

**LOCAL PLAN**

**APPENDIX 1**

**Site allocations and**  
**policies**

## **Ab Kettleby**

### **General**

Ab Kettleby has limited services and facilities; however, it is within close proximity to Melton Mowbray and Asfordby Business Park. Moreover it has a good bus service, with buses running hourly through to Melton Mowbray, Bingham, West Bridgeford, Nottingham and Oakham (19 and 24 buses). Within Ab Kettleby itself, there is a primary school, pub and village hall. It qualifies as a Rural Hub according to the updated Spatial Hierarchy.

### **Capacity of Services**

The school has an overall capacity of 77 but it is unknown at present if the school can be extended. There are currently 62 children enrolled, though this is to increase and in 2021 wherein the LEA projection estimates 93 students enrolled, and as such development would need to ensure capacity is available.

Ab Kettleby can accommodate housing in principle, subject to scale, site suitability and availability and the availability of school capacity.

### **Constraints**

The A606 road runs through the village, and despite the 30mph speed limit, cars regularly travel through the village at higher speeds, with a near fatal collision in the village recently. Safe access including adequate visibility for the speed of the traffic will be required on site ABK1.

### **Site allocations and specific policies**

The allocated site does not have any specific requirements.

Rank	Address	Local plan ref.	Planning app. Ref.	Estimated capacity	Summary of assessment
1	Land off A606	ABK1	N/A	10	Site is recommended for allocation in the Melton Local Plan for 10 units. Any application will have to demonstrate that safe access to the site can be achieved onto the A606.

MAP NEED UPDATING



## Asfordby Hill

### **General**

Asfordby Hill is well-served in terms of education, and has some nearby employment sites. It has good access to public transport serving local towns and Leicester city centre.

### **Capacity of Services**

The primary school has only 3 places at present, however the LEA forecasts predict that it will increase to 20 by Jan 2021, which would match the scale of development proposed through the site allocations. The school is tightly constrained in terms of expansion by housing to the north and west, and a road to the east and its prospects for expansion, if required, would require investigation.

Leicestershire Education Authority advise that Asfordby Hill falls within the catchment area of the Melton town secondary schools, and the expansion of the John Ferneley College and/or any new school in the town will accommodate the additional pupils.

### **Constraints**

The village of Asfordby Hill is constrained by a built edge to the east, formed by a road and roundabout, and by the industrial estate and social club to the north. There is a buffer zone for a high pressure gas pipeline to the east of the village, in addition to an oil pipeline buffer zone which runs through the centre of the village. The Old Dalby test track passes through a tunnel close to the school in the northern part of the village, it is unknown at this stage if this would cause development constraints. There are some concerns regarding contaminated land towards the north west of the village.

Most sites in the village lie in flood zone 1, so there is no flood risk. Most sites do not lie close to heritage assets.

To the north of the village is LCZ1, which considers that the landscape sensitivity in this area is medium to low. LCZ2 is to the south of the village and the sensitivity to residential development is considered to be medium.

### **Site allocations and specific policies**

One of the allocated sites, ASFH1, has full planning permission for 15 dwellings to the northern end of the site off Glebe Road, with a full set of conditions and S106 agreement setting out on site provisions and contributions to infrastructure, etc. It is likely that further development of ASFH1 may require additional school places to be provided depending upon the local primary school capacity. Similarly, the development of ASFH2 may require additional school places.

Both sites ASFH1 and ASFH2 have the opportunity to create an improved 'urban fringe' between the built form of the village and the adjacent open countryside.

Due to the potential education capacity constraint, the following policies are proposed.

**ASFH 1 : Further development of site ASFH1 will be supported only when local educational capacity is available, or can be created through developer contributions, to meet the needs of the site and provided that the proposal is sympathetic to the setting of Kirby Bellars Scheduled Monument.**

**Policy ASFH2 : Further development of site ASFH1 will only be supported when local educational capacity is available, or can be created through developer contributions, to meet the needs of the site and provided that the proposal is sympathetic to the setting of Kirby Bellars Scheduled Monument.**

**Ranking of sites**

Rank	Address	Local Plan Reference	Planning App. Reference	Estimated Capacity	Summary of assessment
1	Land off Glebe Road	ASFH1	15/00201/FUL (15 dwellings)	40	Well related to the village and has the opportunity to provide an appropriate visual buffer between the built environment and the open countryside. Updates to the original site assessment work included refinement of the site area calculations and developable areas. The potential capacity of the site therefore decreased from 49 to 40 on this basis.
2	Land off Stanton Road / Crompton Road	ASFH2	N/A	47	Well related to the village and has the opportunity to provide an appropriate visual buffer between the built environment and the open countryside.

MAP NEEDS UPDATING

## Asfordby

### **General**

Asfordby is well-served in terms of retail, education, health services. It has some employment, and good access to public transport serving local towns and Leicester.

### **Capacity of Services**

The primary school currently has some space, with a capacity of 189 pupils, and 151 enrolled at present. Based on LEA forecasting, it is indicated that there will be capacity remaining at the school by 2021, with the site allocation ASF1 for 100 houses already taken into account. Dependent upon future housing provision in the area there may be a requirement to provide additional school places. The school is understood to be capable of expansion and may be able to provide these requirements.

The Education Authority advise that development in Asfordby will require a developer contributions to meet the cost of expanding the existing school within the village.

Asfordby along with Asfordby Hill, Frisby, Somerby and Wymondham all fall within the catchment area of the Melton town secondary schools, and the expansion of the John Ferneley College and/or any new school in the town will accommodate the additional pupils.

### **Constraints**

The village of Asfordby has a built edge to the settlement formed by the bypass which runs west to east along the northern edge of the village. Further to the south of the village is the River Wreake, forming a barrier and legible limit to the settlement. Development proposed to the south of the village may be constrained by the flood plain relating to the River. Most sites lie in Flood Zone 1 with an exception of ~~two one~~ sites that lies ~~partially~~ in Flood Zone 2. There will be no flood risk. Most sites lie outside the Conservation Area and there are no Scheduled Monuments or Listed Buildings on most sites with the exception of two sites where potential impacts can be resolved with careful design and mitigation measures.

LCZ 1 is to the north of the village and landscape sensitivity to residential development in this area is considered medium to high. LCZ2 is to the west of the village and has a medium to low landscape sensitivity to residential development. Some of the SHLAA sites are not within the LCZ's as they are close to the existing built form of the village.

Development to the north of the existing built form of the village may be subject to some noise from the A6006 Asfordby Bypass NSL road. To the west of the village there is an overhead power line, in addition to an authorised landfill buffer, which would pose a significant constraint on the deliverability of the sites proposed in this location.

### **Site allocations and specific policies**

One of the allocated sites in Asfordby (ASF1) has planning permission (14/00980/OUT), with a full set of conditions and S106 agreements setting out on site provisions and contributions to infrastructure etc. No site specific policies are therefore necessary on this site.

The provision of site ASF2 would likely require the expansion of the primary school. In addition, details should be submitted with any planning application for sites ASF2 ~~and ASF3~~ showing how the noise from the bypass to the north can be mitigated sufficiently.

Site ASF3 will appear as an extension to ASF1, but due to its relative remoteness from village services and facilities, its potential impact on the existing natural environment, and its proximity to the River Wreake, will need to include specific mitigation measures for connectivity, landscaping and biodiversity.

Due to these constraints, the following policies are proposed:

**Policy ASF2: Development of site ASF2 will be supported provided:**

- the proposal is sympathetic to the setting of Kirby Bellars Schedule Monument, and local educational capacity is available, or can be created through developer contributions, to meet the needs of the site.
- ~~Policy ASF2 and Policy ASF3~~—Applications for the development of site ASF2 ~~and ASF3~~ shall be accompanied by a noise mitigation strategy to ensure that noise from the bypass to the north of the sites is adequately mitigated. Development on ASF2 will be supported provided the proposal is sympathetic to the setting of Kirby Bellars Scheduled Monument.

**Policy ASF3: Development of site ASF3 will be supported provided that:**

- i. It includes measures to provide utility trip connectivity for walkers, cyclists and people with disabilities, to support a sustainable travel plan for the site. In particular, it should include the retention and enhancement of a link between the Public Footpath and Bridleway across the site, so that it forms an extension to the cycleway/footway link being created along Footpath H36 to this site, and links into the adjacent development on ASF1;
- ii. The hedgerow to the west of the site is retained and enhanced by a significant landscaped buffer zone;
- iii. The River Wreake to the south of the site is buffered from development by 20m of semi-natural vegetation;
- iv. It includes mitigation of the harm to the great crested newt population in the vicinity;
- v. local educational capacity is available or can be created through developer contributions to meet the needs of the site
- vi. it maintains visual links to the churches and landmarks in the surrounding area from public open space and through the development;
- vii. development is sensitively placed along the countryside edges, and the height of the development at this location is no more than 2 storeys, to minimise the hard edge;
- viii. it includes a high quality landscape edge to assimilate the built edge into the landscape and keep areas of openness;
- ix. flood mitigation measures have been put in place and the drainage infrastructure is available to accommodate the surface water from this site; and
- x. a heritage assessment is provided and suitable mitigation measures identified to conserve the setting of the nearby listed building.

## Ranking of sites

Rank	Address	Local Plan Reference	Planning App Reference	Estimated Capacity	Summary of assessment
1	Land east of Station Lane and south of Klondyke Way	ASF1	14/00980/OUT	100	The site has planning permission in outline. This includes flood mitigation measures and a drainage strategy, relating to its location partially within a flood zone (revised)
2	Fields South of Bypass and North of Regency Road	ASF2	N/A 16/00539/OUT	<del>60</del> 55	Well related to the existing built up area, with little visual impact. Mitigation of noise from the bypass to the north required.
3	Paddocks west of Saxelby Road and south of Loughborough Road, Asfordby	ASF3	N/A	21	Well related to the existing built up area of the village, with little visual impact. Mitigation of noise from the bypass to the north required.
3	Land off Hoby Road, Asfordby	ASF 3	16/00570/OUT	70	The site's connectivity to the built form of the village would depend upon ASF1 being developed in accordance with 14/00480/OUT. The site is affected by overhead power lines, proximity to an authorised landfill and the River Wreake to the south. Part of the site is in Flood Zone 2.

MAP NEEDS UPDATING – MAIN MODIFICATION



## **Bottesford**

Bottesford is well-served in terms of employment, retail, education, health and dental services. It also has good access to transport choice, with an hourly bus service from the village to Grantham and Melton Mowbray (Mon-Fri) and train services to Nottingham and Grantham, and a network of footpaths connecting the village to its facilities and to the countryside beyond. The village has the only secondary school outside of Melton Mowbray and therefore acts as an important hub for surrounding communities.

### **Capacity of Services**

The primary school currently has capacity for a total of 270 places, rising to 315 in 2016/17. At 2016/17 there is expected to be 215 places filled with a spare capacity of 65 pupils this is forecast to rise to 92 spaces by 2021. There is therefore capacity to accommodate about 270 new homes based on current projections, and the LEA has advised that the school is capable of expansion, subject to finding through developer contributions.

### **Constraints**

Large parts of Bottesford and Easthorpe. Particularly the land to the south and west of the village are constrained by area at high risk of flooding (Flood Zone 3).

Land to the south and east of the villages, especially around Easthorpe is classed as the Best and Most Versatile (BMV) for agricultural use (grades 1-3a).

Bottesford and Easthorpe have four distinct Landscape Character Zones (LCZs). Each zone is rated medium – high sensitivity with the exception of LCZ4 to the west of the village which is rated medium – low. Suggested sites lie in each of the zones and a number require sensitive treatment to assimilate them into landscape.

Land to the north of Bottesford beyond the railway line has not been included in a landscape character zone; however this area of land between Bottesford and Normanton is identified as an Area of Separation. The AoS is considered necessary to maintain the openness of the gap between the two settlements. One site assessed lies within this area.

An AoS is also identified between Bottesford and Easthorpe. This is considered important to prevent the coalescence of the two settlements and maintain the sense of openness between development. Eight sites considered lie within this area. The AoS and Settlement Fringe study provides guidance about how development might be accommodated within each AoS and this guidance would need to be referenced before considering allocating sites within these areas.

A high pressure gas pipe, together with its consultation buffer zone runs along the A52. An oil pipeline buffer zone also skirts the south of the village; these together with a mineral consultation zone around the village are additional considerations which may constrain the suitability of development sites in the village.

## Site allocations and specific policies

**Policy BOT 1: Development of the site reference BOT 1 will be supported provided:**

- It is ensured that no adverse impacts will affect the nearby Local Wildlife Site located in proximity to the southern boundary;
- the footpath link through the centre of the site to Grantham Road is retained and enhanced with additional landscaping and improved boundary treatment;
- the site can be developed as a single comprehensive development;
- flood mitigation measures have been put in place and the drainage infrastructure is available to accommodate the surface water from this site.

**Policy BOT 2: Development of the site reference BOT 2 will be supported provided:**

- The potential for contamination has been investigated and mitigation measures have been put in place;
- flood mitigation measures have been put in place and the drainage infrastructure is available to accommodate the surface water from this site;
- the development addresses the frontage to Grantham Road and has an active road frontage on the approach to the village;
- the land to the southern boundary of the site is enhanced as a wildlife/biodiversity corridor and that there will be no adverse impact to any protect species;
- the south and east boundaries are sensitively treated with the addition of 'soft' attractive edging, additional landscaping and sensitive boundary treatments.

**Policy BOT 3: Applications for the development of site BOT 3 will be supported provided:**

- They are accompanied by a noise mitigation strategy to ensure that noise from the railway to the north of the site is adequately mitigated;
- the land around the river corridor and railway line are enhanced as a wildlife/biodiversity corridor and that there will be no adverse impact to any protected species;
- flood mitigation measures have been put in place and the drainage infrastructure is available to accommodate the surface water from this site;
- the footpath/cycling links have been put in place linking and connecting the site to the village.

**Policy BOT 4 : Applications for the development of site BOT 4 will be supported provided:**

- they are accompanied by a noise mitigation strategy to ensure that noise from the railway to the south of the site is adequately mitigated.
- a footpath link is provided linking the site to the village
- the north, east and west boundaries are sensitively treated with the addition of soft attractive edging, additional landscaping and sensitive boundary treatments.

Rank	Address	Local Plan reference	Planning Application Reference	Estimated capacity	Summary of assessment
1	Land rear of Daybells Farm, Grantham Road, Bottesford and Land Adj. to 18 Grantham Road, Bottesford	BOT 1	N/A	41	Well located to the village and would represent a small infill site with good connectivity to the surrounding area. Some concern over access and loss of agricultural land, however, consider it to be a good site for development. Would need to come forward with the adjacent site. Part of the site is in (revised) Flood Zones 2 and 3 (6%) which will affect the final layout and require mitigation. The updated site assessment work has included refinement of the site area calculations and developable areas. The potential capacity has therefore increased from 35 to 41 on this basis.
2	Land South of Grantham Road, Bottesford	BOT 2	N/A	65	Well related to village with some flooding constraints to southern part of site. The updated site assessment work has removed the areas within Flood Zone 3, and the site capacity has been updated to reflect this. Good access and links to village. Contaminated land/landfill may require mitigation. Overall potential allocation site. 86% of the site lies within Flood Zone 1, which will affect the overall capacity and final layout and will require mitigation.
3	Rectory Farm, Bottesford	BOT 3	N/A	163	Site reasonably well related to settlement. Access issues to the site. Heritage impact, wildlife and flood risk constraints will limit the developable area of the site. Only part of the site (approx. 33%) is in Flood Zone1 and a further area (42%) Flood Zone 2, which will require mitigation and protection measures. The Council has been provided with information explaining how the access arrangements could be resolved. The updated site assessment work has included refinement of the site area calculations and developable areas. The potential capacity has therefore increased from 150 to 163 on this basis
4	Land at Bottom of Beacon Hill, Normanton Lane, Bottesford	BOT 4	N/A 17/00641/OUT	55 88	Site well located in relation to village facilities, however outside the natural boundary of the village formed by the railway line. Site forms part of open countryside setting of the village and AoS between Bottesford and Normanton, but would be a minor intrusion with substantial separation remaining, sufficient to prevent the coalescence of the settlements either visually or when travelling. There are no major constraints to development, and the site could be delivered early. The updated site assessment work has included refinement of the site area calculations and developable areas. <del>The site was reduced in are to limit the visual impact, but capacity was not initially</del>

					updated to reflect this. The potential capacity has therefore decreased from 84 to 55 on this basis. However, as the site has planning permission for 88 units, this has been considered its capacity.
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MAP NEEDS UPDATING – ADDITIONAL MODIFICATION?

## Croxtan Kerrial

### **General**

Croxtan Kerrial has a range of local services, allowing residents to fulfil several of their daily tasks without the need of a private motor car, including a school, GP, and public house. The village is served by a regular bus service Monday to Saturday giving hourly access to services to Melton Mowbray and Grantham and on to Loughborough (CentreBus No. 8). These key services mean that it is one of the more sustainable locations in the borough, and its strategic position on the A607 with good public transport links means it qualifies as a Service Centre in the revised Settlement Hierarchy.

### **Capacity of Services**

The primary school currently has capacity for 84 students; forecasts show that there will be capacity of 18 places by January 2021. This means developer contributions may need to be in place to deliver the required quantum of housing. Without expansion of the school, projections indicate a capacity for 67 dwellings within the forecasting period available (i.e. up to 2021).

Croxtan Kerrial is suitable to accommodate housing in principle, subject to site suitability and availability. The Borough Council has been provided with representations identifying which land is available for development and has also been presented with illustrative masterplans for a number of sites.

### **Constraints**

There are numerous constraints across the village, primarily:

**Contaminated Land.** Numerous examples of potentially contaminated land across the village, including a couple of Historic Landfill sites. These are unlikely to stop development but can have implications on viability and on delivery time.

**Historic Assets.** Extensive Conservation Area covering much of the village, with important areas of open space and important grade listed buildings throughout the settlement.

**Landscape Character Zone:** Croxtan Kerrial's settlement fringe consists of three separate Landscape Character Zones. Of these, one was deemed to have medium sensitivity to development, one medium to high sensitivity to development and the final was deemed to high sensitivity to development. This means any development is likely to have some impact on settlement fringe of the village.

**A607.** The A607 dissects the village, and concerns have been raised regarding the quantum of traffic already travelling through the village. LCC Highways have asked for Transport Statements for developments which will increase traffic through some of the key junctions in the settlement, to establish whether, in each case, extra traffic would generate the need for junction improvements.

## Site allocations and specific policies

One None of the allocated sites have has extant planning permissions.

### Policy CROX1 – Development on site CROX 1 will be supported provided:

- An area of open space is included in the development to provide a buffer from the adjacent Grade II listed building to protect its setting;
- a heritage assessment is provided with impacts assessed and suitable mitigation measures identified. This should pay particular attention to the effect of the development proposal on the Conservation Area, Grade II Listed Windmill and potential archaeological concerns;
- a transport statement is provided with the application, with particular reference to assessing the junction between Saltby Road and the A607 (Main Street) and its capacity to absorb additional daily vehicle movements, and any junction improvements arising;
- a footpath is provided between the site access and Mill Lane.

### Policy CROX2 – Development on site CROX 2 will be supported provided:

- Existing vegetation is retained so far as it is practicable.

### Policy CROX3 – Development on site CROX 3 will be supported provided:

- Vehicular access is provided via The Nook (not the A607);
- safe pedestrian access is provided paying due regard to the differences in site levels between the site and the carriageway;
- proposals provide replacement car parking facilities for the Doctors Surgery;
- proposals incorporate measures to ensure no harm/damage will be caused to the nearby SSSI.

Rank	address	Local plan ref.	Planning app ref	Estimated capacity	Summary of assessment
1	Land West of Saltby Road & East of Highfields Farm	CROX1	N/A  17/0029 9/OUT	<del>35</del>  39	The Borough Council have been provided with a Phase 1 ecological walkover and an illustrative masterplan for the site. The capacity of the site has been reduced slightly to preserve the setting of the adjacent listed building. Design of the site is able to mitigate potential landscape and conservation matters and will need particular attention at either Full or Reserved Matters stage.
2	Land East of Saltby Road and South of A607	CROX2	N/A	10	This is a relatively small site and is a logical location for expansion of the village. The site boundary has increased to reflect the original SHLAA submission as it was incorrectly drafted previously. In addition, access to the highway from Saltby Road is considered to be a safer option which is achievable from the larger site area. The capacity has been limited to 10 due to

					a lower density development being more appropriate in this location due to visual impact.
3	Land South of Main Street (A607) and West of the Nook	CROX3	N/A	<del>11</del> 10	Access should be achieved from the Nook and not the A607. Site is less well located than the other two recommended allocations but is a reasonable location for development in the village, provided due regard is paid to the nearby SSSI and oil pipeline buffer. The site has been subject to refined area calculations, deducting the area currently used for the Doctors Surgery car park from the gross area to allow for the facility to be retained or relocated within the site. This has led to a decrease in capacity from 20 to <del>11</del> 10 on this basis.

MAP NEEDS UPDATING

## Easthorpe

The small village of Easthorpe is located within 500m of Bottesford and therefore benefits from the range of services and facilities available within Bottesford. It is noted that Easthorpe is well connected to Bottesford via a series of footpaths and as such performs the role of a sustainable location, which is suitable location for some development. It is therefore identified as a Rural Hub.

### Capacity of Services

The primary school (Bottesford) currently has capacity for a total of 270 places, rising to 315 in 2016/17. At 2016/17 there is expected to be 215 places filled with a spare capacity of 65 pupils this is forecast to rise to 92 spaces by 2021. There is capacity therefore to accommodate about 270 new homes based on current projections, and the LEA has advised that the school is capable of expansion, subject to finding through developer contributions.

### Constraints

Large parts of Bottesford and Easthorpe, particularly the land to the south and west of the village, are constrained by area at high risk of flooding (Flood Zone 3).

Land to the south and east of the villages, especially around Easthorpe is classed as the Best and Most Versatile (BMV) for agricultural use (grades 1-3a) and should be avoided.

Bottesford and Easthorpe have four distinct Landscape Character Zones (LCZs). Each zone is rated medium – high sensitivity with the exception of LCZ4 to the west of the village which is rated medium – low. Suggested sites lie in each of the zones and a number require sensitive treatment to assimilate them into landscape.

An Area of Separation has been identified between Bottesford and Easthorpe. This is considered important to prevent the coalescence of the two settlements and maintain the sense of openness between development. Eight sites considered lie within this area. The AoS and Settlement Fringe study provides guidance about how development might be accommodated within each AoS and this guidance would need to be referenced before considering allocating sites within these areas.

A high pressure gas pipe, together with its consultation buffer zone runs along the A52. An oil pipeline buffer zone also skirts the south of the village; these together with a mineral consultation zone around the village are additional considerations which may constrain the suitability of development sites in the village.

### Site allocations and specific policies

**In principle allocation EAST1 has outline planning permission, with relevant conditions setting out site provisions. No specific policies are necessary in respect of this allocation.**

**Both sites EAST1 and EAST2 are opposite a Scheduled Ancient Monument (list entry 1009195 shifted Medieval Village Earthworks and Moat) and Grade II listed building – Easthorpe Manor.**

**Policy EAST2: Development of site reference EAST 2 be supported provided:**



- Flood mitigation measures have been put in place and the drainage infrastructure is available to accommodate the surface water from this site;
- the four protected trees to the site frontage (Tree Preservation Order 151/904/6) are retained and suitable protection measures are put in place through the duration of the development;
- that suitable measures are incorporated to ensure there will be no adverse impacts to protected species;
- there is sensitive boundary treatment to the south and southwest with the additional of soft attractive edging, additional landscaping and sensitive boundary treatments;
- **that the existing frontage planting is retained and access is taken off the track between the sites EAST1 and EAST2, to safeguard the setting of the scheduled monument to the north**

Rank	Address	Local Plan Reference	Planning Application Reference	Capacity	Summary of assessment
1	Land east of Green lane, Easthorpe	EAST1	15/01016/OUT	9	The site lies within the AoS but due to the relationship with the built form of Easthorpe and its enclosure the site is not considered to undermine the Area of Separation. Outline planning permission was granted in 2015 for nine dwellings to the rear of Easthorpe Lodge which included the widening of Green Lane and improvements to the junction with Manor Road.
2	Land west of Green Lane, Easthorpe	EAST2	N/A	12	The site is within close proximity to the centre of Bottesford and public transport options. The grass paddock provides a visual break along Manor Road which is sparsely populated and contains mature trees, some subject to TPO's. However the site is not important for views into or out of the village and relates well to the existing pattern of development. The site lies within the AoS but due to the relationship with the built form of Easthorpe the site could accommodate small scale of development similar to the neighbouring site (SHLAA MBC/028/16) without giving rise to the appearance or experience of a coalescence of Easthorpe with Bottesford. Flood mitigation will be required which could influence how the site is developed and its overall capacity, with 90% being within the revised flood zone.

MAP NEEDS UPDATING

## **Frisby on the Wreake**

### **General**

Frisby is a well-served village in terms of facilities and services. The village has good access to transport choice into Melton Mowbray. There is a direct bus route to Leicester and Melton (and vice versa) every two hours in one or other direction on weekdays and Saturdays. The services and facilities in the village include a primary school, convenience store, village hall, public house, and tea shop facility provided as part of the convenience store, and a newsagent, sports and leisure facilities, cemetery, place of worship and a boarding kennels. Frisby has been identified as a 'Rural Hub' in the new Settlement Hierarchy study and in principle is suitable for allocation for a proportionate share

### **Capacity of Services**

Frisby CofE primary school has a capacity of 119 pupils and is close to capacity at present (January 2016). LEA projections show that this is likely to continue in the coming years to 2021.

Development in Frisby will require the primary school in the village to expand to accommodate growth. Development in Frisby will require developer contributions to meet the cost of expanding the existing school within the village. One of the sites is able to facilitate this and is due to be located adjacent to the school.

The nearest secondary schools are Longfield and John Ferneley in Melton Mowbray to which pupils would catch the bus.

Leicestershire CC as Education Authority advise that Frisby (amongst other villages, Asfordby, Asfordby Hill, Somerby and Wymondham) falls within the catchment area of the Melton town secondary schools, and the expansion of the John Ferneley College and/or any new school in the town will accommodate the additional pupils.

### **Constraints**

Most sites in Frisby on the Wreake are in LCZ2 and LCZ3. These are the areas of medium to high sensitivity primarily due to the open visual character and the degree of intervisibility. The new development would impact the character of these areas. This would require appropriate design and mitigation measures for the new development which should be in keeping with the surrounding area on most sites.

The whole of the village lies outside Flood Zone 3 and 3b, and a small part of one of the sites (FRIS 2–Water Lane) lies in Flood Zone 2, so it is unlikely that there would be flooding issues but the possibility of mitigation. The northern part of village runs alongside a train line which is also next to this site. However with appropriate design and noise mitigation measures, this constraint can be overcome.

The sites assessed lie outside the Frisby Conservation Area and away from Listed Buildings and Scheduled Monuments.

## Site allocations and specific policies

FRIS 1 has been granted outline planning permission (16/00491/OUT), and planning applications have been submitted for sites FRIS2 and FRIS3 although these are yet to be determined.

Policy FRIS2: Development at FRIS2 will be supported provided:

- It is demonstrated by means of a noise assessment that noise from the railway to the north of the sites can be adequately mitigated;
- local educational capacity is available, or can be created through developer contributions, to meet the needs of the site;
- flood mitigation measures have been put in place and the drainage infrastructure is available to accommodate the surface water from this site.
- **the design, scale, layout and boundary treatment of any reserved matters application must conserve and enhance heritage assets, including the Conservation Area and the Grade I Listed Church of St Thomas of Canterbury.**

Policy FRIS3: development at FRIS3 will be supported provided:

- Local educational capacity is available, or can be created through developer contributions, to meet the needs of the site;
- provision is made within the boundaries of the site for the expansion of the adjacent primary school
- **the design, scale, layout and boundary treatment of any reserved matters application must conserve and enhance heritage assets, including the Conservation Area and the Grade I Listed Church of St Thomas of Canterbury.**

Rank	address	Local plan ref.	Planning app ref	Estimated capacity	Summary of assessment
1	Land off Great Lane	FRIS1	16/00491/OUT - - Permitted	48	Site is attached to existing residential development and is close to village facilities. The site boundary has been altered to align with the planning permission, and the capacity also increased to reflect this. Site is considered suitable for similar development in the surrounding area. No mitigation measures identified on the site.
2	Water Lane	FRIS2		22	Site is attached to existing residential development and is close to village facilities. However because of the site being located close to the train line, it will

					require appropriate mitigation measures. The site is affected by the flood zone (revised) which will affect its capacity and layout, and require mitigation. A detailed analysis will be required. Updates to the site assessment work have refined the site area calculations and developable areas. The potential capacity has therefore increased from 14 to 22 on this basis
3	Land due south of Village	FRIS3		48	Site attached to existing residential development and is close to village facilities with potential for access to public transport. Also the whole of the site is not suitable for development as it would have significant impact on the character of the village, facilities and the surrounding development. Updates to the site assessment work have refined the site area calculations and developable areas. The potential capacity has therefore increased from 40 to 48 on this basis

MAP NEEDS UPDATING

## Gaddesby

Gaddesby, whilst limited in terms of services, still has a Primary School, Village Hall and a Pub. There is a bus service running two hourly between Leicester-Melton which connects the village to these urban areas.

### **Capacity of Services**

The Primary School is currently has capacity for 210 students, with 78 spare, decreasing yearly until 2020 when projections indicate it is expected to be close to capacity. Development will need to ensure that capacity is available at the time they proceed and expansion may be required through developer contributions.

### **Constraints**

#### 1) Employment:

The closest employment area is Rearsby Industrial Estate (3km), with some small individual employers closer by. Bus service is available.

#### 2) Transport:

Gaddesby is served by the Centrebus 100 service between Leicester and Melton Mowbray throughout the week. However its frequency (every two hours) and the lack of the service on Sundays and Bank Holidays should be taken into account when the service is considered with regards to Gaddesby's sustainability (i.e. for accessing Employment as mentioned in the point above).

#### 3) Flooding:

Gaddesby Brook is a main water course situated at the South of the settlement with associated flood zone 3. This will have an impact on development proposals to the south of the village.

#### 4) Landscape:

The eastern part of the settlement has high landscape sensitivity, however: *'[...]It is recognised that there are elements where sensitivity is reduced, due to intrusion by more modern development at the northern and southern fringes of the LCZ with the settlement. However, there is limited opportunity for mitigation through further development without further intrusion upon the parkland character of the landscape'* - AoS, Settlement Fringe Sensitivity & LGS Study.

### **Site Specific Policies:**

**Site GADD1 benefits from an extant outline planning permission (15/00361/OUT).**

**GADD3 and GADD2: Further development of site GADD3 and GADD2 will be supported only when local educational capacity is available, or can be created through developer contributions, to meet the needs of the site.**

Rank	address	Local Plan ref.	Planning app ref	Estimated capacity	Summary of assessment
1	Holme Farm	GADD1	15/00361/OUT	14	Site has outline planning permission with conditions and s106 completed. The site boundary has been altered to align with the red line boundary of the planning permission.
2	Land north of Pasture Lane	GADD2	N/A	11	The site is situated in the northern edge of the village and therefore slightly detached from the limited services that the village provides. Its access via either of two well-connected roads and the proximity to the bus stop makes this site a suitable allocation for housing.
3	Land north of Pasture Lane	GADD3	N/A	11	The site is situated on the northern edge of the village, and is therefore slightly detached from the limited services that the village provides. The proximity to the bus stop makes the site a suitable allocation for housing. The site is a new site submitted through the SHLAA 2017 and is considered to be potentially suitable for development.

MAP NEEDS UPDATING

## Great Dalby

### **General**

Great Dalby is a well-served village in terms of facilities and services. The village has access to transport to Leicester and Melton. There is a bus route to Leicester and Melton every two hours. Village has access to Leicester Road Estate, a key employment site in Melton. The services and facilities in the village include a primary school, village hall, public house, sports and leisure facilities and a place of worship. Great Dalby has been identified as a rural hub in the settlement hierarchy and is suitable for a proportionate allocation.

The village of Great Dalby has grown considerably from its origins as a linear settlement on Main Street which runs north-south. The conservation area boundary runs larger than other designated villages in the Borough of Melton because the historic core is more widely spread. This has been considered in the proposed allocation in the village and has been addressed through the site-specific policy.

There are no flooding issues in the village. Most of the village is though surrounded by medium to high landscape character zones.

### **Capacity of Services**

The agreed capacity at Great Dalby Primary School is currently 140 pupils. There are currently 140 enrolled (Jan 2017). Based on LEA forecasting, it is indicated that there will be capacity of 5 places by January 2021.

The nearest secondary education provision is 4km to the south of the site at John Ferneley College. Students would catch the bus to school from this location. It is recognised that as a result of development that additional secondary school places will be required but can be accommodated at the existing secondary schools in Melton Mowbray.

Great Dalby falls within the catchment area of the Melton town secondary schools, and the expansion of the John Ferneley College and/or any new school in the town will accommodate the additional pupils.

### **Constraints**

Access to the proposed allocation has been identified as a constraint through the assessment. However considering the Highways response to it, it is considered 'deliverable'. The access to the proposed allocation is through Burdetts Close and due to parking, road width is constrained for more development unless it is addressed through appropriate layout and agreed with Highways. A Public Right of Way runs through the centre of the site and any alteration/diversions would need to be discussed with the Safe & Sustainable Travel Team. Access may be achieved from Burdetts Close if a safe and suitable access can be designed in accordance with the 6Cs Design Guide.

Development of 37 dwellings will generate a demand for about 9 primary school places – additional school places will be needed.

Although the site is considered to cause less than substantial harm to the conservation area, the only note of concern is the likely impact of further development to the south and east of allocation site as once this area within the conservation area will be developed, there will be a possible catalyst for further housing adjoining the site to complete the village in built form running from Burrough End in the south to Nether End in the north.

**Site allocations and specific policies**

Considering the access and heritage constraints, following policy for Great Dalby is proposed.

**GRE A1: Development of site GRE A1 will be supported provided:**

- The proposal includes the suitably designed access in accordance and agreement with the Highways 6Cs design guide;
- local educational capacity is available, or can be created through developer contributions, to meet the needs of the site;
- the future development is sympathetic and limits the impact on the Conservation Area through appropriate choice of materials and high quality, well considered design;
- **development proposals for the site should not facilitate additional housing or other development in the remainder of the open land that forms part of the Conservation Area between Burrough End and Nether End, and the scheme should be designed appropriately to enclose the site.**

**Site assessment summary and capacity**

Rank	Address	Local Plan Reference	Planning App Reference	Estimated Capacity	Summary of assessment
1	Land off Burdett Close	GRE A1	N/A	37	Site lies in close proximity to access to services and facilities, and is well connected to the village. Site is connected to the Main Street through Burdett's Close, which whilst provides access does have on street parking potentially causing an issue of access. However the Highway Authority have not raised any objections in principle. Site is considered suitable for allocation.

**MAP REQUIRED – POLICIES MAP MODIFICATIONS**



## Harby

Harby has a range of local services including a school, shop (with post office) and a garage. The village is served by a regular bus service Monday to Friday giving access to services at Melton. The No. 24 Centrebus service runs hourly Monday-Friday to Melton Mowbray town centre and Melton train station. It also provides a connection to Bottesford for bus and train station services to Nottingham and Grantham.

### **Capacity of Services**

The primary school currently has capacity for a total of 105 places. At 2016/17 there are 81 places filled with a spare capacity of 24 pupils this is forecast to reduce to 8 spaces by 2021. Development will need to ensure that capacity is available at the time they proceed and expansion may be required through developer contributions.

The secondary school provision is located at Bottesford and Melton Mowbray.

### **Constraints.**

Harby is free from fluvial flood risk constraints with no area designated as high risk (Flood Zone 3). The village and its surrounding fields are classed as 3a/3b – so partially Best and Most Versatile (BMV) Grade 1-3a.

The Settlement Fringe Study identifies six distinct Landscape Character Zones (LCZs) around Harby. LCZ 3 is rated as Moderate -Highly sensitive to development, and LCZ 6 as Medium-low; the remaining zones are classed as medium. The suggested sites lie in zones with medium sensitivity.

### **Site allocations and specific policies**

**Allocation HAR1 has outline planning permission, with relevant conditions and a S106 agreement setting out site provision and contributions to infrastructure etc. (15/00942/OUT). No specific policies are necessary in respect of this allocation.**

**The allocated site HAR2 has planning permission, with a full set of conditions and S106 agreement setting out on site provisions and contributions to infrastructure, etc. (15/00933/FUL). No specific policies are necessary in respect of this allocation.**

**Policy HAR 3: Development of site reference HAR 3 will be supported provided:**

- **The development addresses the frontage to Colston Lane and has an active road frontage on the approach to the village;**
- **the west and northern edges of the site are enhanced as a wildlife corridor with biodiversity improvements and that there will be no adverse impact to any protect species;**
- **footpath/cycling links have been put in place linking and connecting the site to the village;**
- **the northern and western boundaries are sensitively treated with the addition of soft attractive edging, additional landscaping and sensitive boundary treatments, particularly along the canal corridor.**

**Policy HAR 4: development of site reference HAR 4 will be supported provided:**

- The development addresses the frontage to Colston Lane and has an active road frontage on the approach to the village;
- there are biodiversity/ecology improvements within the site and there will be no adverse impacts to any protected species;
- a footpath link has been put in place linking the site to the village;
- the northern and western boundaries are sensitively treated with the addition of attractive edging, additional landscaping and sensitive and improved boundary treatments.

Rank	Address	Local Plan Reference	Planning Application Reference	Capacity	Summary of assessment
1	Land off Boyers Orchard, Harby	HAR1	15/00942/OUT	15	Site has planning permission subject to S106
2	Former Cheese Producing Dairy, Langar Lane	HAR2	15/00933/FUL	10	Planning permission granted for 10. Site considered well related and suitable for development.
3	Former Millway Foods, Colston Lane	HAR 3	15/00673/OUT	53	The site was granted planning permission at appeal, and is now identified as an allocated site rather than a reserve site.
4	Land at Colston Lane	HAR 4	<del>N/A</del> 16/00318/OUT	<del>61</del> 50	The site is a large site and would be large scale in relation to the village impacting on the setting and rural character along Colston Lane and village as a whole. To ensure that the site would be not be detrimental to the setting of the village, suitable landscaping and mitigation measures will be required. Subject to links back into the village, the site would be appropriate for development.
5	RESERVE SITE Land South of Colston Lane	HAR 5	N/A	13	Site lies in close proximity to services and facilities, and is well connected to the village. Site is considered suitable for development and is proposed as a reserve site in Harby.

**MAP NEEDS UPDATING – POLICIES MAP MODIFICATIONS**

## Hose

### General

Hose has a limited range of local services including a school, shop (with post office), newsagent, public house and a garage. The village is served by a regular bus service Monday to Friday giving access to services at Melton Mowbray, Bingham and Bottesford (Bus No. 24).

### Capacity of Services

The primary school currently has capacity for a total of 77 places. At 2016/17 there is expected to be 56 places filled with a spare capacity of 21 pupils this is forecast to fall to 10 spaces by 2021.

Development will need to ensure that capacity is available at the time they proceed and expansion may be required through developer contributions.

The secondary school provision is located at Bottesford and Melton Mowbray.

### Constraints

Hose is relatively free from fluvial flood risk constraint with a band of Flood Zone 3 skirting the west and south west of the village. The majority of the village and its surrounding fields are classed as Grade 3a/3b agricultural land; therefore it is partially Best and Most Versatile (BMV) Grade 1-3a.

The settlement Fringe Study identifies six distinct Landscape Character Zones (LCZs) around Hose. LCZ 1 is rated as medium - highly sensitive to development, and the other 5 zones are considered to be medium or medium-low. The suggested sites are located in zones with medium sensitivity.

### Site allocations and specific policies

In principle allocation HOS1 has received a resolution to grant outline planning permission, with relevant conditions and a S106 agreement setting out site provision and contributions to infrastructure, etc. No specific policies are necessary in respect of this allocation.

~~Both sites HOS2 and HOS3 abut a footpath which importantly links through to the village and has the potential to act as a wildlife corridor. HOS2 plays a role on the approach to the village from the east and will require sensitive boundary treatment, as such the following policies are proposed;~~

**Policy HOS2: Development of the site reference HOS2 will be supported provided:**

- The northern boundary of the site provides an adequate buffer with soft landscaping and suitable boundary treatment to respect the adjacent open countryside and Scheduled Monument to the north.

Rank	Address	Local Plan Reference	Planning Application Reference	Capacity	Summary of assessment
1	Land off Canal Lane	HOS1	15/00944/OUT (25 dwellings) and 17/00401/OUT for 16 dwellings	<del>25</del> 41	Site has resolution to grant planning permission subject to S106.

2	Land west of Harby Lane	HOS 2	N/A	35	The site is well related to the built form of the village, adjacent to HOS1. The northern edge of the site will need to be set aside to provide a buffer between the site, the open countryside, and the neighbouring Scheduled Monument.
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MAP NEEDS UPDATING

## Long Clawson

Long Clawson is well-served in terms of employment, retail, education and health services and has good access to transport choice.

### **Capacity of Services**

The primary school is currently oversubscribed, with 111 pupils in a 105 space school and oversubscription is anticipated to continue to 2021 to meet local needs and growth, unrelated to new housing.

There are significant concerns from the Local Education Authority about the capacity of the primary school to accommodate further pupils from the housing proposed. The school occupies a constrained site in a conservation area. The school does not have the accommodation, and faces significant challenges to expansion to accommodate significant growth.

Large scale housing in Long Clawson would require the expansion of the school to accommodate the growth or an alternative solution. The LEA will investigate the feasibility of such solutions and derive costs accordingly, to be met from developer contributions.

Sites in Long Clawson should only be brought forward for development when the primary school places can be provided to meet the needs of new residents.

There is no evidence that any other services would be unable to accommodate the scale of new development envisaged in Long Clawson.

### **Constraints**

Long Clawson is set in three LCZs. Most of the proposed sites are in areas of medium to high sensitivity which constrains their scale and layout. A number require sensitive treatment to assimilate them into landscape.

Recent evidence suggests that drainage and flooding will need to be addressed before sites can be developed.

### **Site allocations and specific policies**

In principle allocation LONG1 has outline planning permission, with relevant conditions and a S106 agreement setting out site provision and contributions to infrastructure, etc. No specific policies are necessary in respect of this allocation.

Due to the lack of current capacity at Long Clawson primary school, a policy is required to expand capacity if development is to take place. There continues to be evidence that surface water drainage needs to be addressed before further sites are developed. Allocations LONG3, LONG4 and LONG5 require sensitive boundary treatment to assimilate these developments into the landscape and mitigate any impact:

**Policy LONG2 : Development of sites LONG2 will be supported provided:**

- Local educational capacity is available, or can be created through developer contributions, to meet the needs of the site;
- the new development is sympathetic to the landscape character.

**Policy LONG3: Development of sites LONG3 will be supported provided:**

- Local educational capacity is available, or can be created through developer contributions, to meet the needs of the site;
- drainage infrastructure is available to accommodate the surface water from these sites without causing or exacerbating flooding elsewhere;
- that substantial boundary landscaping and screening is provided and that all existing boundary hedges and trees are retained.

~~**Policy LONG4 : Development of sites LONG4 will be supported provided:**~~

- ~~• Local educational capacity is available, or can be created through developer contributions, to meet the needs of the site;~~
- ~~• drainage infrastructure is available to accommodate the surface water from these sites without causing or exacerbating flooding elsewhere;~~
- ~~• that substantial boundary landscaping and screening is provided and that all existing boundary hedges and trees are retained;~~
- ~~• An area of open space is included in the development to provide a buffer from the adjacent listed building to the north, to protect its setting;~~
- ~~• A heritage assessment is provided with impacts assessed and suitable mitigation measures identified. This should pay particular attention to the effect of the development proposal on the Conservation Area, the setting of adjacent listed buildings and potential archaeological interests;~~

**Policy LONG54: Development of site LONG54 will be supported provided:**

- Local educational capacity is available, or can be created through developer contributions, to meet the needs of the site;
- drainage infrastructure is available to accommodate the surface water from these sites without causing or exacerbating flooding elsewhere;
- that substantial boundary landscaping and screening is provided and that all existing boundary hedges and trees are retained.

Rank	Address	Local Plan ref	Planning App. Reference	Capacity	Summary of Assessment
1	Land at Melton Rd	LONG1	15/00547/OUT	10	Permission 15/00547/OUT granted subject to completion of S106
2	Corner of Broughton Lane and Hickling Lane	LONG2	N/A	35	Site is reasonably well related to existing built-up area of village , close to employment opportunities and local facilities. No significant technical objections. Limited impact upon landscape and some ecological concerns, both of which will require sensitive treatment. Site is suitable for allocation. The Education Authority have been

					consulted throughout this process. A solution has been found in order to increase the capacity of Long Clawson primary school with contributions.
3	Birleys Garage, Waltham Lane	LONG3	16/00560/OUT	<del>41</del> 45	The site is reasonably well related to existing built-up area of village, close to employment opportunities and local facilities. No significant technical objections or impact. Would be seen to extend the village along Waltham Lane, but mitigated by undulating landscape and existing vegetation. The updated site assessment work included refinement of the site area calculations and developable areas but this has been superseded by the capacity indicated by the grant of planning permission. The potential capacity therefore decreased from 50 to 41 on this basis.
4	Land off Sandpit Lane	LONG4		55	<del>Adjoins existing built-up area of village, close to employment opportunities and local facilities. Drainage problems highlighted by current application. Some impact upon heritage assets and landscape impact will require mitigation.</del>
4.5	RESERVE SITE: Canal Farm	LONG54	N/A	40	Well related to existing built-up area and removes unsightly buildings. Requires sensitive treatment to assimilate into the landscape, especially long views from the north.

MAP NEEDS UPDATING – MAIN MODIFICATION and POLICIES MAP MODIFICATION

## **Melton Mowbray**

### **General**

Melton Mowbray is defined as a main town in the emerging Local Plan and is the highest ranked Settlement. The town has a wide range of services and facilities including retail, education, leisure and health services, and extensive employment opportunities. The town has good transport choice including a train station with services to Leicester and Peterborough and regular bus services to Leicester, Nottingham, Loughborough and Grantham. The concentration of services and facilities within the town maximises the opportunities for walking and cycling.

### **Capacity of Services**

There is a choice of Primary Schools in Melton Mowbray, all of which currently have some capacity. Brownlow Primary School has a total capacity of 592 students with 587 currently on its roll. The small amount of current capacity is likely to be exhausted by 2017. There is however potential to expand the school if financial contributions were provided. A net surplus of school places currently exists: Grove Primary School (62 pupil spaces) Swallowdale (23 pupil spaces) Sherard (16 pupil spaces) St Marys (31 pupil spaces) and St Francis Catholic School (50 pupil places). Large scale housing growth in Melton Mowbray would require financial contributions towards increasing the capacity of the local primary schools. The proposed Melton North and South Sustainable Neighbourhoods include provision for a Primary School but there is uncertainty regarding the timescale for delivery and capacity.

There is currently available capacity in secondary schools. However, the quantity of growth proposed for Melton Mowbray and other locations within their catchment will result in the capacity of secondary schools being exceeded and developer contributions will be required to facilitate their expansion.

Latham House Medical Centre (Melton Mowbray) currently has some capacity, but this is likely to be exceeded by the quantity of growth proposed and the commensurate increase in population. The Local Planning Authority continues to engage with the Health Authority to seek a solution to accommodate growth. Options include new provision as part of the Sustainable Neighbourhoods or expanding current provision where possible through financial contributions from developers.

### **Constraints**

Parts of Melton Mowbray are within Landscape Character Zones with “high” and “medium to high” sensitivity. Development to the east would increase the potential for coalescence between Melton and Thorpe Arnold, whilst development to the south has similar coalescence issues for Burton Lazars and Eye Kettleby. Any development around the town would require sensitive treatment to assimilate it into the landscape.

Transport implications of growth have been identified in the Council’s transport evidence. The main transport impacts are on the already congested major routes (A606 and A607) that meet in the centre of Melton Mowbray. The mitigation proposed to address these concerns are incorporated into the Melton Mowbray Transport Strategy being developed in conjunction with the County Council as Highways Authority, and include linked relief roads to the north, south and east of the



town (without discounting the west option should the opportunity arise). Allocated sites will be expected to contribute to this overall solution by means of on-site delivery and/or financial contributions, alongside the delivery of any sections of new roads to be secured with public funding.

**Site allocations and specific policies.**

**Policy MEL General: Development proposals on allocated sites in Melton Mowbray for more than 50 dwellings will be supported provided:**

- Impacts on local education facilities and National Health Service provision can be addressed through developer contributions;
- applications on allocated sites for more than 50 dwellings are supported by appropriate Transport Assessments identifying the impacts upon the existing highways infrastructure and make a contribution to the Melton Mowbray Transport Strategy commensurate to their impact, and provide for mitigation in relation to the shorter term impacts identified.

**Policy MEL1: Development of site MEL1 will be supported provided:**

- The layout, scale and density do not to erode the settlement's relationship to the surrounding landscape taking into account the sloping topography;
- mitigation measures against flood risk are provided, due its proximity to the Scalford Brook;
- development of the site retains, where possible, the vegetation screen off Nottingham Road.

**Policy MEL2: Development will be supported providing the existing pre-school is relocated and would not result in the loss of the facility.**

**Policy MEL3: Development proposals will be supported provided:**

- **no development takes place within 100m of the eastern boundary of the Scheduled Monument, in accordance with planning permission 15/00593/OUT;**
- they are supported with an appropriate Heritage Assessment identifying the significance of the designated Heritage Asset and provide appropriate mitigation (in consultation with **Historic Heritage** England);
- noise impacts resulting from the HGV traffic along St Bartholomew's Way are assessed and where impacts identified appropriate mitigation provided.

**Policy MEL4: Development proposals will be supported provided no development takes place within 100m of the eastern boundary of the Scheduled Monument.**

**Policy MEL5: Development proposals will be supported provided:**

- The existing trees (TPO) to the front of the site are retained, unless their loss is justified in terms of providing a better design outcome for the site and replanting is proposed.

**Policy MEL6: Development proposals will be supported provided:**

- The site is developed as a single comprehensive development.

**Policy MEL7: Development proposals will be supported provided:**

- the former Work House and Vagrant Cells buildings are retained. Any loss of the buildings will be required to be fully justified and viability appraisal will be required to support any proposal requiring demolition of the buildings of local interest.
- A Transport Assessment is provided, identifying the impacts upon the existing highways infrastructure, in particular the junction with Thorpe Road/Wilton Road, and where required, provide for mitigation in proportion to the impacts identified;
- The layout and density responds to the local character and provides opportunities for landscape enhancements along the site frontage with Thorpe Road.
- flood mitigation measures have been put in place and the drainage infrastructure is available to accommodate the surface water from this site

**Policy MEL8: Development proposals will be supported provided:**

- The redevelopment comprises the conversion of the existing buildings. Any loss of the buildings will be required to be fully justified and viability appraisal will be required to support any proposal requiring demolition of the buildings of local interest;
- proposals requiring demolition are supported with a full method statement identifying how the demolition will take place and how the waste material will be taken off the site without compromising neighbouring land uses;
- flood mitigation measures are incorporated into the design and layout.

**Policy MEL9: Development proposals will be supported provided:**

- Noise impacts resulting from the adjacent land uses are assessed and where impacts identified appropriate mitigation is provided;
- development proposals are no greater than 2 storey in scale, taking into account the layout and form of the residential development to the north.

**Policy MEL10: Development proposals will be supported provided:**

- they respond to the edge of settlement location and provide an active street frontage along Horseguard's Way, responding to the local character in scale and massing.
- They retain, where possible, the vegetation screen off St Bartholomew's Way.
- Noise impacts resulting from the HGV traffic along St Bartholomew's Way are assessed and where impacts identified, appropriate mitigation provided.

**Policy MEL11: Development proposals will be supported provided:**

- Provision is made for the existing employment use to be relocated or trading has ceased;
- a master plan of the whole site is provided;
- a 'Green Corridor' linking to the Country Park to the north of the site is incorporated into the design of the redevelopment;
- a mix of housing and employment use appropriate to the location will be favoured;
- noise impacts resulting from the adjacent land uses are assessed and where impacts identified appropriate mitigation is provided;
- flood mitigation is provided;
- a contaminated land and remediation strategy is provided;

- a Transport Assessment is provided identifying the impacts upon the existing highways infrastructure, in particular the junction to Snow Hill/Norman Way and the junctions at A607 Thorpe End and A607 Scalford Road and A606/A607 (Leicester/Nottingham) and where required provide for mitigation in proportion to the impacts identified.

#### Ranking of sites

Rank	Address	Local Plan Reference	Planning App. Reference	Estimated Capacity	Summary of assessment
1	Land at Nottingham Road, Melton Mowbray	MEL1	14/00078/OUT & 16/00259/REM	85	The site is well connected to the main town of Melton Mowbray. Planning permission has been granted for 85 dwellings. The site allows good connections to services and facilities and employment and offers a good transport choice including walking and cycling. The detailed reserved matters take account of the impact of flood risk (revised) and mitigated drainage arrangements (SUDS) with the approval of the Environment Agency and LLFA.
2	Site of King Edward VII school	MEL2	13/00877/OUT	120	The site is well connected to the main town of Melton Mowbray. The site allows good connections to services and facilities and employment and offers a good transport choice including walking and cycling. The site provides beneficial use of brownfield land without detriment to important environmental matters. The positive impacts of developing the site must be balanced against the need to replace on site pre school facilities in an appropriate location. Site benefits for a resolution to grant permission for 120 (13/00877/OUT)
3	Hilltop Farm, Nottingham Road, Melton Mowbray (part)	MEL3	15/00593/OUT (30 units) 16/00281/OUT (15 units) and 17/00281/OUT (30 units)	45 75	Site is well connected to the town and parts of the site have potential to relate well to the existing built setting to the southeast. Much of the site is not developable due to the presence of a Scheduled Monument. Oil and gas pipelines cross the site. <del>The part of the site that is suitable is already subject to planning permission for 45 units.</del> The capacity of the site (75 dwellings) is the result of the three planning permissions.
4	Top End Cattle Market	MEL4	N/A	26	Within built up area of town in close proximity to services and facilities and scores well in the site assessment scoring. Site is recommended for allocation.

Rank	Address	Local Plan Reference	Planning App. Reference	Estimated Capacity	Summary of assessment
5	Silverdale, Scalford Road, Melton	MEL5	N/A	16	The site presents an opportunity for infill development within the built up residential area to the north of the town centre. The site performs well against sustainable development principles and gives ease of access to the services and employment available in the town centre via walking, cycling and public transport. Site has received permission in the past (08/00249/OUT)
6	Land fronting Dieppe Way, Scalford Road, Melton	MEL6	08/00650/OUT	37	The site presents an opportunity for infill development within the built up residential area. Potential to secure a suitable access from either Tennyson Way or Dieppe Way subject to traffic calming measures. The site performs well against sustainable development principles and gives ease of access to the services and employment available in the town centre via walking, cycling and public transport.  Planning permission granted subject to completion of S106. Land ownership issues have caused the site to stall and claims of viability were put forward in 2012 but have not been subject to formal assessment.
7	Land at Thorpe Road, Melton Mowbray	MEL7	N/A	16	The site is adjacent to the main town of Melton Mowbray. There are good connections to services and facilities and employment and good transport choice to Melton Mowbray town centre including walking and cycling. The site is well contained within the built form. Retention of some buildings is important to the history of the town and a main constraint. The site is affected by the flood zone in the SRFA (2016 revision) which affects 9% of the site, and will require flood mitigation and protection.
8	Beeby's Yard, Burton Street, Melton	MEL8	N/A	11	The site is within the main town of Melton Mowbray sited behind commercial units fronting Burton Street. There are good connections to services and facilities and employment and good transport choice to other towns and cities. The site is well contained within the built form.  The principle of residential

Rank	Address	Local Plan Reference	Planning App. Reference	Estimated Capacity	Summary of assessment
					development has been considered through planning application 08/00326/FUL. Conditional Planning Permission was supported with a signed S106.
9	Wycliffe House, Snow Hill, Melton	MEL9	N/A	20	The site is adjacent to the main town of Melton Mowbray. There are good connections to services and facilities and employment and good transport choice to Melton Mowbray town centre including walking and cycling. The site is well contained within the built form. The principle of residential development has been previously tested through planning applications which were refused. Any development would require very sensitive design to overcome concerns about impact on the character of the area.
10	Land adjacent to St Bartholomew's Way and Horseguards Way	MEL10	N/A	70	Site is well connected to the town and relates well to the existing built form and envelopes the primary school. It would have limited impact upon the Area of Separation (Asfordby Hill/Melton) as it provides a logical infilling between Horseguards Way estate and Canterbury Drive development to the east. Updated site assessment work has included refinement of site area calculations and developable areas. The potential capacity has therefore increased from 62 to 70 on this basis.
11	RESERVE SITE Land at Snow Hill, Melton Mowbray	MEL11	N/A	240	The site is well contained within the built form with good connections to services, facilities and employment & good transport choice. The site is currently occupied by a large scale operational employment site. The principle of development would only be acceptable subject to replacement employment land to meet identified employment needs and a well-designed masterplan.

MAP NEEDS UPDATING

## Old Dalby

### **General**

Old Dalby is well-served in terms of education and has good access to employment opportunities. It has limited other facilities in terms of health, leisure services, etc. and has modest quality of access to transport choices. It qualified as a 'rural hub' in the 'settlement hierarchy' and is appropriate, in principle, for the allocation of a proportionate share of housing.

### **Capacity of Services**

The primary school currently has residual capacity of 23 places, which is forecast to reduce by January 2021. This would be sufficient to accommodate the site allocations which have been examined through planning applications, in addition to the permissions that have been granted in the school catchment area.

Therefore Old Dalby can accommodate housing in principle, subject to site suitability and availability.

### **Constraints**

Old Dalby is set in four LCZs. An Area of Separation has been identified for Old Dalby on its eastern edge, to prevent coalescence with Queensway and the business parks in that vicinity.

Old Dalby has a sizeable Conservation Area, but the site allocations are separated from it by intervening development and other features, so as to prevent physically affecting its character and appearance. Similarly, there are some listed buildings and likewise they, and their settings, would be preserved by the sites allocated.

### **Site allocations and specific policies**

The allocated sites in Old Dalby have planning permission, each with a full set of conditions and s106 agreements setting out on site provisions and contributions to infrastructure etc. No specific policies are therefore necessary.

The 'reserve site' requires careful management to ensure its environmental qualities are retained.

### **Policy OLD 2: development of site reference OLD 2 will be supported provided:**

- **The existing boundary trees and hedges are retained except as required to allow access.**

Rank	Address	Local plan ref.	Planning app ref	capacity	Summary of assessment
1	North Lodge Farm, Old Dalby	OLD 1	16/00184/OUT 16/00911/OUT	28	The site has planning permission for a total of 28 houses and including 8 affordable. Site is well located in a settlement with a limited range of services.
2	RESERVE SITE: Debdale Hill Field, Old Dalby	OLD 2	MBC 171/15	23	The site is well located in a settlement with a limited range of services. Site benefits from strong screening along most boundaries and is suitable for allocation for housing. Updates to the site assessment work has refined the site area calculations

					and developable areas. The potential capacity has reduced from 30 to 23 on this basis.
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MAP NEEDS UPDATING

## Scalford

### **General**

Scalford is a well-served village in terms of facilities and services. The village has access to public transport. There is a bus route to Melton every two hours. Scalford has proximity to Saxby Road employment site and Masterfoods HQ in Waltham. The village has access to all 4 essential services – primary school, village hall, employment and broadband. Other facilities in the village include a convenience store, public house, garage services, tea shop, cemetery, a place of worship and a garden centre. The village is identified as a service centre in the settlement hierarchy and is considered suitable for a proportionate share of allocation.

The village or the proposed allocation is not affected by flood zone 3b. The existing settlement is mostly surrounded by LCZ 1 which is medium sensitivity except for north-west where the landscape sensitivity is from medium to high, however the proposed allocation has LCZ1 (medium sensitivity).

### **Capacity of Services**

The agreed capacity at Scalford Primary School is 77 pupils. There is currently capacity for 8 spaces (Jan 2017). Based on LEA forecasting, there will be 12 spaces remaining at the school by Jan 2021.

The nearest secondary education provision is 4km to the south of the site at John Ferneley College. Students would catch the bus to school from this location. It is recognised that as a result of development that additional secondary school places will be required but can be accommodated at the existing secondary schools in Melton Mowbray.

Scalford falls within the catchment area of the Melton town secondary schools, and the expansion of the John Ferneley College and/or any new school in the town will accommodate the additional pupils.

### **Constraints**

Scalford is situated on a prominent slope on a 'C' road which connects Melton Mowbray, 5 miles to the south, with villages in the Vale of Belvoir. The conservation area boundary encompasses the entire built up area of the village and is centred on the elevated Church of St Egelwin which is a prominent landmark and visible from several vantage points on the approach roads to the village.

Development of the allocation site is considered to have less than substantial impact on the conservation area, with the greatest impact determined as to the setting of Stoneleigh and the loss of views into the conservation area on the approach to the village from King Street, which could be mitigated by appropriate landscaping and layout as expressed in the site-specific Policy SCAL1.

There are water mains, sewers and high voltage power lines adjacent to the proposed allocation, which may have some impact on the viability/deliverability of the site.

The proposed allocation is not available currently and will be available beyond 5 years, hence will be suggested as a 'phased *developable* allocation' in the local plan with availability between 6-10 years. This has been considered in the trajectory and the 5YHLS, and reflects in the site-specific policy SCAL1.



### Site allocations and specific policies

Considering the heritage constraints and the availability constraints, the following policy for Scalford is proposed.

#### SCAL1: Development of site SCAL1 will be supported provided:

- the proposed scheme is sympathetic and limits the impact on the Conservation Area as well as the Listed Building setting through appropriate choice of materials and high quality, well considered design, to lessen the severity of transition.
- **Development shall respect the setting of the Grade II\* listed church of St Egelwin the Martyr, in particular the views on the principal highway approach from the west. Any development shall be informed by pre-determination archaeological investigation such that earthwork and buried remains (HER reference MLE23135) within the allocation area can be treated in the planning process in a manner proportionate to their importance both in their own right and as setting to the church.**

### Site assessment summary and capacity

Rank	Address	Local Plan Reference	Planning App Reference	Estimated Capacity	Summary of assessment
1	Land south of Melton Road	SCAL1	N/A	23	The site is a flat area of land which is bounded by existing built form to the south and east. Good access from Melton Road will be achievable. Site is considered suitable, available, viable and developable (6-10 years).

**MAP REQUIRED – POLICIES MAP MODIFICATIONS**

## Somerby

Somerby has a Primary School, Health Services and a Convenience Shop that also serves as a part time Post Office. A bus route linking Oakham-Melton connects the village with these urban areas.

### **Capacity of Services**

The Primary School currently has capacity for 14 additional students. However, by 2021 LEA projections indicate that it will be over subscribed.

Housing in Somerby would require the expansion of the current Primary School to accommodate the growth. Sites in Somerby should only be brought forward for development when primary school places have been provided to meet the needs of new residents. Feasibility work is required to examine how this can be achieved and the costs arising, which would require developer contributions.

### **Constraints**

#### Landscape:

Somerby is set in four LCZs. All of them are medium sensitivity, with the exception of LCZ2 at the North, where no potential allocations have been proposed. Development in LCZ1 at the West would have relevant adverse visual impacts that would require mitigation. ~~(MBC/048/13SOM3)~~. Most of the sites are in LCZ4 where *'There is potential for development of this simple, enclosed landscape in proximity to the existing settlement. However, ridge and furrow field systems are again evident and limit the potential for residential development.'*

The popular Leicestershire Round footpath and Jubilee Way Primary Green Infrastructure Corridor (GIC) (which is identified in Policy EN3 of the Plan) pass through the village and link to the wider county public rights of way network. Policy EN3 requires the enhancement of the Jubilee Way GIC, and this has particular relevance to site SOM 2. The allocation provides an opportunity to enhance the Jubilee Way GIC through design, layout and landscaping features on the site.

#### Employment:

The closest employment area is John O'Gaunt Industrial Estate situated at 5km (5 minutes driving) from Somerby. It is also connected by the bus service.

#### Transport:

Somerby has the Melton-Oakham (Centrebus, 113) bus service running during the week. However its frequency (every two hours) and the lack of the service on Sundays and Bank Holidays should be taken into account when the service is considered as a supportive circumstance (i.e. in the Employment bullet point).

#### Flooding:

There are no relevant fluvial flooding constraints on the village however, the LLFA and the SFRA identifies historic flooding events (June 2012) relating to surface water and the capacity of the drainage system. Some sites would require further mitigation measures.

**Policy SOM1: Development of the site reference SOM1 will be supported provided:**

- It is demonstrated that there are no adverse impacts to any protected species, or that such impacts can be adequately mitigated;
- it is demonstrated that flooding mitigation measures will be deployed and the site can be adequately drained without resulting in adverse impacts on flooding elsewhere;
- local educational capacity is available, or can be created through developer contributions, to meet the needs of the site.

Impact of development on the Conservation Area together with other heritage assets is assessed and considered reasonably to ensure suitable protection of the historic environment.

**Policy SOM2: Development of the site reference SOM2 will be supported provided:**

- Access is provided via High Street only;
- the existing play area is relocated and enhanced as an integral part of the development;
- residential development is concentrated in the north section of the site, close to High St.;
- local educational capacity is available, or can be created through developer contributions, to meet the needs of the site;
- a heritage assessment is provided. Particular attention should be paid to the design, layout, materials and sitting of buildings, with particular attention to the relationship of the proposed development and the Somerby conservation area and its setting
- **The biodiversity and recreational value of the Jubilee Way GIC will be enhanced through careful design, landscaping and layout of development of the site to protect a corridor of green infrastructure, in accordance with Policy EN3 of this Plan, and as indicated as an 'enhancement area' on the Policies Map.**

**Policy SOM3: Development of the site reference SOM3 will be supported provided:**

- Local educational capacity is available, or can be created through developer contributions, to meet the needs of the site;
- a heritage assessment is provided with impacts assessed and suitable mitigation measures identified. This should pay particular attention to the effect of the development proposal on the Conservation Area, the setting of adjacent listed buildings and potential archaeological interests.

Rank	address	Local Plan ref	Planning app ref	Estimated capacity	Summary of assessment
1	Football field at Somerby	SOM1	16/00100/OUT	27	The site is located opposite the GP at the eastern edge of the village .There are ongoing flooding/drainage and biodiversity surveys.
2	Land off High Street	SOM2		42	The site is well located and adjacent to the Primary School.

3	RESERVE SITE: Land off Burrough Road	SOM3		33	The site is located at the north-western edge of the village relatively close to the existing Primary School and slightly detached from the rest of the services of the village. It is off a well-connected road with a bus stop nearby. Site adjacent to the Conservation Area.
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**MAP NEEDS UPDATING – MAIN MODIFICATIONS**

## Stathern

Stathern has a limited range of local services including a school, shop (with post office), butchers and two public houses. The village is served by a regular bus service Monday to Friday giving access to services at Melton Mowbray, Bingham and Bottesford. (Bus No. 24)

### **Capacity of Services**

The primary school currently has capacity for a total of 119 places. At 2016/17 there is expected to be 76 places filled with a spare capacity of 44 pupils, which is forecast by the LEA to increase to 48 spaces by 2020. There is therefore capacity to accommodate increased pupil numbers arising from up to 171 new homes.

The secondary school provision is located at Bottesford and Melton Mowbray.

### **Constraints**

Stathern is free from fluvial flood risk constraints with no area designated as high risk (Flood Zone 3). Neither is the land classified as Best and Most Versatile (BMV) Grade 1-3a.

The settlement Fringe Study identifies four distinct Landscape Character Zones (LCZs) around Stathern. LCZ 3 is rated as highly sensitive to development and LCZ 4 as Medium-High – the remaining zones are classed as medium or medium low. At least one suggested site lies in each zone. Site located in LCZ3 and 4 would require sensitive treatment to help them assimilate into landscape.

The village lies at the foot of the escarpment which forms the Vale of Belvoir. The existing pattern of development spreads up the lower parts of this slope; however it would be inappropriate in landscape and development pattern terms to continue this pattern of development. Therefore sites on lower lying land are considered most appropriate for allocation.

### **Site allocations and specific policies**

~~One~~ ~~None~~ of the allocated sites ~~have~~ ~~has~~ extant planning permissions.

#### **Policy STAT 1: Development of the site reference STAT1 will be supported provided:**

- **Flood mitigation measures have been put in place and the drainage infrastructure is available to accommodate the surface water from this site;**
- **the scheme is designed to preserve or enhance the character and appearance of the settlement when approaching Stathern from Mill Hill. This is to include an acceptable landscaping scheme along with a sensitively designed layout which is not driven by the objective of maximising density. Development would be highly visible from the descent at the top of Mill Hill and will need to provide open green areas and tree belts to break up and limit the visual impact of any new built development.**

#### **Policy STAT 2: Development of the site reference STAT2 will be supported provided:**

- **The development is low density and reflects the character of the Conservation Area;**

- there is sensitive boundary treatment to the western and northern boundary with the additional of soft attractive edging, additional landscaping and sensitive boundary treatments;
- it is demonstrated that there are no adverse impacts to any protected species, or that such impacts can be adequately mitigated.

Rank	Address	Local Plan Reference	Planning Application Reference	Capacity	Summary of assessment
1	Pasture Lane/Mill Hill	STAT1	N/A	65	Well located and visually contained site close to centre of village. No constraints or issues requiring mitigation. Suitable site for allocation. The site is affected by the flood zone identified in the SRFA (2016 revision) with 12% within zones 2 and 3. This will affect the layout and require mitigation and protection measures. An extension to this site was submitted through the SHLAA process in 2017. It was considered suitable and has been included as part of this site. .
2	Land adjacent to Levesley House, 14 City Road	STAT2	N/A 17/01212/ OUT	<del>17</del> 10	Small infill site on the edge of the village well contained by existing trees and hedges to the boundary. Development should be low density and provide a soft, attractive edge to the village to protect its setting in this location.
3	Land to the west of Blacksmith End	STAT3 (Reserve)	N/A	45	A new site submitted through the 2017 SHLAA and ranked against the existing sites in Stathern. The reduced area is better connected to the settlement, and is considered to be potentially suitable for development. It is therefore suggested that this should be a reserve site in the Plan.

MAP NEEDS UPDATING

## Thorpe Arnold

### **General**

Thorpe Arnold has very few services and facilities and is identified as a 'Rural Settlement' in the emerging Local Plan. Notwithstanding this, the village has a strong functional relationship with Melton Mowbray, and can easily access the wide range of services and facilities that exist there, including employment, retail, education and health services. Thorpe Arnold also has good access to transport choice including public transport, walking and cycling.

There are potential adverse impacts to environmental concerns including bio-diversity, heritage assets, and the strategically important separation between Melton Mowbray and Thorpe Arnold. The village only has limited capacity for further growth as a result of its limited services and facilities.

### **Capacity of Services**

School age students in Thorpe Arnold are normally accommodated at Melton Mowbray schools. Brownlow Primary School has a total capacity of 592 students with 587 currently on the school roll. The small amount of current capacity is likely to be exhausted by 2017. There is however potential to expand the school if financial contributions were provided. Additional capacity is currently available at the Grove Primary School where there is a net surplus of 62 pupil spaces. However, this school is more remote from Thorpe Arnold and would result in less sustainable travel patterns. There is currently available capacity in secondary schools. Large scale housing in Thorpe Arnold, along with proposed growth in Melton Mowbray would require developer contributions towards increasing the capacity of the local primary and secondary schools.

### **Constraints**

Thorpe Arnold is within a Landscape Character Zone with medium to high sensitivity. Development to the west would have an adverse impact on the character of Thorpe Arnold by increasing the potential for coalescence and reducing the character of the village. Any development around the village would require sensitive treatment to assimilate it into landscape. The village is affected by the Oil Pipe buffer zone.

### **Site allocations and specific policies**

The allocated site does not have any relevant planning history.

### **Policy THOR1: Development of the site reference THOR1 will be supported provided:**

- **Footways are provided to ensure a safe pedestrian access from the development into the village;**
- **a comprehensive landscape scheme, providing substantial boundary landscaping and screening to mitigate impacts of the development when viewed from the open countryside, is provided;**
- **biodiversity enhancements are provided within the site to mitigate any loss of habitat as a result of loss of hedgerows/trees;**

- local educational capacity is available, or can be created through developer contributions, to meet the needs of the site;
- The development **will conserve and enhance** ~~is sympathetic to the setting of the Grade II listed building and other~~ heritage assets, including the Grade 2\* St. Mary the Virgin Church.

Policy THOR2: Development of the site reference THOR2 will be supported provided:

- Footways are provided to ensure a safe pedestrian access from the development into the village;
- a comprehensive landscape scheme, providing substantial boundary landscaping and screening to mitigate impacts of the development when viewed from the open countryside, is provided;
- biodiversity enhancements are provided within the site to mitigate any loss of habitat as a result of loss of hedgerows/trees;
- local educational capacity is available, or can be created through developer contributions, to meet the needs of the site.

Rank	address	Local plan ref.	Planning app ref	capacity	Summary of assessment
1	Land to the South East of Thorpe Road, (A607)	THOR1	N/A	13	Site is recommended for allocation in the Melton Local Plan for 13 units, reduced from 27 due to constraints identified by Archaeology. Any application will have to demonstrate that safe access to the site can be achieved onto the A607 and visual impact mitigated.
2	Land to the West of Thorpe Road, (A607)	THOR2	N/A	11	This edge of settlement location is located in a higher topography; the site area has been reduced from that initially submitted, and it is considered that it now has a better relationship with the settlement. Consequently, the level of allocation has been reduced. The location is still sensitive to development due to its expansive views but may be able to accommodate small scale of development to the front of the site. Trees and other features may help development assimilate into the landscape and would be an important contribution.  The A607 class I road would present some difficulties but will change in the future with the siting of the relief road.

MAP NEEDS UPDATING – POLICIES MAP MODIFICATIONS



## Waltham on the Wolds

### **General**

Waltham on the Wolds is well-served in terms of education and health services and has good access to transport choices. It is towards the top of our settlement hierarchy and appropriate, in principle, for allocation of a proportionate share of housing.

### **Capacity of Services**

The primary school currently has residual capacity of 27 places, which is forecast to reduce to 20 by January 2021. The LEA has indicated that there is scope to expand the school should there be demand in excess of this figure. Based on the LCC Education coefficient, this would be sufficient to accommodate up to 90 houses approx. within the current forecasting period (to 2021). However, development will need to ensure that capacity is available at the time they proceed and expansion may be required through developer contributions.

Therefore Waltham can accommodate housing in principle, subject to site suitability and viability. Indeed, this has been tested by recent applications which have been granted permission.

Concerns have been expressed about traffic in Waltham, particularly in relation to High St which is well used but has a high level of on-street parking as a result of its traditional layout and limited parking facilities for residents, and due to the impact of some businesses.

### **Constraints**

Waltham is set in four LCZs. Most of the submitted sites are large in scale and in areas of medium to high sensitivity which constrains their potential as they would protrude into surrounding countryside and impact on the setting of the village.

Waltham has a Conservation Area based on its historic core, capturing the linear built form along High St, Melton Rd and Goadby Road in particular. Development will need to respect this to avoid impacting on character, appearance and setting.

Most of the sites are at the outer edge of the village and quite separate from the Conservation Area, although some abut it and one physically intrudes.

There are particular geological and hydrological issues in Waltham with a 'raised aquifer' present in the village. However the geological composition varies from site to site (and even within sites) and this would need to be assessed in great detail at application stage. Recent experience suggests that a detailed examination of drainage and flooding will need to be addressed before sites can be developed.

### **Site allocations and specific policies**

**In principle allocation WAL1 has planning permission, with relevant conditions and a S106 agreement setting out site provision and contributions to infrastructure etc.**

**Policy WAL2: Development of the site reference WAL2 will be supported provided:**

- The layout takes into consideration the two public footpaths E99 and F1 that cross the site and secure the connectivity to the wider public footpath network;
- mitigation is provided for the Great Crested Newts occupying the ponds at the site. Compensation for loss of habitats will be required and biodiversity enhancements incorporated into the final layout and design;
- appropriate flood and drainage assessments proposing mitigation effective to deal with the scale of the impacts identified;
- **the development will conserve and enhance heritage assets, including the Conservation Area to the north.**

**Policy WAL3 (reserved site): Development of the site reference WAL3 will be supported provided:**

- Only part of the site is suitable for development, to a scale appropriate to compensate for the non-delivery of the allocated sites only;
- appropriate flood and drainage assessments proposing mitigation effective to deal with the scale of the impacts identified;
- biodiversity enhancements are identified and provided with proposals.

Rank	address	Local Plan ref	Planning permission ref.	Estimated capacity	Summary of assessment
1	Land rear of 48 High Street	WAL1	14/00777/FUL	26	A planning application has resolved the technical and environmental issues under 14/00777/FUL. The site performs well in the SA criteria.
2	Land east of Melton Rd.	WAL2	15/01011/OUT for 45(part of the allocation) and 16/00847/OUT for 60 dwellings (remainder)	<del>106</del> 105	<del>Both parts of the site now have planning permission (approx. ½) is subject to planning application 15/01011, which has resolved the technical and environmental issues as part of the application 15/01011/OUT.</del> Site is well located in a settlement towards the top of our assessment of services. The site is screened by existing development on 3 sides and distant from the Conservation Area. The site performs well in the SA criteria.
3	RESERVED SITE Land east of Melton Rd	WAL 3		168	Offers opportunity for large scale development but is potentially out of scale with the current village if developed throughout. The site is screened by existing development on all sides.

MAP NEEDS UPDATING

## Wymondham

### **General**

Wymondham has a range of local services including a school, shop (with post office), newsagent, public house and a garage. The village is served by a regular bus service Monday to Friday giving access to services at Melton Mowbray, Oakham, Bingham and Bottesford (Bus No. 24). These key services mean that it is one of the more sustainable locations in the borough with public transport access to larger centres.

Wymondham is an allocated Neighbourhood Development Plan Area, and the residents have made good progress with their plan. There is a chance the Wymondham Neighbourhood Development Plan could be submitted prior to the Local Plan and be “made” before the local plan is examined and adopted.

### **Capacity of Services**

The primary school has an overall capacity of 56 students. There are currently 44 students enrolled. This is due to increase next year, but then available capacity is anticipated to decrease yearly to 2021 when it is expected capacity will be reduced to 5. Development will need to ensure that capacity is available at the time they proceed and expansion may be required through developer contributions.

There is a two hourly, 6 day a week (Monday to Saturday) bus service between Melton Mowbray and Oakham.

### **Constraints**

There are numerous constraints across the village, namely;

- Access. Many of the sites brought forward to the SHLAA have no direct access to the public highway, and as such would require third party land or have inappropriate access via narrow lanes.
- Contaminated Land. Numerous examples of potentially contaminated land across the village, including a couple of Historic Landfill sites. These are unlikely to stop development but can have implications on viability and on delivery time.
- Oil Pipeline Buffer. The West of the village has an Oil Pipeline and buffer. Again unlikely to stop development but will require some extra survey work to ensure development can commence.
- Historic Assets. Extensive Conservation Area covering much of the village. Moreover, there are a number of listed buildings within the village and of note, Wymondham Windmill north of the village on Butt Lane.
- Settlement Fringe. Wymondham’s settlement fringe was deemed to consist of three separate Landscape Character Zones. Of these, one was deemed to have medium sensitivity to development, one medium to high sensitivity to development and the final was deemed to high sensitivity to development. This means any development is likely to have some impact on settlement fringe of the village.

## Site Allocations and Specific Policies

One of the recommended allocated sites (WYM1) has a recent grant of outline planning permission with conditions and 106 and thus does not require site specific policies. Some of the sites promoters have worked with both the Borough Council and Neighbourhood Plan Group to provide information relevant to the sites' deliverability.

Policy WYM2 – Development of the site reference WYM2 will be supported provided:

- The site is developed as a single, comprehensive development. The north part of the site should only be developed after the south part (under no circumstances should the Northern landownership be developed in isolation).

Policy WYM3 – Development of the site reference WYM3 will be supported provided:

- Access to the site to be gained from Main Street through additional land in applicants;
- Appropriate flood and drainage assessments proposing mitigation effective to deal with the scale of the impacts are identified.

Rank	address	Local plan ref.	Planning app ref	capacity	Summary of assessment
1	Land at Glebe Road	WYM1	15/00832/OUT	12	Site has recently received outline planning permission for a residential development of up to 12 units with conditions and section 106 agreement in place.
2	Land off Butt Lane & The Station Yard	WYM2	N/A	21	Site is recommended for allocation in the Melton Local Plan with the above policy criteria. Allocation made up of two separate land ownership and SHLAA submissions. Policies in place to ensure that the northern section of the allocation which if viewed in isolation is disconnected from the village, does not come forward prior to the southernmost field. This allocation is close to the centre of the village and a logical location for expansion.
3	Land known as Brickyard Lane	WYM3	N/A	22	Site is recommended for allocation in the Melton Local Plan with the above policy criteria. Site could be designed to allow access to a phase two in the future as there is additional land available which may be required beyond the plan period. Access should be achieved from the Main Street and not Brickyard Lane on land under the applicant's control. Site is well located and as such is a reasonable location for development in the village.

MAP NEEDS UPDATING

END