

Site details

Settlement	Asfordby	
Site Address	Land to the north of bypass, Asfordby	
SHLAA ref (if available)	MBC/001/16	
Settlement category (Town / Service Centre / Rural Hub)	Service Centre	
Relevant planning history	No	
Site Area	Gross site area: 24.36ha	Net site area: 15ha
Site capacity (based on SHLAA assessment)	Gross Capacity: (from SHLAA form) 700	Net Capacity: (@30/40dph) 281

Site assessment

Planning merits		
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 site is situated to the north and north east of the village, but is cut off from the village by the A6006 Asfordby bypass road to the south of the site – a national speed limit (NSL) single carriageway road with no formal pedestrian crossings.	- -

Access to services and facilities (by foot (ideally 800m ¹) / bicycle (2km) or public transport.	Within walking distance to local shops and bus services to Leicester / Melton / Loughborough between 400m and 900m from the site (the site is very large). This would however involve crossing the NSL road.	+
Proximity to employment;	Some retail employment in Asfordby village, other major employment in Melton (5 miles), Leicester, Nottingham, Grantham	+
Availability of public transport;	There is a service Leicester to Melton (and vice versa) every 20 minutes. There is a Grantham / Loughborough bus service that passes through Asfordby once an hour, however this is more than 400 metres from the site.	0
Brownfield land.	No, the site is mostly greenfield, with some other dwellings and farm / equine related buildings within the site.	- -
Loss of employment or other beneficial use	None	++

Site constraints

Issue	Comments	Potential impact
Access / including public footpath access;	There is a single public footpath from the centre of the site towards Asfordby that leads into an existing residential estate. This however involves crossing the A6006 on a NSL section. There are no public footpaths along the A6006 towards Asfordby Valley. Vehicular access to the site should be possible, although not ideal to create a new access from an NSL road.	-

¹ MfS indicates 800 metres can be walkable.

Major infrastructure requirements (transport schemes etc)	None	++
Infrastructure capacity (schools / GPs / etc);	<p>The development may generate 68 primary school places and 56 secondary school places.</p> <p>Captains Close Primary School is approximately 800 metres from the site and has a capacity of 189 pupils with 145 pupils enrolled at present. Asfordby Hill Primary School is approximately 1km from the site and has a capacity of 157 with 153 pupils enrolled at present. Projections show that the school will be oversubscribed in the coming years.</p> <p>The nearest secondary schools are Longfield and John Ferneley in Melton Mowbray to which pupils would catch the bus. The capacity of these schools is unknown at present.</p>	-
Heritage Assets (SMs, listed buildings, CAs, archaeology);		++
Flooding/Drainage	None – the site is within flood zone 1, although there is a stream / river running north to south through the site. Although not shown on the maps it is assumed that the river / stream would be flood zone 3a/b and some of the land surrounding it would be flood zone 2.	+

Biodiversity - SSSI / SAC / LWS / Protected habitats & Species;	Adjacent to the watercourse a protected species survey of the watercourse will be required. No other known protected species and habitats on site.	+
TPO / Ancient woodland;	None	++
Historic Park;	N/A	++
Technical constraints (contamination / land stability);	None identified	++
Landscape designation (<i>influence report – designation</i>).	LCZ 1 Asfordby North. Overall landscape sensitivity to residential development is medium to high due to the rolling topography, open character of the slops that encompasses the settlement influence this area. There is some variation in sensitivity, whereby the smaller scale more intricate field pattern to the west of Saxelbye Road is more is more susceptible to development impacts. Field hedgerows to the north are generally intact and have a strong visual influence, in combination with the topography in containing the settlement edge. The A6006 and strong vegetation buffer along it forms a robust edge to the settlement and contributes to the containment of the built form. The rolling topography is instrumental in containing the perceived influence of Asfordby from within the wider landscape. The undeveloped northerly skylines are sensitive to large scale residential development for these reasons.	-

Visual Impact	<p>A large part of the eastern parcel of land (approx. 9 hectares) is within the space identified that provides separation between the settlements of Asfordby and Asfordby Valley, and therefore is ruled out for development.</p> <p>The southern extent of the site is relatively well screened by the strong vegetation buffer along the A6006 , however this also forms a strong edge of the settlement along the northern village boundary created by the A6006. The visual impact of developing this site would be considerable within the open countryside.</p>	- -
Agricultural Land classification	3a and 3b.	-
Noise or other pollutants	There may be some traffic noise from the A6006 that passes to the south of the site.	+

Deliverability constraints

Issue	Comments	Potential impacts
Viability;	No known major viability constraints, only some ecology issues which could be relatively easily mitigated.	Not known
Known market constraints;	No known market constraints	++

Land ownership constraints;	Not known	++
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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

Development of the site is considered to be medium to high landscape sensitivity, coupled with the undesirability of development to the north of the A6006 Asfordby bypass which creates a natural edge to the village. Although services and facilities are close by, they are separated by the NSL bypass road which has no formal pedestrian crossings. It is considered likely that residents of this development would be detached from the village and the associated services and facilities.

Mitigation / Issues to address in policy

Connectivity with the village
 Noise from the adjacent A6006 traffic
 The level of contribution required in order to meet education, health care and other necessary infrastructure requirements

Consultation Responses

Site submitted after the Emerging Options consultation.

Site details

Settlement	Asfordby	
Site Address	Land between by-pass and dwellings along Regency Road, Asfordby	
SHLAA ref (if available)	MBC/006/13	
Settlement category (Town / Service Centre / Rural Hub)	Service Centre / Rural Hub	
Relevant planning history	15/00871/OUT, Outline application for residential development of 55 dwellings. (INVALID).	
Site Area	Gross site area: 2.11ha	Net site area: 1.32ha
Site capacity (based on SHLAA assessment)	Gross Capacity: (from SHLAA form) 75	Net Capacity: (@30/40dph) 40

Site assessment

Planning merits		
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;	Well connected to the host settlement via roads and footpaths, taking in a small part of land between the existing residential development and the A6006 Asfordby bypass.	++

Access to services and facilities (by foot (ideally 800m ¹) / bicycle (2km) or public transport.	Local shops and bus routes approx. 300 metres away	++
Proximity to employment;	Some retail employment in Asfordby village, other major employment in Melton (5 miles), Leicester, Nottingham, Grantham	++
Availability of public transport;	There is a service Leicester to Melton (and vice versa) every 20 minutes. There is a Grantham / Loughborough bus service that passes through Asfordby once an hour.	++
Brownfield land.	No, the site is currently greenfield, used for horse grazing and partially overgrown	- -
Loss of employment or other beneficial use	None	++

Site constraints

Issue	Comments	Potential impact
Access / including public footpath access;	The main access from Regency Road is not within the SHLAA red line which could cause issues re land ownership. It would be possible to gain access to the site from Saxelby Road however this is not ideal due to the car parking issues along this road caused by the school. These could be overcome by double yellow lines to prevent parking.	+

¹ MfS indicates 800 metres can be walkable.

Major infrastructure requirements (transport schemes etc)	None	++
Infrastructure capacity (schools / GPs / etc);	<p>Captains Close Primary School is approximately 500 metres from the site and has a capacity of 189 pupils with 145 pupils enrolled at present. The development may generate 10 primary school places and 8 secondary school places.</p> <p>The nearest secondary schools are Longfield and John Ferneley in Melton Mowbray to which pupils would catch the bus. The capacity of these schools is not known at present.</p>	+
Heritage Assets (SMs, listed buildings, CAs, archaeology);	The site is outside of the conservation area, there are no listed buildings near by, and no SM. There are no known archaeological issues	++
Flooding/Drainage	The site is in flood zone 1	++
Biodiversity - SSSI / SAC / LWS / Protected habitats & Species;	The site is not a SSSI / CA / LWS and there are no known protected species and habitats on site.	++
TPO / Ancient woodland;	No	++
Historic Park;	No	++

Technical constraints (contamination / land stability);	None known	++
Landscape designation (<i>influence report – designation</i>).	This site has not been given a designation as it is framed by the bypass to the north and the existing residential development to the south	++
Visual Impact	The site is very well screened to the north by dense hedgerow and mature trees. It is surrounded by residential dwellings to the south where there could be adequate mitigation for residential privacy and amenity	++
Agricultural Land classification	3a / 3b	+
Noise or other pollutants	There may be noise experienced from the A6006 to the north of the site, however it is considered that this could be mitigated	++

Deliverability constraints

Issue	Comments	Potential impacts
Viability;		
Known market constraints;		

Land ownership constraints;		
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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

Overall summary
The site could provide much needed housing for Asfordby with a minimal visual impact upon the existing settlement. Subject to access from Regency Road the site could be very well accessed and could integrate well into the village and have good access to services and facilities in the village. Whilst the site is greenfield it is not considered to significantly contribute to the rural setting of the village.

Mitigation / Issues to address in policy
Access to the site from Regency Road

Consultation Responses



Site details

Settlement	Asfordby	
Site Address	Land Between Station Road and Hoby Road	
SHLAA ref (if available)	MBC/040/16	
Settlement category (Town / Service Centre / Rural Hub)	Service Centre	
Relevant planning history	No	
Site Area	Gross site area: 3.09ha	Net site area: ha
Site capacity (based on SHLAA assessment)	Gross Capacity: (from SHLAA form) 80	Net Capacity: (@30/40dph)

Site assessment

Planning merits		
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;	Relatively poor, the site is detached from the existing built form of the village, and would depend upon the site to the east (immediately adjacent with planning permission 14/00480/OUT) being developed to give it any direct linkage to	0

	the village. There is footpath access to the village from the site.	
Access to services and facilities (by foot (ideally 800m ¹) / bicycle (2km) or public transport.	Within walking distance to local shops approximately 1km, bus stop 500 metres (local Melton service and Melton to Leicester service).	++
Proximity to employment;	Some retail employment in Asfordby village, other major employment in Melton (5 miles), Leicester, Nottingham, Grantham	+
Availability of public transport;	There is a service Leicester to Melton (and vice versa) every 20 minutes. There is a Grantham / Loughborough bus service that passes through Asfordby once an hour.	++
Brownfield land.	No, the site is greenfield	- -
Loss of employment or other beneficial use	None	++

Site constraints

Issue	Comments	Potential impact
Access / including public footpath access;	There is footpath access through the site, and vehicular access from Hoby Road. There is the potential (subject to design constraints) to link the site accesses to the adjacent site to the east with outline planning consent.	++

¹ MfS indicates 800 metres can be walkable.

Major infrastructure requirements (transport schemes etc)	None	++
Infrastructure capacity (schools / GPs / etc);	<p>Captains Close Primary School is approximately 600 metres from the site and has a capacity of 189 pupils with 145 enrolled at present.</p> <p>The nearest secondary schools are Longfield and John Ferneley in Melton Mowbray to which pupils would catch the bus. The capacity of these schools is not known at present.</p>	++
Heritage Assets (SMs, listed buildings, CAs, archaeology);	<p>Red Lodge, Grade II listed building to the north of the site, there could be an effect on the setting of the LB subject to the design and landscaping of any development on this site. Archaeology unknown.</p>	-
Flooding/Drainage	<p>Part of the south of the site is within flood zone 2, with that adjacent to the river being in flood zone 3.</p>	+
Biodiversity - SSSI / SAC / LWS / Protected habitats & Species;	<p>As the site is greenfield, a protected species survey would likely be required. It is not considered that this would pose issues that would not be capable of mitigation however.</p>	0
TPO / Ancient woodland;	None	++

Historic Park;	N/A	++
Technical constraints (contamination / land stability);	A significant portion of the site is covered by the buffer for an overhead power line which only leaves a strip to the west of the site. This section of the site forms part of the authorised land fill buffer. There are no parts of the site which are not either affected by flood zone 2 or 3, the landfill or overhead lines buffers, effectively ruling out the entire site for development at this stage.	- -
Landscape designation (<i>influence report – designation</i>).	LCZ 2 Asfordby West. Overall landscape sensitivity to residential development is medium to low , in light of the exposed settlement edges, which affords a degree of enhancement potential, eroded simple landscape pattern and the edge influenced landscape character. Vegetated field boundaries have an influence on this LCZ, and provide separation between different landscape patterns.	+
Visual Impact	The site is relatively well screened from the north and east by dense hedgerows and mature trees, views into the site are more prominent from the south, however the visual impact is considered to be low.	++
Agricultural Land classification	The central segment of the site is classed as 2, with the upper and lower sections classed as 3b.	+
Noise or other pollutants	Some potential for noise disturbance from the nearby football pitches.	++

Deliverability constraints

Issue	Comments	Potential impacts
Viability;	No known major viability constraints, only some ecology issues which could be relatively easily mitigated.	Not known
Known market constraints;	The site is not accessible due to known overhead power line buffers, therefore affecting the likely development of the site	Less likely for the site to come forward due to these issues.
Land ownership constraints;		

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 Site is red, to be appraised by LUC in near future.

Overall summary

The site is poorly connected to the village and would depend upon the site to the east of it being developed in accordance with the planning permission 14/00480/OUT to provide some connectivity to the built form of the village. There is a footpath from the site to the rear of the properties to the north east on Klondyke Way which would however provide some limited form of connectivity.

The site is fully constrained by buffers for the overhead power lines, an authorised landfill, and to the south the flood zones associated with the river. These constraints rule out all parts of the site for development, in addition to the setting of the Grade II listed building to the north of the site.

Mitigation / Issues to address in policy

Great Crested Newts may be present in the ponds adjacent to the site.

Can the site be accessed due to the overhead power line constraint / authorised land fill buffer.

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

Consultation Responses

Site details

Settlement	Asfordby	
Site Address	Paddocks west of Saxelby Road and south of Loughborough Road, Asfordby	
SHLAA ref (if available)	MBC/108/13	
Settlement category (Town / Service Centre / Rural Hub)	Service Centre / Rural Hub	
Relevant planning history	None	
Site Area	Gross site area: 1.01	Net site area: 0.83ha
Site capacity (based on SHLAA assessment)	Gross Capacity: (from SHLAA form) 73	Net Capacity: (@30/40dph) 21

Site assessment

Planning merits		
Issue	Comments	Potential impact: ++ (strong positive); +(positive); 0 (Neutral); – (negative); - - (Strong neg've).
Meeting identified need;	The site should be able to *just* provide more than 20 dwellings, with a mix of market and affordable	++
Relationship / connectivity with host settlement;	The main settlement of Asfordby is directly to the south of the site, with the site enclosed by the A6006 to the north. The potential for connectivity to the village from the site is good, and the site is well related to the existing built form of the	++

	village.	
Access to services and facilities (by foot (ideally 800m ¹) / bicycle (2km) or public transport.	Access to the village would likely be via Saxelby Road, and possibly via Loughborough Road. Local services and facilities are approximately 600 metres from the site, and access to local bus routes approximately 200 metres from the site, with access to bus routes to Leicester approximately 500 metres.	++
Proximity to employment;	There is a small amount of retail employment in Asfordby, with some industry at Asfordby Storage and Haulage close to the village centre. It is likely that residents would rely on the car or public transport to access more employment further afield.	+
Availability of public transport;	There is a service Leicester to Melton (and vice versa) every 20 minutes. There is a Grantham / Loughborough bus service that passes through Asfordby once an hour.	++
Brownfield land.	The land is greenfield, and doesn't appear to be occupied at present.	- -
Loss of employment or other beneficial use	None	++

Site constraints		
Issue	Comments	Potential impact

¹ MfS indicates 800 metres can be walkable.

<p>Access / including public footpath access;</p>	<p>Vehicular access could be achieved from Saxelby Road, however this would require the imposition of parking restrictions on Saxelby Road which at present is heavily used for car parking for the Captains Close school, effectively making the road single track. There is a public bridleway which runs along the southern boundary of the site.</p>	<p>+</p>
<p>Major infrastructure requirements (transport schemes etc)</p>	<p>It is not considered that there would be any major infrastructure requirements associated with this site.</p>	<p>++</p>
<p>Infrastructure capacity (schools / GPs / etc);</p>	<p>Captains Close Primary School is approximately 300 metres from the site and has a capacity of 189 pupils with 145 pupils enrolled at present. The development may generate 5 primary school places and 4 secondary school places.</p> <p>The nearest secondary schools are Longfield and John Ferneley in Melton Mowbray to which pupils would catch the bus. The capacity of these schools is not known at present.</p>	<p>+</p>
<p>Heritage Assets (SMs, listed buildings, CAs, archaeology);</p>	<p>The site is a significant distance from the designated conservation area, and it is not considered that the site would impact the setting of any listed buildings. It is not known whether there are any archaeological features on the site.</p>	<p>++</p>
<p>Flooding/Drainage</p>	<p>The site is in flood zone 1, so it is unlikely that there would be flooding issues on site.</p>	<p>++</p>
<p>Biodiversity - SSSI / SAC / LWS / Protected habitats & Species;</p>	<p>There are no known protected species on the site, and it doesn't form part of a SSSI / SAC / LWS.</p>	<p>++</p>

TPO / Ancient woodland;	There are no trees with TPOs on the site and it does not have ancient woodland on it	++
Historic Park;	It is not a historic park	++
Technical constraints (contamination / land stability);	There are no known technical constraints on the site	++
Landscape designation (<i>influence report – designation</i>).	The site was not assessed in the settlement fringe landscape sensitivity analysis, and the development of this site is not considered to have an adverse impact upon the appearance of the settlement edge	++
Visual Impact	The site is at present very overgrown, however there is a mature hedge and trees to the north of the site providing a buffer between the site and the A6006. It is considered that the development of this site would have a minimal visual impact, so long as the screening to the north is retained.	++
Agricultural Land classification	2 to the west of the site, 3a/b to the east of the site.	+
Noise or other pollutants	There is potential for noise from the traffic on the A6006, however this could be adequately mitigated. No other pollutants are known.	+

Deliverability constraints

Issue	Comments	Potential impacts
Viability;	There are no identified significant mitigations that would be required on site that would make the site unviable.	
Known market constraints;	No market constraints have been identified.	
Land ownership constraints;		

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

Overall summary

The site is easily accessible via Saxelby Road, however there are existing parking problems along this street which would need to be overcome to allow the site to be developed. There are no known significant constraints on the site, however a reasonable amount of site clearance would be required as it is at present overgrown. There is a public bridleway running along the southern boundary which would provide additional

pedestrian and cycle access to Loughborough Road.

Mitigation / Issues to address in policy

Noise from the adjacent A6006 traffic

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

Consultation Responses

Site details

Settlement	Asfordby	
Site Address	Fields South of Bypass and North of Regency Road	
SHLAA ref (if available)	MBC/104/13	
Settlement category (Town / Service Centre / Rural Hub)	Service Centre / Rural Hub	
Relevant planning history	15/00871/OUT, Outline application for residential development of 55 dwellings. (INVALID).	
Site Area	Gross site area: 3.19ha	Net site area: 1.99ha
Site capacity (based on SHLAA assessment)	Gross Capacity: (from SHLAA form) 96	Net Capacity: (@30/40dph) 60

Site assessment

Planning merits		
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;	Well connected to the host settlement via roads and footpaths, taking in a small part of land between the existing residential development and the A6006 Asfordby bypass.	++

Access to services and facilities (by foot (ideally 800m ¹) / bicycle (2km) or public transport.	Local shops and bus routes approx. 300 metres away	++
Proximity to employment;	Some retail employment in Asfordby village, other major employment in Melton (5 miles), Leicester, Nottingham, Grantham	++
Availability of public transport;	There is a service Leicester to Melton (and vice versa) every 20 minutes. There is a Grantham / Loughborough bus service that passes through Asfordby once an hour.	++
Brownfield land.	No, the site is currently greenfield, used for horse grazing and partially overgrown	- -
Loss of employment or other beneficial use	None	++

Site constraints

Issue	Comments	Potential impact
Access / including public footpath access;	The main access from Regency Road is not within the SHLAA red line which could cause issues re land ownership. It would be possible to gain access to the site from Saxelby Road however this is not ideal due to the car parking issues along this road caused by the school. These could be overcome by double yellow lines to prevent parking.	+

¹ MfS indicates 800 metres can be walkable.

Major infrastructure requirements (transport schemes etc)	None	++
Infrastructure capacity (schools / GPs / etc);	<p>Captains Close Primary School is approximately 500 metres from the site and has a capacity of 189 pupils with 145 pupils enrolled at present. The development may generate 10 primary school places and 8 secondary school places.</p> <p>The nearest secondary schools are Longfield and John Ferneley in Melton Mowbray to which pupils would catch the bus. The capacity of these schools is not known at present.</p>	+
Heritage Assets (SMs, listed buildings, CAs, archaeology);	The site is outside of the conservation area, there are no listed buildings near by, and no SM. There are no known archaeological issues	++
Flooding/Drainage	The site is in flood zone 1	++
Biodiversity - SSSI / SAC / LWS / Protected habitats & Species;	The site is not a SSSI / CA / LWS and there are no known protected species and habitats on site.	++
TPO / Ancient woodland;	No	++
Historic Park;	No	++

Technical constraints (contamination / land stability);	None known	++
Landscape designation (<i>influence report – designation</i>).	This site has not been given a designation as it is framed by the bypass to the north and the existing residential development to the south	++
Visual Impact	The site is very well screened to the north by dense hedgerow and mature trees. It is surrounded by residential dwellings to the south where there could be adequate mitigation for residential privacy and amenity	++
Agricultural Land classification	3a / 3b	+
Noise or other pollutants	There may be noise experienced from the A6006 to the north of the site, however it is considered that this could be mitigated	++

Deliverability constraints

Issue	Comments	Potential impacts
Viability;		
Known market constraints;		

Land ownership constraints;		
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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

Overall summary
The site could provide much needed housing for Asfordby with a minimal visual impact upon the existing settlement. Subject to access from Regency Road the site could be very well accessed and could integrate well into the village and have good access to services and facilities in the village. Whilst the site is greenfield it is not considered to significantly contribute to the rural setting of the village.

Mitigation / Issues to address in policy
Access to the site from Regency Road

Consultation Responses



Site details

Settlement	Asfordby	
Site Address	Field West of Hoby Road	
SHLAA ref (if available)	MBC/105/13	
Settlement category (Town / Service Centre / Rural Hub)	Service Centre	
Relevant planning history	No	
Site Area	Gross site area: 3.87ha	Net site area: 1 ha
Site capacity (based on SHLAA assessment)	Gross Capacity: (from SHLAA form) 111	Net Capacity: (@30/40dph) 25

Site assessment

Planning merits		
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;	On the edge of the village with reasonable connectivity to the village centre via footpaths and roads. Good access to the A6006 connecting Melton / Rempstone / M1.	+

Access to services and facilities (by foot (ideally 800m ¹) / bicycle (2km) or public transport.	Within walking distance to local shops approximately 1km, bus stop 150 metres (local Melton service).	++
Proximity to employment;	Some retail employment in Asfordby village, other major employment in Melton (5 miles), Leicester, Nottingham, Grantham	+
Availability of public transport;	There is a service Leicester to Melton (and vice versa) every 20 minutes. There is a Grantham / Loughborough bus service that passes through Asfordby once an hour.	++
Brownfield land.	No, the site is greenfield, currently used for grazing horses with stables and other equestrian paraphernalia on site.	- -
Loss of employment or other beneficial use	None	++

Site constraints

Issue	Comments	Potential impact
Access / including public footpath access;	The developable area is not accessible as the access is through an overhead power line buffer. There are no public footpaths through the site.	- -

¹ MfS indicates 800 metres can be walkable.

Major infrastructure requirements (transport schemes etc)	None	++
Infrastructure capacity (schools / GPs / etc);	<p>Captains Close Primary School is approximately 500 metres from the site and has a capacity of 189 pupils with 145 enrolled at present. The development may generate 6 primary school places and 5 secondary school places.</p> <p>The nearest secondary schools are Longfield and John Ferneley in Melton Mowbray to which pupils would catch the bus. The capacity of these schools is not known at present.</p>	++
Heritage Assets (SMs, listed buildings, CAs, archaeology);	Red Lodge, Grade II listed building to the south of the site, approximately 170 metres from the site, could be an effect on the setting of the LB. Archaeology unknown.	-
Flooding/Drainage	None – the site is within flood zone 1.	++
Biodiversity - SSSI / SAC / LWS / Protected habitats & Species;	Site has pond either on site or adjacent therefore Great Crested Newts surveys are required. Adjacent to a watercourse therefore a protected species survey of the watercourse will be required.	0
TPO / Ancient woodland;	None	++
Historic Park;	N/A	++

Technical constraints (contamination / land stability);	Southern edge of site affected by historic landfill. A large part of the site is within the overhead power line buffer greatly restricting the developable area and the access to the site.	- -
Landscape designation (<i>influence report – designation</i>).	LCZ 2 Asfordby West. Overall landscape sensitivity to residential development is medium to low , in light of the exposed settlement edges, which affords a degree of enhancement potential, eroded simple landscape pattern and the edge influenced landscape character. Vegetated field boundaries have an influence on this LCZ, and provide separation between different landscape patterns.	+
Visual Impact	The site is relatively well screened from the north and east by dense hedgerows and mature trees, views into the site are more prominent from the south, however the visual impact is considered to be low.	++
Agricultural Land classification	2 to the north of the site, 3b to the south of the site.	+
Noise or other pollutants	There may be some traffic noise from the A6006 that passes to the north of the site.	+

Deliverability constraints		
Issue	Comments	Potential impacts
Viability;	No known major viability constraints, only some ecology issues which could be relatively easily mitigated.	Not known

Known market constraints;	The site is not accessible due to known overhead power line buffers, therefore affecting the likely development of the site	Less likely for the site to come forward due to these issues.
Land ownership constraints;		

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 Site is red, to be appraised by LUC in near future.

Overall summary
The site is heavily constrained by the overhead power lines buffer, coupled with a historic landfill site on the southern edge. The access to the site has therefore essentially been lost, and the developable area would be separated from the village, leading to what would appear to be sporadic countryside development. It is considered highly unlikely that the site could come forward and be deliverable whilst these constraints exist.

Mitigation / Issues to address in policy
Great Crested Newts may be present in the ponds adjacent to the site.

Can the site be accessed due to the overhead power line constraint
Noise from the adjacent A6006 traffic
The level of contribution required in order to meet education, health care and other necessary infrastructure requirements

Consultation Responses

Site details

Settlement	Asfordby	
Site Address	Land east of Station Lane and south of Klondyke Way	
SHLAA ref (if available)	MBC/106/13 & MBC 14/014	
Settlement category (Town / Service Centre / Rural Hub)	Service Centre	
Relevant planning history	14/00980/OUT – Approved outline permission for 100 houses, with completed S106 agreement April 2016. Although the reserved matters application has not yet been received, it is considered that this will be forthcoming shortly. As such, the rest of this form has not been completed.	
Site Area	Gross site area:	Net site area:
Site capacity (based on SHLAA assessment)	Gross Capacity: (from SHLAA form)	Net Capacity: (@30/40dph)

Site assessment

Planning merits		
Issue	Comments	Potential impact: ++ (strong positive); +(positive); 0 (Neutral); – (negative); - - (Strong neg've).
Meeting identified need;		

Relationship / connectivity with host settlement;		
Access to services and facilities (by foot (ideally 800m ¹) / bicycle (2km) or public transport.		
Proximity to employment;		
Availability of public transport;		
Brownfield land.		
Loss of employment or other beneficial use		

Site constraints		
Issue	Comments	Potential impact
Access / including public footpath access;		

¹ MFS indicates 800 metres can be walkable.

Major infrastructure requirements (transport schemes etc)		
Infrastructure capacity (schools / GPs / etc);		
Heritage Assets (SMs, listed buildings, CAs, archaeology);		
Flooding/Drainage		
Biodiversity - SSSI / SAC / LWS / Protected habitats & Species;		
TPO / Ancient woodland;		
Historic Park;		
Technical constraints (contamination / land stability);		

Landscape designation (<i>influence report – designation</i>).		
Visual Impact		
Agricultural Land classification		
Noise or other pollutants		

Deliverability constraints		
Issue	Comments	Potential impacts
Viability;		
Known market constraints;		
Land ownership constraints;		

Expected Delivery (Trajectory)	
Anticipated start date	X
Anticipated completion date	
Annual completions (average)	
Annual completions (year 1)	
Annual Peak completions	

Comment [PT1]: Need to show on the pro-forma, 1) First year of delivery, 2) Amount year 1 3) Maximum amount 4) Years to completion. To align with the trajectory.

Comment [PT2]: Start date (1 year dpp / 2 year opp / 3 year opp with complex conditions and/or infrastructure works) + 6 months if a section 106 involved.

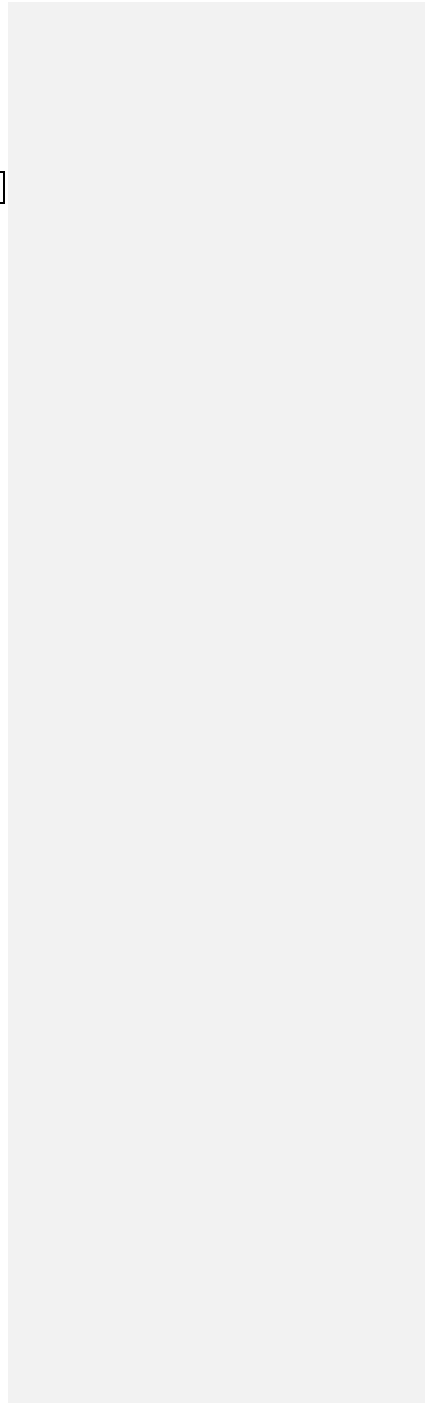
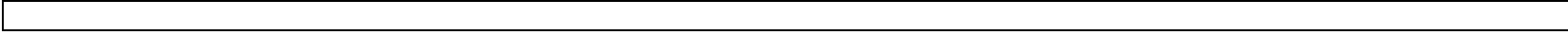
Comment [PT3]: Need to discuss with Jorge based on annual monitoring. (small sites, medium sites, Large sites / SUEs (no. per sales outlet). Constraints that might impact on delivery

Sustainability Appraisal summary

Overall summary

Mitigation / Issues to address in policy

Consultation Responses



Site details

Settlement	Asfordby	
Site Address	Open land adjoining Saxelby Road, north of bypass, Asfordby	
SHLAA ref (if available)	MBC/107/13	
Settlement category (Town / Service Centre / Rural Hub)	Rural Hub	
Relevant planning history	No	
Site Area	Gross site area: 7.9ha	Net site area: 4.94
Site capacity (based on SHLAA assessment)	Gross Capacity: (from SHLAA form) 228	Net Capacity: (@30/40dph) 148

Site assessment

Planning merits		
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 site is situated to the north of the village, but is cut off from the village by the A6006 Asfordby bypass road to the south of the site – a national speed limit (NSL) single carriageway road with no formal pedestrian crossings. There site is also bound	-

	by a road to the west.	
Access to services and facilities (by foot (ideally 800m ¹) / bicycle (2km) or public transport.	Within walking distance to local shops and bus services to Leicester / Melton / Loughborough approx. 500 metres from the site. This would however involve crossing the NSL road.	++
Proximity to employment;	Some retail employment in Asfordby village, other major employment in Melton (5 miles), Leicester, Nottingham, Grantham	+
Availability of public transport;	There is a service Leicester to Melton (and vice versa) every 20 minutes. There is a Grantham / Loughborough bus service that passes through Asfordby once an hour.	+
Brownfield land.	No, the site is greenfield.	- -
Loss of employment or other beneficial use	None	++

Site constraints

Issue	Comments	Potential impact
Access / including public footpath access;	There is a public footpath that crosses through the site and leads to Saxelby and Asfordby. Vehicular access to the site should be possible from the road to the west rather than creating a new access from the A6006.	+

¹ MfS indicates 800 metres can be walkable.

Major infrastructure requirements (transport schemes etc)	None	++
Infrastructure capacity (schools / GPs / etc);	<p>Captains Close Primary School is approximately 300 metres from the site and has a capacity of 189 pupils with 145 pupils enrolled at present. The development may generate 36 primary school places and 30 secondary school places.</p> <p>The nearest secondary schools are Longfield and John Ferneley in Melton Mowbray to which pupils would catch the bus. The capacity of these schools is not known at present.</p>	+
Heritage Assets (SMs, listed buildings, CAs, archaeology);	There are no known heritage assets in / around the site.	++
Flooding/Drainage	None – the site is within flood zone 1.	++
Biodiversity - SSSI / SAC / LWS / Protected habitats & Species;	Site has pond either on site or adjacent therefore Great Crested Newts surveys are required. Adjacent to a watercourse therefore a protected species survey of the watercourse will be required.	+
TPO / Ancient woodland;	None	++
Historic Park;	N/A	++

Technical constraints (contamination / land stability);	No known issues	++
Landscape designation (<i>influence report – designation</i>).	LCZ 1 Asfordby North. Overall landscape sensitivity to residential development is medium to high due to the rolling topography, open character of the slops that encompasses the settlement influence this area. There is some variation in sensitivity, whereby the smaller scale more intricate field pattern to the west of Saxelbye Road is more is more susceptible to development impacts. Field hedgerows to the north are generally intact and have a strong visual influence, in combination with the topography in containing the settlement edge. The A6006 and strong vegetation buffer along it forms a robust edge to the settlement and contributes to the containment of the built form. The rolling topography is instrumental in containing the perceived influence of Asfordby from within the wider landscape. The undeveloped northerly skylines are sensitive to large scale residential development for these reasons.	-
Visual Impact	The southern extent of the site is relatively well screened by the strong vegetation buffer along the A6006 , however this also forms a strong edge of the settlement along the northern village boundary created by the A6006. The visual impact of developing this site would be considerable within the open countryside.	- -
Agricultural Land classification	3a and 3b to the south of the site.	+
Noise or other pollutants	There may be some traffic noise from the A6006 that passes to the south of the site.	+

Deliverability constraints		
Issue	Comments	Potential impacts
Viability;	No known major viability constraints, only some ecology issues which could be relatively easily mitigated in addition to affordable housing requirements.	Not known
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

Development of the site is considered to be medium to high landscape sensitivity, coupled with the undesirability of development to the north of the A6006 Asfordby bypass which creates a natural edge to the village. Although services and facilities are close by, they are separated by the NSL bypass road which has no formal pedestrian crossings. It is considered likely that residents of this development would be detached from the village and the associated services and facilities.

Mitigation / Issues to address in policy

Connectivity with the village

Noise from the adjacent A6006 traffic

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

Consultation Responses