many of the roads I can confirm that it is a hazardous and sometimes frightening experience as the traffic flow is so heavy and often as a cyclist you end up with a tail-back of vehicles as there is no room for them to overtake you. There is absolutely no room for cycle lanes. IF the bypass was ever built it must have a separate cycle lane which runs parallel to the road so as to ensure the safety of cyclists.</p> <p>Because Melton's roads are so narrow and busy, where there is parking along the roads, the cars tend to park half on and half off the footpaths. This can make it very awkward when you have a buggy and you tend to often have to walk into the road as there is no room on the path to get passed a parked car.</p> <p>Bus services have recently been cut back thanks to Leicestershire County Council who has withdrawn funding for the buses. There is now no bus running to Melton Spinney Road and that side of town from Melton itself. The only bus is an hourly Grantham to Loughborough bus along the A607 Grantham Road.</p> <p>There are NO evening or Sunday buses; no late evening trains; no Sunday morning trains; in fact to travel out of Melton to ANYWHERE including Nottingham or Leicester for an evening out requires either taking the car or travelling by taxi!</p> <p>The car will always feature heavily in today's society and the Council and indeed Government need to wake up to that fact. Outside of London there is no decent integrated public transport system. Travel packages are all very well but once they run out residents will revert to the car if they haven't done so already anyway. In today's</p>			
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			society no-one wants to walk 1.5 miles plus to their nearest supermarket and walk back again with bags of shopping. Melton considers itself the Rural Capital of Food but there is fast approaching a time when tourists will be put off from coming to Melton because of the traffic congestion on all the approach roads to the town, and the lack of parking facilities once in the town.			
Anthony Paphiti	ANON-BHRP-4HBV-Z	Support with observations	Great general ideas, but light on detail, especially funding. These types of infrastructure projects are hugely expensive, if they are to be done properly. The link-road project will no doubt provide an excuse for in-fill with housing. Has this been declared openly to those who are commenting on the plan? There must be total transparency, otherwise MMBC will be regarded as misleading the public - perhaps that is why the policy wording is so "flexible" An unsustainable over-use of the term "sustainable"	More specific policy wording, transparency over costs and source of funding, what connected impact this policy will have on housing plans through eg in-fill.	North and South Strategic Road Links will be associated with new housing development as part of the North and South Sustainable Neighbourhoods. The Council is instructing consultants to carry out an Infrastructure Assessment which will inform the detailed costed Infrastructure Delivery Schedule to be published with the Pre-Submission Plan.	
Shelagh Woollard	ANON-BHRP-4HB5-Y	Support with observations	Bottesford needs more bus and train services to Bingham, Nottingham, Newark and Grantham if people are to be discouraged from using cars.  Currently they have little option but to use cars.		The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.	
Clair Ingham	ANON-BHRP-4HMZ-F	Support	I agree any proposed developments need to contribute towards infrastructure	none	Noted.	
Melanie Steadman	ANON-BHRP-4HFE-K	Support with observations	1. Are located where travel can be minimised and the use of sustainable transport modes maximised. This rules out development outside Melton and Asfordby?	No comments.	The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.	
Valerie Lever	ANON-BHRP-4HZY-U	Other	More emphasis on improving rural transport, please, particularly across county boundaries	See above	The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.	
michael cavani	ANON-BHRP-4HZ5-Q	Object	The document makes reference to a link road between Nottingham Rd and Scalford Rd, but makes no reference to any such link Rd between Scalford Rd and Melton Spinney Rd, why is this? Let's assume that there will be a link road right across from Nottingham Rd and Melton Spinney Rd. There is no information	Now we have gone some way in achieving the correct percentage split between Town and Country, North and South in terms of housing quotas. All our efforts must now turn to securing the correct level of funding which will deliver the infrastructure which will ensure the success of the Local Plan. The simple truth is however that the Council	Noted.  The North Strategic Link Road will run from Nottingham Road to Melton Spinney Road.  A Transport Strategy providing more detail on the Melton Outer Relief Route will be indicated in the Pre-Submission Plan.	

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			<p>in any of the consultation documents or reports that expands on the construction of the link road.</p> <p>The roads,</p> <ul style="list-style-type: none"> <li>• Must be designed and built with future growth capacity in mind extending beyond 2036.</li> <li>• Must be designed and built to take HGVs.</li> <li>• Must be designed and built to have separate cycle and pedestrian paths.</li> <li>• Must continue over to the A607 Grantham Rd.</li> <li>• Must be designed and built in such a way as to ensure that a Wildlife corridor remains between the park and the countryside beyond.</li> <li>• Must ensure that the corridor is designed and built in such a way as to allow for cycles and pedestrians to pass freely and safely from the park and into the countryside beyond.</li> <li>• That the upgrade to Bartholomew Way and Welby Road will be designed and built to include for separate cycling and pedestrian pathways to allow for safe access to the employment areas to the West and South of the town.</li> <li>• That the existing road network in the North is upgraded to allow for safe access for cyclist to the town centre, bus and train links.</li> </ul> <p>All this Must be achieved within the time span of the Local Plan.</p>	<p>has very little chance of securing the appropriate level of funding from Central Government or the developers to build the relief roads and upgrade to existing road network which is so desperately needed. And with that simple true and until the funding is secured we should not, and cannot embark on a building programme which would result in having a devastating effect on the lives of people both North and South of Melton.</p>	<p>The Melton Outer Relief Route will be funded through a variety of public and private funding mechanisms and CIL which will be levied from most development in the Borough.</p>	
Thorpe Park Residents Association	ANON-BHRP-4H67-N	Object	<p>Thorpe Park Residents have concerns that the proposals in the Local Plan could lead to an un-coordinated, fragmented approach to housing, business and infrastructure development across the town.</p> <p>The current draft Local Plan indicates that the proposed link road to the north of the town terminates on Melton Spinney road, an unclassified highway, near the entrance to Twin Lakes Park. The draft Local Plan does not consider the impact of significant increases in volumes of traffic along Spinney Road and either onwards into Melton town centre or through the villages of Thorpe Arnold and Scalford. This situation is further exacerbated during periods of significant traffic flow to and from Twin Lakes Park. The</p>	<p>For the vision to be realised, there needs to be a coordinated approach to housing, business and infrastructure development. It is essential to implement measures to reduce the impact of traffic in conjunction with any further residential and business / industrial development, not in the fragmented manner that the draft Local Plan appears to portray.</p> <p>With regard to the link road that is currently shown to terminate on Melton Spinney Road, this should be extended through to the A607 Grantham Road at a point north of Thorpe Arnold.</p>	<p>The Plan provides the co-ordinated approach to delivery of homes, jobs and infrastructure, particularly in Melton Mowbray where the development needs are to be addressed by the delivery of the North and South Sustainable Neighbourhoods.</p> <p>Melton Spinney Road joins Grantham Road. Improvements to the junction may be required but essentially it already provides a connection to the A607.</p> <p>Developers of the North Sustainable Neighbourhood will be expected to provide local bus services which could be extended to replace the lost No 18 services</p>	

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			<p>Council's own traffic reports show that the junction at Thorpe End is already saturated with current volumes of traffic at peak times. Following the recent Cumulative Transport Impact Study, in accordance with Paragraph 32 of the NPPF the Local Highway Authority has recommended that an existing application for housing off Melton Spinney Road be refused on the basis that the residual impact of the proposed development on transport infrastructure for the town as a whole is 'severe'. Since the abolition of Centrebus Service No.18, there is no town bus service for residents living on the estates off Thorpe Road.</p>		mentioned.	
<p>Bottesford Parish Neighbourhood Plan Steering Group</p>	<p>ANON-BHRP-4HUB-Y</p>	<p>Support with observations</p>	<p>We note that this appears to help Melton Mowbray only              8.3.1 New developments should be located where travel can be minimised and use of sustainable travel modes optimised (in or close to Melton Mowbray).              8.3.3 Only Melton Mowbray permits sustainable travel options              8.3.5 Leicestershire Local Transport Plan 3 (LTP3) It is not clear how will this help rural communities              8.3.6 (p148)Traffic congestion, parking and public transport are also an issue for Bottesford              8.3.7 If housing was focused on Melton Mowbray, the need for highway construction in the rural areas will potentially be diminished.              8.3.8 Encourage staggered working /shopping times to help congestion in Melton Mowbray              IN1 5 We would welcome improved interchange facilities at Bottesford Station, particularly improved car parking and coordinated bus services.              A survey carried out by the Bottesford Neighbourhood Plan Steering Group found that -              84% of respondents agreed that developments should only be located where it allows people to access the village's amenities without the need to use the car. 93% of respondents agreed that the</p>		<p>The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.</p>	

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			Neighbourhood Plan should include the extension and improvement of the Station car park.		
Richard Simon	ANON-BHRP-4H2C-5	Support with observations	<p>This appears to help Melton Mowbray only</p> <p>8.3.1 New developments should be located where travel can be minimised and use of sustainable travel modes optimised (in or close to Melton Mowbray).</p> <p>8.3.3 Only Melton Mowbray permits sustainable travel options</p> <p>8.3.5 Leicestershire Local Transport Plan 3 (LTP3) - It is not clear how will this help rural communities</p> <p>8.3.6 (p148)Traffic congestion, parking and public transport are also an issue for Bottesford</p> <p>8.3.7 If housing was focused on Melton Mowbray, the need for highway construction in the rural areas will potentially be diminished.</p> <p>8.3.8 Encourage staggered working /shopping times to help congestion in Melton Mowbray</p> <p>IN1 5 We would welcome improved interchange facilities at Bottesford Station, particularly improved car parking and coordinated bus services.</p> <p>A survey carried out by the Bottesford Neighbourhood Plan Steering Group found that -</p> <p>84% of respondents agreed that developments should only be located where it allows people to access the village's amenities without the need to use the car. 93% of respondents agreed that the Neighbourhood Plan should include the extension and improvement of the Station car park.</p>	The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.	
Bottesford Parish Council	ANON-BHRP-4H1W-G	Support with observations	<p>We note that this appears to help Melton Mowbray only</p> <p>8.3.1 New developments should be located where travel can be minimised and use of sustainable travel modes optimised (in or close to Melton Mowbray).</p> <p>8.3.3 Only Melton Mowbray permits sustainable travel options</p> <p>8.3.5 Leicestershire Local Transport Plan 3 (LTP3) It is not clear how will this help rural communities</p>	The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.	

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			<p>8.3.6 (p148)Traffic congestion, parking and public transport are also an issue for Bottesford</p> <p>8.3.7 If housing was focused on Melton Mowbray, the need for highway construction in the rural areas will potentially be diminished.</p> <p>8.3.8 Encourage staggered working /shopping times to help congestion in Melton Mowbray</p> <p>5 We would welcome improved interchange facilities at Bottesford Station, particularly improved car parking and coordinated bus services.</p> <p>A survey carried out by the Bottesford Neighbourhood Plan Steering Group found that -</p> <p>84% of respondents agreed that developments should only be located where it allows people to access the village’s amenities without the need to use the car. 93% of respondents agreed that the Neighbourhood Plan should include the extension and improvement of the Station car park.</p>		
JOHN RUST	ANON-BHRP-4HUV-K	Support with observations	<p>I Support extracts: This policy is commendable, but the suggestion of Long Clawson as a Primary Rural Centre goes completely against this policy as it does not have adequate public transport infrastructure and will add to road traffic and commuting. It will also add to the severe parking problems that are experienced around the village centre and doctors. It will also add to the difficulties of travelling through the village. I support this Policy in general. However, not as it relates to Long Clawson. The proposal of the village as a Primary Development Centre goes completely against this policy because there is no sustainable transport available. The village lacks adequate public transport infrastructure and further development will add to road traffic and commuting. The village is a commuter village - with over 70% of residents already commuting to work more than 15 miles from the village.</p>	Remove classification of rural villages and Long Clawson from being a Primary Development Centre.	Noted. The implications of infrastructure constraints for Long Clawson are being addressed by the Council and the settlement hierarchy is being reviewed.

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			<p>Only 7% work locally within the Borough, the rest either retired or home workers. The idea that someone would cycle to work from the village is not realistic. The steep escarpment route out of the village, high volume HGV vehicle traffic in the village, minor roads without curbs or defined edges and no street lights, would be foolish. Cycling at the weekends and evening in the summer as a leisure activity is enjoyed and should be encouraged, especially a green corridor between the villages using the Grantham Canal. Increased housing will also add to the severe parking problems that are experienced around the village centre and doctor's surgery that frequently block the through road. It will also add to the difficulties of on street parking, affect through traffic travelling through the village, and pedestrian safety.</p>		
Melton North Action Group	ANON-BHRP-4H1Z-K	Other	<p>The Melton Local Plan Emerging Options (Draft Plan) states in point 4.3.1 that development in Melton Mowbray will be focussed in two new large scale 'sustainable neighbourhoods', one in the north and one in the south of the town. This was discussed as part of an exercise to find potential development sites across the Borough in one of the Reference Group sessions. There was some agreement that large-scale development was the solution to the housing requirement for Melton Mowbray but it was also agreed that for this to happen "transport infrastructure needs to be in place" (page 26 of Draft Local Plan).</p> <p>The National Planning Policy Framework (NPPF) states that "Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised." (point 34 of NPPF).</p> <p>MNAG believes that the North Melton Sustainable Neighbourhood (NMSN) is unsustainable as the main employment areas in Melton Mowbray are in the west and south west of the town.</p> <ul style="list-style-type: none"> <li>• There are no direct bus links to the employment areas from the north of the town, and although there is a limited bus service along parts of Scalford Road and Nottingham Road, these do not continue into the evenings.</li> <li>• Leicestershire County Council (LCC) withdrew its funding for the Centrebus Service no.18 in February 2016. There is now no town bus service for residents living in the Thorpe Road and Melton Spinney Road area.</li> <li>• The arterial roads into Melton Mowbray from the north of the town are narrow and congested. There is no room for a dedicated cycle way on any of the roads.</li> <li>• The only safe area to cycle from the north of the town into the town centre is through the Country Park, but there is no lighting provided in the Country Park which severely impacts on the use of the Country Park as a cycle way after dark.</li> <li>• The individual developments which would make up the NMSN would all be more than one mile from the centre of town where the doctor's surgery, dentists, leisure facilities and the town shopping area are located. Walking therefore would not be considered a favourable option.</li> </ul> <p>The NPPF states in point 32 that "Plans and decisions should take account of whether:</p>	<p>The housing requirement for the Borough up to 2036 means that both a north and south extension to the town are required. If the Plan does not make adequate provision to meet the housing requirement it will be found unsound and the Council will then be vulnerable to speculative applications.</p> <p>Cycle and walking routes will run through the country park as well as being provided on other routes into the town.</p> <p>The Council will endeavour to secure public transport contributions to provide new bus services between the town and North Sustainable neighbourhood. This service may also benefit existing residential areas north of the town.</p> <p>SS5 sets out that the link road is a requirement and developers will be required to achieve appropriate access for the development site.</p> <p>Leicestershire County Council has decided that the remaining section of the MORR would provide most benefit if it went to the east where it would connect to Grantham Road and Melton Spinney Road.</p> <p>A fully costed Infrastructure Delivery</p>	<p>Pages 19, 47, 49, 50, 51, 149 &amp; 150 will be made consistent so as to reflect the up to date position.</p>

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		<ul style="list-style-type: none"> <li>• the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;</li> <li>• safe and suitable access to the site can be achieved for all people; and</li> <li>• improvements can be undertaken within the transport network that effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."</li> </ul> <p>MNAG believes that the NMSN has only one opportunity for sustainable transport modes and that is to make use of the Country Park as a cycle and/or pedestrian route to the town centre.</p> <ul style="list-style-type: none"> <li>• However the Country Park has areas of habitat which are of a highly sensitive nature and encroachment of those areas (which are predominantly in the northern area of the Country Park) would adversely affect the flora and fauna of those areas.</li> <li>• Access to the NMSN off the Scalford Road would be in an area very close to John Ferneley School. There are already problems in that area due to the narrowness of the road and the inability of the existing footpaths to cope with upwards of 1,000 school children at the start and end of school time. There have been several accidents on the road involving school children, and to exacerbate the situation by introducing many more vehicles onto the Scalford Road would make it unsafe, unsuitable, dangerous and undesirable.</li> <li>• On Melton Spinney Road the site access would be very close to the Twinlakes Park entrance. During school holidays, several thousand people visit the Park each day and the vast majority of visitors arrive by car. This causes daily road congestion both going into the Park from 10.00 a.m. and coming out of it from 4.00 p.m. to 7.00p.m.</li> <li>• The distance from the Melton Spinney Road site entrance to the town centre would be at least 1.5 miles so not a reasonable walking distance. Much of the walk would be along a road where cars are parked half on the pavement, half on the road, leaving insufficient pavement width for buggies, trolleys or wheelchairs.</li> <li>• Neither Melton Spinney Road nor A607 Thorpe Road has any space for cyclists (in several places there is not room for two coaches or HGVs to pass each other). The only reasonable mode of transport therefore would be the car. Several hundred cars converging on Melton Spinney Road and the A607 Thorpe Road on top of the high number of vehicles already using the roads, would give unacceptable levels of congestion in and around those roads. The other 'opportunity' for sustainable travel (public transport) was taken away from the Melton Spinney Road/A607 Thorpe Road area due to cutbacks in funding the service by LCC in February of this year.</li> </ul> <p>Taking the above into account, MNAG believes that the residual cumulative impacts of the development of the NMSN would be so severe as to make it unsustainable, and that the only sensible option would be to reject the Plan in its current state.</p> <p>Since the demise of the Core Strategy in 2013, Melton Borough Council (MBC) and LCC have commissioned Jacobs U.K. Limited to prepare a Melton Mowbray Cumulative Development Transport Impact Study looking at options to alleviate the growing congestion problems in Melton Mowbray. The findings of the study recommended an "Outer Bypass" running from Scalford Road in the north, across to the A606 Nottingham Road, the A6006 Asfordby Road, the A607 Leicester Road, the B6047 Dalby Road and finally linking with the A606 Oakham Road. The costs of such a bypass were estimated to be in excess of £50 million (Jacobs' report of 29.4.2015, page 10). According to Jacobs this would mean that the cost of the outer bypass per dwelling, based on 2,550 dwellings, would be £18,500.</p> <p>MNAG believes that this should come out of the Community Infrastructure Levy (CIL) which would then enable the 6,000+ homes in the Town and Borough to contribute to the</p>	<p>Schedule will be published in the Pre-Submission Plan as well as a Transport Strategy based on up to date data. The preferred route of the Outer Relief Route will be included in the Pre-Submission Plan.</p> <p>The Melton Outer Relief Route will be funded through a variety of public and private funding mechanisms and CIL which will be levied from most development in the Borough.</p> <p>Melton Spinney Road joins Grantham Road. Improvements to the junction may be required but essentially it already provides a connection to the A607.</p> <p>Development to the edge of the town is more sustainably located and therefore preferable to development in villages because of its proximity to the services, facilities and work opportunities within the town. Sites to the east and west have been appraised and are less sustainable for a range of reasons.</p> <p>Leicestershire County Council has been involved in the preparation of this draft Plan and has not indicated a concern that the development would present a severe constraint.</p> <p>Neighbourhood Plan proposals must come from the community. In the case of Melton Mowbray a Neighbourhood Plan Forum would need to be proposed in order that an area can be identified and designated. It is not the job of the Council to provide or propose this.</p> <p>The timetable for CIL is in place. A CIL cannot be adopted without a Local Plan policy on which it can be based.</p> <p>Additional work has been undertaken by Leicestershire County Council and Jacobs to assess the revised site area and capacity of the proposed Sustainable Neighbourhood and its impact upon traffic movement in the town.</p> <p>Policy SS5 requires preparation of a</p>	
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		<p>Melton Outer Bypass.</p> <p>It is evident that this will have a detrimental impact on the contributions from developers to other forms of infrastructure and the percentage of affordable homes they will be prepared to build.</p> <p>It says in the draft Emerging Options Local Plan on page 147 point 8.1.4 that: "It should be remembered that new development cannot be used to fund an existing lack of infrastructure or address current shortfalls in provision but is solely required to address its own needs."</p> <p>MNAG are concerned that if this is the case, then developers will only be obliged to build an estate link road for their particular development. An estate link road will not be of sufficiently high standard to become part of an Outer Bypass which would be expected to accommodate HGVs and be an attractive alternative to the current route through the Town Centre.</p> <p>In a report of the House of Commons Communities and Local Government Committee session to review the operation of the NPPF published on 16th December 2014, it was reported that "In our view, development can only be sustainable if it is accompanied by the infrastructure necessary to support it." Also "It is important that infrastructure provision takes place at the same time as housing development, or the development will be unsustainable."</p> <p>MNAG is concerned that there is no commitment in the draft Emerging Options Local Plan to force developers to agree to the development of the Melton bypass at the same time as housing development. Therefore the proposed NMSN is unsustainable.</p> <p>The Community Infrastructure Levy (CIL) which was brought into force in 2010 enables councils to charge developers of new development in their areas and use the proceeds to fund infrastructure. Under regulations made in 2013, parish and town councils receiving new development are allocated a proportion (15% or, if a neighbourhood plan is in place, 25%) of the CIL collected in their area. (An extract from a report of the House of Commons Communities and Local Government Committee session published on 16th December 2014)</p> <p>MNAG is concerned that: (a) whilst a number of villages in the Borough have been putting together their own neighbourhood plans, no attempt was made to create a neighbourhood plan for Melton Mowbray; (b) a CIL has not been put in place to-date, and apparently will not appear until the final draft version of the Local Plan; (c) projected costs of the various infrastructure requirements for the Town and Borough have not appeared in this latest draft of the Local Plan. Without these projected costs it is difficult to comprehend how MBC can hope to secure the correct level of funding to deliver the necessary infrastructure.</p> <p>Anomalies and contradictory/confusing terminology/data</p> <p>There is a lack of consistency in the draft Emerging Options Local Plan with regards to the NMSN. For example on pages 47 and 50 of the draft, there is mention of the "link road" from Scalford Road to Nottingham Road, whereas on page 49 there is a picture of the proposed "link road" going across the north of Melton to Melton Spinney Road. The Jacobs report of 29.4.2015 on the "Melton Western Bypass Options Testing" did not deal with a link from Scalford Road to Melton Spinney Road. In fact the Jacobs report was based on a different plan of residential development for Melton Mowbray.</p> <p>The Jacobs reports of 13.10.2014 and 29.4.2015 plus the Melton Mowbray Transport and New Development Position Statement issued by MBC and LCC in February 2015 all worked on the basis of there being a development of 150 dwellings off Melton Spinney Road (not the 200 in the Draft Local Plan with a further possible 400 after 2036); 950 between Nottingham Road and Scalford Road (no mention at all of the several hundred homes between Scalford Road and the north of the Country Park which appear in the</p>	<p>detailed transport assessment, as recommended by Jacobs.</p>	
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		<p>Draft Local Plan, plus the two Persimmon developments). In the south of Melton the reports were based on 800 dwellings west of the Oakham Road and 650 dwellings off the Leicester Road. All three reports were therefore based on there being a total of 2,550 new dwellings in Melton Mowbray as opposed to the 4,000 proposed in the Draft Local Plan. All three reports are therefore of no use as supporting documentation for the Draft Local Plan as they are based on incorrect and out-of-date data.</p> <p>However MNAG consider it is worth pointing out that even though Jacobs were working on the assumption of 2,550 dwellings as opposed to the now proposed 4,000 dwellings for Melton Mowbray, Jacobs still concluded that:</p> <p>"....any development coming forward in the town - irrespective of size - requires a detailed transport assessment undertaken to ensure that suitable mitigation is proposed." Jacobs go on to say:</p> <p>"Given the limited spare capacity, and amount of development proposed, this mitigation needs to be of demonstrably sufficient magnitude to not only mitigate the impacts of the development itself, but also contribute to a wider benefit for residents and as part of the overall growth strategy for the town.</p> <p>If this is not achieved, then the evidence within this document shows that the development cannot be considered sustainable."</p> <p>There is a lack of consistency in the draft Emerging Options Local Plan with regards to the Melton Bypass. It has been referred to as a "bypass" (page 19), a "Melton Outer Western Relief Route" (page 51), a "Melton Outer Relief Road" (page 149), a "Melton Outer Relief Route - a series of the strategic road links which connect the A606 (Burton Road) to the A607 Nottingham Road" (page 150), the "North Melton Strategic Road Link -a strategic connection between the A607 (Nottingham Road), Scalford Road and Melton Spinney Road" (page 150), a "strategic road link connecting Scalford Road to A606 Nottingham Road" (page 50), and a "new link road connecting the Scalford Road with Nottingham Road ..... as part of the wider Melton Outer Relief Route".</p> <p>MNAG is concerned that with such inconsistency, how can residents take MBC seriously when the council talks of providing a bypass for Melton. The variation in names does indicate a variation in the standards required for the road. A "link road" does not have the same high standard requirement that a "bypass" does. There are a number of questions to be asked:</p> <ul style="list-style-type: none"> <li>• first and foremost, exactly what sort of road is MBC aiming for across the north and south of the town? It must surely be of a bypass standard, to take HGVs, and have separate cycle and pedestrian paths, anything short of that standard will not do the job of diverting traffic away from the town centre or mitigate against the effects of the development;</li> <li>• there is an assumption that all developers will contribute to or build their portion of the bypass. What happens if a developer refuses to comply? Will they be refused planning permission, and what happens to their 'stretch' of the road as a result?</li> <li>• what procedures will be put in place so as to ensure that the bypass will be complete with an east or west connection linking the north and south routes before 2036? In the absence of any development in either the east or the west one assumes there will be no developer contribution for this connecting stretch of road. Without the certainty of an (albeit delayed) bypass it is difficult to comprehend how the proposed developments in and around Melton envisaged by the draft Local Plan can be considered remotely sustainable.</li> <li>• it has been pointed out time and time again by local residents that to have a bypass that stops at Melton Spinney Road is a "road to nowhere". When will MBC start to listen to the residents? Why does MBC insist that the final section from Melton Spinney Road to the A607 Grantham Road is not needed when it is obvious that: (a) Melton Spinney Road will</li> </ul>		
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			<p>not be able to cope with HGVs at its junction with the A607; (b) no sensible driver will use the bypass if it means joining a long queue of Twinlakes Park traffic to get out on to the A607 Grantham Road; (c) it doesn't matter if you turn left or right out of Melton Spinney Road on to the A607 Grantham Road at the bottom of Thorpe Arnold Hill as in both directions the road narrows and is hazardous to negotiate particularly with HGVs; (d) on a significant number of occasions each year when the A1 is closed or partially closed between Grantham and Stamford, traffic is diverted through Melton specifically using the A607 Grantham Road.</p> <p>Finally, it can be assumed that one of the reasons behind the decision to develop a Melton Mowbray Transport Strategy is that the Strategy "would best ensure the necessary coordination of potential future transport investments in the town. It would also provide a robust basis to underpin bids to secure funding from public and private sources." (minutes of LCC Cabinet meeting on 11.09.2015)</p> <p>The Melton Mowbray Transport Strategy was discussed at a special meeting of the Full MBC Council on 24th September 2015. The Strategy was deemed necessary as evidence of the need for an "Outer Relief Road" for Melton Mowbray. "The cost of a Transport Strategy that would include a definitive corridor for an 'outer' route is currently estimated in the region of £1.5m." (report to Special Meeting of Full MBC Council on 24th September 2015 para. 3.10). LCC, who would undertake the Study, agreed at an LCC Cabinet meeting on 11th September 2015 to commit £0.5m to the exercise, and on 24th September MBC committed £0.4m. There was still a shortfall of £0.6m which has not been forthcoming/funded. The estimated cost comprised £1m in connection with the development of a preferred corridor for an "Outer Relief Road", and £0.5m for developing a full Melton Mowbray Transport Strategy (para. 3.10 ibid). MNAG have been informed that LCC were willing to progress on the "former element" (the development of the preferred corridor) despite the shortfall of funding. In an email from the Head of Regulatory Services to the Secretary of MNAG, Mr. Worley said that "The focus of this work is to determine the most advantageous route for the bypass including whether the link between the northern and southern stretches indicated in the draft Emerging Options Local Plan would be most feasibly and effectively joined either to the east or to the west of Melton Mowbray." He said that the work was underway and MBC expected to be in receipt shortly.</p> <p>MNAG would like to know whether MBC agree with the comments of the LCC Cabinet in connection with the Melton Mowbray Transport Strategy. LCC as quoted above stated that the full Strategy, inter alia, provides a robust basis to underpin bids to secure funding from public and private sources. Presumably the absence of a full Strategy reduces the prospects of securing such funding and eliminates the prospect of a bypass. As a result any future large-scale development in Melton Mowbray would be considered by the NPPF as unsustainable.</p>			
Sharon Gustard	ANON-BHRP-4H6K-9	Other	<p>4. Do not unacceptably impact on the safety and movement of traffic on the highway network or that any such impacts can be mitigated through appropriate improvements.</p> <p>The development at Bottesford is being looked at in isolation. The impact of a further 700+ cars will have a major impact on the village itself but the reality is in order to afford such housing, the majority of new residents will be commuters; predominantly from cities such as Coventry, Leicester, Nottingham and London; which is</p>	<p>Increased train availability.</p> <p>A park and ride into Nottingham to be created near the A46/A52 junction.</p> <p>The tram network being extended to the east of the city.</p> <p>A review of the location of residents places of work in the rural villages and modes of transport to enable a decisive plan to tackle transportation needs in an educated manner.</p>	<p>The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.</p> <p>Leicestershire County Council has provided highway comments in respect of sites which consider the capacity of road networks to accommodate vehicle movements from sites being considered.</p>	

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			<p>already the case. Nottinghamshire county Council or their respective boroughs has already approved several large scale developments to the east of the city at Newton and Cotgrave, which have impacted on the traffic usage of the A52. So far, there has been no indication of improvements to transport and strategic infrastructure to accommodate such developments and therefore the impact has been higher levels of car usage on the A52 and therefore more pollution.</p> <p>It is recognised that Bottesford has a train station but parking on workdays is already maximised and the train service does not assist working families with childcare commitments.</p>		<p>The A52 is not considered to be severely congested and air pollution is not an issue in its locality.</p>	
Colin Love	ANON-BHRP-4HBR-V	Support with observations	<p>New roads add to pollution - added speeds add to pollution. So any new road proposals MUST undertake an impact assessment of this additional pollution and ensure that and identified negative consequences are mitigated by additional planting to absorb the emissions. Similarly, there would be additional noise in the new locations and this must be totally mitigated by environmentally acceptable sound barriers</p>	See above	<p>The planning application for the Melton Outer Relief Route will require submission of an Environmental Statement informed by an Environmental Impact Assessment which will cover air quality.</p>	
Anthony Edward Maher	ANON-BHRP-4HUS-G	Support with observations	<p>The Northern Strategic Link Road should be extended to the Grantham Road North of Thorpe Arnold and not end on Melton Spinney Road which is a minor unclassified road. Any link roads should be built to a standard to take HGV and also have a walkway and cycle route.</p>	<p>I would like to see mention of the Southern route which is the only section which joins major A class roads also proposed dates for this work as with other sections of route.</p>	<p>Melton Spinney Road joins Grantham Road. Improvements to the junction may be required but essentially it already provides a connection to the A607. A fully costed Infrastructure Delivery Schedule will be published alongside the Pre-Submission Plan as well as a Transport Strategy based on up to date data. The preferred route of the Outer Relief Route will be indicated in the Pre-Submission Plan.</p>	
Mick Jones	ANON-BHRP-4H6N-C	Support with observations	<p>Point 4 - So it is alright to impact on the safety and movement of traffic on the highway network.</p>	Remove unacceptably from point 4.	<p>The Highways Authority (LCC) will be consulted on matters of highways safety and determine what is an unacceptable impact.</p>	
Alison Thurley	ANON-BHRP-4HGG-P	Object	<p>Melton needs a full outer relief road now even without the proposed new residential development. We need to stop the lorries charging through. It is ruining the town and is unsafe for pedestrians &amp; cyclists.</p> <p>It is also unrealistic to think that people are not going to use their cars even with improved cycle lanes, footpaths &amp; public transport. Buses are being cut &amp; prices are going up now so what's going to change.</p>		<p>The delivery of the Melton Outer Relief Route is a priority for the Council. Melton Borough Council and Leicestershire County Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together</p>	

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			There needs to be traffic calming measures put in to stop traffic cutting through residential estates when traffic builds up on main routes i.e. speed bumps.		with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.	
Burton & Dalby Parish Council	ANON-BHRP-4HU6-K	Support with observations	Without the provision of at least one new river crossing there will be no relief to congestion in the centre of Melton.		The delivery of the Melton Outer Relief Route is a priority for the Council. Melton Borough Council and Leicestershire County Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.	
Michael Barrett	ANON-BHRP-4H1V-F	Object	There are times when it is very difficult to get out of Cross Lane (Burton Lazars) onto A606 Burton Road now. If the volume of traffic increases as it must if these developments go ahead then access to Burton Road will become impossible. People wanting to use the bus service that runs through Burton Lazars will have to cross the already very busy road to gain access to the two bus stops.	There will be a need for a couple of pelican crossings for people to use to aid safe crossing of the A606 Burton Road.	The Highways Authority (LCC) will be consulted on matters of highways safety.	
Angus Walker	ANON-BHRP-4HB4-X	Support with observations	Support primary policies but only as part of a more strategic integrated transportation policy for the Borough, County and Region	An integrated transportation policy for the Borough, County and Region should investigate the re-opening of the direct rail line between Melton and Nottingham. This would enable more ambitious reviews of the Asfordby area, the creation of new villages on the route and provide direct links to HS2 through Nottingham. It would enable Melton to be a more accessible	Noted. Strategic Planning, including on matters of transport, is being developed with all Leicestershire authorities through the Strategic Growth Plan.	

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				recreational attraction and positively impact on Melton Relief Road proposals The present policies are very parochial for a 25 year plan.		
Robert Hobbs	ANON-BHRP-4HGP-Y	Object	The current plan does not include a comprehensive ring road structure round Melton town centre and will only to move the pinch points of traffic flow.	Include a full ring road plan not north and south sections that are not connected to each other.	Leicestershire County Council has decided that the remaining section of the MORR would provide most benefit if it went to the east where it would connect to Grantham Road and Melton Spinney Road. The preferred route of the Outer Relief Route will be indicated in the Pre-Submission Plan.	
John Beech	ANON-BHRP-4HG7-6	Object	<p>Without doubt the greatest challenge to the entire plan is the sustainability of housing developments and the delivery of infrastructure in a timely and rigorous manner to support these.</p> <p>We need to have sustainable housing developments but to ensure their success and ensure misery is not heaped on existing residents then we must design and build them within the National Policy Framework and ensure that the proper infrastructure is in place</p> <p>The single biggest flaw in this entire Local plan proposal is the lack of a coherent and integrated traffic and transport strategy.</p> <p>Once again we as residents are left in the situation with promises of what might or could be without any firm proposals and cast iron agreements / contracts or government funding in place.</p> <p>A finalised and holistic traffic /transport plan including the secured funding for the so called Outer Relief Road needs to be firmly in place before the Local Plan can be adopted, anything less is sheer folly and will lead to gridlock in the town and surrounding borough and misery to the residents of Melton Mowbray.</p> <p>It is very difficult to consult on something that has so little detail in key areas, the documents deal with a huge breadth of topics but does not give sufficient detail of key elements and is hugely confusing and contradictory in a number of areas.</p> <p>There is little visibility of relevant plans or layouts which makes it almost impossible to support or oppose the proposals made in the plan.</p>		A fully costed Infrastructure Delivery Schedule will be published alongside the Pre-Submission Plan as well as a Transport Strategy based on up to date data. The preferred route of the Outer Relief Route will be indicated in the Pre-Submission Plan.	
Asfordby Parish Council	ANON-BHRP-4HGY-8	Object		The Melton Local Plan has not considered the impact of the proposed Melton Mowbray bypass on the wider road network. In particular, the creation of a bypass is likely to encourage greater cross county traffic movements using the A6006. While Asfordby village has been bypassed, the A6006 passes through Asfordby Hill and Asfordby Valley and already generates noise and disturbance to	Leicestershire County Council has decided that the remaining section of the MORR would provide most benefit if it went to the east where it would connect to Grantham Road and Melton Spinney Road.	

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				local residents. The proposed Melton Mowbray bypass may well exacerbate this situation, therefore the Plan should give greater consideration to this issue and propose mitigation measures.		
Elizabeth Ann Johnson	ANON-BHRP-4HGR-1	Support				
Mr DAVID WILSON	ANON-BHRP-4HHF-P	Object	Current plan suggests finishing the North ring / link road on Melton Spinney road rather than continuing onwards to link with the Grantham road the other side of Thorpe Arnold and Twin Lakes. This is clearly cost cutting rather than forward thinking. We will only get one chance to complete a properly designed ring road. Not point in half measures at this stage. Traffic is already a major issue on Spinney road junction why make it worse?	Road should continue onwards in a straight line to Grantham road on one side or the other of Twin lakes. Road in future years will then be able to continue around the back of Thorpe Arnold / Tesco's towards Saxby road and eventually link with the Oakham road.	Melton Spinney Road joins Grantham Road. Improvements to the junction may be required but essentially it already provides a connection to the A607.	
Joanne Belcher	ANON-BHRP-4HHM-W	Object	The infrastructures currently cannot cope - they need to be improved before further developments occur.		Noted.	
Waltham on the Wolds & Thorpe Arnold Parish Council and Neighbourhood Planning Group	ANON-BHRP-4HBZ-4	Support with observations	Better integration of bus and train services is required so that a) buses actually go to the train station in Melton and b) services are synchronised to avoid long waiting times. For residents to the north west of Melton, the proposed ring road is no help at all. Why not link the A607 (south of the town) with the A607 (north of the town)?	See above.	The Council can work in partnership with Leicestershire County Council and developers to achieve public transport solutions. However it has little direct impact on bus provision.  Leicestershire County Council has decided that the remaining section of the MORR would provide most benefit if it went to the east where it would connect to Grantham Road and Melton Spinney Road.	
Nicholas John Walker	ANON-BHRP-4HGC-J	Support		This policy has to be the main aim of MBC to improve and increase housing within Melton this will bring in labour, companies and business' to enhance the Melton "brand"	Noted.	
John William Coleman	ANON-BHRP-4H6C-1	Support with observations	It is essential that a Melton bypass/relief road system is completed, in its entirety, as soon as possible. If sections of the route are completed in isolation they will simply make the congestion worse at the remaining pinch points.		The delivery of the Melton Outer Relief Route is a priority for the Council. Melton Borough Council and Leicestershire County Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by	

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					development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.	
Melton North Landowner Consortium	ANON-BHRP-4HGQ-Z	Support with observations	Please refer to paragraph 3.86 of the 'Representation on the Melton Emerging Options Draft Plan' (Melton North Landowner Consortium Version).	Please refer to paragraph 3.87 of the 'Representation on the Melton Emerging Options Draft Plan' (Melton North Landowner Consortium Version).	Noted.	
Martin Alderson	ANON-BHRP-4HHU-5	Support with observations	The relief roads mentioned above are unlikely to be adequate to meet the future needs of Melton. When the government brings in fracking, the property and land values will be significantly reduced so that the developers will not have sufficient funds for even these roads.		Noted.	
Christopher John Noakes	ANON-BHRP-4HBK-N	Support with observations	See above - A607 should read A606		Noted.	Amend to A607.
Anthony Barber	ANON-BHRP-4H6R-G	Support with observations	Difficult to understand how the proposed allocation (numbers and location) to Frisby on the Wreake can be consistent with this policy. Public transport links are already poor, have reduced since this options paper was prepared (timetable change Jan 2016), and, anecdotally, under further threat.		Noted.	
Julian Parker	ANON-BHRP-4HHP-Z	Object	<p>You have stated that you want people to utilise alternative transport methods and not just use cars and yet the bus routes around the town have recently been cut.</p> <p>I believe the town would suit a proper bypass BEFORE any housing developments take place. Something similar to what was achieved in Oakham. I have seen no clearly defined bypass in the documentation, rather a selection of link roads that MAY be built after the housing development is either in progress or after but there is no definitive ideas, its all "try" and "look to".</p> <p>The town needs to grow and with that comes housing, this is completely ok and to be expected but without a proper bypass which I believe has been mentioned since I moved here over 10 years ago and development would be hampered by overall lack of infrastructure. Also, we have also according to the Melton times, had a reduction in fire services and with the expected housing development I have concerns that there is insufficient schools and health care.</p>	I would like to see a committed plan for a bypass around Melton so that all areas are catered for and businesses will be attracted to our location and provide more growth. I can't see this happening if the town remains in gridlock for the next 20 years.	<p>The delivery of the Melton Outer Relief Route is a priority for the Council. Melton Borough Council and Leicestershire County Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.</p> <p>The Council is liaising with the County Council on school numbers and with the CCG on healthcare requirements. An updated Infrastructure Delivery Schedule will be published alongside the Pre-Submission Plan.</p>	
David Hinds	BHLF-BHRP-4H2T-E	Other	I am writing to express my concern regarding the proposed local plan. I recognise the need for additional housing but this needs to be undertaken in conjunction with the installation of the correct infrastructure. The traffic at peak times is already a big problem on Melton		The delivery of the Melton Outer Relief Route is a priority for the Council. Melton Borough Council and Leicestershire County	

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			Spinney Road / Thorpe Road. A ring road linking all the major routes into Melton is a must have before any significant housing addition.	Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.	
HOBY WITH ROTHERBY PARISH COUNCIL	BHLF-BHRP-4HDH-M	Support with observations	Support primary policies but only as part of a more strategic integrated transportation policy for the Borough, County and Region	Noted.	
Grimston, Saxelbye & Shoby Parish Council	BHLF-BHRP-4HDA-D	Other	It is important the by-pass goes ahead as soon as possible.	The delivery of the Melton Outer Relief Route is a priority for the Council. Melton Borough Council and Leicestershire County Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.	
Gary Reek	BHLF-BHRP-4HQ7-G	Support with observations	As a resident of Thorpe Park I have concerns that the proposals in the Local Plan could lead to an un-coordinated, fragmented approach to housing, business and infrastructure development across the town. Plans for industrial and other business development are shown in the Local Plan to be largely to the South West of the town. Given the significant traffic concerns, if residential development were initially to be concentrated to the south and west of the town, investment in a relief road and other traffic alleviation schemes could also be focused in this area, thereby realising benefits more quickly. The emerging results from the Melton Transport Study (prepared on behalf of Leicestershire County Council and Melton Borough Council) indicate that a co-ordinated approach to improvements to the transport network will be required to mitigate the cumulative impacts of developments in and around Melton Mowbray. <ul style="list-style-type: none"> <li>• Paragraph 32 of the NPPF requires that any development should only be approved if</li> </ul>	Land availability constraints to the west of the town presently prevent major housing development being delivered in this area.  Melton Spinney Road joins Grantham Road. Improvements to the junction may be required but essentially it already provides a connection to the A607.  The Council can work in partnership with Leicestershire County Council and developers to achieve public transport	



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			<p>there is no severe impact on traffic.</p> <ul style="list-style-type: none"> <li>• The current draft Local Plan indicates that the proposed link road to the north of the town terminates on Melton Spinney road, an unclassified highway, near the entrance to Twin Lakes Park. The draft Local Plan does not consider the impact of significant increases in volumes of traffic along Spinney Road and either onwards into Melton town centre or through the villages of Thorpe Arnold and Scalford. This situation is further exacerbated during periods of significant traffic flow to and from Twin Lakes Park. The link road should therefore be extended through to the A607 Grantham Road at a point north of Thorpe Arnold.</li> <li>• The Council's own traffic reports show that the junction at Thorpe End is already saturated with current volumes of traffic at peak times.</li> <li>• Following the recent Cumulative Transport Impact Study, in accordance with Paragraph 32 of the NPPF the Local Highway Authority has recommended that an existing application for housing off Melton Spinney Road be refused on the basis that the residual impact of the proposed development on transport infrastructure for the town as a whole is 'severe'.</li> <li>• Since the abolition of Centrebus Service No.18, there is no town bus service for residents living on the estates off Thorpe Road.</li> </ul>	<p>solutions. However it has little direct impact on bus provision.</p>	
Friends of Melton Country Park	BHLF-BHRP-4H8X-R	Support	<p>In conclusion, without an outer north/south relief road, it is our view that the Local Plan is unsustainable in its current form. Should funding for the outer relief road be secured, the Friends could only consider the Local Plan to be sustainable if the above observations are taken into account in determining the final location of any housing development and the route of the relief road.</p>	<p>Noted.</p>	
Leicester City Council	BHLF-BHRP-4H8F-6	Other	<p>The Community Development Priorities CDP 13 (page 22) – mentions improving access to services, such as education and states measures that seek to achieve a modal shift away from public car use (page 45). The Council is pleased to see that bus services are mentioned as a way to achieve a modal shift. However there should be further improvements to public transport to include an increased frequency, longer operating times, particularly to services to Leicester to access education for example. Are there any proposals / lobbying for rail improvements? For example, to improve the frequency to London and off peak rail services to Leicester from Melton Mowbray. We are supportive of larger scale housing developments rather than smaller scale housing developments as it would help to address any strategic infrastructure required from the proposed growth.</p> <p>As stated in the document, a new strategic link road will be provided to help deliver both the south and north Melton Mowbray Sustainability Neighbourhoods (c.3500 homes) and it is expected to improve Melton Mowbray's east/west connectivity through a link road. By providing this new infrastructure, traffic movements from the new housing stock could gravitate towards Leicester (subject to robust transport modelling) as this may facilitate easier access to Leicester's employment and other opportunities. Therefore this could reduce the traffic impacts in Melton Mowbray and possibly create adverse impacts on the existing transport network in Leicester. These areas may include the A47, A607 and A46. Any adverse impact in this area may be accelerated from proposed large scale housing growth in Charnwood and Harborough. Mitigation measures for Leicester's highway network may be required to support this new growth based on any robust transport modelling findings.</p> <p>The document mentions the Great Dalby Airfield, as a brownfield site and states that the site provides a good connection to Leicester, but by what means? (Pg26). What are the expected housing numbers if this site is taken forward? This could also provide increased pressure on the existing highway network (subject to robust transport modelling). Mitigation measures may be required for new developments and will include highway</p>	<p>Concerns of the City Council are noted. Reference to Great Dalby Airfield relates to Policy SS6 which identifies possible sites where development might be considered if the Strategy of the Plan is not being delivered or the OAN changes.</p>	

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			<p>improvements based on any robust transport modelling findings.</p> <p>We are pleased to see that infrastructure within new developments will include facilities for electric cars. This will support the government’s plans to provide new bus services by 2050.</p>		
Gladman Developments	BHLF-BHRP-4H8J-A	Other	<p>Policy IN1 –Transport &amp; Strategic Transport Infrastructure should reflect para 31 of the NPPF, which makes clear that ‘development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe’. The Policy should also acknowledge the position of Leicestershire County Council, agreed by Melton Borough Council (Appendix 3), that a proportionate and reasonable deterioration in traffic conditions in Melton Mowbray as a result of developments being permitted prior to full completion of an Outer Relief Road (ORR) will be accepted on the condition that such developments are contributing to the delivery of the ORR and wider strategy.</p>	<p>The wording of Policy IN1 needs to adopt a consistent approach with that of Policies SS4 &amp; SS5 in recognising that the North Melton Strategic Link Road will be delivered in separate parts; this will ensure that the Developers’ site can be delivered via a separate planning application, if required. A flexible approach in terms of the mechanism used for the delivery of each section, for example by way of financial contributions secured through a s.106 agreement or developer-led implementation by way of a s.278 agreement, should also be reflected within the wording of Policy IN1.</p>	
Leicestershire County Council and Richborough Estates	BHLF-BHRP-4H8K-B	Other	<p>As identified in respect of Policy SS5, it is important to clarify that the section of the North Melton Strategic Link Road, which will run between Nottingham Road and Scalford Road, will be delivered as part of development on the Developers’ site. The delivery of the remainder of the link road e.g. that connecting Scalford Road to Melton Spinney Road, and the mechanism for achieving this, will be agreed through the planning process associated with development within the wider NSN.</p>	<p>The adoption of a CIL Charging Schedule is a priority for the Council which will allow collection of monies from development throughout the Borough to fund the Melton Outer Relief Road.</p>	<p>Noted.</p> <p>Wording in SS5 and IN1 to be consistent in respect of the North Melton Strategic Link Road. Justification to this policy to include details of funding and delivery mechanisms.</p>
Pegasus	BHLF-BHRP-4HAG-G	Support with observations	<p>Policy IN1 sets out the requirements for contributions towards new transport infrastructure in association with new development proposals in Melton Mowbray. The policy indicates that, in accordance with the Infrastructure Delivery Plan and transport evidence base, new development in Melton Mowbray will be expected to contribute towards and/or deliver parts of a number of town wide strategic transport infrastructure including the Melton Outer Relief Route connecting the A606 Burton Road to the A607</p>	<p>Noted. Leicestershire County Council has decided that the remaining section of the MORR would provide most benefit if it went to the east where it would connect to Grantham Road and Melton Spinney Road.</p>	

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			<p>Nottingham Road and the North Melton Strategic Link Road between the A607 Nottingham Road and Melton Spinney Road.</p> <p>The provision of new transport infrastructure for Melton Mowbray is supported and is an important component of a sustainable strategy for future growth in the borough over the plan period. The proposals for development to the south of Melton will help to secure the provision of new transport infrastructure connecting between Leicester Road and Burton Road.</p> <p>It is important that other developments that take place in Melton Mowbray outside of the proposed Sustainable Neighbourhoods should also make appropriate contributions towards the required new transport infrastructure necessary to support new development in the town. The Council needs to apply a robust approach to development proposals that come forward to ensure that schemes make the necessary contributions to the wider transport infrastructure improvements.</p>	<p>The Council is committed to adopting a CIL Charging Schedule and is intending to consult on a Preliminary Draft Charging Schedule alongside the consultation on the Pre-Submission Plan. Preparation of CIL will be in accordance with the CIL Regulations.</p>	
<p>Brown &amp; Co – Property &amp; Business Consultants LLP Agents for and on behalf of the landowners – M Hill, P Hill, M Hyde &amp; P Pickup</p>	<p>BHLF-BHRP-4HA9-2</p>	<p>Support with observations</p>	<p>If Melton North is to remain, then reference to the North Melton Strategic Road Link is appropriate. However, if our site is to be allocated, as it should, then the development proposed on MBC/049/13 should help establish the important strategic road link between the A607 Leicester Road to the west to the A607 Road to the north east and which links Melton Mowbray to Grantham.</p>	<p>Noted.</p>	
<p>Highways England</p>	<p>BHLF-BHRP-4HAU-X</p>	<p>Support</p>	<p>Highways England welcomes the inclusion of Policy IN1: Transport and Strategic Transport Infrastructure in the consultation document, which states that the Council will “support and promote an efficient and safe transport network which offers a range of transport choices for the movement of people and goods, reduces the need to travel by car and encourages use of alternatives such as walking, cycling and public transport”. This policy is welcomed as a means of helping to ensure that vehicle trips (and associated impacts on the Strategic Road network) are reduced through an increased use of sustainable travel modes.</p>	<p>Support noted.</p>	
<p>NFU East Midlands Region</p>	<p>BHLF-BHRP-4HA6-Y</p>	<p>Support with observations</p>	<p>We would not wish to see a lack of bus stops and pavements prevent necessary development to enhance the rural economy.</p>	<p>The delivery of the Melton Outer Relief Route is a priority for the Council. Melton Borough Council and Leicestershire County Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.</p>	

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				A fully costed Infrastructure Delivery Schedule will be published alongside the Pre-Submission Plan as well as a Transport Strategy based on up to date data. The preferred route of the Outer Relief Route will be indicated in the Pre-Submission Plan.	
Somerby Parish Council	BHLF-BHRP-4HKH-U	Support with observations	<p>A borough wide plan should be about what is good for the borough and its inhabitants. What will make it a good place to live, a good place to shop and to carry on business? Also what will make it a good place to visit? At the present all of these questions, living, shopping, business and visiting are negative because on a daily basis Melton Mowbray becomes gridlocked. This is exacerbated when there are problems further afield such as the A1 where queuing traffic stretches out of the town in all directions. This is bad for residents, businesses and tourism and it does not make Melton Borough a nice place to be. 6,000+ houses in Melton alone will only worsen this problem. There can be no sense in this unless the planning is complete and the “to and through” highway infrastructure is put in place. Yet the planners appear obdurate over this, refusing to accept that there is even a problem. The public have listened to words such as those spoken by Byron Rhodes at the launch of Melton Local Plan consultation for decades namely “we will let developers build houses and they will build us a relief road”. No they will not. They cannot afford to. Already builders are saying that they cannot even build the mix of houses required and make money. Therefore much less can they build the mix of houses and a relief road and make money. Perhaps someone should be saying “Central government, no relief road, no houses”.</p> <p>Again there seems to be no clear planning for the wider effects, especially traffic, of the expansion of the town. The proposed relief road just finish at roundabouts leaving vehicles to either go into the congested town or to struggle through villages to continue their journeys. Concentrating traffic on such roads will only be a solution to congestion if they clearly link around the main settlements.</p>	Noted. The Highways Authority (LCC) will be consulted on matters of highways safety. Melton Borough Council and Leicestershire County Council are working together to deliver a Transport Strategy for the town. This will combine delivery of the MORR together with a package of measures such as junction improvements, bus, cycle and walkways. The Transport Strategy will include a business case which will support funding bids for delivery of parts of the strategy which cannot be provided by development. Development including the North and South Sustainable Neighbourhoods will deliver elements of the Transport Strategy either directly or by contributions being sought from development proposals.	
(Petition of 218 Signatures re: traffic)	BHLF-BHRP-4H78-Q	Object	Received a petition of 218 signatures from Long Clawson residents regarding: Concerned about volume and speed of traffic through Long Clawson and support the implementation of a community speed watch.	Noted. To be considered as part of site assessment work.	
M P Bell	BHLF-BHRP-4H7H-7	Support with observations	<p>After attending meetings for Core Strategy I had indicated my preference for the ring road tec. and would lead to pedestrianize Sherrard Street. So far I have not been informed of route etc. The 1985 line in previous Melton plans (Is it kept?). The Northern Route included in last Core Strategy was the cause of it to fail. I will accept a link between Scalford Road - Melton Spinney road - this will aid traffic congestion at Norman Way End - Alternative Route. Indications = Council not interested in East Side. Employers =365 days - 24/7 our largest employers in the town. Alternative for Burton Lazars residents. Diversionary route for A1 traffic. Pedestrianise Sherrard Street and improve the area. Finally in 1971 Ted Heath signed EU agreement. Policy of clean air (diesel fumes) etc. Norman Way as part of removing traffic from middle of the town. Work to east side was not done resulting in decades of pollution. Sherrard Street sits in a dip where it stays. Anybody else would be brought to court. My draft proposal is attached. A1: To remove HGVs - danger at Cross Road atch/sharp bend - downhill. Existing speed limit 40mph. About near golf course entrance start new speed limit 40mph/right turn junction as light vehicles access to Melton. A2: Saxby road B676 Road floods near Lag Lane south</p>	<p>Noted.</p> <p>Leicestershire County Council has decided that the remaining section of the MORR would provide most benefit if it went to the east where it would connect to Grantham Road and Melton Spinney Road.</p> <p>The preferred route of the Outer Relief Route will be indicated in the Pre-Submission Plan.</p>	

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		<p>access/water course flows into River Eye at that point/to overcome this new roundabout off Seton existing road/complete link Cross Field Drive. New speed limit on approach of 40mph/Lag Lane North diverted onto Cross Field Drive is new foot/cycle route through Thorpe Arnold to Twinlakes/new bridge across River Eye/enable to put ducts under to assist when River Eye floods/land adjacent North - new cemetery/crematorium/small lorry park. A3: New road bridge overlay New foot/cycleway side railway 2 meter strip/link up to Jubilee Way/use siding to discharge road material saving up to 160 HGVs using centre of town in one drop. B1: As it exists B2: New road layout/alternative route into village using existing part of Lag Lane/needs update/Sawgate Road unmade section gated/new road exits near Jubilee Way/new safe access to cross new road/East side Sawgate Road gated. B3: Designed by developer/part of Sawgate Road use as a slip road/7.5T towards town/Kirby Lane to be used/wherever possible foot/cycle route needs updating, new 30mph. C1: Sandy Lane is narrow and no passing places/part of cycle route 24/making a junction would create rat run/so south side it road exit/entry/ramp footbridge/north side is widen but no access to new road/x/new primary school/Y/200 social housing/Z/shop - car park to drop kids to school/separate access for deliveries/teachers' cars for school/earth bank north side of new road. C2: Dalby Road B6047 north side 7.5T/2 primary schools/move 30mph/provide new foot/cycle route to Great Dalby/since part of existing road is built on old runways. C3: Quadulope Farm road is from Kirby Lane split part and make cul-de-sac/new access. Old railway embankment footbridge across new road. Road to Eye Kettleby new bridge. D1: Where new road X's Kirby Lane no access east side residents for decades have suffered by speeding vehicles to save 30 mins time (rat run) west side road is shared by foot/cycle/light traffic. D2: Since A607 is on a sharp bend where there is road junction extra lane is needed/Kirby Lane junction road improvement for visibility. No vehicles access/50mph drop to 40mph. D2A: Standard roundabout D3A: Standard road bridge across the railway/golden opportunity new station with car parking up to 100N/&amp; S/foot/cycle link to Kirby Bellars/new park/ride/bus pickup/etc. E1: Standard roundabout left side to link Asfordby by-pass. E2: Existing road lay-out after alteration to remove a dog leg bend. E2A: To avoid problems access to playing fields/The Grange access/we will use this old dog leg bend since it is a bridge over test track/exit between A6006 between new roundabout - towards town oneway/the old road one way/new road about 100-200m from The Grange entrance/part of the roundabout block off/we have oblong roundabout/7.5T towards town/and through Asfordby Hill/Valley since primary school close by/Welby Road is improved up to near The Stute busy on match days. F1: At the Stute Welby Road needs upgrading to Mine Road separate road to Stute onto Welby Road from the oblong roundabout. F2: Standard roundabout/road link to Potters Hill. F3: Potters Hill road junction to remove dog leg bend/limited access/40mph instead of 50mph/light traffic south/no access 7.5T F4: I accept link across the north between Scalford Road B6047 to Melton Spinney Road/alternative route to relieve traffic at Norman Way/Scalford Road junction/extend Country Park/Gypsy site. F5: 7.5T junction cross Field Drive north via Thorpe Arnold/7.5T Dee Close to Thorpe Road traffic lights. F6: 7.5T to town on Thorpe End/improve lights on Saxby Road to include Regent Street build up on this junction. G: Sherrard Street existing junction Sage X street. H: By reducing entry into Sherrard Street provide additional parking/load bay etc./reduce width of Sage x Street new lights aid X disabled parking/loadbays/all traffic travel Thorpe End Sage x Street vice versa/no access 24/7/load/unload 4pm-10am. 1.1: Existing layout. 1.2: Mill Street is a narrow junction/by Burton Street easier to X's all traffic use Mill Street (except buses/taxis/access only) towards town 24/7/all traffic turn south/north side access only. J: Wilton Road adjust kerbs etc. to allow buses to enter Leicester Street/parking bay extended to provide 3 bus stops/lights remove 5mph Park Lane to Burton Street people/vehicles shared space. K: o/s Superdrug area new taxi rank 24/7 alterations to</p>		
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			Leicester Street/Burton Street junction use/all signs removed. L: Windsor Street designed similarly as High Street.		
Leicestershire County Council, Highways Authority	BHLF-BHRP-4H7Q-G	Support	The County Council as the Highway Authority notes that Melton’s emerging options require significant transport infrastructure to support delivery of the plan and, recognising the role effective transport links have on the economic performance of an area, are working with the Borough Council on the development of a transport strategy for the area. Leicestershire County Council is also supportive of the wider sustainable travel approach, including providing access to the town centre, employment opportunities and key services via public transport and active travel. Again the County Council will support the further development of this aspect of the local plan. In addition detail will be considered through individual planning applications and reflected in our comments. It has been our experience that in developing local plans that require delivery of significant infrastructure to support growth, realising aspirations such as increased levels of affordable housing can be challenging to balance with the need for developments to be viable. Leicestershire County Council will continue to work with Melton Borough Council to inform these decisions by helping to understand the costs of highway infrastructure and support the Borough with bids for external funding where appropriate. Design standards are set out in the 6Cs design guide and any aspiration to vary from this such as non-standard material or street trees may attract a requirement for commuted sums to cover the cost of maintenance.	Noted	