The Asfordby Parish Neighbourhood Plan offers the chance for all residents and businesses to have their say on future development within the parish and influence how their neighbourhood evolves. By working together, we can ensure that the area develops in a way that meets the needs of everyone.

Asfordby Parish Council
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1. Introduction

What is a Neighbourhood Plan?

1.1 Instead of local people being told what to do, the Government wants local communities to have genuine opportunities to influence the future of the places where they live. The 2011 Localism Act has introduced a new right for communities to draw up a Neighbourhood Plan.

1.2 In 2011, the Government invited applications for grants under the Neighbourhood Planning Front Runners scheme. The grants are used to pilot Neighbourhood Plans and show how they are likely to work in practice. With the support of Melton Borough Council, Asfordby Parish Council made a successful application to prepare one of the first Neighbourhood Plans in Leicestershire. The Parish Council has also been supported by Leicestershire County Council’s Big Society fund, the Government’s Supporting Communities in Neighbourhood Planning programme and the Design Council.

1.3 The Asfordby Parish Neighbourhood Plan will allow people, who live, work and have a business in the parish to have a say where they think new houses, businesses and shops should go and what they should look like. The Asfordby Parish Neighbourhood Plan will be a statutory plan which means that once it has been finalised, it will be the starting point for deciding planning applications in the area.

1.4 However, we do not have an entirely free hand over how the plan is prepared. Our plan must have regard to the national planning policy framework and the development plan for the area.

National Planning Policy Framework

1.5 In April 2012 the Government published the National Planning Policy Framework (NPPF). This replaces all previous Planning Policy Guidance and Planning Policy Statements.
Melton Local Plan
1.6 The development plan for the area is the Melton Local Plan which was adopted in 1999.

1.7 Melton Borough Council has commenced work on a new Local Plan to guide development in the Borough over the next 20 years or so. The Emerging Options (Draft Melton Local Plan) was published for a 12 week period of public consultation, beginning on 11 January 2016.

1.8 However, the new Melton Local Plan will not be finalised until 2017 at the earliest. In the meantime, we will continue with the preparation of our Neighbourhood Plan, which will enable the local community to establish planning policy in an efficient and effective manner and provide for certainty in the absence of an up-to-date Melton Local Plan.

1.9 We have taken account of the emerging Melton Local Plan in preparing the Asfordby Parish Neighbourhood Plan. However, once the new Melton Local Plan is finalised we may have to review the Neighbourhood Plan to make sure it is in general conformity.

What have we done so far?
1.10 The Parish Council has made good progress with the preparation of the Asfordby Parish Neighbourhood Plan. We have successfully applied to Melton Borough Council for the whole parish to be designated a Neighbourhood Area, and a Parish Profile and other evidence has been prepared. Local residents and school children have already had a chance to influence the Plan:

Stakeholder Event
1.11 A workshop for parish councillors and key stakeholder was held on 29 May 2012 to look at the principle issues that the Neighbourhood Plan will need to address.

Big Jubilee Lunch
1.12 At the Big Jubilee Lunch on 3 June 2012, local residents had an opportunity to find out a bit more about the Asfordby Parish Neighbourhood Plan and to give their views on plans for the future.
Asfordby Hill Primary School

1.13 25 children age 10 and 11 (year 6) from Asfordby Hill Primary School participated in a session on 17 May 2012. The children provided some good, thoughtful responses about living in and around Asfordby.

Captains Close Primary School

1.14 On 12 July 2012, 31 year 6 pupils from Captains Close Primary School offered detailed insights into what they thought of Asfordby.

Young People

1.15 With the support of Leicestershire County Council’s Youth Team, we talked to young people in Asfordby during July and August 2013 about the emerging Neighbourhood Plan and to find out what young people thought about living in Asfordby.

Parish Questionnaire

1.16 In August 2014 we sent a questionnaire to all households inviting residents to set out their views on development in the parish.

Consultation

1.17 The first version of the Asfordby Parish Neighbourhood Plan was published for consultation in February 2015 and a summary of the plan was delivered to all households in the parish. A large number of representations were received and as a result the Parish Council decided to make changes. The main changes concern:

- Melton Borough Council’s decision in July 2015 to grant outline planning permission (subject to the completion of a Section 106 Agreement) to Jelson for residential development (up to 100 dwellings) at Station Lane, Asfordby;

- Proposals for the development of the play area, off Crompton Road/Main Street, Asfordby Hill; and

- Revised proposals for the development of Holwell Works, Asfordby Hill.
1.18 We consulted local people and key stakeholders on a second version of the Neighbourhood Plan over the period Monday 22 February to Monday 4 April 2016. A summary of the plan was delivered to all households in the parish.

1.19 The comments received have been considered by Asfordby Parish Council and used to amend the draft Neighbourhood Plan. A Consultation Statement, including a summary of all comments received and how these were considered, is available at http://asfordby.leicestershireparishcouncils.org/.

What happens next?

1.20 The Plan has now been submitted to Melton Borough Council for publication and a further six-week public consultation before it is sent to an Independent Examiner.

1.21 The Examiner will recommend that the Plan is submitted to a local referendum, or that it is modified to meet the ‘Basic Conditions’ and then submitted to a referendum, or that the Plan is refused. Melton Borough Council will arrange a referendum and, if the Plan is passed by a simple majority of those voting, the Council will adopt it.

1.22 When the Plan is adopted, it will form part of the statutory Development Plan for the area. Melton Borough Council will continue to be responsible for determining most planning applications, but the policies in the Neighbourhood Plan will be the basis for those decisions.
2. Vision and Objectives

Background

2.1 The Neighbourhood Plan relates to the Parish of Asfordby and has been prepared by the Asfordby Parish Council who are the Qualified Body. The Plan Area was formally designated by Melton Borough Council in March 2013. The Plan covers the period to 2036 and has been prepared following extensive consultation with the local community and others with an interest in the area.

Parish Profile

2.2 A Parish Profile has been prepared to inform the development of the Plan. Asfordby Parish contains three villages: Asfordby (in this document referred to as Asfordby Village), Asfordby Valley and Asfordby Hill, which are situated to the north of the River Wreake near to the market town of Melton Mowbray in Leicestershire. The parish is in Melton Borough and covers 1,066Ha.

2.3 The population of the parish in 2011 was 3,286 and there were 1,454 households. Most of these people live in Asfordby Village which has a good range of services and facilities. Asfordby Valley is a small village of about 50 houses to the east of the main village. Asfordby Hill lies on the eastern edge of the parish to the south of Holwell Works.

2.4 Asfordby is a mainly rural parish and although urban and industrial influences are rarely far away, there remain substantial areas of open, mainly arable, farmland.

2.5 Over the period 2001 to 2011 the parish population increased from 3,107 to 3,286. In 2011, there were 587 children aged under-16 representing 17.9% of the population. There were 554 people over 65 (16.9%), but by 2031 it is estimated that a third of the parish’s population could be over that age.

2.6 In 2011 there were 1,490 dwellings. Asfordby parish has a high proportion of terraced and semi-detached houses (22% and 49% respectively) compared with Melton Borough (16% and 36%), but relatively few detached properties. The tenure profile is much the same as the district average with 75% of properties being owned, either outright or with a mortgage/loan compared with 72% in Melton.

Sustainable Development

2.7 Our Neighbourhood Plan must contribute to the achievement of sustainable development. There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:
an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and

an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

2.8 This Plan, taken as a whole, constitutes our view of what sustainable development in Asfordby parish means in practice.

Key Issues

2.9 Local people have identified six key issues that our Neighbourhood Plan needs to address. These are summarised below and looked at in more detail in sections 3-8 of the Plan.

Green Spaces

2.10 The areas that separate the three communities consists of largely undeveloped countryside. There are concerns that development in the open areas between the three villages may lead to the loss of community identity through the coalescence of settlements.

2.11 The parish’s residents have used the neighbourhood plan process to identify other green areas of importance to them.

Flooding

2.12 Asfordby parish has suffered from flooding in the past. The Asfordby Relief Channel has helped reduce the risk of flooding from overland flow from higher areas to the north. Areas south of Asfordby Village lie in the River Wreake floodplain.

Conserving the Natural and Built Environment

2.13 A Local Wildlife Site has been designated at Asfordby Hill. The southern end of the Holwell Works site is a limestone grassland habitat, and is known to be important for butterflies. Holwell Works may also qualify as a Local Geodiversity Site for being of historical importance for mineral extraction.
2.14 Within the parish there are 18 Listed Buildings. There is a Conservation Area for Asfordby Village which is centred on the historic core of the settlement.

Housing
2.15 We don’t have a free hand over how the plan is prepared. It must have regard to the National Planning Policy Framework and the development plan for the area- the 1999 Melton Local Plan. The Local Plan is being reviewed and it will need to meet the full, objectively assessed needs for market and affordable housing in the housing market area. Asfordby parish will need to play its role in providing for new homes.

2.16 Even though some housing development has already taken place or has been permitted, including the Jelson development at Station Lane, Asfordby, there is pressure for more housing development.

2.17 We want to ensure that local people have the opportunity of living in a decent home which they can afford. This means making sure that the size, type, tenure and range of housing that takes place takes account of local needs.

Services and Facilities
2.18 Local residents want access to basic services and facilities without the need to travel, especially by car. Asfordby Village has a good range of services and facilities with a primary school, shops, church, pubs, parish hall, GP surgery and sports & recreation facilities. Asfordby Hill and Asfordby Valley have much poorer services and facilities.

2.19 When development takes place there will be an impact on the existing, and the need for new, infrastructure, services and amenities. Developers should contribute towards the cost of providing additional infrastructure.

Jobs
2.20 The local unemployment rate is about 1.6%, with 33 people from Asfordby parish claiming Job Seekers Allowance in August 2014. Despite there being a number of local employment areas, such as Asfordby Business Park and Holwell Works, Asfordby parish had the second highest net outflow of workers in the district. Asfordby parish also had the highest proportion (74%) of people travelling to work by car or van.

2.21 Although Asfordby Business Park and Holwell works provide opportunities for larger businesses to grow, local people think that it would be a good idea to provide opportunities for small business development.

Vision
2.22 In setting out our aims for the Neighbourhood Plan it is vital to consider how the area should be at the end of the plan period. Our plan needs to be aspirational, but realistic:
Implementation

2.23 There is no point in preparing a Neighbourhood Plan which cannot be delivered. To help implement the Asfordby Parish Neighbourhood Plan we have engaged key stakeholders at an early stage and identified what infrastructure is needed to support the plan.

2.24 Almost all development has some impact on the existing, and the need for new, infrastructure, services and amenities. Sometimes these impacts are detrimental and so it is only fair that new development pays a share of the cost of providing additional infrastructure.

2.25 Asfordby will also contribute. In drawing up this Neighbourhood Plan, the Parish Council will receive 25% of any planning levy charged by Melton Borough Council on new developments in the area and this will be used to help implement our proposals. Melton Borough Council also receives a large amount of New Homes Bonus as a result of growth in Asfordby parish and it is only fair that our villages enjoy the benefits.
3. Green Spaces

Areas of Separation

3.1 When asked to identify the three most important issues for the Neighbourhood Plan, over 70% of households that responded to our survey wanted to see the countryside between settlements protected. This is because there are concerns that development may lead to the loss of community identity through the coalescence of settlements.

3.2 Melton Borough Council has undertaken a landscape character and visual assessment of the countryside between settlements where there is the potential for development pressure from our growth strategy. Areas of Separation were identified, but not defined, in the following locations to prevent coalescence of neighbouring settlements:

Asfordby Hill and Asfordby Valley

3.3 The settlement of Asfordby Hill is distinctly separate from Asfordby Valley and is surrounded by open countryside. As the area between Asfordby Hill and The Valley slopes significantly and there are extensive views from the south, any development of this area would have an impact on the quality of the surrounding countryside and affect the existing relationship with the Valley.

3.4 Asfordby and Asfordby Valley are separated by a narrow area of countryside. A small buffer area has been created with a recreational area and some woodland adjacent to the bypass. The eastern side of Asfordby Valley is still open countryside and in need of protection if a joining of the two settlements is to be avoided.

3.5 Over 90% of the parish’s households support these two Areas of Separation which are defined on the Policies Map. We also want to ensure that Asfordby Hill remains separate from the growing town of Melton Mowbray. However, most of the open countryside between the two settlements lies outside the parish.
Policy A1: Areas of Separation

Areas of Separation have been defined on the Policies Map. Development will not be supported in the Areas of Separation where it would result in the reduction of the separation between the built-up areas.

Countryside

3.6 Asfordby is a mainly rural parish and the area that separates the three communities consists of largely undeveloped countryside. Although urban and industrial influences are rarely far away, there remain substantial areas of open, mainly arable, farmland. Local people value the intrinsic character and beauty of the countryside.

3.7 We recognise that development will take place in the countryside in order to meet the need for jobs and housing. However, the remaining areas of largely undeveloped countryside, outside the Areas of Separation, will be protected.

Landscape Character

3.8 The local landscape is characterised by four distinct areas described in the Melton Landscape Character Assessment:

Wreake Valley

3.9 This is a gentle lowland river valley landscape with contrasting sinuous river course and regular pattern of small to medium scale pastoral fields. Asfordby Village, Asfordby Valley and Asfordby Hill are located along the edge of the valley on rising ground above the floodplain. Areas of the flat valley floor have been worked for sand and gravel, and restored as lakes and wetland areas, valuable wildlife habitats and recreational areas.

Asfordby Quarry

3.10 This is the disturbed, excavated, hollow and depleted large-scale landscape of the former colliery, gun range and steel works, now partly transformed to industrial use. Large industrial buildings dominate the view, however the valley is enclosed and the views contained.
Asfordby Gun Range

3.11 Asfordby Gun Range, to the north of Asfordby Valley, was used up until the 1960's to test naval shells. Since its closure, the site has been used for riot police training, dog training and team building exercises.

3.12 The Gun Range lies in the Asfordby Quarry landscape character area and has been assimilated into the surrounding countryside. Access is poor and the site is remote from services and facilities. The site is unsuitable for housing or employment development.

Village Pastures

3.13 This is a distinctive historic pastoral landscape of small fields, often with ridge and furrow, enclosed by ancient and more recent irregular and regular shaped hedgerows with abundant hedgerow trees.

Ridge and Valley

3.14 Here the landform is distinctly rolling with a northwest to southeast grain, and the large-scale open arable fields along the ridgeline contrast with the smaller scale enclosed pastures on the valley sides and floors.

Policy A2: Countryside

The area designated as Countryside on the Policies Map will be protected for the sake of its intrinsic character and beauty, the diversity of its landscapes, heritage and wildlife, the wealth of its natural resources and to ensure it may be enjoyed by all.

In areas designated as Countryside, development will be limited to that which requires a rural location and is for one or more of the following:

A. agriculture and forestry (including rural workers’ dwellings);
B. the preservation of Listed Buildings;
C. the re-use and adaptation of buildings for appropriate purposes;
D. flood protection;
E. affordable housing in accordance with Policy A18;
F. land allocated for development in this Neighbourhood Plan by Policies A11, A12, A15, A16, A25, A26 and A27;
G. the extension and replacement of dwellings;
H. extensions to existing businesses;
I. small-scale employment-generating development or farm diversification;
J. community services and facilities meeting a proven local need;
K. development by statutory undertakers or public utility providers;
L. recreation and tourism;
M. Wind turbines in accordance with Policy A3 and other renewable energy; and
N. transport infrastructure.
Development in the Countryside should be of a scale and environmental impact that is compatible with the character of its rural location and respects landscape character.

Landscape Sensitivity and Wind Turbines

3.15 The Asfordby Wind Farm is a proposed 9 turbine Wind Farm with an installed capacity of up to 20.7MW to be located near Asfordby Business Park. The Wind Farm would be designed to have an operational life of at least 25 years and would provide enough electricity to meet the average needs of more than 8,500 homes – 33% of the households in the Borough of Melton.

3.16 A planning application for the Asfordby Wind Farm was submitted to Melton Borough Council in December 2010. In July 2010, the Council’s Development Committee voted to refuse planning permission. Peel Energy appealed the decision.

3.17 In March 2014 the Secretary of State for Department of Communities and Local Government went against the recommendation of his Planning Inspector and dismissed the planning appeal. The Secretary of
State judged that the inspector had not given enough weight to the damage of the proposed project on the grade II listed St Bartholomew Church at Welby.

3.18 Since then, Melton and Rushcliffe Borough Councils have undertaken a study examining the sensitivity of the landscape of the two boroughs to wind turbine development. The Study aims to help developers and decision-makers to consider landscape character and sensitivity in relation to proposals for wind energy developments.

3.19 In Asfordby parish, the scale of turbines relative to the spires of Church of All Saints and Church of St Bartholomew, which form important landmarks, will be an important consideration. The assessment found in Asfordby parish the landscape was either of ‘moderate-high’ (M-H) or ‘high’ (H) sensitivity to wind turbine developments of over 75m to blade tip, and all of the landscape of ‘high’ sensitivity to turbines of over 110m to blade tip.

<table>
<thead>
<tr>
<th>MBC Area Ref.</th>
<th>Landscape Character Area</th>
<th>Turbine Height Categories (metres to tip) and Sensitivity Ratings</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Wreake Valley</td>
<td>&lt;25m 26-50m 51-75m 76-110m 111-150m</td>
</tr>
<tr>
<td>14</td>
<td>Asfordby Quarry</td>
<td>L-M M M-H H H</td>
</tr>
<tr>
<td>5</td>
<td>Village Pastures</td>
<td>L M M-H M-H H H</td>
</tr>
<tr>
<td>5</td>
<td>Ridge and Valley</td>
<td>L M M-H M-H H H</td>
</tr>
</tbody>
</table>

Figure 7: Summary of landscape sensitivity

POLICY A3: Wind Turbines

The determination of planning applications for wind turbines shall have regard to the following impacts:

A noise;
B safety;
C interference with electromagnetic transmissions;
D ecology;
E heritage assets and their settings;
F shadow flicker and reflected light;
G energy output; and
H cumulative landscape and visual impacts. In particular, permission will not be granted in areas where the landscape sensitivity rating set out above is moderate-high or greater.
Green Infrastructure

3.20 Green infrastructure (GI) describes the network of greenspaces and natural elements that intersperse and connect our cities, towns and villages. Green Infrastructure includes parks, open spaces, playing fields, woodlands, allotments and private gardens. The 6Cs Green Infrastructure Strategy aims to protect, enhance and extend networks of green spaces and natural elements in and around the three cities of Leicester, Nottingham and Derby, connecting with their surrounding towns and villages. A Green Infrastructure Strategy has also been produced for Melton Borough in response for the need to plan for future growth.

3.21 The Rivers Eye and Wreake corridor is an integral element of the wider 6Cs GI network (sub-regional corridor). It also contributes to the Borough and sub-region’s biodiversity resource and has the potential to provide access to nature for the communities in the Asfordby area.

Policy A4: River Wreake Strategic River Corridor

The River Wreake Strategic River Corridor will be protected and enhanced by taking opportunities to improve public access.

Local Green Spaces

3.22 The Community has identified, for special protection, green spaces of particular local significance (see Policies Map). This local significance could be because of the green space’s beauty, historic importance, recreational value, tranquillity or richness of its wildlife. Local Green Spaces identified include playing fields, the area around All Saints Church and amenity areas at Asfordby Hill. By designating land as Local Green Space, the Plan will be able to rule out new development other than in very special circumstances.

POLICY A5: Local Green Spaces

The Local Green Spaces identified on the Policies Map will be protected and enhanced. Development which is harmful to these Local Green Spaces will not be supported.
4. Flooding

4.1 Flood risk is an important consideration in guiding the location of new development in the parish. Some areas have been affected repeatedly.

4.2 The main flood risks in the parish are:

- Flooding from the River Wreake (affecting areas to the south of Asfordby Village, including parts of southern Asfordby itself);
- River flooding from the ordinary watercourse to the north-west of the village;
- Groundwater flooding associated with local springs;
- Overland flow from farmland to the north of the village (although this has been alleviated by the Asfordby Relief Channel);
- Blockages or insufficient capacity of bridges and culverts on the watercourses.

4.3 Our Plan directs development away from areas at risk of flooding and makes sure that flood risk is not increased elsewhere. We have taken account of advice from the Environment Agency and Leicestershire County Council who are the lead Local Flood Authority.

**Policy A6: Water Management**

New development should take full account of flood risk especially from rivers, groundwater and overland flow. Developments should incorporate Sustainable Drainage Systems (SuDS) with attenuation, storage and treatment capacities incorporated. Consideration should also be given to potential water logging, land contamination and waste water treatment capacity.
5. Conserving the Natural and Built Environment

Biodiversity

5.1 Although there are no Sites of Special Scientific Interest (SSSI) within the parish, a Local Wildlife Site (LWS formerly known as Sites of Importance for Nature Conservation (SINCs)) has been designated at Asfordby Hill. The southern end of the Holwell Works site has been designated primarily for its limestone grassland habitat and is known to be important for butterflies. The site is believed to be the only site in Leicestershire for the nationally scarce and protected plant the Deptford pink. Establishing buffer zones around this designated site (or expanding the site to take in more of the Holwell Works site) would increase the contribution this designated site makes to the biodiversity resources of the Borough as well as reducing the risk that the site would be impacted by development.

5.2 A wildflower meadow was created by the cemetery on Hoby Road in 2007 as part of the Breathing Places scheme started by the BBC for encouraging the creation of green spaces and wildlife habitats.

Policy A7: Biodiversity

New development should not harm the network of local ecological features and habitats which include Asfordby Hill Local Wildlife Site as shown on the Policies Map. New development will be expected to maintain and enhance existing ecological corridors and landscape features (such as watercourses, hedgerows and tree-lines) for biodiversity.

Geology

5.3 There are three locally important geological sites, none are recognised as regionally important.

Frisby Lakes

5.4 An extensive area of Wreake Valley sand and gravel workings operated until the late 1970s. Now landscaped and restored as Frisby Lakes, geological interest survives as a future resource for research and/or interpretation by re-excavation of a selected area.

Asfordby Mine

5.5 The site for Asfordby Mine was chosen because of the existing Iron Works and associated industries and transport links. Coal measures could be
readily accessed due to the underground disposition of the coal seams below, and north and east of, Asfordby parish. There was, and is, no geological outcrop of significance on the site.

Holwell Ironworks
5.6 Iron and steel manufacture on this site dates from 1881, three years after the start of construction works by Holwell Ironworks Co. The site was later occupied by Stanton Iron Works, Stanton & Stavely, Stewarts & Lloyds and British Steel. The location of the works was determined by proximity to ironstone quarries at Holwell and other places north-east of Asfordby village, and by the adjoining Midland Railway (now the test track). The railway company’s Directors were also Directors of the ironworks company and its quarry operations. There is no geological outcrop of significance at the site.

Heritage Assets
5.7 There are 18 nationally recognised heritage assets in the parish. Four are at Welby, including the Church of St Bartholomew. Apart from Red Lodge on Hoby Road, the remaining 13 Listed Buildings are in the centre of Asfordby village. The Church of All Saints is a Grade I Listed Building.

5.8 There is a Conservation Area for Asfordby which is centred on the historic core of the village. It includes the area around All Saints Church and an area of the washlands surrounding the old Mill including a footpath leading down to the old canal. The medieval bridge on Station Lane and an area of modern housing around The Grove, to the north-west, are also included.

5.9 The neighbourhood plan has given local people their chance to give their views on local heritage. In addition to nationally designated heritage assets the Parish Council has identified other buildings and structures of local importance.

Policy A8: Local Heritage Assets

The determination of planning applications will have regard to the preservation or enhancement of the following identified local heritage assets:
<table>
<thead>
<tr>
<th></th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Asfordby Methodist Chapel, Main Street, Asfordby</td>
</tr>
<tr>
<td>B</td>
<td>The Old Co-op, Main Street, Asfordby</td>
</tr>
<tr>
<td>C</td>
<td>The Crown, Main Street, Asfordby</td>
</tr>
<tr>
<td>D</td>
<td>Parish Hall, Main Street, Asfordby</td>
</tr>
<tr>
<td>E</td>
<td>Old Battery House, Mill Lane, Asfordby</td>
</tr>
<tr>
<td>F</td>
<td>15 Mill Lane, Asfordby</td>
</tr>
<tr>
<td>G</td>
<td>The Mill House, Asfordby</td>
</tr>
<tr>
<td>H</td>
<td>Cast iron bridge, Mill Lane, Asfordby</td>
</tr>
<tr>
<td>I</td>
<td>Penarth Cottages, Pump Lane, Asfordby</td>
</tr>
<tr>
<td>J</td>
<td>Asfordby Hill Primary School</td>
</tr>
<tr>
<td>K</td>
<td>The Gun Range</td>
</tr>
</tbody>
</table>

**Design**

5.10 Asfordby parish has been subjected to standard, ‘identikit’ homes that typify new developments built by some volume house builders. Some of our housing looks exactly the same as developments elsewhere and could be anywhere in the country. Too often new developments are dominated by the same, identikit designs that bear no resemblance to local character.

5.11 We now expect all development to contribute positively to the creation of well-designed buildings and spaces. Through good design we want to maintain and enhance the individual character of our parish and create places that work well for both occupants and users, and are built to last.

5.12 In 2013 Design Council CABE helped us set out basic design principles that should be followed by all new development. An extract of that work is set out at Appendix 1. By setting out how Asfordby village has evolved and what makes it distinctive we will help guide the overall scale, density, massing, height, landscape, layout, materials and access of new development to ensure that they are sensitive to the character of the local area. Just because poor design has been allowed in the past doesn’t mean that we will allow it to continue.

**Policy A9: Design**

While not preventing or discouraging appropriate innovation, the design of new development should reflect the distinctive character of Asfordby parish as set out in Appendix 1.
6. Housing

How much new housing development?

6.1 Our Neighbourhood Plan must be in conformity with the strategic policies of the Melton Local Plan. However, the Local Plan was adopted in 1999 and only provided for housing development through to 2006.

6.2 Melton Borough Council are currently preparing a new Local Plan that will provide for development over the next 15 to 20 years. The Emerging Options (Draft Melton Local Plan) was published for consultation on 11 January 2016. The new Local Plan proposes the following amount of housing development at Asfordby village and Asfordby Hill:

<table>
<thead>
<tr>
<th>Settlement</th>
<th>Housing Requirement 2011-2036</th>
<th>Total Housing Completions 2011-2015</th>
<th>Housing Commitments at 2015</th>
<th>Residual Housing Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asfordby</td>
<td>300</td>
<td>71</td>
<td>5</td>
<td>224</td>
</tr>
<tr>
<td>Asfordby Hill</td>
<td>50</td>
<td>9</td>
<td>2</td>
<td>39</td>
</tr>
</tbody>
</table>

6.3 The Local Plan is in the very early stages of preparation and too early for it to carry much weight. The new Melton Local Plan is not expected to be completed until 2017 at the earliest.

6.4 We want to get our Neighbourhood Plan in place as soon as possible and we are not required to wait for the new Local Plan to be prepared. We have therefore followed national guidance as far as possible to identify specific local housing needs. We have also worked closely with Melton Borough Council to minimise any possible conflict with the emerging Melton Local Plan.

6.5 In 2015 we commissioned research to estimate:

- the overall requirement for housing in the parish over the next 20 years or so;
- the best mix of types, sizes, tenures; and
- the need for Affordable Housing.

6.6 This research suggested that on recent trends an additional 250 or so additional households would live in Asfordby parish by 2031. This
equates to about 12 additional households per year, with a higher requirement in the earlier years of up to 15 a year. 88% of residents agree that we should provide for 12 homes a year or less. This would suggest that over the period 2011 to 2036 we need to provide for around 300 more homes, whereas the emerging Local Plan has a requirement of 350 dwellings.

6.7 Over the period 2011 to 2015, about 80 dwellings have been built in the parish- most of them at Jelson’s Hawthorns development at Loughborough Road, Asfordby. At March 2015, there was planning permission for a further seven new homes and since then Melton Borough Council has decided to grant planning permission for up to 100 dwellings at Station Lane, Asfordby and 15 dwellings off Glebe Road, Asfordby Hill.

6.8 This means that our plan needs to allocate land for at least 148 more homes if both local housing needs and the emerging requirements of the new Melton Local Plan are to be met.

6.9 The Plan identifies sufficient developable sites to meet this housing provision. The Plan also allows for infill development within the main built-up part of the Asfordby Village, Asfordby Hill and Asfordby Valley, as defined by their Village Envelopes.

**POLICY A10: Housing Provision**

Having regard to dwellings already constructed and existing commitments, the remaining housing provision for Asfordby parish will be at least 148 dwellings over the period to 2036, which will be met by the allocation of housing sites in Policy A11. In addition, permission for housing development within the Asfordby Village, Asfordby Hill and Asfordby Valley Village Envelopes, as defined on the Policies Map, will be supported if the development:

A is in keeping with the scale, form and character of its surroundings;
B does not significantly adversely affect the amenities of residents in the area; and
C has safe and suitable access to the site for all people.

**Housing Allocations**

6.10 The preferred location for new housing development in the parish is Asfordby Village. Asfordby Village has a good range of services and facilities- shops, Post Office, primary school, GP surgery, pharmacy, recreation and leisure, public house and place of worship. The emerging Melton Local Plan identifies Asfordby village as a Primary Rural Service Centre. New housing will help ensure the viability of the village’s services.
6.11 Asfordby Hill has some services and facilities—there is a good bus service, primary school, sport and recreation facilities and access to a range of jobs at Holwell Works and Asfordby Business Park. However, there is no shop, pub, GP surgery, pharmacy or place of worship and community meeting places are limited. Unless there is some improvement in services and facilities, Asfordby Hill is not a sustainable location for large-scale housing development.

6.12 Asfordby Valley has no facilities other than a children’s play area. Local people recognise that Asfordby Valley is an unsustainable location for new housing.

6.13 Three large sites of more than ten dwellings have been allocated for housing development in Asfordby Village and two have been allocated in Asfordby Hill. This will provide for choice, competition and flexibility in the provision of new homes. In identifying sites we have had regard to:

- Site capacity
- Deliverability
- Land use
- Transportation
- Heritage assets
- Natural environment
- Drainage
- Landscape
- Community support
- Other issues such as noise and contaminated land

6.14 The sites we have allocated in Asfordby village have good access to services and facilities. Services and facilities in Asfordby Hill will need to be improved if new development is to be permitted there. All the sites we have allocated avoid developing land which is most at risk of flooding and mean that we can protect the countryside that separates our three communities. Our site selection has taken account of the views of local people too.

**POLICY A11: Housing Allocations**

The following sites are allocated for housing development, as defined on the Policies Map:

A. Land between Regency Road, Asfordby and the bypass in accordance with Policy A12 (around 55 dwellings);
B. Whitlock garages, Asfordby in accordance with Policy A13 (around 10 dwellings);
C. Asfordby Storage and Haulage depot, Main Street, Asfordby in accordance with Policy A14 (around 67 dwellings);
D. Land off Crompton Road/Melton Road, Asfordby Hill in accordance with Policy A15 (around 20 dwellings);
In addition, provision has been made for the development of up to 100 dwellings as part of the development of the Holwell Business Park in accordance with Policy A27.

Land between Regency Road, Asfordby and the bypass

6.15 When asked to choose the best housing sites in Asfordby Village, almost a half of local people included the land between Regency Road and the bypass. This site has excellent access to local services and facilities. Important trees, hedges, ponds and a footpath link across the site need to be protected and the development needs to take account of noise and disturbance from bypass traffic.

6.16 Captains Close pupils highlighted the speed of traffic down Saxelby Road and had concerns about safety there. They also highlighted the land north of the school as an area where they sometimes felt unsafe.

POLICY A12: Land between Regency Road, Asfordby and the bypass

Land is allocated for housing development to the north of Regency Road, Asfordby and south of the bypass, as defined on the Policies Map. Development will be supported subject to the following criteria:

A the development provides for around 55 dwellings. At least 30% of these shall be Affordable Houses;
B vehicular access to the site is to be from Saxelby Road;
C there are measures in place to reduce the speed of traffic using Saxelby Road;
D a footpath link from Saxelby Road to the eastern boundary of the site shall be retained and new links, including cycleways, created to Regency Road;
E The layout of the development allows for natural surveillance of the area to the north of Asfordby Captains Close Primary School;
F Noise mitigation measures to include:
i the installation of an acoustic fence and bund along the northern boundary; and
ii the installation of suitable glazing and venting.
G a landscaping scheme should be implemented to provide for an improvement in biodiversity and include:
i the retention of important ponds, trees and hedgerows;
ii additional planting along the northern boundary of the site to protect the residential amenities of residents;
iii an appropriately designed, constructed and maintained sustainable drainage system.

Whitlock garages, Asfordby

6.17 The Whitlock garage site lies between Whitlock Way and Charnwood Avenue and comprises around 20 garages and vacant land. It is a brownfield site and almost a half of local residents identified it as one of the best sites for development in Asfordby village. The pedestrian only link between Whitlock Way and Charnwood Avenue should be retained.

6.18 During consultation, local schoolchildren identified the garage site as place where they felt unsafe at times and claimed that this was an area where teenagers ‘do drugs’.

POLICY A13: Whitlock Garages, Asfordby

Land is allocated for housing development on land occupied by garages and vacant land between Whitlock Way and Charnwood Avenue, Asfordby as defined on the Policies Map. Development will be supported subject to the following criteria:

A the development provides for around 10 houses;
B a single vehicular access to the site to be from either Whitlock Way or Charnwood Avenue;
C a footpath/cycleway link between Whitlock Way and Charnwood Avenue shall be retained;
D the layout of the development should maintain views through to the church spire;
E any impact arising from the loss of garages shall be mitigated by the provision of new off-street car parking.
Early consultation with local people showed that there was a lot of support for the redevelopment of the Asfordby Storage and Haulage site for housing.

With the company’s main business now being based in Melton Mowbray, activity at the Asfordby site has gradually wound-down. Although the site is very under-used at the moment, its established storage and distribution use could enable the site to be more actively used in the future and generate an increase in HGV traffic through the village. There are better located opportunities in the parish for the business to relocate to at Asfordby Business Park and Holwell Works.

To encourage the site’s redevelopment for housing we asked Design Council CABE to prepare a development design brief for the site. Unfortunately, the owner has not been willing to participate in the preparation of the brief nor the Neighbourhood Plan so we cannot be sure that there is a realistic prospect of housing development. We are therefore not relying on the redevelopment of this site to meet local housing needs. Nevertheless, the Development Design Brief (revised extract at Appendix 2) demonstrates that the site can be viably redeveloped for around 67 new homes.

**POLICY A14: Asfordby Storage and Haulage Depot, Main Street, Asfordby**

Land is allocated for housing development at the Asfordby Storage and Haulage Depot, Main Street, Asfordby as defined on the Policies Map. Development will be supported subject to the following criteria:

- **A** the development provides for around 67 dwellings. At least 30% of these shall be Affordable Houses;
- **B** development shall take place in accordance with the Development Design Brief set out at Appendix 2;
- **C** the development provides for a viewing corridor through the site from Main Street to the east of the site towards the church spire;
- **D** the material change of use by intensification of the existing use, or development which reduces the prospect of the site being redeveloped for residential use will not be permitted;
the development incorporates a small number of live/work units in accordance with Policy A28.

Land off Crompton Road/Melton Road, Asfordby Hill

The land to the south of Melton Road and east of Crompton Road, Asfordby Hill consists of a play area, disused allotments and other vacant land. The play area is owned by the Leicester Diocesan Board of Finance but is let to the Parish Council. It is well used but poorly equipped. The rest of the site has become overgrown with scrub and self-set trees. Local schoolchildren think that the woods next to the play area is dangerous, with old mattresses and broken glass. Parents have raised similar concerns.

Access to the site is not ideal, but we think that the redevelopment of the site provides an opportunity to tidy-up the area and improve local play facilities.

POLICY A15: Land off Crompton Road/Melton Road, Asfordby Hill

Land is allocated for housing development at Crompton Road/Main Street, Asfordby Hill as defined on the Policies Map. Development will be supported subject to the following criteria:

A the development provides for around 20 dwellings. At least 30% of these shall be Affordable Houses;
B proposals shall provide for the comprehensive development of the whole of the allocated site;
C the existing play area shall be replaced by equivalent or better provision in terms of its size, equipment and quality;
D the only vehicular access to the site is to be from Melton Road;
E the bus stop on Melton Road is to be retained or relocated so that is no less convenient for the residents of Asfordby Hill.

Land to the west of Station Lane, Asfordby

In July 2015, Melton Borough Council granted outline planning permission, subject to agreement on S106 obligations, to Jelson for the development of up to 100 houses on a 5.3 hectare site off Station Lane, Asfordby.
6.25 The outline application allowed all details, other than the access, to be agreed following a “reserved matters” application at a later stage. We have therefore decided to provide criteria that would inform any reserved matters, full or new outline planning application for the site.

**POLICY A16: Land to the west of Station Lane, Asfordby**

Land to the west of Station Lane, Asfordby as shown on the Policies Map, is identified as a housing commitment for up to 100 dwellings. Planning permission for reserved matters will be supported subject to the following criteria:

A. around 12% of the new homes should be bungalows. These should be located so as to reduce the impact of development on existing properties on Klondyke Way;

B. the development shall provide mainly for family housing;

C. Existing footpaths shall be retained and new links, including cycleways, created:
   i. between the development and the Glendon Close recreational area;
   ii. between the development and the Hoby Road allotments and wildflower meadow;
   iii. alongside the River Wreake between part footpath/part bridleway H37 and Station Lane.

D. a landscaping scheme should be implemented to provide for an improvement in biodiversity and include:
   i. the retention of important ponds, trees and hedgerows;
   ii. additional planting along the boundary of the site with properties on Klondyke Way, to protect the amenities of existing residents;
   iii. planting along the southern boundary of the site to provide a soft, landscaped edge to the southern entrance to Asfordby Village;
   iv. an appropriately designed, constructed and maintained sustainable drainage system.

E. Land to the south of the development, bounded by Station Lane and the River Wreake, shall be laid out and made available for informal recreation.

Figure 17: Indicative layout taken from Jelson promotional material for the development of Station Lane, Asfordby
Housing Mix

6.26 Meeting the different housing needs of people of different ages will help ensure Asfordby parish continues to be a mixed community with young families and older people in the parish. Consultation with Captains Close Primary School pupils showed that many children had extended families in the parish. This will be a significant reason why people feel there is a strong sense of community in the village.

6.27 Our housing needs assessment compared data on household types and ages, or ‘lifestages’, from the 2011 Census and Department for Communities and Local Government (DCLG) 2011-based household projections. It interpreted these to give an estimate of the ‘optimum’ mix of housing required to best fit the future needs of the parish.

6.28 This can then be compared with the actual existing stock in Asfordby parish to see where the proportions of different types and sizes may need to be adjusted.

6.29 This means using assumptions of what types and sizes of accommodation will be suitable for, and acceptable to, various different ‘lifestages’. For example, it assumes that families with children will require family houses with sufficient bedrooms.

<table>
<thead>
<tr>
<th>Housing type</th>
<th>Asfordby Parish optimum profile</th>
</tr>
</thead>
<tbody>
<tr>
<td>shared housing</td>
<td>0%</td>
</tr>
<tr>
<td>upsizing houses, flats</td>
<td>15%</td>
</tr>
<tr>
<td>family housing</td>
<td>68%</td>
</tr>
<tr>
<td>bungalows etc.</td>
<td>8%</td>
</tr>
<tr>
<td>with care</td>
<td>4%</td>
</tr>
<tr>
<td>other</td>
<td>5%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Dwelling size</th>
<th>Existing housing stock</th>
<th>Optimum housing profile</th>
<th>New developments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bed</td>
<td>6%</td>
<td>5%</td>
<td>0%</td>
</tr>
<tr>
<td>2 bed</td>
<td>27%</td>
<td>29%</td>
<td>42%</td>
</tr>
<tr>
<td>3 bed</td>
<td>60%</td>
<td>52%</td>
<td>4%</td>
</tr>
<tr>
<td>4 bed</td>
<td>7%</td>
<td>13%</td>
<td>50%</td>
</tr>
<tr>
<td>Other</td>
<td>1%</td>
<td>2%</td>
<td>4%</td>
</tr>
</tbody>
</table>
POLICY A17: Housing Mix

New housing development shall provide for a mix of housing types that will to be informed by the most up to date Strategic Housing Market Assessment and local evidence of housing need.

Affordable Housing

6.30 Affordable housing is social rented, affordable rented and intermediate housing, provided to households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing may be the only way young local people can remain in Asfordby parish when they grow up. In December 2015, the Government began consultation on changes to the national planning policy definition of affordable housing.

6.31 Our housing needs assessment undertaken in 2013, identified a requirement for an additional six affordable units a year. This suggests a total Affordable housing requirement of 138 homes to 2036. Four affordable homes at Crompton Road, Asfordby Hill have recently been built and construction has started on three new Council homes at Saxelby Road, Asfordby. The recently approved planning permissions for up to 100 dwellings at Station Lane, Asfordby and 15 dwellings off Glebe Road, Asfordby Hill will together provide for about 55 Affordable homes.

6.32 In 2008, an Affordable Housing Viability Study undertaken on behalf of Melton Borough Council recommended that 30% of new dwellings in Asfordby parish should be Affordable housing.

6.33 Our proposed housing allocations should provide for up to 57 more Affordable homes, leaving a shortfall of around 19 Affordable homes.

6.34 Our Plan will therefore allow planning permission to be granted for Affordable housing on ‘Rural Exception Sites’, i.e. sites within or adjoining Asfordby Hill or Asfordby Valley that would not normally be released for private market housing (Asfordby Village is too big to be considered as a rural community). New Affordable housing (Rural Exception Sites and homes provided as part of market housing developments) will be
allocated initially to people with a local connection, including those living, working or with close family ties in the Parish.

**POLICY A18: Affordable Housing**

The need for Affordable housing will be largely met by the housing allocations identified in policies A12-A16 and A27. On windfall housing developments of more than ten dwellings the minimum Affordable housing provision is 30%.

Affordable housing may also be supported on rural exception sites within or adjoining Asfordby Hill and Asfordby Valley Village Envelopes where:

A the housing is demonstrated to meet an identified local need for affordable housing that will not be met by the housing allocations identified in policies A12-A16, A27 and windfall development;

B the site does not lie in an Area of Separation;

C the development is in keeping with the scale, form and character of its surroundings;

D the development does not significantly adversely affect the amenities of residents in the area; and

E safe and suitable access to the site can be achieved for all people.

All affordable housing will be subject to conditions, or a planning obligation will be sought, to ensure that when homes are allocated, priority is given to people with a local connection to Asfordby Parish (i.e. including living, working or with close family ties in the Parish).
7. Services and Facilities

7.1 Local residents want access to basic services and facilities without the need to travel, especially by car. Asfordby Village has a good range of services and facilities with a primary school, shops, church, pub, parish hall, GP surgery and sports & recreation facilities. Asfordby Hill and Asfordby Valley have much poorer services and facilities. Nevertheless, the retention of key local services and community facilities is important for the long-term sustainability of all three communities.

POLICY A19: Retention of Key Services and Facilities

Development that fails to protect existing facilities providing for people’s day-to-day needs will not be supported unless:

A the facility is replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or

B there is evidence that the facility is no longer required by the community, is duplicated elsewhere within the settlement, or is no longer viable. When considering viability, evidence of reasonable attempts to sell or let the facility as a going concern will be material.

We will encourage the modernisation and improvement of established shops, facilities and services to ensure that they are retained for the benefit of the community.

Education

7.2 There are two primary schools in Asfordby parish; both provide education for ages 4+ to 11. In autumn 2014, Asfordby Captains Close Primary School had an admission of 27 and Asfordby Hill Primary School an admission of 22. Around 40% of children attending Asfordby Hill Primary School come from outside the school’s catchment area. Secondary education is provided in Melton Mowbray.

7.3 Captains Close Primary School will need more capacity to cope with the demand created by new housing development. There are already associated traffic/parking problems outside the School at drop-off and
pick-up times, and they need to be addressed when the school is expanded.

**Asfordby Surgery**

7.4 There is a GP Surgery on Regency road, Asfordby that is open weekday mornings and is provided by Dr B Kirkup and Partners (Latham House). There are no capacity issues.

**Parish Hall**

7.5 Asfordby Parish Hall is available for hire for parties, weddings, sport, club meetings, conferences, etc. at very reasonable rates with special concessions for Asfordby parish residents. The Centre is in regular use by a range of groups and classes including badminton, Tae Kwon Do, Guides & Brownies, dance, fitness, and parent & toddler groups. The Centre is constantly in use throughout the week and facilities require upgrading and expansion to accommodate a growing population.

7.6 The Parish Office is also located at the Parish Hall.

7.7 Community meeting places in Asfordby Hill are very limited and there is no facility in Asfordby Valley.

**Shopping**

7.8 Asfordby’s retail centre is located around the ‘T’ junction of Bradgate Lane and Main Street. The majority of units are located within a small 1970s shopping parade along Bradgate Lane, with a number of shop units fronting onto Main Street. The centre consists of several retail units including a Co-op convenience store, a newsagent, a pharmacy, a restaurant and hot-food take-aways. The centre provides mainly for local daily top-up shopping needs.

7.9 Asfordby Village has a reasonably healthy local centre. Despite its proximity to Melton Mowbray the village centre remains free of vacancies. The village plays an important role in serving its local population both for services and small food shops serving top-up

Figure 20: Asfordby Parish Hall
shopping needs. There is a good level of free, off-street car parking. The environmental quality of the local centre is good. The centre is free of graffiti and litter, while paving materials, street furniture and shop frontages are of good condition.

7.10 There are no shops in Asfordby Hill or Asfordby Valley, although the Grange Garden Centre is located at Asfordby Hill. The Grange sells garden plants and products, cards and gifts, has a ski shop and Alpine restaurant. The Grange Garden Centre lies outside the neighbourhood plan area.

**POLICY A20: Bradgate Lane Shops**

Bradgate Lane, as defined on the Policies Map, is a Local Centre that serves the local catchment area. Planning applications that ensure that the Local Centre continues to provide a diverse range of Local Centre Uses which appeal to a wide range of age and social groups will be permitted.

Class A1 Shops should remain the dominant use and development leading to an over-concentration of any other one use will not be permitted. Planning applications for uses other than Local Centre Uses will not be supported.

The main Local Centre Uses are A1 Shops, A2 Financial and Professional Services, A3 Restaurants and Cafes, A4 Drinking Establishments, and A5 Hot Food Takeaways (the Town and Country Planning (Use Classes) Order 1987 (as amended) and the Town and Country Planning (General Permitted Development) Order 1995 (as amended)).

**Sport and Recreation**

7.11 There is a good range of sport and recreation provision in the parish. Asfordby Sports Ground at Hoby Road, Asfordby, has three senior, one junior (equivalent to a 9v9 pitch) and two mini football pitches. In addition, it has a floodlit, long-pile artificial grass pitch (small) and a clubhouse. In summer there is a cricket pitch.

7.12 The Parish Playing Field pitch adjoins the Parish Hall in Asfordby.

7.13 Holwell Sports ground at Asfordby Hill has one senior pitch and a floodlit training pitch. There is also a bowling green, tennis courts and a rifle range. Mowbray Rangers Junior Football Club’s ground lies just outside the parish boundary; there are three junior football pitches and two mini pitches.

7.14 Indoor sports and recreation provision is provided by Asfordby Parish Hall and Holwell Sports and Social Club. Asfordby Captains Close Primary
School has a swimming pool which is available for private swimming lessons.

7.15 Sports pitches and facilities are well used and running at capacity.

**POLICY A21: Sport and Recreation**

Existing open space, sports and recreational buildings and land, including playing fields and allotments, should not be built on unless:

A the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or

B the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

**Children’s Play Areas**

7.16 The Parish Council maintains the following children’s play areas:

- Glendon Close, Asfordby
- Jubilee Park, Asfordby
- Brook Crescent, Asfordby Valley
- Compton Park, Asfordby Hill

7.17 The Glendon Close Recreational Area is used by many schoolchildren as a place to hang out with friends and for this reason they like it. However, the equipment is seen as boring and the anti-social behaviour there (from teenagers) intimidates them. Jubilee Park provoked the same mixed reaction; it is a space where children can go to meet up but the equipment for older children is broken and the play area is for young children.

7.18 The Brook Crescent play area in Asfordby Valley is also used and enjoyed by local children although they would like more equipment on it.

7.19 Compton Park at Asfordby Hill is well used but it has minimal equipment and children want better swings and a decent climbing frame.

7.20 Local children value these play areas as places where they can meet up with their friends. They are more suitable for primary school children than the smaller Local Areas for Play which are aimed at under six year olds that are often provided on new housing developments.
7.21 The new housing developments we are planning are well located in relation to existing play areas. Rather than provide new Local Equipped Areas for Play, it would be better if new development contributed to the improvement of the existing play areas.

**POLICY A22: Children’s Play Areas**

Local Areas for Play (LAP), normally small landscaped areas of open space designed for young children (under 6’s), should be provided on new developments of ten or more dwellings. All homes on the development should be within five minutes safe walking time of a LAP, so on large developments more than one LAP may need to be provided.

The design of LAPs should provide for a safe and attractive play area while encouraging the development of social skills. Their design should also aim to reduce the use by unintended visitors.

**Public Transport**

7.22 There is no passenger rail station in Asfordby parish, the nearest station is in Melton Mowbray. Bus services are generally good. There is a regular daily bus service linking Asfordby Village, Asfordby Valley and Asfordby Hill to Leicester and Melton Mowbray (Arriva Midlands 5/5A). Centrebus provides a regular daily bus service to Loughborough, Melton Mowbray and Grantham (Centrebus 8). Centrebus also links the three villages to Melton Mowbray and Nether Broughton on a regular daily basis (Centrebus 23).

7.23 Asfordby parish had the highest proportion (74%) of people travelling to work by car or van in the borough of Melton. To encourage the use of sustainable transport, all new houses should be provided with a Travel Pack containing information about the local area, advice on local transport bus services, cycle routes, taxi information, walking maps and journey planning assistance. The pack should also contain application forms for two, free, six-month bus passes for the local bus service, to encourage the use of sustainable transport.

**POLICY A23: Travel Packs**

Housing developments of more than ten dwellings should make provision for one Travel Pack per dwelling to inform new residents, from first occupation, what sustainable travel choices are available in the area. Each Travel Pack will include two six-month bus passes per dwelling, to encourage new residents to use bus services as an alternative to the private car.
Infrastructure

7.24 New development will have some impact on the existing, and the need for new, infrastructure, services and amenities. Sometimes these impacts can be detrimental and so developers must expect to contribute towards the cost of providing additional infrastructure.

7.25 To enable the level of housing development set out in this Plan to take place, there will need to be improvements at Asfordby Captains Close Primary School, Asfordby Surgery, the Parish Hall and sports & recreation provision in Asfordby Village. However, the Plan must be deliverable. Therefore, the developments identified in the Plan should not be subject to such a scale of obligations and burdens that their viable implementation is threatened. Contributions are governed by the provisions of the Community Infrastructure Regulations 2010.

POLICY A24: Infrastructure

New development will be supported by the provision of new or improved infrastructure as set out in policies A4, A6, A7, A9, A12 to A18, A22, A23, A26, A27 and A29, together with financial contributions for the following off-site infrastructure requirements:

A  the provision of additional school places at Asfordby Captains Close Primary School and secondary schools arising from the development. This should include measures that address local traffic congestion and parking problems associated with the Primary School; and

B  the improvement, remodelling or enhancement of Asfordby Surgery;

C  the improvement, remodelling or enhancement of the Parish Hall, to include greater provision for young people; and

D  the improvement, remodelling or enhancement of sports and recreation provision in Asfordby village.

To ensure the viability of housing development, the costs of the Plan’s requirements will be applied flexibly where it is demonstrated that they are likely to make the development undeliverable.
8. Jobs

8.1 The principal employment sites in Asfordby parish are Asfordby Business Park and Holwell Works. Both sites lie close to the western edge of Melton Mowbray and are key employment sites for the town.

Asfordby Business Park

8.2 Located to the North of Asfordby Hill Village and 1 mile to the west of Melton Mowbray, Asfordby Business Park is the site of the former Asfordby mine. The site measures some 28 hectares in total and is owned and managed by Harworth Estates, the property arm of UK Coal plc.

8.3 Coal mining at Asfordby ceased in 1997 due to adverse geological conditions. In the three years following the closure of the mine, some of the buildings and plant on the site were cleared. Planning permissions were granted for employment use of the remaining buildings. The owners marketed space in these buildings, which businesses began to occupy. Now most of the coal storage sheds, offices and other buildings have been re-used to provide 23,000m$^2$ of building space. The partial clearance of the site left behind some 16 hectares of open area, around and between existing buildings, on which infill development could take place.

8.4 The park accommodates around 30 businesses in a wide variety of unit sizes; from 12m$^2$ to almost 5,000m$^2$. The main activity on the site appears to be transport and distribution. Occupiers include haulage firms and suppliers of a wide variety of goods, mostly bulky goods including vehicles, plant and machinery, scaffolding, pallets and industrial chemicals. About 200 people work at the site. All the occupiers are tenants, since UK Coal’s company policy is not to sell land and property.
8.5 The site also includes the former coal railway, which is in use as a test track for Network Rail.

8.6 In 2009, Melton Borough Council commissioned a Study that looked at the potential use of the business park. As part of this study, Harworth Estates were asked about their plans and aspirations for the future of the site. Harworth Estates proposed to provide additional buildings on the business park in coming years, up to the site’s full capacity. Their masterplan shows infill development on portions of the site which are now vacant, to develop a total site area of 9.8 hectares for 42,000m² of industrial/warehouse space. If this proposed new floorspace were occupied at the same density as the existing space at the site, as estimated by the owners, it would support around 400 additional jobs. Proposed unit sizes range from 94m² starter units to around 9,400m².

POLICY A25: Asfordby Business Park and Old Dalby Test Track

Asfordby Business Park and the Old Dalby Test Track are of strategic importance to the economy of the Melton area.

The development of Asfordby Business Park, as defined on the Policies Map, for Business, General Industrial and Storage or Distribution (Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended)) is supported.

Built development should not take place over or within the influencing distance of the two mine entries.

The development of the Old Dalby Test Track for the testing of trains and railway equipment is supported provided any noise and disturbance does not give rise to significant adverse impacts on health and quality of life.

Development at the northern end of the site should have regard to the impact on the setting of the Grade II* listed St Bartholomew’s Church.

Holwell Works

8.7 The Holwell Works site, as allocated in the Melton Local Plan, measures some 27 hectares and lies to the east of Asfordby Business Park, from which it is separated by a railway line. The main part was originally occupied by an iron foundry and associated railway sidings and is now vacant and partly derelict, having seen a variety of industrial uses over the years. The site also includes 3.6 hectares, at the eastern boundary, which is greenfield and in agricultural use, and a small area occupied by existing employment units, including a steelworks and small industrial/distribution businesses including Hanson Quarry Products.
8.8 In 2011, planning permission was granted for a new industrial unit and open storage facility for St Gobain PAM Ltd (10/00912/FUL). The development is an addition to the existing Saint Gobain operation for the manufacture of drainage related iron products at Holwell Works.

**POLICY A26: Holwell Works**

Holwell Works is of strategic importance to the economy of the Melton area. The development of the Holwell Works, as defined on the Policies Map, for Business, General Industrial and Storage or Distribution (Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended)) is supported where:

A ground conditions and land instability, including from natural hazards or former activities, pollution arising from previous uses and any proposals for mitigation including land remediation or impacts on the natural environment arising from that remediation, have been taken into account. There should be a remediation plan for the disused spoilt tip to the north of the site;

B after remediation, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990;

C noise and other pollution does not give rise to significant adverse impacts on health and quality of life as a result of new development;

D other adverse impacts on health and quality of life arising from noise and other pollution from new development have been mitigated and reduced to a minimum;

E built development should not take place over or within the influencing distance of the two mine entries;

F development at the northern end of the site should have regard to the impact on the setting of the Grade II* listed St Bartholomew’s Church;

G existing and potential rail heads and rail links are safeguarded; and

H measures are in place for the installation, maintenance and monitoring of security systems.
Holwell Business Park

8.9 There have been several proposals for the redevelopment of the southern part of the Holwell Works site, off Welby Road. In 2009, a planning application (09/00356/OUT) was submitted by Rotherhill (Asfordby) Syndicate for the development of 36,152m² of industrial and warehouse units called Holwell Business Park. Planning permission was granted in 2010 and an extension of time was agreed in April 2013.

8.10 The redevelopment of this brownfield, contaminated site has been difficult to achieve. The developers have considered ways of making the redevelopment more viable and even looked at the possibility of relocating the sports and recreation provision at Holwell Sports and Social Club and redeveloping the site for housing.

8.11 We want the redevelopment of the site for employment uses to go ahead so that it can provide job opportunities for local people. We recognise that new housing development may be required to enable this to happen, but if there is to be a significant amount of new housing development, additional services and facilities are required to enhance the sustainability of Asfordby Hill.

8.12 It should be noted that while most of the Holwell Business Park site lies inside Asfordby parish, the main point of access—Welby Road, does not.

POLICY A27: Holwell Business Park

The redevelopment of land to the south of Holwell Works, Asfordby Hill, as defined on the Policies Map, for a mixed use development is supported where:

A  it provides for the development of some 3.23 hectares of Business, General Industrial and Storage or Distribution (Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended)) uses;
B  it provides for no more than 100 dwellings and includes provision for a new general store, a new or replacement community meeting place and play space;
C  there are measures in place to ensure that the development takes place in a comprehensive manner and avoids piecemeal development;
D  it does not significantly adversely affect the amenities of existing or new residents in the area
E  existing footpaths shall be retained and new links, including cycleways, created:
   i  between the development and the existing E14 public footpath; and
   ii between the development and South Street, Asfordby Hill;
A landscaping scheme should be implemented to provide for an improvement in biodiversity and include:

- the retention of important ponds, trees and hedgerows;
- maintain and enhance existing ecological sites;
- additional planting between the proposed development and the residential area of Asfordby Hill to protect the residential amenities of residents;
- an appropriately designed, constructed and maintained sustainable drainage system.

### Live/Work Units

8.13 We want to support economic growth in Asfordby parish in order to create jobs and prosperity, reduce the need for people to travel to work by car, and provide opportunities for the expansion and growth of local enterprise. Although Asfordby Business Park and Holwell Works provide good opportunities for small, medium and large-scale business development, we want to encourage micro businesses too.

8.14 In Asfordby Village, many people have historically had business premises and residential accommodation which are connected or attached in some way, such as homes with workshops attached. During more recent decades, due to changing employment and living trends, this has altered and new developments are normally exclusively for either residential or employment purposes with people typically commuting from their home to their place of work.

8.15 However, changing patterns of employment in recent years together with improvements in information technology means that often people can work or operate a business without the need to travel to premises some distance away.

8.16 During early consultation, local people said they would like to see some opportunities for small businesses as part of the redevelopment of the Asfordby Storage and Haulage depot on Main Street, Asfordby. Our Development Design Brief for the site includes provision for live/work units. A live/work unit is a property that is designed primarily for employment purposes but which also includes ancillary residential space connected to the employment premises. Live/work units allow more people to work from home.

**POLICY A28: Live/work units**

In accordance with the Development Design Brief set out at Appendix 2, the redevelopment of the Asfordby Storage and Haulage site should incorporate a small number of live/work units.
Frisby Water Parks

8.17 North of the River Wreake and close to the village of Frisby on the Wreake, sand and gravel were extracted from the 1940s until not long before 1970. The sand and gravel pits were subsequently flooded to form two lakes which were used for sailing and fishing. There was also some industrial activity close to the lakes.

8.18 A planning application for the change of use of the former quarry and land to a holiday lodge park at Frisby Water Parks was submitted to Melton Borough Council in 2007. Although the Council had previously granted permission for 25 lodges in 2008, it refused planning permission for the larger development. Frisby Water Parks appealed the decision and in 2009 the appeal was allowed and permission granted for up to 59 holiday lodges. Although the lodges can be occupied all year round, they can only be occupied for holiday purposes (except for a management lodge) and none of the lodges can be used as a person’s sole or main place of residence.

8.19 Although permission was granted, the Inspector who allowed the appeal wanted to limit the number of lodges. We want to make sure that the site contributes to the local economy by ensuring that it remains as a local tourism and recreation asset.

8.20 An Order which added Public Footpaths H108 and H108A at Frisby Lakes to the Definitive Map was confirmed in October 2015.

POLICY A29: Frisby Water Parks

Planning permission for the development of Frisby Water Parks as a countryside leisure facility will be supported subject to the following criteria:

A the development is small-scale and of a design that is compatible with its landscape setting;
B the development is safe and accessible and maintains opportunities for countryside recreation for visitors and local residents. Public Footpaths H108 and H108A are to be protected;
C there is no increase in holiday accommodation above the 59 lodges already permitted;
D other than for manager’s accommodation, all accommodation shall be for holiday use only;
E the geological interest of the site is protected and enhanced; and
F development should be compatible with recreation and tourism uses and the quiet enjoyment of the countryside.
9. Monitoring

9.1 Our Neighbourhood Plan will be monitored, to evaluate the success of its policies and proposals and to identify whether future reviews of the plan are needed. In particular, the following may trigger a review of the Neighbourhood Plan.

National Planning Policy Framework

9.2 In December 2015, the Government began consultation on some specific changes to national planning policy. These changes included amendments to the national planning policy definition of affordable housing.

Melton Local Plan

9.3 Melton Borough Council is currently preparing a new local plan that is likely to cover the period to 2036. The Borough Council will take our Neighbourhood Plan into account in preparing the new Melton Local Plan but we may need to review our Neighbourhood Plan to ensure that it conforms to the new proposals and requirements.
Appendix 1: Asfordby Parish Design Guidance

Building design and materials
SECTION 5: ASFORDBY HAULAGE & STORAGE DEPOT SITE

Site Description

The site is located on Main Street in a prominent position as shown in the aerial photograph in Figure 16. At the time of writing this Development Design Brief, the landowner did not wish to participate in the planning process, so it has not been possible to carry out any on-site inspections or investigations. The site is identified in the Council’s Strategic Housing Allocation Assessment survey. The site is approximately 3 acres excluding the pink areas shown on the site boundary plan in Figure 17. The site is relatively flat. There is a slight slope in a southerly direction towards the wash-lands and the River Wreake. The most southerly part of the site is affected by flooding. During the Neighbourhood Plan public consultation, there was also a desire expressed to retain the openness of the southern edge of the site. The site comprises of mainly hard surfaced loading areas and large industrial buildings. These existing buildings dominate the street scene and neighbouring properties as shown by the aerial photograph (Figure 16) and the photographs of the site boundaries in Figure 18.
Figure 17: Site Boundary Plan

Northern site boundary

Western site boundary

Southern site boundary

Figure 18: Photographs of Northern, Western & Southern Site Boundaries
Connectivity, Access and Views

The site is well connected to a wide range of community facilities including local shops, primary school, doctor’s surgery, pubs, village hall and outdoor recreational facilities illustrated by the connectivity plan in Figure 19 and the walking distance timings summarised in Table C. Public transport is easily accessible with bus stops close by on Main Street. There are frequent and regular bus services to Melton Mowbray, Leicester, Loughborough and Grantham.

As shown by the site access plan in Figure 20 the existing access is from Main Street. Initial investigations suggest that the site is constrained by neighbouring development. It is likely that the final design will be restricted to a single entrance/exit as existing at the present. However secondary accesses may be possible via the new housing development adjacent to the site subject to land ownership, status of Section 38 Road Adoption Agreements and the absence of any ransom strips. Such potential secondary accesses onto Harland Close and/or Riverside Walk would improve permeability and connectivity of any future residential development.

In considering connectivity and access, views are also important.

The maintenance or creation of new vistas to an easily recognised landmark such as All Saints Church will assist way finding and avoid disorientation for residents and visitors. The importance of long distance views into and from the Asfordby Haulage and Storage Depot site are illustrated in Figure 21.

<table>
<thead>
<tr>
<th>FACILITY</th>
<th>WALKING TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nearest bus stop (easterly)</td>
<td>3 minutes</td>
</tr>
<tr>
<td>towards Melton Mowbray</td>
<td></td>
</tr>
<tr>
<td>Nearest bus stop (westerly)</td>
<td>1 minute</td>
</tr>
<tr>
<td>away from Melton Mowbray</td>
<td></td>
</tr>
<tr>
<td>Shopping parade on Broadorn Lane</td>
<td>3 minutes</td>
</tr>
<tr>
<td>Nearest pub (Three Horse Shoes)</td>
<td>3 minutes</td>
</tr>
<tr>
<td>Village Hall &amp; Recreation Ground</td>
<td>3 minutes</td>
</tr>
<tr>
<td>All Saints Church</td>
<td>5 minutes</td>
</tr>
<tr>
<td>Doctors Surgery on Regency Road</td>
<td>5 minutes</td>
</tr>
<tr>
<td>Asfordby Captains Close Primary School</td>
<td>12 minutes</td>
</tr>
<tr>
<td>Allotments</td>
<td>16 minutes</td>
</tr>
</tbody>
</table>

Table C: Summary of Walking Distance Times
CONNECTIVITY
ASFORDBY HAULAGE & STORAGE DEPOT MAIN STREET, ASFORDBY
Figure 19

Allotments

GP surgery, Regency Road

Asfordby Captains Close Primary School

Shopping parade on Bradgate Lane (Co-op supermarket, newsagent, pharmacy, restaurant, hot food take aways, kitchen design centre)

Asfordby Parish Hall & Recreation Ground

Nearest stops for Local Bus Services
5A to Melton Mowbray / Leicester
8 Melton Mowbray/Loughborough/Grantham
23 Melton Mowbray / Nether Broughton

All Saints Church

Not to scale
ACCESS
ASFORDBY HAULAGE & STORAGE DEPOT
MAIN STREET, ASFORDBY

Figure 20

POSSIBLE SECONDARY ACCESS
onto Harland Close (subject to
ownership & Section 38 Road
Adoption Agreements)

POSSIBLE SECONDARY ACCESS
onto Riverside Walk (subject to
ownership & Section 38 Road
Adoption Agreements)

MAIN ACCESS IN AND OUT from
Main Street (subject to visibility
spillay details)

NO AVAILABLE
ACCESS from
Eastern side of site

Not to scale
**Constraints & Opportunities**

From external observations the re-use of the existing buildings by conversion into residential use is considered to be an unlikely proposition. So any future residential re-development of the site will be new build development on this brown-field site.

The constraints and opportunities of the site are shown in Figure 22. Any proposed re-development needs to be respectful of adjacent neighbouring buildings such as the existing bungalows on Harland Close and the existing two storey houses on Riverside Walk and along the eastern boundary. Any potential difficulties can be avoided by compliance with the minimum privacy distances between existing and new buildings set out by Melton Borough Council Planning Department as:

- 21 metres front to front elevation;
- 11 metres side to front elevation;
- 10 metres minimum garden length.

As previously discussed main entrance / exit from the development will be onto Main Street in approximately the same position as the existing vehicular access subject to visibility play requirements of the Council’s Highway Department. The opportunities for alternative secondary accesses may be limited but should be investigated. If a secondary vehicular access proves to be impossible perhaps pedestrian / cyclist routes could be facilitated to enhance connectivity and permeability for the benefit of future residents. The car parking provision within the new residential development should comply with the parking standards of Melton Borough Council Planning Department, which are:

- 2 spaces per 1, 2, 3 bedroom properties;
- 3 spaces per 4 bedroom property.

The existing strong building line along Main Street should be replicated. At this point on Main Street all buildings are located at the back of pavement.

The existing trees on Main Street should be retained. These trees contribute to the character of the village. There is an existing precedent for small open spaces and groups of trees along this main road.

The most southerly part of the site forms part of the wash-lands of the River Wreake and it is subject to flooding. So this part of the site is un-developable, which offers interesting possibilities for a sustainable urban drainage solution for the proposed development, wildlife habitat and / or public open space.
CONSTRANTS AND OPPORTUNITIES
ASFORDBY HAULAGE & STORAGE DEPOT
MAIN STREET, ASFORDBY
Figure 22

- Retention of existing trees
- Existing bungalows on Harland Close
- Existing houses on Riverside Walk
- Possible secondary accesses from Harland Close & Riverside Walk
- Potential flooding zone
- Strong existing building line
- Existing vehicular access from Main Street
- Privacy distances to front and side elevations of existing houses
- Private drive – no access

Building for Life 12: Criteria 1 & 6

Not to scale
Zoning Proposals - Zone 1

- Main access road running as a spine down the centre of the site, road carriageway with footpaths on either side, designed to 20 mph speeds;
- This main access road opens up vistas/views to and from the wash-lands and River Wheake;
- Re-creation of Main Street – continuous building line, back or very close to back of pavement development, finest grain of development (as illustrated in Figure 24);
- High density housing – terraced houses, wide and narrow frontages, L-shaped buildings used to turn corners, varying building heights, fly-over units provide access to Zone 4 housing units behind Zone 1;
- Car parking provided on street in cherron or parallel parking spaces.

Figure 23: Zoning Proposals Site Plan

Figure 24: Bickershaw Village Chorley, Lancashire
Zone 2
- Live / Work units (where the intensity of business use is greater than the residential element) as per Policy C39: Melton Local Development Framework Core Strategy (illustrative examples in Figure 25);
- Located on Main Street closest to other existing commercial / non-residential uses;
- Maintenance of strong building line / form along Main Street;
- Proposed buildings may be larger than traditional residential units with higher floors to ceiling heights;
- Car parking and servicing arrangements from Main Street or rear of premises.

Figure 25: Examples of live / work units

Zone 3
- Possible block of apartments (illustrative example in Figure 26);
- Inspired by Old Hall and Beechcroft Listed Buildings – 3 storey or 3 storey with attic, double floor plan, set in own landscaped grounds;
- Car parking provided within landscaped grounds in small parking courtyards.

Figure 26: Apartment Block
Bickershaw Village, Chorley, Lancashire
Zone 4
- Medium density housing – semi-detached and detached houses (as illustrated by examples in Figures 27 and 28);
- Secondary roads – narrow lanes, shared surfaces;
- Create views to All Saints Church;
- Possible secondary vehicular and/or pedestrian accesses to increase connectivity;
- Varying building heights but respect adjacent bungalows and houses re privacy distances;
- Car parking provided on plot by driveways and/or garages.

Figure 27: Example of detached house
Figure 28: Infill development in Asfordby

Zone 5
- Low density housing – detached houses possibly bungalows;
- Tertiary roads – private driveways, shared surfaces;
- Possible almshouse style design;
- Orientate units to front onto wash-lands and proposed open space on undevelopable land liable to flood to provide natural surveillance rather than back garden fences;
- Car parking provided on plot by driveways and/or garages.

Open Space
- Possible Sustainable Urban Drainage or wildlife habitat as shown in Figure 29.

Figure 29: SUD / Wildlife habitat