

### Site details

Settlement	Kirby Bellars	
Site Address	Field South A607	
SHLAA ref (if available)	MBC/005/16	
Settlement category (Town / Service Centre / Rural Hub)	Rural Settlement	
Relevant planning history	11/00183/FUL in small part of site on eastern side – construction of a maneage with lighting – granted.	
Site Area	Gross site area: 31.38ha	Net site area: (31.38-5.1ha due to oil consultation pipeline = 26.28ha) With 62.5% development potential, net area of site is 16.43ha
Site capacity (based on SHLAA assessment)	Gross Capacity: 941 dwellings	Net Capacity: (@30/40dph): 493 dwellings

### Site assessment

<b>Planning merits</b>		
Issue	Comments	Potential impact: ++ (strong positive); +(positive); 0 (Neutral); – (negative); - - (Strong neg've).
Meeting identified need;	Yes, potential for market and affordable dwellings	++

Relationship / connectivity with host settlement;	Most part of site is detached from the existing village. The northern part of site off Main Road is the only area attached to the rest of the village. This part of site lies next to existing development in the village. Part of site which lies in oil pipeline consultation zone has links to public footpath, whilst rest of the site has no links.	-
Access to services and facilities (by foot (ideally 800m <sup>1</sup> ) / bicycle (2km) or public transport.	Small part of site near Main Road is within walking distance to bus services to Leicester / Melton / Loughborough about 300m from the site.	+
Proximity to employment;	Some retail employment in Asfordby village approximately 2km from the site, some industry at the Asfordby business park to the north and other major employment in Melton (4 miles), Leicester, Nottingham and Grantham. Most employment would be accessed via private transport.	+
Availability of public transport;	There is a service Leicester to Melton (and vice versa) every 20 minutes.	++
Brownfield land.	Whole of the site is greenfield.	- -
Loss of employment or other beneficial use	None.	0

<b>Site constraints</b>		
Issue	Comments	Potential impact

<sup>1</sup> MfS indicates 800 metres can be walkable.

Access / including public footpath access;	Vehicular access available to the part next to Main Road. No pedestrian access available. However, access would require some works.	-
Major infrastructure requirements (transport schemes etc)	None	++
Infrastructure capacity (schools / GPs / etc);	<p>The development may generate 118 primary school places and 99 secondary school places.</p> <p>Frisby Primary School is approximately 2.4km from the site in the neighbouring village and has a capacity of 119 with 119 pupils enrolled at present. Projections show that the school will be oversubscribed in the coming years. Asfordby Captains Close Primary School is approximately 2km from the site and has a capacity of 189 with 145 pupils enrolled at present. Projections show that the school has around 30 places for additional pupils in the coming years, although this does not take into consideration additional development in Asfordby. The nearest secondary schools are Longfield and John Ferneley in Melton Mowbray to which pupils would catch the bus. These schools presently have a capacity of x.</p>	-
Heritage Assets (SMs, listed buildings, CAs, archaeology);	<p>There is no Scheduled Monument or a listed building on or in close proximity to the site.</p> <p>There is no conservation area in Kirby Bellars.</p>	++
Flooding/Drainage	None – the site is within flood zone 1.	++

Biodiversity - SSSI / SAC / LWS / Protected habitats & Species;	Parts of site including the one next to Main Road are identified as Great Crested Newt breeding ponds. No other SSI or wildlife designations on site.	+
TPO / Ancient woodland;	None	++
Historic Park;	N/A	++
Technical constraints (contamination / land stability);	Part of site lies in oil pipeline consultation zone which has been discounted from the development potential of the site.	+
Landscape designation ( <i>influence report – designation</i> ).	No Landscape Character Zones apply to site.	++
Visual Impact	The whole of the site is detached from the existing settlement. However small part of site which is connected to Main Road is adjacent to existing development. The whole of the site will have significant impact on the settlement.	-
Agricultural Land classification	The site is all classified as 3a / 3b agricultural land.	-

Noise or other pollutants	No known noise or other pollutants affecting the site.	++
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<b>Deliverability constraints</b>		
Issue	Comments	Potential impacts
Viability;	It is possible that the oil pipeline consultation would affect viability.	-
Known market constraints;	No known market constraints	++
Land ownership constraints;	Single owner promoting the site for development.	++

**Expected Delivery (Trajectory)**

There is information on deliverability in the Strategic Housing Land Availability Assessment 2016, and if the site is indicated as deliverable in the first 5 years, its predicted build out is shown on page 21 'Trajectory as at 2nd November 2016 – Table Data' of the Five Year Land Supply and Housing Trajectory Position document, MBC, November 2016. This section will be updated before the Local Plan is submitted for Examination.

**Sustainability Appraisal summary**

N/A

**Overall summary**

Overall development on site will have significant impact on the existing character of Kirby Bellars. However part of site can be considered suitable for development with access issues resolved.

Of concern is the access to schools. The Frisby Primary School is at / overcapacity and whilst Asfordby has room for more pupils, this does not take into consideration developments already allowed in the village.

**Mitigation / Issues to address in policy**

Oil pipeline consultation zone.

**Consultation Responses**

Site received after Emerging Options consultation.

### Site details

Settlement	Kirby Bellars	
Site Address	Land at Main Street, Kirby Bellars	
SHLAA ref (if available)	MBC/025/13	
Settlement category (Town / Service Centre / Rural Hub)	Rural Settlement	
Relevant planning history	14/00841/FUL for 3 brick built holiday homes granted permission at appeal on land adjacent to the existing housing to the south of the access to this site.	
Site Area	Gross site area: 1.56ha	Net site area: 0.02ha site lies in oil pipeline consultation zone. With 82.5% of development potential on 1.54ha of site, net site area is 1.27ha
Site capacity (based on SHLAA assessment)	Gross Capacity: 47 dwellings	Net Capacity: (@30/40dph): 38 dwellings

### Site assessment

<b>Planning merits</b>		
Issue	Comments	Potential impact: ++ (strong positive); +(positive); 0 (Neutral); – (negative); - - (Strong neg`ve).
Meeting identified need;	Yes, potential for market and affordable dwellings	++

Relationship / connectivity with host settlement;	The eastern side of the site is very well connected to the settlement of Kirby Bellars, with the larger part to the west being more detached from the essentially linear form of the village. Access to the site is easily provided from the Main Street, and there is a footpath adjacent and through the site which connects the site to both Melton Mowbray and Frisby on the Wreake. There would be relatively easy access from the eastern section of the site to the facilities and services in the village.	++
Access to services and facilities (by foot (ideally 800m <sup>1</sup> ) / bicycle (2km) or public transport.	Within walking distance to bus services to Leicester / Melton / Loughborough around 500m from the site. There is a public footpath across fields to the east and west to access the neighbouring village of Frisby on the Wreake and also to Melton Mowbray. Access can also be gained on foot to Asfordby.	++
Proximity to employment;	Some retail employment in Asfordby village approximately 2km from the site, some industry at the Asfordby business park to the north and other major employment in Melton (4 miles), Leicester, Nottingham and Grantham. Most employment would be accessed via private transport.	+
Availability of public transport;	There is a service Leicester to Melton (and vice versa) every 20 minutes.	++
Brownfield land.	No, the site is greenfield.	- -
Loss of employment or other beneficial use	None.	++

<sup>1</sup> MFS indicates 800 metres can be walkable.



Site constraints		
Issue	Comments	Potential impact
Access / including public footpath access;	Both vehicular and pedestrian access would be easily achievable.	++
Major infrastructure requirements (transport schemes etc)	None	++
Infrastructure capacity (schools / GPs / etc);	<p>The development may generate 9 primary school places and 8 secondary school places.</p> <p>Frisby Primary School is approximately 2.4km from the site in the neighbouring village and has a capacity of 119 with 119 pupils enrolled at present. Projections show that the school will be oversubscribed in the coming years. Asfordby Captains Close Primary School is approximately 2km from the site and has a capacity of 189 with 145 pupils enrolled at present. Projections show that the school has around 30 places for additional pupils in the coming years, although this does not take into consideration additional development in Asfordby. The nearest secondary schools are Longfield and John Ferneley in Melton Mowbray to which pupils would catch the bus. These schools presently have a capacity of x.</p>	-
Heritage Assets (SMs, listed buildings, CAs, archaeology);	There is a Grade II listed building to the north of the site over the train line. Subject to careful design it is considered that the development of this site would have very little impact (if any) upon the setting of this listed building.	+

**Comment [SL1]:** Need to find out the capacity of Longfield / John Ferneley

	<p>The adjacent site recently granted planning permission was required to conduct archaeological surveys, and was almost required to conduct trial trenching. It is therefore considered likely that this would be required prior to the grant of planning permission on the site.</p> <p>There is no conservation area in Kirby Bellars.</p>	
Flooding/Drainage	None – the site is within flood zone 1.	++
Biodiversity - SSSI / SAC / LWS / Protected habitats & Species;	There is no evidence of protected species on site, however a protected species survey may be required as the site is bound by mature hedgerows and is at present green field. Probable GCN breeding pond identified on very small part of site (western corner)	+
TPO / Ancient woodland;	None	++
Historic Park;	N/A	++
Technical constraints (contamination / land stability);	The entrance to the site is within the consultation zone for an oil pipeline. There are no other known technical constraints.	++
Landscape designation ( <i>influence report – designation</i> ).	The site is not within any landscape designation.	++

Visual Impact	The site is adjacent to the existing built form of the village, although extends further to the west into the open countryside than the existing linear form of the village. This could cause harm to the character and appearance of the open countryside if the site is over developed particularly to the west. The entrance to the site is considered to be suitable for development, as is some of the site to the west, although not all of that put forward in the SHLAA due to the strong linear form of the village which should be maintained.	+
Agricultural Land classification	The site is all classified as 3a / 3b agricultural land.	-
Noise or other pollutants	The train line connecting Birmingham to Stanstead airport passes to the north of the site, lower than the site and passes under a bridge. The trains on this line still run on diesel, therefore there could be some noise disturbance.	+

<b>Deliverability constraints</b>		
Issue	Comments	Potential impacts
Viability;	It is possible that the oil pipeline consultation would affect viability.	-
Known market constraints;	No known market constraints	++
Land ownership constraints;	None known	++

**Expected Delivery (Trajectory)**

There is information on deliverability in the Strategic Housing Land Availability Assessment 2016, and if the site is indicated as deliverable in the first 5 years, its predicted build out is shown on page 21 'Trajectory as at 2nd November 2016 – Table Data' of the Five Year Land Supply and Housing Trajectory Position document, MBC, November 2016. This section will be updated before the Local Plan is submitted for Examination.

**Sustainability Appraisal summary**

N/A

**Overall summary**

Whilst the site has good vehicular and pedestrian access, the visual impact of development of the west of the site could have a detrimental impact upon the open countryside. The existing village has a very strong linear form which should not be broken as this would be detrimental to both the village form and the character and appearance of the open countryside. Subject to careful design and siting the development could have a positive impact upon the village.

Of concern is the access to schools. The Frisby Primary School is at / overcapacity and whilst Asfordby has room for more pupils, this does not take into consideration developments already allowed in the village.

**Mitigation / Issues to address in policy**

Oil pipeline consultation zone.

The level of contribution required in order to meet education, health care and other necessary infrastructure requirements

Consultation Responses

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