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Additional Comment on the Melton Plan

IN1 Transport and Strategic Transport infra structure

The proposed East/North MMDR will cut across the Thorpe Arnold Parish with a loss of approximately 15 to 20 acres of good agricultural land: the proposed route will have marked effects on farm management by dividing portions of farm land. In addition there are the issues of fringe settlement sensitivity avoiding coalescence with Melton town, and flood/urban drainage management. (Please see later comments on flood risks, EN1 and EN4 Policies)

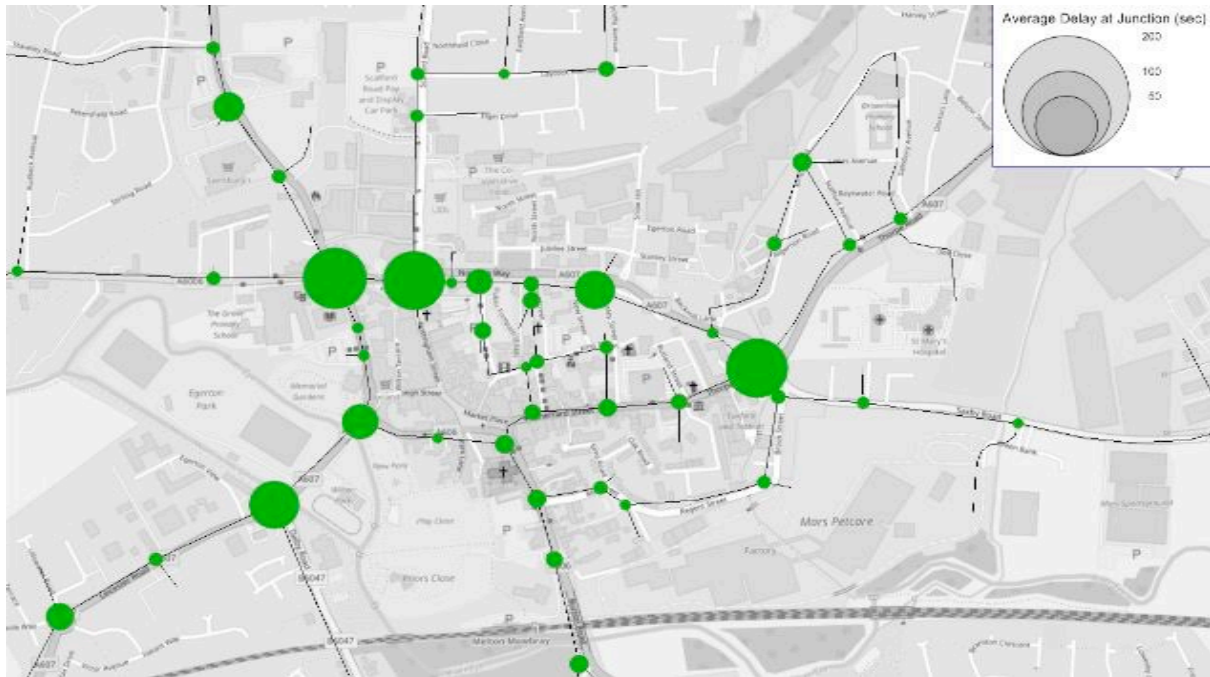
The costs and section labels presented for Melton Distribution Roads/Bypass (MMDR) are confusing and lead to unfair cost comparisons, and seem to ignore previous work recommending a Western bypass. It is unlikely that the DfT will fund a second major phase for a number of years if the currently proposed East/North MMDR is funded by the DfT.

It appears that the Southern section from Burton Rd to Leicester Rd with approximate costs of £30 million will be funded by Developers and this will be first section to be completed if the Southern Urban Extension (SUE) is developed. The costs for the Western Route from Burton Rd to Nottingham Rd are given as 97 million, but this would be reduced to 67 million when the Southern Route (£30 million) is subtracted. It also appears that the Eastern/Northern route will require approx. £19 million from Developers.

In a previous MBC Written statement 14. The new Village. (www.planvu.co.uk/mbc/written/cpt14.htm), the southern and western bypasses were the preferred as the strategic road improvements for the development of the southern SUE.

In the 2016 MBC Draft Plan , the Western Bypass route was preferred, with the reasoning that this would provide employment by developing the business potential of Leicester Rd. Business Park and Asfordby Mine/Holwell sites, and further housing.

Figure taken from the Melton MMDR OBR Appendix A LLC Cabinet papers 12/12/2017



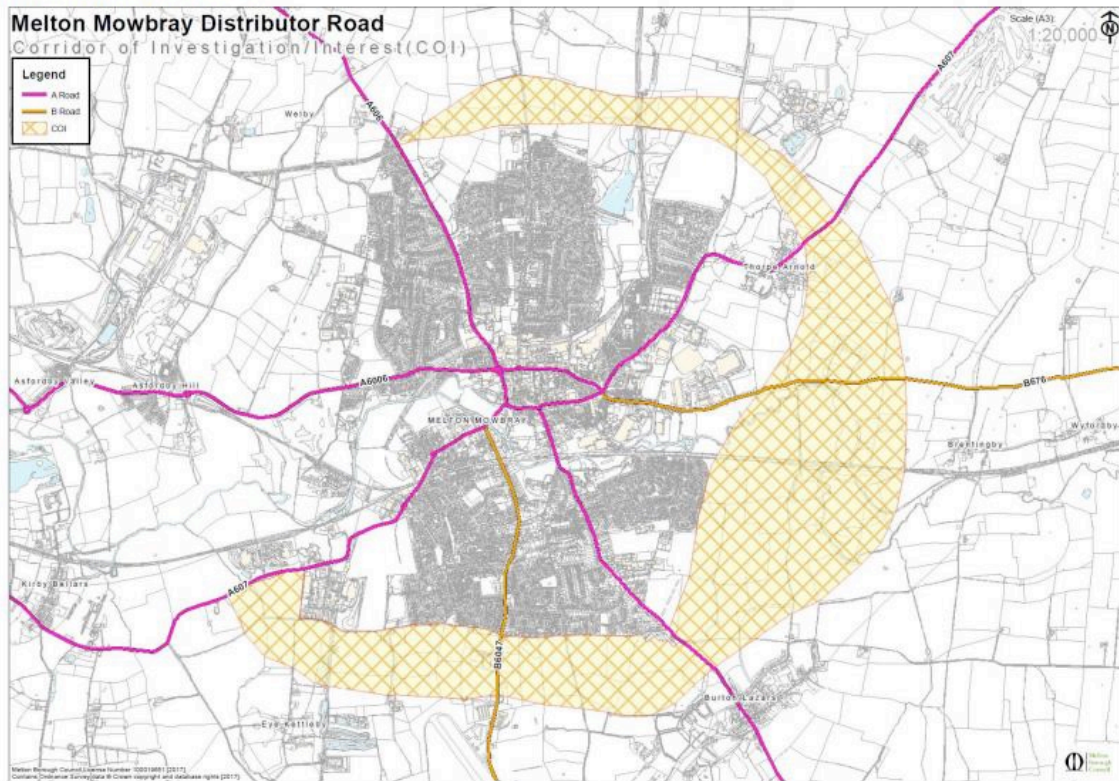
The green circles indicate areas of greatest traffic flow, and the significant delays at numerous junctions across the town centre.

The transit times across Melton outside peak hours are largely satisfactory, but at peak hours there are major bottlenecks in the centre \geq Leicester Rd, Asfordby Rd, Scalford Rd, Nottingham Rd, Thorpe Rd, Sherrard Street, Burton Rd. and Saxby Rd. This causes several major “rat runs” at Norfolk Drive, Edendale, Valley Rd, Ankle Hill, Victoria St, Welby Lane, The Crescent, Tennyson Way, Mill Street etc.

On Tuesdays (Market days), the Cattle market traffic is increasing following the investment and closure of other towns’ markets, so the slow-moving animal transport vehicle traffic will continue within the town.

The building of the stores for Sainsburys, LIDL and ALDI together with housing development along Leicester Rd have all added to the central and local congestion bringing traffic and trade into the town. Both John Fernley and Longfield secondary schools are growing and bring additional traffic onto Leicester Rd and Scalford Rd at peak times, and with catchment areas no longer have a sensible effect on school traffic flows with children travelling across the town from North to South and vice versa.

APPENDIX 13 Focused Change FC13.1



This Figure shows the MMDR Corridor of Investigation and Interest. The development of the Southern Sustainable Extension between Leicester Rd and Burton Road has been widely publicised, and the development of a Southern Distributor Road appears to be well advanced, and it is assumed in some of available Leicestershire/MMDR documents that this will occur.

The proposed Northern SUE from Melton Spinney Rd to Nottingham Rd. was withdrawn after opposition and a Public Enquiry, so will how will this SUE be developed in the present Plan, with or without Developer investments ? Will Developers be willing to fund the Northern SUE sufficiently quickly to support this MMDR given the proposed time scales, as this will mean competing with the Southern SUE for house sales Several other sites within this Corridor have been the subject of SHLAAs by MBC, and are currently not part of the Plan.

It is unclear how much of this Corridor of Interest will become development land to mitigate the costs of the proposed MMDR. The land to the east off Saxby Rd towards the railway line remains a necessary flood plain. It is common practice to infill Bypasses with developments e.g. Oakham and Bourne, so is an unstated intention of the MMDR proposal (excluding the North SUE)?

The two possible future sites identified in previous Melton Plans for Manufacturing and Industrial use are 20 hectares in the South SUE along Leicester Road and 10 hectares at Asfordby Business Park (i.e.South and West of Melton). It is important that these potential sites have good access. Traffic from these sites will either go South, West or should be encouraged to go North and East by providing a Western MMDR and using the A46 to Newark and thence joining the A1 or A52 and Lincolnshire Roads.

Some other simpler solutions for traffic flows should be considered. For example

- a) Encourage links by better signage with the A46 for North and East traffic as this road often appears to have capacity for more traffic, particularly when the A1 is closed between Grantham and Stamford.
- b) Widening the Saxby Road from George Street to Asfordby Haulage entrance in an easterly direction would allow HGVs to pass each other, get parked cars off the footways and improve traffic flow. The roadside verge on the southern side could be used for the widening with benefit to MARS.
- c) Similarly, widening part of Thorpe Rd from the BP Garage to Crossfields (Tesco) with a mini-roundabout would allow HGVs to pass each other, get parked cars off the footways and improve traffic flow.

Employment and Travel

If the current Melton Plan is to build approximately 1500 houses in the in the Sustainable Urban Extension in the South (SUE) and approximately 1500 houses in the Northern Sustainable Urban extension (SUE), and a possible 2000 houses in the Garden Village at Six Hills to the west of Melton - where will these people find employment (with an estimate of 6000 jobs) ? It will be important to develop the road infrastructure particularly in the West.

Following a policy of providing bus passes (as suggested in our local NP) will not work if the bus routes are reduced or withdrawn because they are not economical, not subsidised or not conveniently time-tabled. Witness the latest effect of reduced services for commuters to Nottingham.

The town centre cannot continue with a business model based on eating places and charity shops. and there has to be a very positive move to use existing central sites to attract other businesses and to provide car parks.

The major employment centres for Meltonians outside the Town are Leicester (South), Nottingham (North), Charnwood (East) with commuting to the South (Kettering, Peterborough). Future opportunities will be provided by the Leicestershire CC projected Western corridor development (Loughborough, Shepshed, Hathern, Kegworth and Donnington etc) along the M1 which will be west of Melton. There may also be further opportunities in the proposed A46 corridor. There is much less traffic to employment in Grantham and the East.

Melton Borough Council in 2015 have identified a number of existing key employment sites: these include a) In the town > MARS, ARLA, Hudson Road Industrial Estate (Saxby Rd), Jeldwen at Snow Hill and Thorpe Road, (b) In the West > Asfordby Business Park, Holwell Works, St Gobain (Stanton plc), at Asfordby (c) In the South > Leicester Road Industrial Estate, and Melton / Kettleby Foods (Samworth Brothers) and d) In the North > Old Dalby Industrial Park.

This year, MARS have indicated 90 redundancies in manufacturing, and Jeldwen have indicated a possible imminent relocation of their manufacturing site. These 2 announcements may cause a slight reduction of HGVs in the town centre.