

Other Transport

- 8.3.20 To tackle wider transport and accessibility goals and issues within the Borough, the Local Plan makes provision for a variety of methods to be used. These include the spatial distribution of development, improvements to footpaths, cycle and public transport networks and facilities, using design to minimise the need to use cars for shorter trips, measures to reduce car use, such as travel plans and appropriate parking provision, and the provision of critical new road infrastructure.
- 8.3.21 New development will be a key means of achieving small scale local improvements where the development proposed would otherwise have an adverse impact if not mitigated. For larger non site specific initiatives, the Borough Council will collect developer contributions through CIL or Section 106 contributions, and continue to work with the Local Highway Authority, neighbouring local transport authorities, Highways England and Network Rail to identify and secure funding for specific larger schemes. Section 4.1 of the Melton Borough Council Infrastructure Delivery Plan (IDP) makes an assessment of existing highways and transport infrastructure provision and identifies planned and committed investment.
- 8.3.22 The 6C's Design Guide sets out the car parking standards to be applied in new developments, as well as advice on cycle parking provision. This, or any equivalent successor document agreed by the Local Highway Authority, will form the basis for considering the adequacy of parking provision proposed as part of new development.

Policy IN2: Transport, Accessibility and Parking

The Council and its delivery partners 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.

All new developments should, where possible, have regard to all the following:

- 1. be located where travel can be minimised and the use of sustainable transport modes maximised;**
- 2. Minimise additional travel demand through the use of measures such as travel planning, safe and convenient public transport, dedicated walking and cycling links and cycle storage/parking links and integration with existing infrastructure;**

3. **Seek to generate or support the level of demand required to improve, introduce or maintain public transport services, such as rail and bus services;**
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;**
5. **Support the enhancement of existing or proposed transport interchanges such as the railway stations at Melton Mowbray and Bottesford;**
6. **Provide appropriate and effective parking provision and servicing arrangements.**

8.4 Education

- 8.4.1 National policy on education provision aims to offer choice and diversity for the community. Leicestershire County Council, as the education authority, undertakes modelling work to assess the available capacity of schools in the Borough. This is used to inform the requirements for primary and secondary school places, along with the cost of providing for these requirements.
- 8.4.2 Currently, in Melton Mowbray, the cumulative impact from known housing development proposals would result in a significant deficit of primary school places, which would justify provision of a new primary school within both the North and South Melton Mowbray Sustainable Neighbourhoods.
- 8.4.3 In the rural area, a number of schools are likely to require developer contributions to help meet the costs of providing additional pupil places, either through an extension to existing schools or through replacement with a new larger school. In such circumstances it would be appropriate to seek from developers the full costs of expanding schools rather than a contribution based on the yield rates and cost multipliers. The County Council would wish to see the contribution paid at a very early stage of development to ensure the early availability of places as new housing becomes occupied. If this is not achievable or possible then the County Council may also seek an additional contribution to cover transport transitional costs for pupils to nearby schools having a place, until such time as the new accommodation is available in the locality.
- 8.4.4 At secondary school level, the required places resulting from development justify additional provision, as anticipated pupil numbers cannot be accommodated at existing school sites over the plan period. Extensions to Longfield Academy, John Ferneley College and Belvoir High School are required. Costs have been estimated for Longfield Academy expansion which are in excess of funds from developer contributions based on the yield rates