

MELTON BOROUGH COUNCIL

Holwell Works

Development Brief



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Introduction

- 1.1 The Borough Council approved a development brief for the employment site at Holwell Works, Asfordby Hill on 26 January 1993. The brief provided guidance on a site area of 35 hectares that included 20 hectares of agricultural land and about 15 hectares of land previously developed for industrial purposes. The site was subsequently included as an employment allocation in the Melton Local Plan: Deposit Copy 1995.
- 1.2 Development briefs should be as up to date as possible, particularly in view of their status in the determination of planning applications and as a means of encouraging development in appropriate locations. In the case of the Holwell Works Development Brief, the following circumstances have given rise to the need to review the brief:
- Following objections to the original employment allocation in the Melton Local Plan, the 20 hectares of agricultural land has been deleted from the allocation;
 - The proposed Melton Mowbray southern and western bypass has been re-aligned in the vicinity of the site;
 - Additional areas of ecological importance have been identified at the site;
 - The closure of the adjoining Asfordby Mine and its potential for employment development offers the opportunity to consider the development and the marketing of the two sites together;
 - Problems of localised flooding suggest that there is a need to review surface water drainage arrangements;

Despite the objectives of the 1993 brief, no development has taken place to date.

Planning Status of the Site

- 1.3 The Melton Local Plan was adopted on 23 June 1999 and allocates about 75 hectares of land for employment uses at a variety of sites in and around Melton Mowbray for development to 2006. The total area allocated at Holwell Works is about 26.6 hectares. As the majority of the site has been previously developed, the allocation is considered a brownfield site.

Purpose of the Development Brief

- 1.4 Government advice in Planning Policy Guidance Notes encourages local authorities to prepare development briefs and other supplementary planning guidance that can usefully elucidate and exemplify planning policies so that greater certainty is given to those involved in the design and development process.
- 1.5 This development brief has been prepared to establish the Council's intentions for the employment site at Holwell Works and to provide as much information on development criteria as possible to enable the effective and speedy development of the site.

Status of Development Brief

- 1.6 This development brief has been the subject of consultations with the local community, Asfordby Parish Council, the owners of the site and with organisations, authorities and other groups that have an interest in the site. Following the consultation process, all representations received were considered by the Council's Planning and Development Committee and revisions made to the draft brief where necessary before it was approved. The representations on the consultation exercise are contained in the separate document "Statement of Consultations and Consideration of Representations".
- 1.7 The brief was approved as supplementary planning guidance on 7th June 2000 by the Council's Planning and Development Committee, and will be a material consideration when planning applications are determined at the site.

Background

- 1.8 There has been a long tradition of industrial operations at Asfordby Hill near Melton Mowbray that dates back to the early 1930s. The Holwell Works iron foundry developed as a result of iron ore extraction in north east Leicestershire and at its height the foundry employed over 2,000 workers. The foundry closed in the mid 1950s but the works continued to be used for the production of steel commodities. With the gradual contraction of the steel industry, substantial areas of former workings became redundant and derelict. About 25% of the original site is presently occupied by a steelworks operated by Stanton plc.

Development Objectives

1.9 The following Policy in the Melton Local Plan applies specifically to the site and defines the Council's main objectives for development:

EM3 PLANNING PERMISSION WILL BE GRANTED FOR INDUSTRIAL USE CLASSES B1, B2 AND B8 (AS DEFINED BY THE TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987) ON LAND ADJACENT THE HOLWELL WORKS AS SHOWN ON THE PROPOSALS MAP PROVIDED THE DEVELOPMENT:-

- A) IS VISUALLY CONTAINED WITHIN ITS VALLEY SETTING;
- B) INCLUDES GOOD QUALITY PERIPHERAL STRUCTURAL LANDSCAPING, PARTICULARLY ALONG THE WELBY ROAD FRONTAGE;
- C) MAKES PROVISION FOR THE BENEFICIAL USE OF LAND NOT SUITABLE FOR DEVELOPMENT;
- D) AVOIDS ANY CONFLICT OF USES BETWEEN THE PROPOSED DEVELOPMENT AND NEARBY RESIDENTIAL AREAS;
- E) SECURES IMPROVED VEHICULAR ACCESS FROM THE PUBLIC HIGHWAY NETWORK;
- F) MAKES PROVISION FOR LAY-BYS AND BUS SHELTERS ALONG WELBY ROAD;
- G) INCLUDES PHASED IMPROVEMENTS TO WELBY ROAD TO CATER FOR INCREASED LEVELS OF VEHICULAR TRAFFIC GENERATED BY THE DEVELOPMENT IN ACCORDANCE WITH THE REQUIREMENTS OF THE HIGHWAY AUTHORITY.

1.10 The Council wishes to secure the commencement of development at the site before the end of the local plan period.

Ownership

- 1.11 The main part of the site is owned by British Steel plc and Stanton plc. There are four existing industrial operators (Hanson Quarry Products Europe Ltd, W.R. and C.A. Elsome, G.D. Martin Joinery and T.R. Lovett) within the site that occupy a group of small units. The industrial units are served by a narrow access road (Joiners Lane) that is owned by Hanson Quarry Products Europe Ltd.

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The Development Site

Location

- 2.1 The site lies immediately to the north of the village of Asfordby Hill and is some 0.7 kilometre from the west edge of Melton Mowbray. It has a frontage of about 300 metres onto Welby Road which has direct access to the A6006 Loughborough Road and the A606 Nottingham Road via St Bartholomew's Way.
- 2.2 Occupying a rural position, the site lies immediately to the east of the former Asfordby Coal Mine. Planning permission has been granted for the re-use of a number of the remaining buildings on the former coal mine site for employment and leisure uses. RJB Mining Ltd has commenced marketing the site as the Asfordby Business Park, and a number of buildings are now occupied by local businesses. The former mine site is about 57 hectares in area.

Main Characteristics of the Site

- 2.3 About 16.5 hectares of the Holwell Works allocation are suitable for redevelopment for employment uses. The main part of the development area was previously occupied by buildings forming part of the original iron foundry and associated railway sidings. Some 3.6 hectares at the east boundary are in agricultural use. The site is generally vacant and much of it is derelict. Although largely clear of buildings, it contains remnants of structures, water tanks and hard surfacing used in connection with the old foundry.
- 2.4 Set within a shallow valley, the site slopes down from the east boundary towards the former Asfordby coal mine railway line which defines the west boundary. The existing Stanton plc steel works occupies land to the north. The steel works and the development site are served by an access road that runs along the north boundary of the site from Welby Road. The minor access road (Joiners Road) that serves the four small industrial operators joins Welby Road to the south of the main access (see Plan No 2).
- 2.5 The east boundary of the site follows Welby Road and the edge of a former waste tip that separates the part of the site with development potential from community and residential uses within the adjoining village of Asfordby Hill. The waste tip is of ecological interest. The south boundary is defined by a railway line that is operated by Alstom UK Ltd as a test track.

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- 2.6 The site has a long history of industrial activities and a multiplicity of underground services cross the site in various directions. In particular, a raw water main runs through the site from a nearby reservoir and serves the adjacent steelworks. A number of foul and surface water sewers cross the site from east to west and electricity cables serve the existing on-site operators.
- 2.7 A 24" supergrid gas main crosses the site at the east boundary and enters a small gas compound that fronts onto Welby Road.

3

Development Guidelines

Phasing of Development

- 3.1 Because of the location, size and characteristics of the site, the Council recognises that the allocation is unlikely to be developed comprehensively and as a single project within the local plan period. The brief therefore allows for the development of the site on a phased basis that will reduce the need for major infrastructure investment at the outset and enable piecemeal development in response to local demand.
- 3.2 Plan No2 divides the site into three areas for the purpose of phasing development. The Council wishes to see the development of the site commencing with Area A which adjoins the Stanton plc steel works. This area is accessible from the existing service road to the works and utility services are generally available. About 6.7 hectares in this area are suitable for Class B1, B2 and B8 development. The lower west portion of the area is close to the rail track and is particularly suitable for Class B8 storage / warehousing and other uses that could benefit from rail freight facilities. A margin of land that is of ecological importance lies adjacent to the railway line.
- 3.3 Area B fronts onto Welby Road. About 4.2 hectares are suitable for employment development. Within this part of the site Class B1 and B2 uses would be appropriate. Access is available to the main part of this area from the existing service road. The area should be developed after the majority of Area A has been developed. This part of the site also includes an area of ecological importance. The ecological implications to the development of the site are contained within Section 11 of the brief, which gives guidance on the protection of areas of ecological interest.
- 3.4 Area C has about 5.6 hectares suitable for development. There will be a need for significant remedial works to tackle dereliction and contamination before this area can be fully developed. The area is only likely to be developed in the longer term and is suitable for Class B1, B2 and B8 uses. A significant length of the west boundary fronts onto the adjoining rail track. Land in this area has potential for uses that could take advantage of the rail facility.

Internal Road Layout

- 3.5 The main access road that serves the site and the Stanton plc steel works runs along the north boundary. The road is about 5.0 metres wide and has a tarmacadam surface. The minor access road (Joiners Lane) is surfaced in concrete and is inadequate in design and construction to accommodate additional development.
- 3.6 Plan No 3 contains an indicative road network that enables penetration of the site through a loop system. The network utilises the existing steel works service road as the main access from which much of Area A and Area B could be served. A further access onto Welby Road may be required as the remaining parts of the site are developed. Should improved access to the existing industrial units be provided through the extension of the road network, the minor access could be closed and incorporated into the development area.
- 3.7 Alternative road layouts may be appropriate. However, any new or improved roads should be built to the standards of the local highway authority as contained in "Leicestershire County Council Highway Requirements for Development". The maintenance of the internal road network will remain the responsibility of the developer if it is not adopted by the local highway authority.

Car Parking and Servicing

- 3.8 Adequate parking provision and space for the manoeuvring of vehicles visiting the site will be required for all new development in accordance with the Council's adopted Parking Standards. A relevant extract is contained at Appendix 1. The safety and security of proposed car parking areas should be considered at the design stage and in accordance with the "Secured Car Parking Scheme" that is available from the Leicestershire Constabulary.
- 3.9 Difficulties are presently experienced along Welby Road at the north edge of Asfordby Hill in connection with local community facilities. The development provides an opportunity to create a small public car park within the site.

Off-Site Road Improvements

- 3.10 The Melton Local Plan contains a proposal for a bypass around the southern and western edges of Melton Mowbray that will link the A606 from Burton Road to Nottingham Road. Welby Road and St Bartholomew's Way will form part of the bypass. The southern part of Welby Road will be re-aligned and the remaining length improved to the bypass standard (see Plan No 3). The bypass will be developer funded in association with the development of a new village to the south of Melton Mowbray. At present there is no agreed programme for the construction of the road or improvements to Welby Road.
- 3.11 Welby Road is inadequate in construction and width to accommodate the type and volume of traffic likely to be generated by the comprehensive redevelopment of the site. However, until such time as the bypass is constructed, works will be required as part of the redevelopment of the site to improve the standard of Welby Road in accordance with the requirements of the local highway authority.
- 3.12 There is a wide range of possible employment uses that could occupy the site and the relative mix of these is unknown at present. It is not possible to define in this brief the precise nature of any road improvements required, since they will depend on the traffic generating characteristics of particular development proposals.
- 3.13 However, it is likely that measures would take the form of local widening, carriageway strengthening, kerb/footpath provision and visibility improvements. It is envisaged that these works would be carried out essentially on the existing road alignment and wherever possible, confined within the existing highway boundary.
- 3.14 Such works will be related in scale and kind to the impact of traffic generated by the site and at the expense of the developer(s) of the site. Details will be contained in a Section 106 Agreement under the Town and Country Planning Act 1990.
- 3.15 Subject to the scale of a proposal for the redevelopment of any part of the site, there is likely to be a need for the submission of a Traffic Impact Assessment and a Green Transport Plan with any planning application.

Bus, Bicycle and Pedestrian Facilities

- 3.16 The Council wishes to encourage employees and other visitors to the site to travel by public transport, bicycle or by walking as an alternative to the use of the motor car. The Council's Parking Standards require secure bicycle parking for 10% of employees. The Council will wish to maximise the potential for walking and cycling to the site from Melton Mowbray. Where there is potential for off-site cycleways and footpaths the Council will consider the need for provisions in accordance with the scale of any development proposal, and secure them through a legal agreement.

- 3.17 Where appropriate the development will be expected to make provision for:
- bus penetration and bus stops throughout the site and along Welby Road;
 - cycleways to and within the site and bicycle parking;
 - pedestrian links to and within the site.

Emergency Services

- 3.18 There will be a need to ensure that in the event of accident or fire, free access is available for emergency vehicles to all areas where business activities are carried out. The design of the development should ensure that access to buildings and storage areas are kept clear of landscaping, parking spaces or other features that could prevent or hinder access by emergency service vehicles. Adequate flows of water for fire fighting purposes should be available throughout the site with hydrants at intervals not exceeding 90 metres.

Rail Transport

- 3.19 The railway line at the west boundary is twin track and was re-established by British Coal in 1989 to serve the Asfordby coal mine. It is linked to the main Birmingham to Norwich railway line via a rail test track. The Council wishes to encourage the transportation of freight from the site by rail, particularly to and from any storage and warehousing development. RJB Mining Ltd controls the track and any proposal to use the track rail facility will require agreement with this company, Alstom UK Ltd and Railtrack plc.

Location of Buildings

- 3.20 Welby Road follows the contour of a ridge that runs along the east boundary of the site. Beyond the built up part of Asfordby Hill, agricultural land fronts onto both sides of Welby Road for the most part of its length. The Council wishes to maintain the generally open rural appearance along Welby Road and reduce the impact of the development in its wider countryside setting.
- 3.21 The 24" supergrid gas main within Area B follows a line that runs parallel to Welby Road (see Plan No 3). The gas main is protected within an easement band (12 metres wide) along its full length within which no building development or planting will be permitted.
- 3.22 To avoid breaching its valley setting, buildings within the development site will be confined to the area west of the easement band of the supergrid gas main. The Council will be concerned to ensure that buildings respect the contours of the site and are not intrusive in the wider landscape.

Building Construction

- 3.23 The site is particularly visible from vantage points to the south and west and from the A607. The Council wishes to achieve a development that will blend with its rural surroundings. The design, siting and quality of building materials will be important in achieving this objective. Buildings at the site are likely to be constructed of typical industrial cladding materials. These materials are manufactured in a variety of colours and in order to blend the overall development within the landscape, dark grey, slate blue, dark green and dark brown are considered appropriate.

Outside Storage

- 3.24 Outside storage can detract from the appearance of an attractive and well designed industrial area. The Council will ensure that any proposed outside storage areas are controlled by planning conditions. Where outside storage areas are proposed adequate means of enclosure and screening will be required to minimise their impact on the appearance of the development and maximise security.

Security

- 3.25 By careful planning at the design stage the potential for theft, vandalism and other crime can be minimised. The development should maintain good visibility throughout the site by judicious layout design and use of external lighting. Appropriate landscaping and means of enclosure should be included to deter potential intruders. Developers are advised to contact the Leicestershire Constabulary Architectural Liaison Officer for detailed guidance on security measures.

Internal Landscaping

- 3.26 The site is largely open with little in the way of mature tree cover. Small linear tree groups follow the boundaries of the two existing access roads and there are some partial hedgerows and bushes in the east part of the site. Parts of the west boundary are defined by thick shrub and small tree cover and throughout the site there are sporadic groups of bushes and scrub.
- 3.27 The site should be developed to contain areas of landscaped amenity open space around buildings and operational areas wherever possible. Landscaped areas will be particularly important where they are adjacent to residential properties and community facilities. In choosing plants and trees care should be taken to ensure that planting schemes provide for wildlife.
- 3.28 There are substantial areas within the area allocated in the Local Plan that have naturally re-vegetated and have little or no potential for development. The areas comprise the waste tip (4.0 hectares) and adjacent land at the south boundary (3.1 hectares). These areas should be retained as a landscaped buffer between the development Area C and the residential area within Asfordby Hill.

Structural Landscaping

- 3.29 Under an agreement with Leicestershire County Council a scheme of structural landscaping relating to the development of the Asfordby coal mine was implemented during the 1980s. Part of the scheme involves a wide belt of woodland trees along the west boundary of Welby Road.
- 3.30 The development site generally benefits from this planting scheme which ends at the access to the Stanton plc steel works. There will be a need to continue the tree belt along the site's frontage, in a corridor between the highway and the protected easement band of the supergrid gas main. A tree belt should also be provided along the remaining east boundary of the site in proximity to the steelworks. The tree belt should be 35-40 metres in width and comprised of woodland trees (see Plan No3).

Areas of Ecological Interest

- 3.31 Policy C11 of the Melton Local Plan (see Appendix 2) protects important sites of ecological interest unless an overriding national or local need can be shown. The local plan allocation contains three sites that are identified as being of ecological interest at county or district level (see Plan No 3).

Site E1

- 3.32 The area along the west boundary is a narrow margin of former rail sidings that is significant at County level. The area has naturally regenerated and should be retained in its natural state and maintained as part of the overall landscaping scheme. Any links to the railway from adjacent development land shall be designed to minimise any potential adverse affects on the ecological interest of the area.

Site E2

- 3.33 The site is about 1.8 hectares in area. It was formerly used for car parking and is significant at District level. It is centrally located and occupies an important position within the development site. Surfaced with loose slag and concrete that has broken up with time, it is a gently sloping west facing bank, covered in scattered scrub and sparse groundflora with occasional marshy areas. Interesting species across the site include blackstonia perfoliata (yellow wort), centaurium erythraea (common centaury), dactylorhiza fuchsii (common spotted orchid) and pastinaca sativa (wild parsnip). The site provides habitat for the Small Blue Butterfly and Small Skipper Butterfly.
- 3.34 If there is an overriding need to develop the area or part of it, the ecological interest should be protected as much as possible. If development is proposed, a study / report will be required to establish that the development is compatible in the area and that the ecological interest can be protected. The developer should consider linking the area to a wild life corridor to reduce the potential of isolation.

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- 3.35 Where in-situ protection is not possible, consideration may be given to the translocation of plants from the area to a suitable donor site, providing such an area can be identified within the curtilage of the wider development site. A detailed scheme of translocation would be required and agreed with the Council before any development is permitted.

Site E3

- 3.36 The former waste tip at the southeast boundary is about 4.0 hectares in area and is steeply graded along its western edge. The site is an important calcareous grassland area which is inhabited by a wide variety of species that include *ophrys apifera* (bee orchid), *dactylorhiza fuchsii* (common spotted orchid) and *primula veris* (cowslip).
- 3.37 The tip is significant at County level and has no development potential. This area should be retained as natural habitat and dedicated to the Asfordby Parish Council or other suitable organisation for management, maintenance and as an amenity area with public access.

4

Utility Services

Foul Water Drainage

- 4.1 The site is served by the Asfordby sewage treatment works which has limited capacity. A connection may be made to existing public sewers that presently serve Asfordby Hill and Asfordby Valley. The system could accommodate domestic type flows from the site, subject to new off-site sewers, separation works in the upstream sewer system and upgrading of pumping capacity. Discharges from any processing industries will require special consideration and significant capital improvements may be required. A trade effluent agreement should be entered into with Severn Trent Water Ltd in such cases.
- 4.2 Although it is technically feasible to connect to a private sewage treatment plant, the Environment Agency has a presumption against discharges where connections to the public system are possible.

Surface Water Drainage

- 4.3 The Welby Brook is designated as an “ordinary watercourse” that is protected by the Land Drainage Act 1991. The brook forms a natural drainage channel to the site and runs along the west boundary. It has been culverted through the adjacent former Asfordby coal mine site and from there on it flows south into the River Wreake. A series of channels within the development site currently convey surface water to Welby Brook.
- 4.4 Over recent years severe flooding problems have occurred downstream, particularly in the residential area of Asfordby Valley. Possible options to reduce the risk of further flooding have been investigated. The options involve works to deepen the watercourse, earth mounding along the brook or use of agricultural land to the north of the village for the storage of flood water.
- 4.5 Consequently, where surface water from the site discharges into the watercourse, the maximum outflow rate should be no more than that which emanates from the site at present. To achieve this, the use of balancing ponds and outflow controls are acceptable to the Environment Agency. Balancing ponds should be designed off-line to avoid maintenance problems, ecological problems and ultimately loss of storage capacity rendering any on-line balancing ponds inadequate for their original design purpose.

- 4.6 All bridging, culverting, crossing, weir construction or the in-filling of any watercourse requires consent under Section 23 of the Land Drainage Act 1991. These consents are only available from the Environment Agency. Any outfall into the Welby Brook will require the approval of the Agency. However, any work undertaken in connection with the River Wreake will require formal consent under the Water Resources Act 1991.

Potable Water Supply

- 4.7 There is an existing supply of potable water to Stanton steelworks. Extensive off-site water mains reinforcement will be required to serve the northern part of the site at the developer's expense.

Gas Supply

- 4.8 Gas can be made available to the site from the local transmission system that runs close by the site. An off-take from the system to supply the estimated loads anticipated will require a lead-time of at least 12 months.

Electricity Supply

- 4.9 Power is supplied to the Stanton steel works from a supply line to the north of the works. The existing group of small industrial units are served by an 11kV overhead supply line and pole mounted transformer that follows the minor access road into the site. The system could be extended to provide a 500kV supply from the high voltage underground network in Welby Road.

Ground Contamination and Dereliction

- 4.10 The activities of the former iron works included smelting and other foundry work. Parts of the site are likely to be contaminated with toxins and heavy metals. The extent of contamination is not known. The whole of Area C is identified as derelict land in the Leicestershire County Council Derelict Land Local Plan 1989.
- 4.11 There will be a need for the developer to investigate and record the extent of any contamination at the site and prepare a scheme of removal, containment or the rendering harmless of the contamination prior to the commencement of any development.

Light Pollution

- 4.12 Artificial light will be needed for the carrying on of activities at the development site. To reduce the intrusive effects of artificial light emanating from the site, and particularly at night, the following principles should be applied to the provision of all external lighting:
- All lighting should be the minimum necessary to be effective;
 - Energy efficient installations should be used wherever possible;
 - Lighting should be designed to limit spillage above the horizontal plane and at a low height wherever possible;
 - Floodlighting should be directed downwards;
 - Baffles and shields should be installed to protect nearby residential properties from glare and dazzle.

Noxious and Hazardous Uses

- 4.13 Hazardous substance consent is required for the presence of a hazardous substance (such as an explosive or flammable material). Planning permission will not be granted for development where the presence of hazardous substances would give rise to unacceptable risks:
- a) to the health and safety of persons on or around the site; or
 - b) that would have an adverse effect on the wider local environment including the use of nearby land.

Advertisements

- 4.14 The site occupies a rural position in an Area of Special Control where the Council wishes to minimise the impact of the development on its wider landscape setting. The developer and subsequent occupants should aim to ensure that signs requiring express consent respect the character of their surroundings. The Council will ensure that any signs requiring express consent will respect the character of its surroundings. Advertising signs that do not require consent should be designed to have limited local impact.

5

Format of Planning Submission

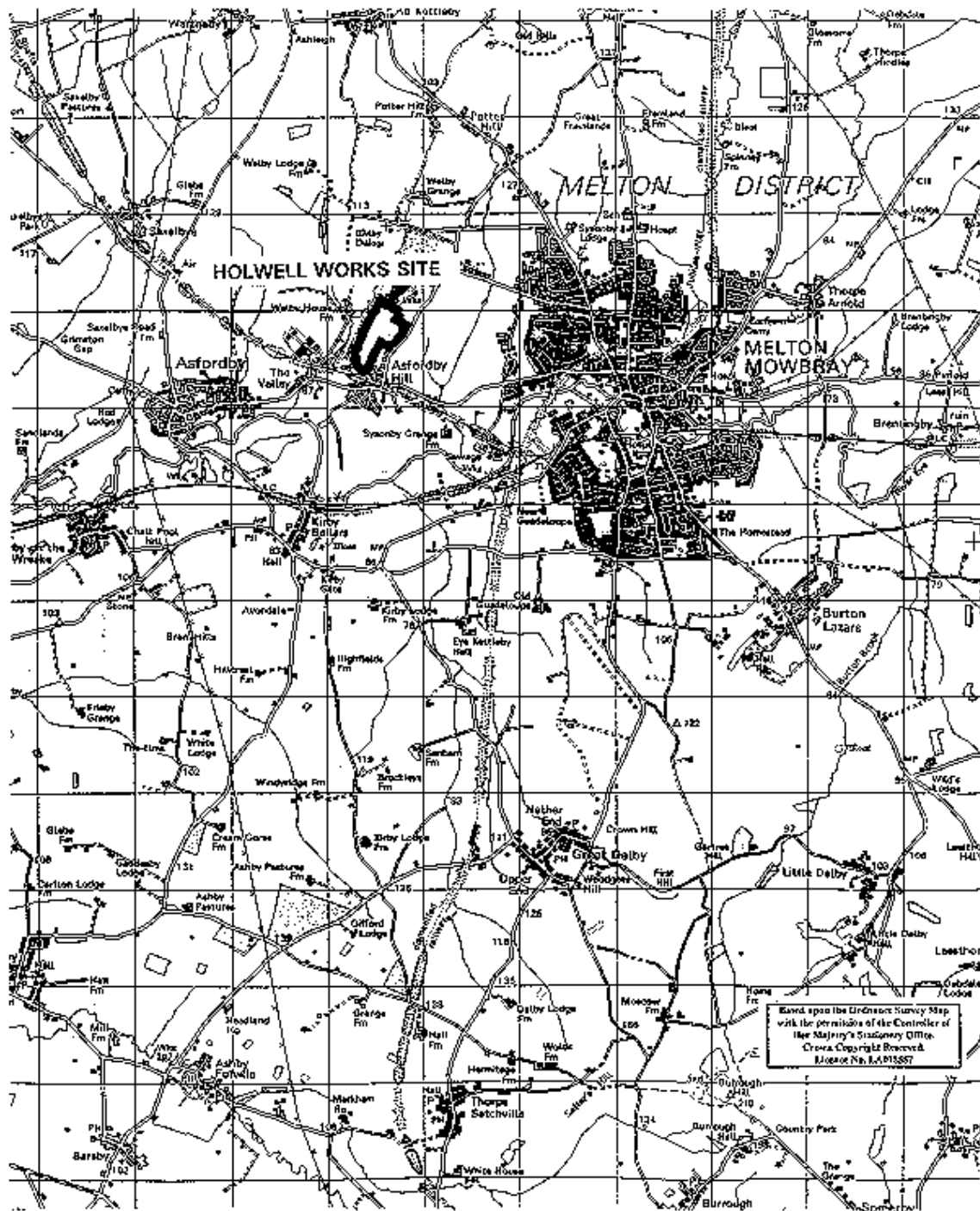
- 5.1 A master plan to show proposed roads, plot boundaries and a comprehensive scheme of internal landscaping should be submitted to and approved by the Council before any proposals are made for the development of the site. Planning applications should be submitted in accordance with the phasing principles of the development brief.
- 5.2 Where development is proposed that will affect areas of ecological interest, a study / report will be required to establish the extent of the ecological value and the measures to protect it.
- 5.3 Where land is known or likely to be contaminated, planning applications should include a study / report of the contamination and measures where appropriate to render it harmless and clean.
- 5.4 Where appropriate, Traffic Impact Assessments and Green Transport Plans will be required before planning permission is granted for developments that will generate significant traffic flows.

6

Contacts and Sources of Information

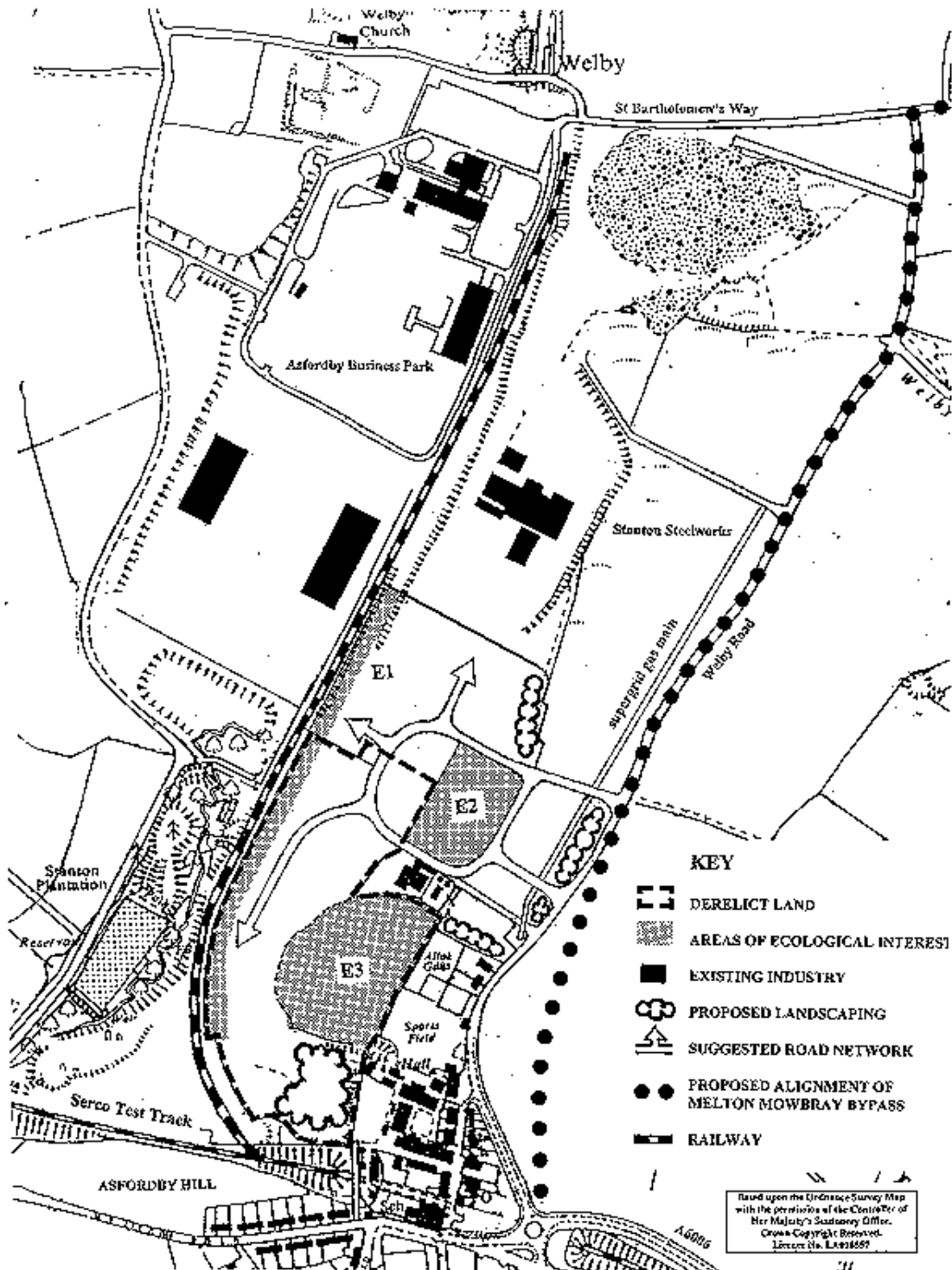
<p>Stanton plc D. Woolley, Property Manager, Stanton plc, Lows Lane, Stanton by Dale, Ilkeston, Derbyshire, DE7 4QU. Telephone: 0115 930 5000</p>	<p>British Steel plc M.A. Jacques, Regional Property Manager, British Steel plc, PO Box 101, Weldon Road, Corby, Northants, NN17 5UA. Telephone: 01536 402121</p>	<p>Asfordby Parish Council Mrs J. Marriott, Clerk to the Parish Council, 24, Main Street, Asfordby, Leicestershire, LE14 3SA. Telephone: 01664 812177</p>	<p>Leicestershire Fire and Rescue Service N.C. Tunnickliffe, Divisional Commander, Fire and Rescue Service Headquarters, Anstey Frith, Leicester Road, Leicester, LE3 8HD Telephone: 0116 287 2241</p>
<p>East Midlands Electricity M. Ward, Network Business, East Midlands Electricity, Tritton Road, Lincoln, LN6 7RS. Telephone 0845 303 3070</p>	<p>Environment Agency Erica Marshall, Area Customer Services Manager, Lower Trent Area Trentside Offices, Scarrington Road, Nottingham, NG2 5FA. Telephone 0115 945 5722</p>	<p>Railtrack plc Railtrack Property, Bristol & Exeter House, Lower Approach Road, Bristol Temple Meads, Bristol BS1 6QF. Telephone: 0117 934 8978</p>	<p>Leicestershire Constabulary S.H. Bradshaw, Architectural Liaison Officer, Leicestershire Constabulary Keyham Lane, Leicester, LE5 1FY. Telephone: 0116 222 2222</p>
<p>Leicestershire County Council (Ecology Unit) Dr A Fletcher, County Ecologist, Holly Hayes Environmental Resources Centre, 216 Birstall Road, Leicester, LE4 4DG. Telephone: 0116 267 1950</p>	<p>Transco DJ. Vogt, Transco, PO Box 563, Aylestone Road, Leicester, LE2 7YP. Telephone 0116 223 3132</p>	<p>Leicestershire County Council (Highways) A. Headley, Leicestershire County Council, County Hall, Glenfield, Leicester, LE3 8RJ. Telephone: 0116 265 7187</p>	<p>Alstom UK Ltd Devon House, 12/15, Dartmouth Street, London, SW1H 9BL.</p>

HOLWELL WORKS DEVELOPMENT BRIEF



Plan No 1: Location Diagram
Holwell Works, Asfordby Hill, Melton Mowbray

HOLWELL WORKS DEVELOPMENT BRIEF



Plan No 3: Criteria Diagram
Holwell Works, Asfordby Hill, Melton Mowbray



Extract from Melton Borough Council’s Adopted Parking Standards*

The Parking Standards

The principal aim of the Council’s Parking Standards is to provide for sufficient on-site car parking that is consistent with the need to achieve a reduction in the use of the private motor car in accordance with Government advice. The Standards are therefore designed to control the amount of on-site car parking for most new development and to make development sites more accessible to visitors using alternative modes of transport. The Council’s approach involves a combination of: reduced on-site car parking requirements (as measured against a Full Car Parking Standard); and the provision of new or improved facilities for alternative modes of transport that are financed mainly through developer contributions.

The mix of on-site parking provision and developer contributions for each site will be determined by the application of land use related minimum and maximum parking levels. A developer’s contribution will be calculated on the difference between the number of approved on-site car parking spaces, and the number normally required by the Full Car Parking Standard shown in the centre column of the Table of Standards.

The availability of public transport and facilities for alternative modes of transport to the private car vary considerably throughout the Borough so that uniform car parking levels are not appropriate. Four concentric zones have been identified in the Borough where different minimum and maximum car parking levels will apply according to the “transport accessibility” of each zone.

The rural area of the Borough, including the Holwell Works site is in Zone 4 and therefore developers are required to provide between 90% and 100% of the Full Car Parking Standard as shown in the Table of Standards below.

Provision will not be less than the maximum levels where a development could endanger highway safety, adversely affect traffic management or generate on-street parking to the detriment of visual amenity.

Developer Contributions

The principle of developer contributions forms an important part of the Standards. The contributions will be required for the improvement of public transport services and facilities, new and improved cycling and walking facilities and other ways of improving access to the development site.

The Council will prepare a local transport plan to include a programme of works to improve facilities for alternative modes of transport in the Borough. These facilities will vary in type, cost and programming and will not necessarily be linked specifically to a development site.

A developer's contribution will normally be calculated on the difference between the number of on-site car parking spaces approved by the Council and the number required by the Full Car Parking Standard at the rate of £1,384 per parking space. This contribution is based on the cost of a countywide, any-time bus pass for a two-year period. This figure will be subject to review.

The Council may consider developer contributions in the form of works to improve facilities for other modes of transport to a site or the provision of subsidised transport at a cost that is no less than the contribution calculated by the Standard.

Developer contributions will be subject to a legal agreement under Section 106 of the Town and Country Planning Act 1991.

Car Parking Space Dimensions

5.0m x 2.5m x 2.0m (headroom)

Access aisles shall be 6.0m in width. In a development of 50 or more car spaces the length of spaces may be reduced to 4.0m for 10% of parking bays for small cars only.

Disabled Parking

The following provisions shall be included within any total provision in accordance with the following standards.

Total Spaces	Disabled Provision (Minimum)
10 -20	1 space

21 – 40	2 spaces
41 – 60	3 spaces
61 – 80	4 spaces
81 – 100	5 spaces

Thereafter 5% rounded up to the nearest whole number to a maximum of 10 spaces.

Disabled spaces should be as close as possible to any entrance/exit points of buildings and reserved solely for disabled parking. Adequately designed access arrangements should be provided into buildings.

Disabled Parking Space Dimensions

3.6m x 5.0m or of standard size plus a 1.2m strip to one side (can be shared between 2 bays).

Bicycle Parking

In achieving its aim to see a reduction in car use and encourage travel by other more sustainable modes of transport, the Government wishes to promote the use of the bicycle for short trips.

PPG13 “A Guide to Better Practice” advises that secure bicycle parking facilities should be included in all new developments at rates that encourage greater use.

The Parking Standards therefore include bicycle parking at a standard rate of 10% for employees plus other visitor parking at rates applicable to particular land uses. The full Bicycle Parking Standard will apply to all zones.

* Extract from Melton Borough Council’s adopted Parking Standards with the inclusion of additional text relating specifically to the Holwell Works site.

Table of Standards

LAND USE CLASS	FULL CAR PARKING STANDARD	BICYCLE PARKING STANDARD
<i>CLASS A1: SHOPS</i>		
Up to 99sq m	2 spaces	1 space / 10 employees (min 1 space)
<i>CLASS A3: FOOD & DRINK</i>		
Restaurants, Public Houses & Licensed Clubs (Public Area only)	1 space / 4sq m + 1 staff space / 40 seats or 40sq m	1 space / 10 employees (min 1 space)

HOLWELL WORKS DEVELOPMENT BRIEF

<i>CLASS B1: BUSINESS</i>		
Offices, R & D, and Light Industry	1 space / 50sq m servicing by agreement	1 space / 200sq m + 1 space / 10 employees (min 1 space)
<i>CLASS B2: GENERAL & SPECIAL INDUSTRY</i>		
General & Special Industry	1 space / 50sq m servicing by agreement	1 space / 10 employees (min 1 space)
<i>CLASS B8: STORAGE OR DISTRIBUTION</i>		
(a) Over 235sq m	1 space / 100sq m servicing by agreement	1 space / 10 employees (min 1 space)
(b) Up to 235sq m	1 space / 50sq m servicing by agreement	1 space / 10 employees (min 1 space)
<i>CLASS D1: NON RESIDENTIAL INSTITUTIONS</i>		
Surgeries & Clinics	1 space / staff member + 2 spaces / consulting room	1 space / 10 employees (min 1 space)
Day Nurseries	1.33 spaces / staff member	1 space / 10 staff (min 1 space)
<i>CLASS D2: ASSEMBLY & LEISURE</i>		
Places of Assembly	1 space / 10sq m	1 space / 40 seats (min 1 space)



Melton Local Plan: Policy C11

PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH COULD ADVERSELY AFFECT: -

- A) A DESIGNATED SSSI (ECOLOGICAL), OR NATIONAL NATURE RESERVE UNLESS THERE IS NO OTHER SITE SUITABLE FOR THE PURPOSE AND AN OVERRIDING NATIONAL NEED CAN BE SHOWN;
- B) A LOCAL NATURE RESERVE OR SITE OF ECOLOGICAL INTEREST AT COUNTY OR DISTRICT LEVEL UNLESS IT CAN BE CLEARLY DEMONSTRATED THAT THERE IS AN OVERRIDING NATIONAL OR LOCAL NEED FOR THE PROPOSAL WHICH CLEARLY OUTWEIGHS THE NEED TO SAFEGUARD THE INTRINSIC NATURE CONSERVATION VALUE OF THE SITE;
- C) A DESIGNATED SSSI (GEOLOGICAL) OR RIGS UNLESS THERE IS NO OTHER SITE SUITABLE FOR THE PURPOSE AND AN OVERRIDING NATIONAL NEED CAN BE SHOWN;
- D) A SITE OF GEOLOGICAL INTEREST AT COUNTY OR DISTRICT LEVEL UNLESS IT CAN BE CLEARLY DEMONSTRATED THAT THERE IS AN OVERRIDING NATIONAL OR LOCAL NEED FOR THE PROPOSAL WHICH CLEARLY OUTWEIGHS THE NEED TO SAFEGUARD THE INTRINSIC NATURE CONSERVATION VALUE OF THE SITE.

WHERE THERE IS A RISK OF DAMAGE TO A DESIGNATED SITE, PLANNING CONDITIONS WILL BE USED OR SECTION 106 AGREEMENTS SOUGHT TO SECURE THE LONG-TERM MANAGEMENT OF THE SITE, TO RESTRICT OPERATIONS, OR TO PROVIDE NATURE CONSERVATION FEATURES TO COMPENSATE FOR ANY SUCH FEATURES TO BE LOST

