

5 TRANSPORTATION

Introduction

- 5.1 The purpose of this Chapter is to set out land use policies and proposals relating to the development of the transport network and related services, including an indication of timescale and priorities for the developments proposed. The policies and proposals reflect national and regional guidance on transport and environmental considerations.
- 5.2 The development of transportation infrastructure serving the area is largely the responsibility of agencies other than the Council. The Department of Transport is responsible for trunk roads, the County Council as Highway Authority for county roads, several bus companies operate local and national bus services and Central Railways is now responsible for rail services along the Coventry to Peterborough line. Many of the Council's policies set out in this Chapter are therefore designed to safeguard land for new transport infrastructure from development which would prejudice the plans and proposals of these transport undertakers.

Policy Background

- 5.3 The key aim of Planning Policy Guidance Note No 13 "Transport", is to ensure that local planning authorities carry out land use policies and transport programmes in ways which help to:-
- 1 reduce growth in the length and number of motorised journeys;
 - 2 encourage alternative means of travel which have less environmental impact and hence reduce reliance on the private car.
- 5.4 The Guidance Note also suggests that local plans should seek to revitalise traditional urban centres, improve their attractiveness as places to live, work and shop, and maintain their competitiveness.
- 5.5 The transport strategy of the adopted Leicestershire Structure Plan (LSP), seeks to guide development to locations that can be served by a choice of transport within a number of "Transport Choice Corridors" which radiate from Leicester along routes leading to outlying county towns, one of which is Melton Mowbray.
- 5.6 The LSP also requires that land for a new railway station is identified in the Melton Local Plan, in the vicinity of Asfordby, as part of a series of measures countywide to improve transport choice within the defined "Transport Choice Corridor".
- 5.7 The County Council's Transport Policies and Programme (TPP) 1995 / 96, sets out the Highway Authority's programme for highway and other transport development to the year 2006. The TPP seeks to achieve the aims and objectives of the LSP.

Aims and Objectives

- 5.8 The main transportation objectives of the Local Plan are as follows:-
- 1 to support the development of an effective transport system having regard to existing needs and needs arising from development proposed over the Plan period;
 - 2 to reduce the detrimental effect of traffic on the local environment, particularly road traffic.
- 5.9 The Local Plan's overall strategy for the future development of the Borough seeks to concentrate new development in and around the Melton Mowbray/Asfordby area, recognising that this location offers most potential for providing attractive public transport services. In this way it is hoped that reliance on the private car for many

types of journey can be reduced. This is in accordance with the strategic planning guidance for Leicestershire.

- 5.10 In February 1992, the Council appointed DHV Burrow-Crocker Consulting Ltd, Traffic Engineers, (Burrow-Crocker) to undertake a transport study as an input into the Local Plan. The study was submitted to and approved by the Council in December, 1992. The study will be referred to in this Chapter.

The Local Context

- 5.11 The Local Plan covers an area criss-crossed with a network of minor roads connecting to more important A and B Class roads which connect Melton Mowbray, Asfordby and Bottesford to the trunk road system and nearby population centres of Nottingham, Leicester, Grantham, Loughborough and Oakham.
- 5.12 The following trunk and principal roads pass through the Plan area:-

Trunk Roads (Department of Transport)

- 1 the A46(T) road skirts the north-western edge of the Borough and provides access between Leicester and Nottingham and Lincolnshire;
- 2 the A52(T) road passes through the extreme northern end of the Borough and connects Bottesford with Nottingham, Grantham and the East Coast;

Principal Roads (County Highway Authority)

- 3 the A606 traverses the Plan area from north-west to south-east and provides access between Nottingham and Oakham/Stamford/A1 (T) via Melton Mowbray;
 - 4 the A607 traverses the Plan area from south-west to north-east and provides access between Leicester and Grantham/A1(T) via Melton Mowbray;
 - 5 the A6006 provides access from Melton Mowbray to the A46(T), the M1 and Loughborough.
- 5.13 All of the above roads are identified as part of the Specified Road Network in the LSP. The Specified Road Network identifies the routes in the County on which traffic movements are heaviest and will continue to be concentrated. Major improvements related to increase in the capacity of the road network will be directed to these routes.
- 5.14 The following B Class roads are of significance for local access between settlements in the Plan area and to the main road network:-
- 1 the B6047 runs south from Melton Mowbray and provides access to the A47(T) at Billesdon and the A6(T) at Market Harborough;
 - 2 the B676 runs east from Melton Mowbray to the A1(T);
 - 3 the B674 connects villages at the southern edge of the Plan area to the B6047 at Twyford and the A607 at Rearsby;
 - 4 Scalford Road and C Class roads traverse the Vale of Belvoir and connect Melton Mowbray to Bottesford and the northern parishes.

Policies and Proposals

Trunk Roads

A52(T) Improvements

- 5.15 The Department of Transport dropped proposals to carry out improvements to the A52 (T) between Saxondale and Grantham in 1996.

Improvements to the Specified Road Network

5.16 Transport Policy 3 of the LSP lists the following major County road schemes falling within the Melton area which are programmed or considered likely to be undertaken during the Plan period:-

1 **A606 Ab Kettleby by-pass**

a notional road alignment has been defined by the Highway Authority and is shown on the Proposals Map Inset for Ab Kettleby;

2 **A606 Broughton Hill Improvements**

it is proposed to improve the alignment of the A606 over a length of approximately 1 mile (see Proposals Map). Broughton Hill lies approximately one mile south east of Nether Broughton.;

3 **A606 Melton Mowbray Southern and Western by-pass**

the Explanatory Memorandum to the LSP states that some schemes may be "brought forward through developer funding or contributions". Further details regarding this proposal are set out at paragraphs 5.21 to 5.30 below and in Chapter 14 on "The New Village" at the former Melton Mowbray Airfield;

4 **A607 Rearsby / Melton Improvements**

there are general improvements to the horizontal alignment and visibility of the proposed road but no firm detailed plans have been prepared at this stage. Affected lengths of road are shown on the Proposals Map. This scheme features in the TPP 1995/96;

5 **A607 Rearsby by-pass**

although this falls predominantly outside the Plan area, part of the scheme is within the Plan boundary (See Proposals Map). This scheme has planning permission and features in the Highway Authority's TPP 1995/96.

6 **A6006 Shoby/Grimston Improvements**

a notional road realignment has been prepared by the Highway Authority and is shown on the Proposals Map.

Other Road Improvements

5.17 There are other road improvements either programmed or considered likely to be undertaken during the Plan period which do not feature in the LSP because they are not of strategic planning importance. The following scheme is of relevance:-

1 **A606 Bend Improvements at Potter Hill / Eggleston's Farm**

This scheme involves an improvement to a bend in the A606 where a number of accidents have taken place over recent years. This scheme features in the Highway Authority's TPP 1995 / 96.

5.18 The Borough Council will urge the Highway Authority to secure early implementation of the schemes described above. The following policy will also apply in order to safeguard land required for the implementation of these schemes.

T1 THE ROUTE OF THE A607 REARSBY BYPASS IS SHOWN ON THE PROPOSALS MAP

THE AREAS TO BE SAFEGUARDED FOR THE FOLLOWING HIGHWAY PROPOSALS ARE SHOWN ON THE PROPOSALS MAP:-

A) A606 AB KETTLEBY BY-PASS;

B) A606 BROUGHTON HILL IMPROVEMENTS;

**C) A606 BEND IMPROVEMENTS AT POTTER HILL/
EGGLESTON'S FARM;**

**D) A607 IMPROVEMENTS BETWEEN REARSBY AND MELTON
MOWBRAY;**

E) A 52(T) IMPROVEMENTS AT BOTTESFORD;*1

F) A6006 SHOBY/GRIMSTON IMPROVEMENTS; AND

**G) A606 MELTON MOWBRAY SOUTHERN AND WESTERN
BYPASS.**

**PLANNING PERMISSION WILL NOT BE GRANTED FOR ANY
DEVELOPMENT THAT WOULD PREJUDICE THE
IMPLEMENTATION OF ANY OF THE ABOVE SCHEMES**

Abandoned Road Schemes

- 5.19 There are a number of old highway improvement lines/schemes, which are considered out of date by the Highway Authority. They are unlikely ever to be implemented and are not set out in the current TPP. These schemes have been re-examined by the Highway Authority and have now been abandoned .
- 5.20 They include proposed bypasses for Kirby Bellars, Garthorpe, Coston, Great Dalby, Saxby and Wymondham. These are schemes which are no longer considered necessary or feasible. Whilst the Highway Authority intends to implement the improvements to the A607 at White House bends, near Melton Mowbray, it is unlikely that this will be constructed within the Plan period.

The Need for a by-pass to Melton Mowbray

- 5.21 In recent years the town centre has been the focus of attention for new road investment and traffic management improvements. Following the construction of the Inner Relief Road Phase I (Norman Way) in 1986, the Highway Authority approved an "Area of Search" for a further phase of the Inner Relief Road connecting Burton Street to Dalby Road via Priors Close. This was identified in the Melton Mowbray and Asfordby Local Plan with a policy to safeguard the affected area.
- 5.22 In April, 1990, the Council formally requested deletion of the scheme from the Highway Authority's TPP and asked that the money allocated be diverted to other schemes within the Borough of Melton. It was considered that the scheme was insensitive to the historic fabric of the town, lying adjacent the town centre Conservation Area, and that the low priority given to the scheme by the Highway Authority meant that implementation was being continually delayed therefore resulting in a blighting effect on the Town Station area. It was also considered that the scheme did not solve the town centre's traffic problems in a cost effective way.

*1 The Government advises that the A52 improvements at Bottesford have now been dropped from the national roads programme

- 5.23 In October 1990 the County Council formally resolved to put the scheme forward for abandonment as part of the review of the Leicestershire Structure Plan. The Highway Authority carried out an environmental assessment of the scheme and an economic analysis. Although environmental benefits were alleged it was acknowledged that the scheme would cause visual intrusion. The economic analysis however revealed that the

benefits of the scheme were less than the cost such that there was no sound economic justification for the scheme. The scheme was therefore formally abandoned and omitted from the LSP.

- 5.24 The Council's attention has been focused on the need for investment in road building in order that through traffic can be by-passed around the town. The inadequacy of the existing road infrastructure is addressed at Chapter 2, which sets out the overall strategy of the Local Plan (see paragraphs 2.49 to 2.56).
- 5.25 In February 1992 the Council appointed DHV Burrow-Crocker Consulting, Traffic Engineers to carry out a transport study as an input into the Local Plan.
- 5.26 The Consultants task brief required an assessment of existing highway constraints and various alternative future development and by-pass options within the Melton Mowbray area along with consideration of the future scope for improved passenger rail and freight services.
- 5.27 From Burrow-Crocker's assessment of existing highway constraints it is clear that the radial routes out of Melton Mowbray have more frontage development and direct access than current guidelines permit for main distributor roads serving major residential and employment land. The road widths of Nottingham Road, Asfordby Road, Leicester Road, Burton Road and Thorpe Road were found to be adequate. However, Dalby Road, Saxby Road and Scalford Road were found to be inadequate in width and generally with poorer conditions.
- 5.28 An assessment of alternative development and by-pass options was subsequently undertaken by Burrow-Crocker. Each option defined various dispositions of land for residential and employment purposes best related to the particular length of by-pass being investigated. Burrow-Crocker carried out a geotechnical and environmental appraisal of each by-pass option, looked at the future traffic implications and carried out a detailed cost/benefit analysis. The Council compiled detailed site profiles of land under consideration for development under each option. From an analysis of the results of the site profiles and the work carried out by Burrow-Crocker, the Council considered the overall traffic impact, environmental impact and feasibility of implementing each option from which a preferred overall strategy emerged and was approved in December, 1992. The study concluded that the development of a new village at the former Melton Mowbray Airfield along with a southern and western by-pass to the town should be an integral feature of the preferred overall strategy. The overall strategy is fully described at Chapter 2 of the Plan which also sets out its advantages from a highway point of view (see paragraph 2.49).
- 5.29 Although the overall alignment of the southern and western by-pass is not fixed, the Council has determined a preferred alignment in the vicinity of the industrial land allocations north of Leicester Road (A607) and south of Kirby Lane. This is shown clearly on the criteria diagram attached to the development briefs to these sites approved and published by the Council in March 1993.
- 5.30 The A606 Melton Mowbray Southern and Western bypass is now identified in the Structure Plan as a strategic road improvement which is programmed to be undertaken during the period to 2006. However, the amount of capital expenditure that can be directed to such schemes is dictated by Government and, as a result, there is no guarantee that the bypass will be built by the Highway Authority within that period. A reduction, nationally, in Government funding has meant that the construction of the bypass within the Plan period is likely to depend upon the developers of the new

village funding the scheme. The provision of a southern and western bypass around Melton Mowbray is an integral part of the new village development proposal, the details of which are included in the New Village Chapter of the Local Plan.

Development and the Wider Highway Network

- 5.31 The Council is concerned to ensure that the wider environmental consequences of development proposals are properly addressed, particularly the effect on the capacity of the local highway network. In Melton Mowbray for example, there are road junctions where traffic levels already lead to severe congestion on occasions such that any significant increase in traffic from new development nearby could create further, more widespread congestion. In the rural areas, inappropriately sited industrial development or agricultural transport depots can lead to increased HGV movements through villages and along unsuitable rural roads. Such development can impair road safety and lead to the loss of residential amenity. Planning permission will normally be granted however, for development proposals which include improvements to the wider highway network (subject, of course, to the provision of this Local Plan and other material planning considerations).
- 5.32 Policy TP4 of the LSP is designed to control development which could generate traffic that could lead to the overloading of highway capacity and unacceptable environment effects. The Council will therefore apply this policy where appropriate as reiterated below:-

LSP Policy TP4: "Planning permission will not be granted for development if the traffic generated by it, together with that from existing and other development for which planning permission exists or which is proposed in an approved local plan, would :-

- 1 **exceed the capacity available in the local or wider highway system; or**
- 2 **impair the safety and the satisfactory operation of the highway system, particularly major road junctions; or**
- 3 **have an unacceptable effect on the environment;**
- 4 **unless satisfactory and environmentally acceptable improvements with a reasonable design life are provided to overcome such consequences".**

Traffic Impact Assessment

- 5.33 Almost all development involves the generation of road traffic in one form or another. In general the larger the development the greater the impact of traffic will be. Traffic generated by a development can have an effect on the wider highway network as well as the local level and such effects can be substantial and should not be overlooked when the granting of planning permission is considered.
- 5.34 The Explanatory Memorandum to the LSP advises that traffic impact assessments will normally be required from developers where proposed development will increase traffic flows on the surrounding network by more than 10%, or 5% where traffic congestion already exists. Traffic flows can only be assessed against this criteria if traffic impact assessments are submitted with planning applications. The Council will therefore require the submission of traffic impact assessment with all planning applications for major development.
- 5.35 'Major' development is considered in accordance with the LSP definition (i.e. residential sites of more than 100 dwellings and employment land of more than 5 hectares (12.3 acres). There may be circumstances however, when a traffic impact assessment may be required for smaller sites.

Traffic Management - Melton Mowbray Town Centre Junction Improvements

- 5.36 In assessing the impact of future traffic levels within Melton Mowbray town centre, the Burrow-Crocker study highlighted the likely need for significant improvements to several main town centre junctions within the Plan period.
- 5.37 The Highway Authority's TPP 1995/ 96 includes improvements to the major road junctions at Asfordby Road/Nottingham Road and Norman Way/Thorpe Road Melton Mowbray. The improvements are programmed to commence in 1996 and 1999 respectively. A development brief has been approved for commercial development on land in the Council's ownership at the Thorpe End Depot. Land identified in the brief will be safeguarded for improvements to the Thorpe Road/Norman Way/Saxby Road/Thorpe End junction.
- 5.38 The Council will continue to monitor traffic levels within the town over the Plan period and consider the need for any further specific junction improvements bearing in mind pedestrian safety.

Other Traffic Management Measures

- 5.39 The following traffic management measures have been implemented over recent years:-
- 1 pedestrian preference areas established at the Market Place/Cheapside/South Parade, Nottingham Street / High Street and King Street (part);
 - 2 new Service Road (St. Mary's Way) with facilities for buses to the rear of Nottingham Street together with enhancement of car parking facilities;
 - 3 one way circulation system affecting King Street(part) and St. Mary's Way;
 - 4 bus and access only on Windsor Street;
 - 5 waiting restrictions on High Street, Uplands, Egerton View, Thorpe End, Nottingham Street, St. Mary's Way;
 - 6 integrated area traffic light sequencing and Phase control (SCOOT).
- 5.40 There are other schemes which the Council intends to investigate the feasibility of in conjunction with the Highway Authority and other interested parties. These include the following:-
- 1 environmental Improvements of Windsor Street;
 - 2 bus priority measures;
 - 3 environmental improvements, including traffic calming measures at various locations in the town due to vehicle speeds or other adverse environmental impact. including schemes affecting Edendale Road, Kings Road and Craven Street;
 - 4 residents Parking Schemes;
 - 5 cycle routes.

New Estate Roads

- 5.41 Over the past 20 years many innovations and design elements have been introduced to improve the appearance and use of new estate roads. The DOE publication Design Bulletin 32 and subsequent amendments have had a significant effect on estate road design. The Highway Authority has also published a design guide titled 'Highway Standards for Development' which supplements the Design Bulletin. However, there are occasions where the Highway Authority's standards do not reflect the latest revisions to the Design Bulletin. In these circumstances the Council will pay particular regard to the provisions of the Design Bulletin.

Parking of Vehicles

- 5.42 Planning Policy Guidance Note 13 "Transport"(PPG13), provides advice on how local authorities should integrate transport and land-use planning.

- 5.43 In formulating their land use and transport strategies, local authorities are expected to include aims to reduce the need to travel, influence the rate of traffic growth and reduce the environmental impact of transport overall.
- 5.44 With regard to the effect of parking provision on car borne travel, the PPG advises that restrictions on parking, both on and off-street can positively discourage the use of the private motor car. Parking standards in local plans are therefore recommended to be set as a range of maximum and operational minimum for broad classes of development that takes into account locational criteria.
- 5.45 In order to encourage cycling as one alternative mode of transport to the private car, the PPG also advises that local plans should include policies that encourage the implementation of specific measures to assist people to travel by bicycle.
- 5.46 The Council has therefore adopted parking standards that are designed to control the provision of on-site car parking for most new development by the imposition of a range of minimum and maximum levels that apply across the Borough according to zones based on transport accessibility criteria.
- 5.47 The standards also aim to promote the use of alternative transport modes by requiring in some instances developer contributions towards the provision of improved public transport, pedestrian and cycling facilities and other ways of improving access. Minimum levels of secure bicycle parking for new development are also included.
- 5.48 The standards are contained in Appendix 4 where they are more fully explained. The following policy will apply in connection with the use of the parking standards.

T2 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT UNLESS SUFFICIENT PARKING PROVISION HAS BEEN MADE FOR OFF-STREET PARKING AND TURNING FACILITIES TO ENSURE THAT:

- A) THE DEVELOPMENT WOULD NOT ENDANGER HIGHWAY SAFETY; AND**
- B) THE DEVELOPMENT WOULD NOT GENERATE ON-STREET PARKING TO THE DETRIMENT OF VISUAL AMENITY**

Public Transport

- 5.49 Planning Policy Guidance Note No 13 "Transport" emphasises the need to encourage the use of public transport to reduce the levels of car borne journeys, particularly between the home and employment locations. The Council has limited direct involvement in the provision of public transport, but recognises that much can be achieved to encourage the use of public transport and reduce car dependency by directing new development to locations in and around Melton Mowbray (thus ensuring good access to public transport) and securing facilities for bus penetration in areas of new development. It is also recognised that adequate public transport is a vital facility for those without access to alternative means of transport, especially in the rural area. Non-car owners, the sick, the elderly and children are particularly affected.

Bus Services

- 5.50 In many rural areas the only form of public transport is the bus service. The County Council is currently responsible for securing the provision of adequate bus services

considered necessary to meet any social need which would not otherwise be met. The Borough Council will encourage the County Council to provide subsidies to bus operators in order to ensure that, at the very least, existing rural services are maintained. The Borough Council will encourage the provision of such joint use schemes as “Dial-a-Ride”, “Rural Post -Buses” and “Transport Brokerage Schemes” where appropriate in rural areas.

- 5.51 The Council recognises the need to maintain adequate public transport services where possible and will support initiatives which help to maintain or improve services.
- 5.52 Over recent years traffic management initiatives have been implemented by the Council which have resulted in changes to the bus services operating within or from Melton Mowbray town centre. The construction of a rear service road between Norman Way and King Street (St. Mary’s Way) and the pedestrianisation of Nottingham Street has enabled the Council to provide improved bus stop facilities for town based bus services on St. Mary’s Way thus retaining good penetration of local buses into the central area of the town. Other town based bus services are permitted to use Windsor Street where bus stop facilities are available. Rural and out of town bus services still use the area fronting Wilton Road, adjacent to the public library.
- 5.53 The development of a new village at the former Melton Mowbray Airfield will require a regular bus service to and from Melton Mowbray and the Council recognises that this will need to be provided at any early stage in the development of the village. The provision of adequate facilities for bus penetration within the village is addressed in "The New Village" Chapter 14 (see Policy NV7).
- 5.54 **The Council will encourage the County Council and the developer(s) of the new village to provide a satisfactory bus service between the new village and Melton Mowbray at an early stage in its development.**
- 5.55 In the process of allocating other areas of land for major residential or employment development, the Council has had regard to the need for sites to be within reasonable walking distance (5 minutes) of an existing or potential bus route. This will be a requirement for other major sites proposed for development within the Plan period. For a definition of ‘major’ development, see paragraph 5.35 above.

T3 PLANNING PERMISSION WILL BE GRANTED FOR MAJOR DEVELOPMENT PROVIDED THE ROAD LAYOUT MAKES SUITABLE PROVISION FOR THE NEEDS OF PUBLIC TRANSPORT OPERATIONS IN TERMS OF DESIGN AND PUBLIC ACCESSIBILITY.

Rail Services

- 5.56 The Council is keen to see improvements provided to the local passenger rail service. At Melton Mowbray, the Council would like to see services introduced to and from Nottingham via Syston, improved frequency of services to and from Leicester and improvements to the facilities available to passengers at the Town Station. Improvements would include pedestrian access between the railway station and Burton Street, improved parking facilities and an extension to the number of hours within the day that the railway station is open. The Council has approved a development brief for land adjacent the railway station which is partly in the Council’s ownership. The provision of improved access to the railway station is a prime objective of the brief.

- 5.57 At Bottesford, the railway station provides a valuable service for residents of the northern parishes seeking access to Nottingham or Grantham. The Council is keen to see an improvement in the facilities offered at the station and would support any increase in the number of trains stopping at Bottesford.
- 5.58 **The Borough Council will urge the rail operator to improve passenger rail facilities at Melton Mowbray Station including the provision of services to Nottingham and more frequent services to Leicester. Any rail proposal which would result in the improvement of rail services to and from Bottesford will also be supported.**
- 5.59 The County Council has recently investigated the feasibility of introducing improved passenger rail services between Melton Mowbray and Leicester including the possibility of providing rail stop facilities at or near such villages as Asfordby, Kirby Bellars, Frisby on the Wreake and Brooksby.
- 5.60 The feasibility study has concluded that the provision of a passenger rail stop at the proposed Leicester Road (North) Industrial site would be viable. The Council therefore proposes to safeguard land at the site for a passenger rail facility and access comprising two concrete platforms, two shelters, footways and car/cycle parking. The site is identified on the Proposals Map (see also paragraph 4.59).

T4 PLANNING PERMISSION WILL NOT BE GRANTED FOR ANY DEVELOPMENT WHICH COULD PREJUDICE THE IMPLEMENTATION OF A PASSENGER RAIL FACILITY ON LAND IDENTIFIED ON THE PROPOSALS MAP ADJACENT TO THE PROPOSED LEICESTER ROAD (NORTH) INDUSTRIAL SITE.

Rail Freight

- 5.61 The Council will encourage investment in the provision of improved facilities for the handling of goods by rail as part of an overall policy seeking the transfer of traffic from road to rail.
- 5.62 British Rail has proposed a new rail link (the 'Melton Chord') to connect the Melton Mowbray to Leicester line north of Leicester Road, to the Melton Mowbray to Old Dalby British Rail Test Track adjacent to the A6006. The implementation of the 'Melton Chord' will facilitate the removal of coal from the Asfordby Mine to CEGB Power Stations located in the Trent Valley.

T5 PLANNING PERMISSION WILL NOT BE GRANTED FOR ANY DEVELOPMENT WHICH COULD PREJUDICE THE IMPLEMENTATION OF THE MELTON CHORD RAIL LINK WITHIN THE AREA IDENTIFIED ON THE PROPOSALS MAP.

- 5.63 Implementation of the 'Melton Chord' will result in an appraisal by Railtrack of the future of the length of test track remaining between the chord and the junction of the test track with the Melton Mowbray to Leicester line adjacent Longfield High School.
- 5.64 The Council will urge Railtrack to retain this length of track in order not to prejudice future improvements to rail freight facilities in the area.

Provision for Cyclists and Pedestrians in New Development

- 5.65 The adoption and maintenance of footpaths and cycleways within new areas of development is the responsibility of the County Council as Highway Authority.

Planning permission for these facilities is usually granted by the Borough Council. Segregated footpaths and cycle routes are generally safer for pedestrians and cyclists and can often be provided where a road would be inappropriate. Routes must provide efficient serve movements between houses and local schools, shops, employment and leisure facilities to be effective. They should be designed to avoid the opportunity for crime and cater for those with restricted mobility. When considering major development the Council will apply the following policy having regard to the provision of existing and planned footpath and cycle tracks in the area.

T6 PLANNING PERMISSION WILL BE GRANTED FOR MAJOR NEW DEVELOPMENT PROVIDED THAT SAFE CYCLIST AND PEDESTRIAN ROUTES ARE PROVIDED WHERE APPROPRIATE.

5.66 **The Council will seek to identify new cycleways and routes throughout the Borough in accordance with the aims of Planning Policy Guidance Note No 13 "Transport" and therefore intends to investigate the provision of improved pedestrian and cyclist facilities in the following areas:-**

- 1 **improved facilities for cyclists into and across Melton Mowbray town centre;**
- 2 **segregated pedestrian/cyclist routes from the proposed new village at the former Melton Mowbray Airfield to Melton Mowbray via Old Guadeloupe/Kirby Lane and Dalby Road.**

Further details on pedestrian and cyclist facilities to be provided as part of the new village development are set out at Chapter 14 "The New Village" and the New Village Development Brief.

Access to Public Land and Buildings for Disabled People

5.67 The Chronically Sick and Disabled Persons Act 1970 requires developers of land and buildings open to the public, places of employment and education buildings to provide suitable means of access, parking and toilet facilities to meet the needs of disabled people. The Town and Country Planning Act 1990 places a duty on local planning authorities, when granting planning permission for the development of non-residential buildings, to draw the attention of developers to the relevant provisions of the 1970 Act. Further Government guidance set out in DOE Circular 10/82 states that, where appropriate, conditions may be attached to a grant of planning permission for such buildings.

5.68 In the light of the above, the Council will seek to ensure that provision is made for suitable access, for example, level or ramped approaches facilitating wheelchair access, and appropriate sign posting. Adequate provision will also be sought for parking and sanitary accommodation. The Council has published a guidance leaflet which sets out parking standards for new development including specific provision for the disabled. In the development of new buildings the Council will negotiate provision whenever appropriate. In existing buildings, the standards will be applied insofar as they are both practicable and reasonable.

East Midlands Airport

5.69 The Council is required to consult with the Civil Aviation Authority before granting planning permission for the development of any building, structure or works exceeding 15.2 metres in height within the outer safeguarding boundary for East Midlands Airport. The area covered is shown on the Proposals Map.

