



**Melton  
Borough  
Council**

# Employment Site Selection Melton Local Plan Update

January 2025

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## Introduction

### Employment Need and Supply

1. As part of the Melton Local Plan Update, the Council must allocate land to address the Borough's identified employment land need. The Local Plan Update will cover the plan period 2023 to 2036. The [Melton Employment Land Study 2024](#) defines the Borough's objectively assessed employment needs for industrial/ warehouse and office uses as summarised in the table below:

	2023-36	2023-41	2023-50
Industrial and Warehouse Need	26.22ha	33.12ha	45.54ha
Office Need	0.81ha	0.95ha	1.49ha
Combined Need	27.03ha	34.07ha	47.03ha

2. The study recommends that the current realistic and available supply of employment land in the Borough is 20.96ha, comprised of existing employment allocations and extant planning permissions. Discounting the current supply from the objectively assessed employment need results in a shortfall of 6.07ha. The study further recommends that the office need of 0.81ha to 2036 is likely to be met through a diverse range of smaller sources rather than an allocation, which should be discounted from the amount of land required to be allocated.
3. Therefore, in addition to retaining the existing supply, the Melton Local Plan Update is required to identify a minimum of 5.26ha of employment land. The purpose of this document is to undertake an objective assessment of the Borough's potential employment sites and determine which should be allocated to meet that need.

### Employment Site Selection

4. This document firstly sets out the stepped assessment that has been undertaken to identify potential sites and discount those that are not suitable for allocation. The document then sets out the methodology that has been used to assess the six potential sites that reached the site selection step. The full assessment of each site is included at Appendix 1. The sequential and exception test for flood risk is included at Appendix 2.
5. The document recommends that three sites are allocated:
  - MBC/009/23 - Site A, Burrough Court, Burrough on the Hill (1.04ha)
  - MBC/015/23 - Airfield Farm, Dalby Road, Melton Mowbray (8.57ha)
  - MBC/020/23 - Melton Airfield, Dalby Road, Melton Mowbray (12.88ha)

## Stepped Assessment for Identifying Sites

6. The stepped assessment for identifying sites is set out below.

### **Step 1 – Call for Sites**

Melton Borough Council carried out a [call for sites](#) for employment use in June/July 2023. A total of **22 potential sites** were identified from this process.

### **Step 2 – Strategic Economic Land Availability Assessment (SELAA)**

The [Strategic Economic Land Availability Assessment](#) was published in April 2024 and assesses the constraints, deliverability and developability of each site. This SELAA recommended that 3 sites were unlikely to be suitable for allocation, meaning that a total of **19 potential sites** were remaining.

### **Step 3 – Employment Land Study (ELS)**

The [Employment Land Study](#) was published in June 2024, and appraises each site with an objective scoring ranging from 'A+' to 'E'. The study recommends that with those sites scoring 'A+' to 'B-' are strong candidates for Local Plan allocation, therefore the 13 sites with a lower score were considered less suitable for allocation, meaning a total of **6 potential sites** were remaining.

### **Step 4 – Site Selection**

This document is the final step in the assessment. The 6 sites have been scored against the criteria set out in the methodology, informed by consultation with technical consultees, utility providers and site contacts – see Appendix 1. To ensure evidence was proportionate, the Sustainability Appraisal and Level 2 Strategic Flood Risk Assessment takes account of specific sites at this stage. The sequential and exception test for flooding is included at Appendix 2. The Site Selection recommends that 3 sites have significant issues making them unsuitable for allocation, **and 3 sites are recommended allocation** in the Melton Local Plan Update.

7. The following table summarises how each of the 22 sites were discounted as part of this stepped approach.

<b>Step 1: Call for sites</b>	<b>Step 2: SELAA</b>	<b>Step 3: ELS</b>	<b>Step 4: Site Selection</b>
<b>MBC/001/23</b>	✓	Discounted	
<b>MBC/002/23</b>	✓	Discounted	
<b>MBC/003/23</b>	✓	✓	Discounted
<b>MBC/004/23</b>	✓	Discounted	
<b>MBC/005/23</b>	✓	Discounted	
<b>MBC/007/23</b>	✓	Discounted	
<b>MBC/008/23</b>	✓	Discounted	
<b>MBC/009/23</b>	✓	✓	Suitable
<b>MBC/010/23</b>	✓	✓	Discounted
<b>MBC/011/23</b>	✓	Discounted	
<b>MBC/012/23</b>	✓	Discounted	
<b>MBC/013/23</b>	Discounted		
<b>MBC/014/23</b>	✓	Discounted	
<b>MBC/015/23</b>	✓	✓	Suitable
<b>MBC/017/23</b>	Discounted		
<b>MBC/018/23a</b>	✓	Discounted	
<b>MBC/018/23b</b>	✓	Discounted	
<b>MBC/019/23a</b>	✓	Discounted	
<b>MBC/020/23</b>	✓	✓	Suitable
<b>MBC/021/23</b>	✓	✓	
<b>MBC/022/23</b>	✓	Discounted	
<b>MBC/023/23</b>	Discounted		

## Methodology for Site Selection

8. The following sites are assessed by this site selection:
  - MBC/003/23 - Land at Hudson Road Industrial Estate, Melton Mowbray
  - MBC/009/23 - Site A, Burrough Court, Burrough on the Hill
  - MBC/010/23 - Land west of Normanton lane, north of Normanton
  - MBC/015/23 - Airfield Farm, Dalby Road, Melton Mowbray
  - MBC/020/23 - Melton Airfield, Dalby Road, Melton Mowbray
  - MBC/021/23 - Land north of Leicester Road, Melton Mowbray
  
9. The following technical consultees and utility providers, in addition to contacts from each of the sites, were consulted to inform the assessment. Those with an asterisk did not respond so were assumed to have no specific concerns.

### Technical Consultees

- Natural England
- Environment Agency
- Historic England
- National Highways
- Coal Authority
- Health and Safety Executive
- Wildlife Trust
- Woodland Trust\*
- Forestry Commission
- Minerals and Waste (County Council)
- Highways Authority (County Council)
- Local Lead Flood Authority (County Council)
- Ecology / Local Nature Recovery Strategy (County Council)\*
- Archaeology (County Council)
- Environmental Health (Borough Council)

### Utility Providers

- Anglian Water Services\*
- British Gas\*
- BT Group PLC\*
- Cadent Gas
- Drainage Board\*
- Energy Saving Trust\*
- Mobile UK\*
- National Grid
- Severn Trent Water\*
- Western Power\*

10. The sites have been assessed against the criteria set out in the table below. Each criterium has a red/amber/green score to provide objective conclusions between sites.

Criteria	Data Source	Red/ Amber/ Green Score
Size	SELAA	N/A – information is illustrative
Market Fit	Employment Land Study	<b>R:</b> Site has limited economic links with the rest of the Borough <b>A:</b> Site has economic links with the Borough but outside of the core Melton Mowbray area <b>G:</b> Site is within the core Melton Mowbray area
Existing Use	Site visit	<b>R:</b> All or most of site is greenfield <b>A:</b> Site is part brownfield, part greenfield <b>G:</b> All or most of site is brownfield
Land contamination, minerals, waste and stability	Consultation with technical consultees	<b>R:</b> Issues unlikely to be resolved with mitigation <b>A:</b> Issues can be resolved with mitigation <b>G:</b> No issues identified
Viability, land ownership, infrastructure (including utilities and Biodiversity Net Gain provision)	Consultation with site contact, technical consultees and utility providers	<b>R:</b> Viability, land ownership or infrastructure issues identified with unclear mitigations <b>A:</b> Viability, land ownership or infrastructure issues identified with mitigations <b>G:</b> No issues identified
Neighbourhood Plans	Neighbourhood Plans	<b>R:</b> Policies do not support the principle of allocation <b>A:</b> Policies introduce a significant constraint that could be resolved through the planning process <b>G:</b> Policies do not conflict with the principle of allocation / no neighbourhood plan
Proximity to existing employment uses	Employment Land Study; Site visit	<b>R:</b> Site is isolated from existing employment uses <b>A:</b> Site contains or is in proximity to existing non-protected employment uses <b>G:</b> Site adjoins an existing protected employment use
Relationship with host settlement (including proximity, pedestrian connectivity and public transport)	Satellite imagery; site visit; Local Plan; Neighbourhood Plans; bus services	<b>R:</b> Site is isolated from a settlement with no pedestrian provision <b>A:</b> Site is in proximity to a settlement with opportunities for pedestrian provision <b>G:</b> Site adjoins a settlement with pedestrian provision
Transport and access (including impact on highways)	Consultation with technical consultees	<b>R:</b> Site-specific issue difficult to resolve with mitigation <b>A:</b> Site-specific issue that can be resolved with mitigation <b>G:</b> No site-specific issues
Environmental Health (air quality, noise, lighting, odour)	Consultation with technical consultees	<b>R:</b> Site-specific issue difficult to resolve with mitigation <b>A:</b> Site-specific issue that can be resolved with mitigation <b>G:</b> No site-specific issues

<b>Flooding, water quality and drainage</b>	Consultation with technical consultees; Strategic Flood Risk Assessment	<b>R: Flooding constraints are significant and require significant mitigations</b> <b>A: Flooding constraint may be resolved with mitigations that may significantly reduce the developable area of the site</b> <b>G: Flooding constraints can be resolved with minor mitigation such as appropriate design</b>
<b>Historic Environment (including designated and non-designated heritage assets)</b>	Consultation with technical consultees; Neighbourhood Plans	<b>R: Potential harm or loss of heritage asset that requires investigation prior to allocation</b> <b>A: Potential harm to heritage asset that requires mitigation prior to planning consent</b> <b>G: No issues identified</b>
<b>Natural Environment (including European Sites, SSSIs, National and Local Nature Reserves, Local Wildlife and Geological Sites, and potential Bat, Badger and Great Crested Newt constraints)</b>	Consultation with technical consultees; desktop assessment of biodiversity constraints; Neighbourhood Plans	<b>R: Probable loss of designated biodiversity site</b> <b>A: Potential impact on designated biodiversity site or ecological constraint that requires mitigation</b> <b>G: No issues identified</b>
<b>Trees and Hedgerows (including Tree Preservation Orders and Ancient Woodland)</b>	Consultation with technical consultees; desktop assessment of tree constraints; Neighbourhood Plans; site visit	<b>R: Potential loss of protected trees or a significant hedgerow through the site</b> <b>A: Potential impact on health of protected trees or a significant hedgerow on boundary of the site</b> <b>G: No issues identified</b>
<b>Landscape, topography and visual impact</b>	Landscape Character Assessment; Local Plan Areas of Separation, site visit	<b>R: Visual impact has little existing mitigation and further mitigation may be necessary or site protected within an 'Area of Separation'</b> <b>A: Visual impact is partly mitigated by existing visual screening although further mitigation may be necessary</b> <b>G: No issues identified</b>
<b>Agricultural Land Classification</b>	Agricultural Land Classification Map	<b>R: Site is Grade 1 to Grade 3a agricultural land classification (Best and Most Versatile Land)</b> <b>A: Site is Grade 3b to Grade 5 agricultural land classification</b> <b>G: Site is not in agricultural use</b>
<b>Open Spaces and Public Rights of Way</b>	Open Space Study; Public Rights of Way; Local Plan; Neighbourhood Plans; Site visit	<b>R: Complete loss of designated open space or public right of way will require changing</b> <b>A: Partial loss of designated open space or potential impact on public right of way</b> <b>G: No loss of designated open space or no impact on a public right of way</b>



11. The assessment of each site is included as Appendix 1. These individual assessments include a conclusion of significant issues (not showstoppers for future development but require mitigations that make them less suitable and achievable as part of this Local Plan), mitigations required and a summary of whether the site is suitable for allocation. A comparison of the red/amber/green scored for each criteria on each site is set out in the recommendations section.
12. Following the assessment, the following principles were applied to discount sites:
- Firstly, sites with significant issues are discounted.
  - Secondly, sites with comparatively the most greens are identified and considered for allocation
  - Thirdly, if enough land is still not identified, a balanced planning judgement is made by discounting sites with comparatively more reds and ambers and considering the wider constraints and opportunities of the remaining sites.

#### Sustainability Appraisal (SA)

13. Alongside this site selection, the SA incorporates the six sites considered by this site selection. The SA complements the criteria for this site selection and makes an independent assessment of the sites linked to the corresponding SA objectives, the conclusions of which broadly align with the site selection.
14. The SA also considers the strategic approach to distributing the employment need across the borough and identifies reasonable and unreasonable alternative scenarios to do so. The allocation of sites is consistent with the findings of the SA.

#### Sequential and Exception Test for Flooding

15. Alongside this site selection process, the Sequential and Exception test for flooding is included at Appendix 2.
16. The Sequential test has been passed and there is no requirement for the Exception test.

## Recommendations

### Comparison of Scores

18. The table below summarises the red/amber/green scorings for each site:

Criteria	003/23	009/23	010/23	015/23	020/23	021/23
Size (ha)	8.13	1.04	22.81	8.57	92.18	13.27
Market Fit	Green	Yellow	Red	Green	Green	Green
Existing use / Previously Developed Land	Red	Red	Red	Yellow	Yellow	Red
Land contamination, minerals, waste & stability	Yellow	Green	Green	Green	Green	Yellow
Viability, land ownership and infrastructure	Red	Green	Yellow	Green	Yellow	Green
Neighbourhood Plans	Green	Green	Green	Green	Green	Green
Proximity to existing employment uses	Green	Green	Yellow	Yellow	Yellow	Green
Relationship with host settlement	Green	Red	Red	Yellow	Yellow	Yellow
Transport and access	Red	Yellow	Yellow	Yellow	Yellow	Yellow
Environmental Health	Red	Green	Yellow	Yellow	Green	Green
Flooding, water quality and drainage	Red	Yellow	Green	Green	Green	Yellow
Historic Environment	Yellow	Yellow	Yellow	Yellow	Yellow	Red
Natural Environment	Green	Green	Green	Yellow	Yellow	Yellow
Trees and Hedgerows	Yellow	Yellow	Red	Yellow	Yellow	Red
Landscape, topography and visual impact	Red	Green	Yellow	Yellow	Yellow	Yellow
Agricultural Land Classification	Yellow	Green	Red	Red	Red	Red
Open Spaces and Public Rights of Way	Green	Green	Green	Green	Green	Yellow
	<b>003/23</b> R: 6 A: 4 G: 6	<b>009/23</b> R: 2 A: 5 G: 9	<b>010/23</b> R: 5 A: 6 G: 5	<b>015/23</b> R: 1 A: 9 G: 6	<b>020/23</b> R: 1 A: 9 G: 6	<b>021/23</b> R: 4 A: 7 G: 5

## Discounting Sites and Recommending Suitable Allocations

19. With reference to the first principle of the methodology, sites with significant issues should be discounted first. Significant issues (see paragraph 11 for definition) were identified with the following sites (all of which also had comparatively the most red scores), which are therefore discounted:
- MBC/003/23 - Land at Hudson Road Industrial Estate, Melton Mowbray
  - MBC/010/23 - Land west of Normanton lane, north of Normanton
  - MBC/021/23 - Land north of Leicester Road, Melton Mowbray
20. With reference to the second principle of the methodology, sites with comparatively more greens are identified and considered for allocation. Of the remaining sites, site MBC/009/23 had the most green scores (9 greens compared with 6 greens for MBC/015/23 and MBC/020/23).

### MBC/009/23 - Site A, Burrough Court, Burrough on the Hill

The red/ amber/ green assessment identified this 1.04ha site as having the most greens. It is therefore considered suitable for allocation, subject to the consideration of appropriate mitigations identified in Appendix 1.

21. The allocation of this site will not fully meet the minimum need of 5.26ha, therefore it should be allocated in combination with other sites.
22. With reference to the third principle of the methodology, a balanced judgement should be made by comparing the number of red and amber scores alongside consideration of wider constraints and opportunities. The remaining sites MBC/015/23 and MBC/020/23 scored equally in terms of their respective red/ amber/ green assessments. A summary of these two remaining sites is set out below.

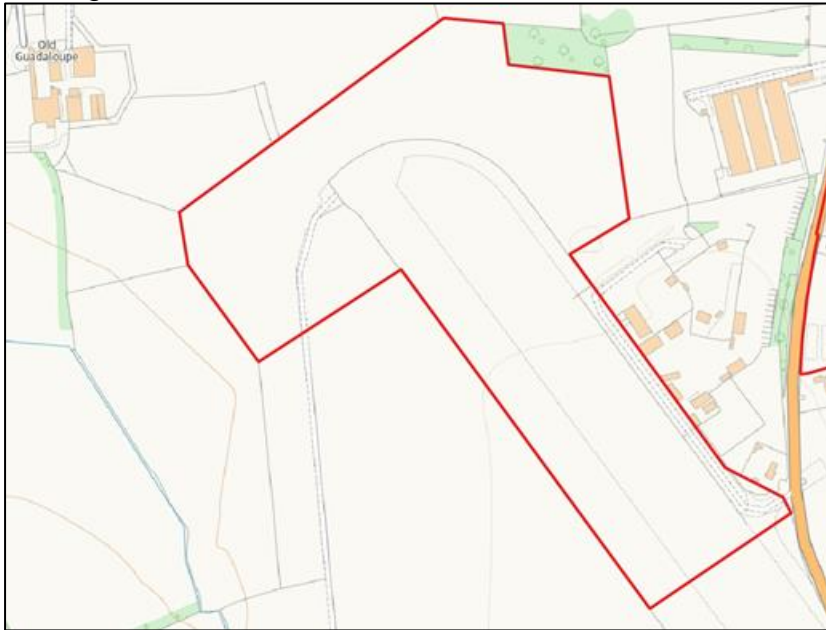
### MBC/015/23 - Airfield Farm, Dalby Road, Melton Mowbray

The red/ amber/ green assessment identified this 8.57ha site as having an equal score with site MBC/020/23. The site is large enough to meet the minimum need of 5.26ha. The site is relatively unconstrained and its development could provide an opportunity to remediate and formalise access arrangements to existing industrial buildings on site. It is therefore considered suitable for allocation, subject to the consideration of appropriate mitigations identified in Appendix 1.

### MBC/020/23 - Melton Airfield, Dalby Road, Melton Mowbray

The red/ amber/ green assessment identified this 92.18ha site as having an equal score with site MBC/015/23. The Employment Land Study at paragraph 9.5 recommends against allocating the site in its entirety and notes “*a smaller site of 15-20 ha here, linked to the existing employment uses of the north east of the area, would provide sufficient land to accommodate industrial and warehouse uses in a range of sizes up to the 5,000 sqm local size limit identified, without significantly oversupplying the Borough*”. The landowner

was provided an opportunity to provide a refined site boundary to be considered at this stage of the site selection and the below 12.88ha boundary was agreed:



Considering this refined boundary, the site is large enough to meet the minimum need of 5.26ha without resulting in significant oversupply. The site is relatively unconstrained and focusing development within this area avoids areas to the west of the wider promoted site which has significant surface water flooding constraint. The promoter has also indicated that there is a potential opportunity to coordinate future access to the site with the Melton Mowbray Distributor Road. Even though the promoter has indicated this potential opportunity this has not been considered as part of the assessment given a single access point via Dalby Road is considered achievable and that modelling work for the distributor road is ongoing. The refined site is therefore considered suitable for allocation, subject to the consideration of appropriate mitigations identified in Appendix 1.

23. Considering the equal scorings of sites MBC/015/23 and MBC/020/23 (with refined boundary) in combination with an absence of reasons to discount either site, it is considered that both are equally suitable for allocation.
  
24. Whilst the purpose of this site selection is to identify a minimum of 5.26ha of employment land, allocating the three sites MBC/009/23, MBC/015/23 and MBC/020/23 (with refined boundary) has the benefit in incorporating flexibility within the Local Plan Update's approach to support economic growth. In combination, these three sites would comprise 22.49ha of employment land. Allocating land in excess of the minimum need, across a range of sites, provides a high level of flexibility in the event that unanticipated delivery issues arise. Furthermore, the Employment Land Study at paragraph 9.5 recommends that up to 20ha of employment growth could have been achieved within one site without significantly oversupplying the Borough's

employment land supply – the same justification is reasonably applicable. In addition, promoting a higher level of growth positively addresses longer term employment need in turn providing greater certainty for the community, landowners and future plan-making.

25. To summarise the above, it is therefore recommended that the below sites are suitable for allocation, subject to the consideration of appropriate mitigations identified in Appendix 1:

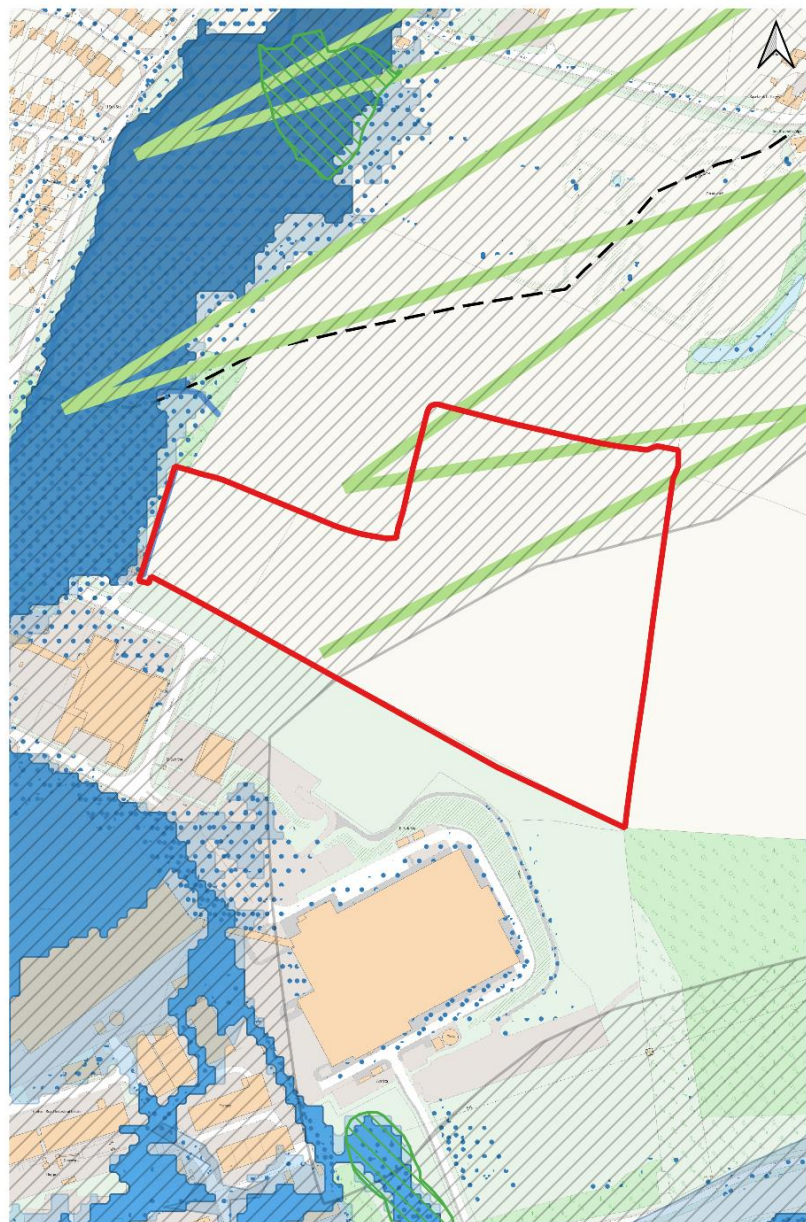
- MBC/009/23 - Site A, Burrough Court, Burrough on the Hill (1.04ha)
- MBC/015/23 - Airfield Farm, Dalby Road, Melton Mowbray (8.57ha)
- MBC/020/23 - Melton Airfield, Dalby Road, Melton Mowbray (12.88ha)

## Appendix 1: Assessment of Sites

### MBC/003/23 - Land at Hudson Rd Industrial Estate, Melton Mowbray

#### Constraints

- ▲ Listed Buildings
- Scheduled Monuments
- ▨ Local Wildlife Sites
- ▬ Areas of Separation
- National Forest Inventory
- ▨ Priority Habitat Inventory
- ▨ Mineral & Waste Safeguarding Area - Sand & Gravel
- Flood Zone 2
- Flood Zone 3a
- Indicative Flood Zone 3b (SFRA 2024)
- ▨ Risk of Flooding from Surface Water (EA)
- Watercourse (SFRA 2024)
- Footpath
- Bridleway
- Byway (open to all traffic)
- Restricted Byway



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0 300 600 m





Criteria	Details
Size	8.13ha
Market Fit	<p>Employment Land Study 2024 grades the site 'B-' and notes:</p> <p>Market 'Fit'/ Supply Gap Filled: Site falls within the core market area of Asfordby and Melton Mowbray where there is good, reported demand for light industrial units and larger industrial properties of up to 5,000 sqm each. The site links to a strategic employment area in Melon Mowbray, EC3(v) Saxby Road Area (Incorporating Hudson Road Estate) and particularly to the East Midlands Distribution Hub a key source of strategic B2/B8 premises. The site could represent a further long term growth opportunity for the Hub.</p> <p>Deliverability: A strong location overall, albeit with some environmental constraints which would need to be mitigated. Its ability to provide a strategic growth opportunity for the EC3(v) Saxby Road Area would be dependent on how it is accessed. At present, the site is accessed via Crossfield Drive, west to the A607 Thorpe Road. This route is separate from most of EC3(v). Opportunities to provide a more direct access south, linking to the East Midlands Distribution Hub, should be explored.</p> <p><b>Green – site is within the core Melton Mowbray area.</b></p>
Existing Use	<p>Agricultural field. Greenfield.</p> <p><b>Red – All of site is greenfield.</b></p>
Land contamination, minerals, waste and stability	<p>Coal Authority – Low Risk Area. Records do not indicate the presence of any coal mining features at surface or shallow depth, which may pose a risk to surface stability.</p> <p>Minerals and Waste (County Council) – A small section of the site is in a minerals safeguarding area for Sand &amp; Gravel. In line with Policy M11, a suitable assessment of any unworked mineral resource should be undertaken and where there is a viable resource identified, sterilisation should only take place where there is an overriding need for the incompatible development. As part of good practice, this assessment could take place at the plan making stage now rather than later on in the development process. If an assessment does not take place, any forthcoming application would need to be supported by a mineral assessment and there could be a risk that the need for the development does not outweigh the sterilisation of any mineral. In line with Policy M12 of the Leicestershire Minerals and Waste Local Plan (LMWLP), to comply with minerals safeguarding any non-mineral development proposals should not adversely affect any operations at an existing mineral site in the county. There are no waste safeguarding issues.</p>

	<p>Health and Safety Executive – not within or in immediate proximity to a consultation zone for Major Hazard Sites, Explosive Safeguarding Zones or Major Accident Hazard Pipelines.</p> <p><b>Amber – Minerals Assessment required as part of a future planning application.</b></p>
<p><b>Viability, land ownership and infrastructure</b></p>	<p>Summary of site contact response:</p> <ul style="list-style-type: none"> <li>• Site availability – Yes</li> <li>• Timescales for delivery – 1-5 years.</li> <li>• Constraints, ownership or viability issues – Existing tenants can be terminated at any point. No known constraints.</li> <li>• Infrastructure or enabling requirements – Access will be required from Crossfield Drive, along with appropriate surface water drainage to the existing drainage network.</li> <li>• Biodiversity Net Gain on/off site – Delivered on site or on adjacent land</li> </ul> <p>Utilities – National Grid has no objection in principle to allocating the site, although consideration of mitigations for overhead powerlines through and in proximity to the site may be required. An overhead powerline was identified running the site during the site visit, which will likely require relevant technical mitigation in consultation with National Grid. Cadent Gas identified that there is an intermediate gas pipeline running through the site (west land parcel where), which may require technical mitigations. No other utilities comments raised.</p> <p>Consultee responses in relation to site access have identified that the site does not have direct access with a highway. There appears to be a ransom strip between the site and Crossfields Drive, which is an unresolved viability issue.</p> <p><b>Red – access arrangements to the site are not clear, albeit utilities related issues can be resolved with mitigation.</b></p>
<p><b>Neighbourhood Plans</b></p>	<p>No Neighbourhood Plan.</p> <p><b>Green – no Neighbourhood Plan.</b></p>
<p><b>Proximity to existing employment uses</b></p>	<p>Site adjoins an existing employment site (Saxby Road Area Incorporating Hudson Road Estate), which is currently protected for employment use under Policy EC3. The Employment Land Study notes that this site could represent a further long term growth opportunity for the East Midlands Distribution Hub.</p> <p><b>Green – Site adjoins an existing employment use.</b></p>



<p><b>Relationship with host settlement</b></p>	<p>The site adjoins Melton Mowbray and is in proximity to residential and employment uses. Pedestrian access would be achievable through connections with existing pavements on Crossfields Drive (provided ransom strip viability issue resolved). Bus stop 'Crossfield Drive' on Thorpe Road located within short walking distance from site.</p> <p><b>Green – site adjoins Melton Mowbray with pedestrian and bus provision.</b></p>
<p><b>Transport and access</b></p>	<p>National Highways - Given the scope and scale of potential development identified within the site selection exercise, and the distance from the SRN, this location would not present access issues from the A46 to the west (this being the closest and most probable access to the SRN) in isolation. Should the site be considered for delivery in combination with other sites, trip generation, trip distribution and junction impact assessments for cumulative impacts would need to be considered for the following junctions to inform the requirement for delivery of any required mitigation:</p> <ul style="list-style-type: none"> <li>• A46/A606 Melton Road junction</li> <li>• A46/A6006 Paddys Lane junction</li> <li>• A46/A607 Cossington interchange</li> <li>• A46 A607 Hobby Horse Roundabout</li> </ul> <p>Highways Authority – The site has no common boundary with the adopted highway. If it did, then access may not be possible as a side road due to the presence of existing accesses and junctions along Crossfield Drive. Access could be possible as either an extension from the stub end of Crossfield Drive or as a side road from an extension, however this land is not within the red line. The junction of A607 Thorpe Road with Crossfield Drive would appear to have sufficient visibility splay, however junction capacity analysis would be required to assess whether it has sufficient capacity to accommodate further development. In addition, it was raised that Policy 1 of the Interim Melton Mowbray Transport Strategy states "Proposed future alterations to the MMDR (including to its alignment, speed limits, existing junctions and direct frontage accesses, or through the introduction of new junctions and direct frontage accesses) that would undermine its continued ability to provide an attractive alternative route for traffic compared with existing routes through the town centre". Therefore it is unlikely that direct access from the North and East MMDR would be considered favourably. Depending on the scale of development, either a Transport Assessment (TA) and Travel Plan (TP) would be required, or a Transport Assessment (TS) and TP would be required to support a planning application. The need for significant off-site mitigation is unlikely, however this would need to be assessed when a planning application was prepared.</p>

	<p><b>Red – The site has uncertain access arrangements as the promoted land does not adjoin the highways, which is an issue that cannot be resolved by planning mitigations. If this was resolved, mitigations may be required to address the wider highways and road network impact identified through a Transport Assessment and Travel Plan as part of obtaining planning consent.</b></p>
<p><b>Environmental Health</b></p>	<p>Air Quality – Potentially critical constraint. Cumulative impact of PM2.5 of infill development close to high density housing in valley location. Especially if high vehicle movements involved like logistics. PM2.5 constraint could be key obstacle as a key pollutant impacting on health.</p> <p>Noise – Requires careful design from outset. Close to noise sensitive receptors with low background making acoustic a key constraint, especially at night.</p> <p>Lighting – controllable by condition.</p> <p>Odour – controllable by condition.</p> <p><b>Red – Air Quality difficult to resolve with mitigation due to topography and surrounding residential uses.</b></p>
<p><b>Flooding, water quality and drainage</b></p>	<p>Environment Agency – The site is located immediately to the East of Flood Zones 2 and 3. Any development at this location should seek to ensure that there is a dry access/egress route to and from the site.</p> <p>A Level 2 Strategic Flood Risk Assessment (SFRA) was undertaken for the site in 2024, with <a href="#">mapping available here</a>. The SFRA concludes: “The site is predominantly unaffected by fluvial and surface water flooding, however the western boundary may encounter fluvial flood risk due to Thorpe Brook. Additionally, there are significant access and egress issues in all AEP events including the design event. Additionally, there is residual risk from the potential blockage of the culvert for Thorpe Brook to the west of the site.” In summary, the SFRA recommends that a planning application should take account of:</p> <ul style="list-style-type: none"> <li>• Development should be steered away from the extent of Flood Zone 2 on the West boundary, with an integrated flood resilient and sustainable drainage design.</li> <li>• A specific flood risk assessment should model Thorpe Brook with blockage scenarios</li> <li>• A Flood Warning Evacuation Plan is safe access and egress cannot be demonstrated.</li> <li>• Early engagement with the EA and LLFA on SuDS to address the location of the site within a Nitrate Vulnerable Zone</li> </ul>

	<ul style="list-style-type: none"> <li>• Flood mitigation measures should be tested to ensure they will not displace water elsewhere.</li> <li>• A Cumulative Impact Assessment is undertaken.</li> </ul> <p><b>Red – Flood Zone risk likely to result in in significant access/egress issues that are likely to be difficult to mitigate.</b></p>
<b>Historic Environment</b>	<p>Historic England - No designated sites within the proposal area. Need to consider setting impact to Church of St Mary the Virgin (GII*), as well as the non-designated earthworks and archaeological site to the north of the proposed area, recorded as 'Thorpe Arnold: unclassified earthworks possibly incorporating the 'Castle' site; possibly the site of a moated manor house. There are a series of earthworks here of more than one period. They are probably of Medieval date'. Setting impact to the church should be considered in terms of lines of sight and intervisibility, and whether these proposals disrupt views to and from the church, and whether this harms the contribution to significance from setting. In terms of the non-designated archaeology, should be considered whether there is potential from related archaeological remains to continue closer to/into the site, which should be addressed via pre-determination trenching.</p> <p>Archaeology (County Council) – Medium Risk. The site has not been subject to previous archaeological investigation; significant archaeological remains in the vicinity including the II* listed Church of St Mary, Thorpe Arnold. Mitigation: Archaeological Assessment with desk-based and appropriate field assessment evaluation is required as part of obtaining planning permission.</p> <p><b>Amber – mitigations required to address potential impact on the setting of a heritage asset and archaeological assessment required as part of obtaining planning consent.</b></p>
<b>Natural Environment</b>	<p>No site-specific natural environment constraints identified.</p> <p>Natural England &amp; Wildlife Trust – no comments.</p> <p><b>Green – no issues identified.</b></p>
<b>Trees and Hedgerows</b>	<p>Desktop assessment and site visit – No protective tree designations on the site or in proximity to its boundaries. No significant non-protected trees or hedgerows within the site. Established hedgerows and trees along all boundaries of the site, which may need to be protected in line with legislation.</p> <p>Forestry Commission – no comments.</p>

	<b>Amber – established hedgerows located along site boundaries.</b>
<b>Landscape, topography and visual impact</b>	<p>Identified as partially within ‘LCA20 (Melton Fringes)’ of the Melton Landscape Character Assessment (2006, and updated in 2011 in relation to ‘LCA20’). Map 4 of the assessment further identifies this area as within Development Search Area ‘Zone D’. The LCA considers the site to be ‘medium’ sensitivity and notes that the area is dominated by large-scale industrial buildings that fail to relate to the more intimate rural landscape beyond the urban fringe and that opportunities and that development may provide opportunities for improvement to this relationship. The site is not identified as within a ‘less sensitive area’ within the 2011 Sensitivity Map within the assessment.</p> <p>The site visit noted that land levels rise significantly from east to west within the west parcel of land of the site which may have the potential to exacerbate landscape impact, even when accounting for significant industrial uses within the vicinity of the site.</p> <p>The site is within an Area of Separation as identified under policy EN4 of the current Local Plan. Development of this site would therefore need to have regard to the impact in terms of the coalescence of settlements and landscape impact.</p> <p>Given the above, a planning application would need to be supported by a Landscape and Visual Impact Assessment that addresses the prominence of development, the impact on the setting of heritage assets, and appropriate planting mitigation.</p> <p><b>Red – the site is within an Area of Separation, albeit visual impact is mitigated by precedent of existing large scale industrial buildings and further mitigation may be necessary.</b></p>
<b>Agricultural Land Classification</b>	<p>Grade 3b: Moderate Quality Agricultural Land</p> <p><b>Amber – Grade 3b</b></p>
<b>Open Spaces and Public Rights of Way</b>	<p>No protective open space designation or public rights of way. Site is not publicly accessible. Site adjoins a playing field on its west boundary.</p> <p><b>Green – No loss of designated open space or no impact on a public right of way</b></p>
<b>Conclusion for MBC/003/23:</b>	
<p><b>Significant issues:</b></p> <ul style="list-style-type: none"> <li>• Site does not adjoin highway therefore access arrangements are uncertain.</li> <li>• Potential impact of Particulate Matter 2.5 on air quality is likely to be difficult to mitigate given site context.</li> <li>• Flood risk likely to result in in significant access/egress issues that are likely to be difficult to mitigate.</li> </ul>	

- Site is within and designated Area of Separation.

**Mitigations required if allocated:**

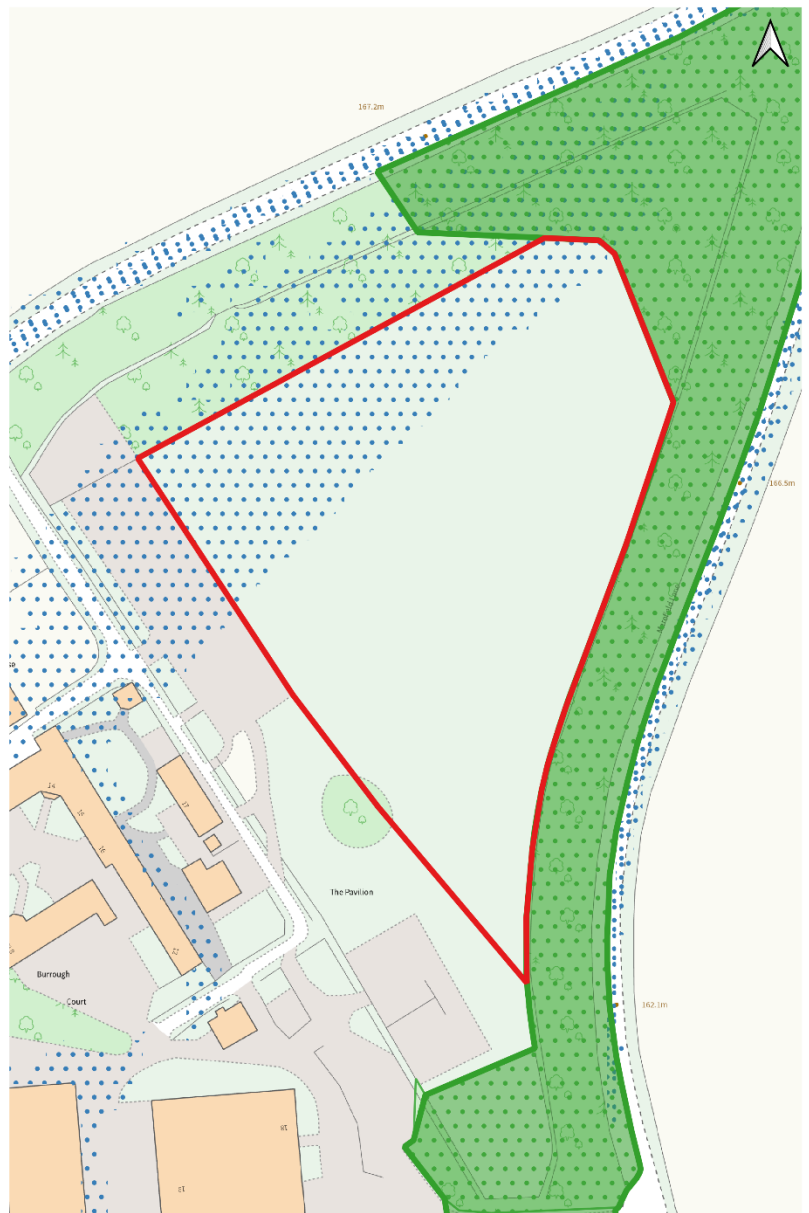
- Minerals Assessment addressing the potential impact on sand and gravel safeguarded area in consultation with the Mineral and Waste Authority.
- Overhead powerline through the site may require technical mitigation in consultation with National Grid.
- Gas pipeline running through the site may require technical mitigation in consultation with Cadent Gas.
- If access via Crossfields Drive was proposed, a Transport Assessment and Travel Plan addressing the potential impact on highway safety, function and capacity in consultation with the Highways Authority.
- Noise sensitive receptors may require technical mitigation in consultation with Environmental Health.
- Site specific flood risk assessment would have to address various technical concerns identified in the Level 2 SFRA.
- Heritage Statement addressing potential impact on heritage assets and their settings.
- Archaeological Assessment addressing existence and protection of historic earthworks in consultation with County Council Archaeology.
- Consideration of the protected status of boundary hedgerows.
- Landscape and Visual Impact Assessment addressing wider landscape impact.

**Summary:** Significant issues have been identified that give uncertainty to the principle of allocating the site. Further information about land ownership to facilitate access is required. The potential air quality context is likely to be difficult to mitigate. The RAG scoring shows a less favourable context compared with other sites (see 'recommendations' section). **The site is not suitable for allocation as part of this Local Plan Update.**

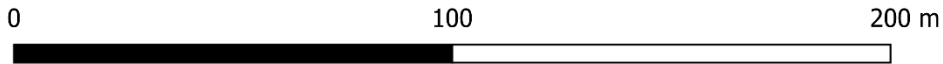
## MBC/009/23 - Site A, Burrough Court, Burrough on the Hill

### Constraints

- ▲ Listed Buildings
- Scheduled Monuments
- ▨ Local Wildlife Sites
- Areas of Separation
- National Forest Inventory
- ▨ Priority Habitat Inventory
- ▨ Mineral & Waste Safeguarding Area - Sand & Gravel
- Flood Zone 2
- Flood Zone 3a
- Indicative Flood Zone 3b (SFRA 2024)
- ▨ Risk of Flooding from Surface Water (EA)
- Watercourse (SFRA 2024)
- Footpath
- Bridleway
- Byway (open to all traffic)
- Restricted Byway



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Criteria	Details
Size	1.04ha
Market Fit	<p>Employment Land Study 2024 grades the site 'B+' and notes:</p> <p>Market 'Fit'/ Supply Gap Filled: Part of an established successful rural business park. Burrough Court has expanded steadily since 2000 to accommodate 50 businesses. The existing premises is nearly fully occupied with further demand reported, for office and warehouse space.</p> <p>Deliverability: Burrough Court has steadily expanded since 2000 with a further consent for mostly B8 development in the south. The owners of the scheme have therefore shown their capacity to deliver office and warehouse accommodation here and could expand onto this site as a later phase of Burrough Court's ongoing growth.</p> <p><b>Amber – site has economic links with the Borough but outside of the core Melton Mowbray area</b></p>
Existing Use	<p>Dog park business and amenity space. Greenfield.</p> <p><b>Red – All of site is greenfield.</b></p>
Land contamination, minerals, waste and stability	<p>Coal Authority – Low Risk Area. Records do not indicate the presence of any coal mining features at surface or shallow depth, which may pose a risk to surface stability.</p> <p>Minerals and Waste (County Council) – The site is not within a Minerals Safeguarding Area. There are no waste safeguarding issues.</p> <p>Health and Safety Executive – not within or in immediate proximity to a consultation zone for Major Hazard Sites, Explosive Safeguarding Zones or Major Accident Hazard Pipelines.</p> <p><b>Green – no issues identified.</b></p>
Viability, land ownership and infrastructure	<p>Summary of site contact response:</p> <ul style="list-style-type: none"> <li>• Site availability – Yes</li> <li>• Timescales for delivery – 0-5 years.</li> <li>• Constraints, ownership or viability issues – No known constraints. Site in single ownership and benefits from existing on-site services.</li> <li>• Infrastructure or enabling requirements – No infrastructure requirements as access, services and parking all currently exist.</li> <li>• Biodiversity Net Gain on/off site – The site forms part of a larger 1,200acre diversified agricultural estate. All Biodiversity Net Gain requirements can be delivered on-site or on the wider adjoining land holding.</li> </ul>

	<p>Utilities – National Grid has no objection in principle to allocating the site, although consideration of mitigations for overhead powerlines through and in proximity to the site may be required. No powerlines were identified during the site visit, so this is unlikely to be a significant constraint for this site. Cadent Gas identified that there is gas infrastructure in the vicinity of the site for awareness, although no mitigations are required. No other utilities comments raised.</p> <p><b>Green – no issues identified.</b></p>
<p><b>Neighbourhood Plans</b></p>	<p>Somerby Neighbourhood Plan policies apply</p> <ul style="list-style-type: none"> <li>• HR2 (Limits to Development) – the site is outside of the defined limits to development. This does not preclude an allocation being made through the Local Plan.</li> <li>• CD1 (Building Design Principles) – sets out design principles that would be relevant to a planning application for the site.</li> <li>• ENV2 (Protection of Sites and Features of Environmental Significance) – policy gives protection to the biodiversity site ‘P-01 Deciduous woodland at Burrough Court’, which surrounds the north, east and south border of the site.</li> <li>• ENV8 (Local Landscape Character Area) – the site is within area ‘LLCA1’ which sets out design principles that would be relevant to a planning application for the site.</li> <li>• ENV10 (Biodiversity and Wildlife Corridors) – policy gives protection to the biodiversity site which surrounds the north, east and south border of the site (effectively duplicating EN8)</li> <li>• ENV11 (Trees, Hedgerows and Green Verges) – supports the retention of existing and planting of new trees</li> <li>• ENV12 (Dark Skies and Tranquillity) – sets out principles to reduce light pollution that would be relevant to a planning application for the site</li> <li>• ENV14 (Biodiversity Protection in New Development) – sets out principles to secure biodiversity enhancements where appropriate that would be relevant to a planning application for the site</li> <li>• EE1 (Business Growth) – supports the development of new or expanded employment uses. This would support the principle of allocating the site.</li> <li>• EE2 (Connectivity) - requires all commercial buildings to have fibre optic broadband.</li> <li>• TI1 (Traffic Volume, Road Safety and Parking) – sets out considerations for the provision of appropriate parking and impact upon the highway that would be relevant to a planning application for the site</li> </ul>



	<p><b>Green – Neighbourhood Plan supports expanded employment uses and policies do not conflict with the principle of allocation.</b></p>
<p><b>Proximity to existing employment uses</b></p>	<p>Site adjoins an existing employment site (Burrough Court), which is currently protected for employment use under Policy EC3. The Employment Land Study notes that this site could represent a later expansion phase of Burrough Court’s ongoing growth.</p> <p><b>Green – Site adjoins an existing employment use.</b></p>
<p><b>Relationship with host settlement</b></p>	<p>The site is in a rural location, approximately 1km from the nearest settlement, Burrough on the Hill. Pedestrian access to the site from this settlement is not achievable, as there are no pavements along Twyford Road (albeit the site is an extension of an existing employment use). Nearby bus stops in Burrough on the Hill and John O Gaunt – both of which are not readily accessible to the site.</p> <p><b>Red – Site is 1km from the nearest settlement with no pedestrian or bus provision.</b></p>
<p><b>Transport and access</b></p>	<p>National Highways - Given the scope and scale of potential development identified within the site selection exercise, and the distance from the SRN, this location would not present access issues from the A46 to the west (this being the closest and most probable access to the SRN) in isolation. Should the site be considered for delivery in combination with other sites, trip generation, trip distribution and junction impact assessments for cumulative impacts would need to be considered for the following junctions to inform the requirement for delivery of any required mitigation:</p> <ul style="list-style-type: none"> <li>• A46/A606 Melton Road junction</li> <li>• A46/A6006 Paddys Lane junction</li> <li>• A46/A607 Cossington interchange</li> <li>• A46 A607 Hobby Horse Roundabout</li> </ul> <p>Highways Authority – The site has no common boundary with the adopted highway. The site is not located in a sustainable location. It is unclear how access would be provided. The existing access serving Burrough Court may not be suitable for intensification due to width and visibility. Further work would be needed to establish if a new access could be provided. Whilst increased width may be achievable, there is no guarantee that the existing access to Burrough’s Court is or could be made acceptable for intensification in terms of visibility, as no speed data or visibility drawing has been provided at this stage. A Transport Assessment (TA) and Travel Plan (TP) would be required to support a planning application and the need for mitigation would need to be assessed when a planning application was prepared.</p>

	<p><b>Amber – Although the promoted land does not adjoin a highway, it is being promoted by the landowners of the adjoining existing employment site that adjoins the highway. Mitigations may be required to address the wider highways and road network impact identified through a Transport Assessment and Travel Plan as part of obtaining planning consent.</b></p>
<b>Environmental Health</b>	<p>Air Quality – controllable by condition.  Noise – controllable by condition.  Lighting – controllable by condition.  Odour – controllable by condition.</p> <p><b>Green – no issues identified.</b></p>
<b>Flooding, water quality and drainage</b>	<p>Environment Agency – According to the latest information available to the Environment Agency there are no flood risk constraints associated with this site.</p> <p>A Level 2 Strategic Flood Risk Assessment (SFRA) was undertaken for the site in 2024, with <a href="#">mapping available here</a>. The SFRA concludes: “Areas of the site are affected by the 0.1% AEP surface water event and the surface water design event (1% plus 40% climate change allowance). There is no residual risk from flood defences, and access and egress are shown to be maintained safely in all AEP and design surface water events, subject to a site-specific Flood Risk Assessment.”</p> <p>In summary, the SFRA recommends that a planning application should take account of:</p> <ul style="list-style-type: none"> <li>• Development should be steered away from areas at risk of surface water flooding to the north and centre of the site, with an integrated flood resilient and sustainable drainage design.</li> <li>• A specific flood risk assessment should demonstrate site users will be safe in 1% AEP surface water events, including an allowance for climate change</li> <li>• Early engagement with the EA and LLFA on SuDS to address the location of the site within a Nitrate Vulnerable Zone and the undifferentiated Secondary Superficial Aquifer Designation Zone.</li> <li>• Flood mitigation measures should be tested to ensure they will not displace water elsewhere.</li> <li>• A Cumulative Impact Assessment is undertaken.</li> </ul> <p><b>Amber – a significant area of the site has surface water flood risk which would likely significantly reduce the developable area of the site.</b></p>
<b>Historic Environment</b>	<p>Historic England - No designated sites within the proposal area. Scheduled Monument to the south of the proposed site (List Entry: 1010306, Name: North Marefield deserted medieval village and moated site), however, robust extant</p>

	<p>planting/screening from trees surround the site that could mitigate setting impact on the Scheduled Monument. However, for this to be applicable development would be best to not go above tree line, and a seasonal assessment of the impact of the trees on intervisibility. Potential for non designated early medieval and prehistoric archaeology, based on the find spot records.</p> <p>Archaeology (County Council) – Medium Risk. The site has not been subject to previous archaeological investigation. Mitigation: Archaeological Assessment with desk-based and appropriate field assessment evaluation is required as part of obtaining planning permission.</p> <p><b>Amber – mitigations required to address potential impact on the setting of a heritage asset and archaeological assessment required as part of obtaining planning consent.</b></p>
<p><b>Natural Environment</b></p>	<p>No on-site natural environment constraints identified.</p> <p>Natural England &amp; Wildlife Trust – no comments.</p> <p><b>Green – no issues identified.</b></p>
<p><b>Trees and Hedgerows</b></p>	<p>Desktop assessment and site visit – No protective tree designations on the site, although trees along the boundaries are identified as Priority Habitats within the National Forest Inventory (see Forestry Commission comments). Several non-protected young and mature trees are located on the site. No hedgerows within the site.</p> <p>Forestry Commission – there is an area of mixed deciduous woodland on two sides of the site. Mixed Deciduous woodlands are on the National Forest Inventory and the Priority Habitat Inventory (England). They were recognized under the UK Biodiversity Action Plan as being the most threatened, requiring conservation action. The UK Biodiversity Action Plan has now been superseded but this priority status remains under the Natural Environment &amp; Rural Communities Act 2006. (NERC) Sect 40 “Duty to conserve and enhance biodiversity” and Sect 41 – “List of habitats and species of principle importance in England”. We would usually just recommend that trees are and their root protection areas are adequately protected during construction. Fragmentation is one of the greatest threats to lowland mixed deciduous woodland. Woodlands can suffer loss or deterioration from nearby development through damage to soils, roots and vegetation and changes to drainage and air pollution from an increase in traffic and dust, particularly during the construction phase of a development. Hedgerows, individual trees and woodlands within a development site</p>

	<p>should also be considered in terms of their overall connectivity between woodlands.</p> <p><b>Amber – protected trees located along site boundaries.</b></p>
<b>Landscape, topography and visual impact</b>	<p>Identified as within 'LCA15 (High Leicestershire Hills)' of the Melton Landscape Character Assessment (2006). The LCA identifies rolling hills and pronounced escarpment; well preserved sporting estates; historic features, green lanes and parkland; and unimproved grassland as distinct characteristics for the area.</p> <p>The site visit noted that the site is has significant visual screening from trees surrounding the site, so there is little potential for development to have a significant landscape impact. The site has no specific policy constraints within the Local Plan.</p> <p>Given the above, no landscape mitigations are likely to be necessary.</p> <p><b>Green – no issues identified.</b></p>
<b>Agricultural Land Classification</b>	<p>Grade 3a/3b: Good Quality Agricultural Land / Moderate Quality Agricultural Land. However, the site is not in agricultural use and its unlikely to be brought into agricultural uses, given its size and boundary treatment.</p> <p><b>Green – Although the site is Grade 3a/3b, it is not in agricultural use.</b></p>
<b>Open Spaces and Public Rights of Way</b>	<p>No protective open space designation (publicly accessible amenity space is associated with the existing employment site) or public rights of way.</p> <p><b>Green – No loss of designated open space or no impact on a public right of way</b></p>
<b>Conclusion for MBC/009/23:</b>	
<p><b>Significant issues:</b></p> <ul style="list-style-type: none"> <li>• None</li> </ul> <p><b>Mitigations required if allocated:</b></p> <ul style="list-style-type: none"> <li>• Transport Assessment and Travel Plan addressing the potential impact on highway safety, function and capacity in consultation with the Highways Authority</li> <li>• Site specific flood risk assessment would have to address various technical concerns identified in the Level 2 SFRA. Surface water flood risk may reduce the developable area of the site.</li> <li>• Heritage Statement addressing potential impact on heritage assets and their settings.</li> <li>• Archaeological Assessment addressing existence and protection of historic earthworks in consultation with County Council Archaeology.</li> </ul>	

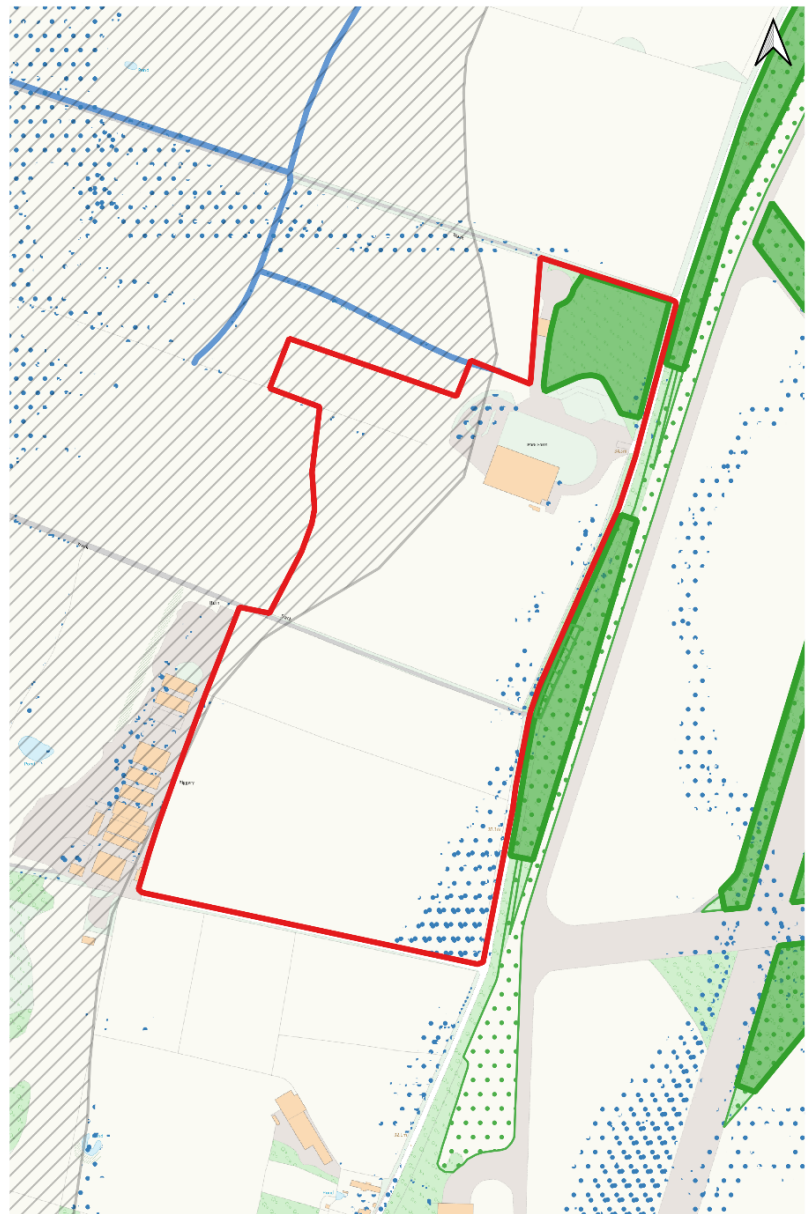
- Consideration of the impact upon protected trees and root protection in consultation with the Forestry Commission.

**Summary:** No significant issues have been identified. The RAG scoring shows a favourable context compared with other sites (see 'recommendations' section). The site is not large enough to meet the identified employment need outright. **The site is suitable to be considered for allocation.**

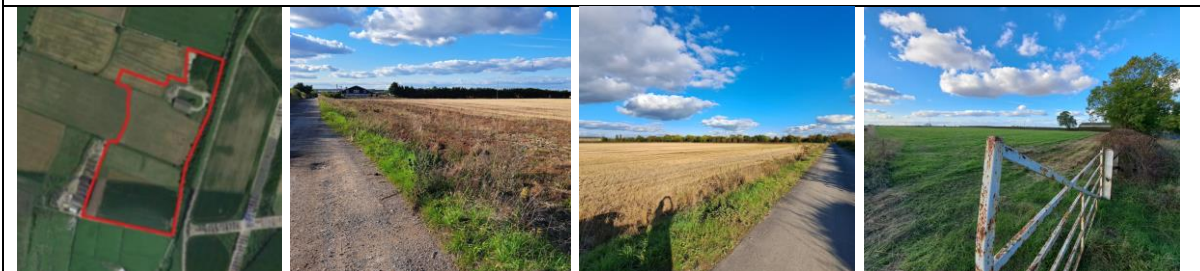
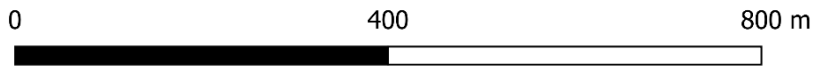
## MBC/010/23 - Land west of Normanton lane, north of Normanton

### Constraints

- ▲ Listed Buildings
- Scheduled Monuments
- ▨ Local Wildlife Sites
- ▨ Areas of Separation
- National Forest Inventory
- ▨ Priority Habitat Inventory
- ▨ Mineral & Waste Safeguarding Area - Sand & Gravel
- Flood Zone 2
- Flood Zone 3a
- Indicative Flood Zone 3b (SFRA 2024)
- ▨ Risk of Flooding from Surface Water (EA)
- Watercourse (SFRA 2024)
- Footpath
- Bridleway
- Byway (open to all traffic)
- Restricted Byway



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Criteria	Details
Size	22.81ha
Market Fit	<p>Employment Land Study 2024 grades the site 'B-' and notes:</p> <p>Market 'Fit'/ Supply Gap Filled: Normanton Airfield (former RAF Bottesford) accommodates a range of dispersed employment uses, including accommodating several large employers. The largest concentration of such uses is at Roseland Business Park which is distant from this site. A development here would have good links to the A1 Corridor at Long Bennington and may be of interest to logistics businesses seeking an affordable location on that road corridor. Such a development would have limited economic links to Melton Borough however, rather serving the M1 Corridor market between Newark and Grantham, as well as the A52 market to the south.</p> <p>Deliverability: A large area of relatively unconstrained land which could support a B2/B8 development linked to the A1 and A52 road corridors. It would likely attract some developer and business interest. Again, such development would have limited economic links to Melton Borough.</p> <p><b>Red – site has limited economic links with the rest of the Borough</b></p>
Existing Use	<p>Agricultural field with industrial building on the north of the site. Part Brownfield.</p> <p><b>Red – most of the site is greenfield.</b></p>
Viability, land ownership and infrastructure	<p>Summary of site contact response:</p> <ul style="list-style-type: none"> <li>• Site availability – Yes</li> <li>• Timescales for delivery – 0-5 years.</li> <li>• Constraints, ownership or viability issues – No known constraints.</li> <li>• Infrastructure or enabling requirements – No infrastructure requirements, assumed infrastructure requirements can be met on site</li> <li>• Biodiversity Net Gain on/off site – Biodiversity Net Gain requirements can be delivered on-site or on adjoining land in the landowner's control.</li> </ul> <p>Utilities – National Grid has no objection in principle to allocating the site, although consideration of mitigations for overhead powerlines through and in proximity to the site may be required. An overhead powerline was identified running along the west boundary of the site during the site visit, which will likely require relevant technical mitigation in consultation with National Grid. No Cadent Gas infrastructure in the vicinity of the site. No other utilities comments raised.</p>

	<p><b>Amber – utilities related issues can be resolved with mitigation</b></p>
<p><b>Neighbourhood Plans</b></p>	<p>Bottesford Neighbourhood Plan policies apply</p> <ul style="list-style-type: none"> <li>• Policy 1 (Sustainable Development and the Village Envelopes) – sets out design and development principles that would be relevant to a planning application for the site.</li> <li>• Policy 3 (Protecting and Enhancing Biodiversity) – supports the retention and enhancement of biodiversity assets.</li> <li>• Policy 8 (Ensuring High Quality Design) – sets out design principles that would be relevant to a planning application for the site.</li> <li>• Policy 9 (Renewable Energy and Low Carbon Technologies) – supports the incorporation of features that reduce carbon emissions and are adaptive to climate change.</li> <li>• Policy 13 (Supporting the Local Economy) - supports the development of new or expanded employment uses, including outside of identified village envelopes. This would support the principle of allocating the site.</li> </ul> <p><b>Green – Neighbourhood Plan supports new employment uses and policies do not conflict with the principle of allocation.</b></p>
<p><b>Proximity to existing employment uses</b></p>	<p>The site does not adjoin an existing protected employment site, however existing non-protected employment uses are located in proximity to the site. The Employment Land Study notes that there are a range of dispersed employment uses within the area associated with Normanton Airfield; that Roseland Business Park is approximately 1.5km from the site and accommodates large employer; and that the site could serve the A1 corridor market although this would have limited benefit to Melton Borough.</p> <p><b>Amber – Site is in proximity to existing non-protected employment uses.</b></p>
<p><b>Relationship with host settlement</b></p>	<p>The site is in a rural location, approximately 0.5km from the nearest settlement, Normanton. Pedestrian access to the site from this settlement is not achievable, as there are no pavements along Normanton Lane (albeit the principle of isolated employment uses is established within the locality). There are no bus services in proximity to the site.</p> <p><b>Red – Site is 0.5 km from the nearest settlement with no pedestrian or bus provision.</b></p>
<p><b>Transport and access</b></p>	<p>National Highways - Given the scope and scale of potential development identified within the site selection exercise, and the distance from the SRN, this location would not present access issues from the A46 to the west (this being the closest</p>



	<p>and most probable access to the SRN) in isolation. Should the site be considered for delivery in combination with other sites, trip generation, trip distribution and junction impact assessments for cumulative impacts would need to be considered for the following junctions to inform the requirement for delivery of any required mitigation:</p> <ul style="list-style-type: none"> <li>• A46/A606 Melton Road junction</li> <li>• A46/A6006 Paddys Lane junction</li> <li>• A46/A607 Cossington interchange</li> <li>• A46 A607 Hobby Horse Roundabout</li> </ul> <p>Highways Authority – The site is located in an isolated, rural location. Normanton Lane would require improving, potentially to also allow for walking and cycling facilities. The site does not seem to be a suitable location given that traffic would be required to route through either Bottesford or Long Bennington. It would not be suitable for HGV's to route through Bottesford and as Long Bennington is within Nottinghamshire, Notts CC should be consulted. Sustainability considerations are within the LPA's gift. A Transport Assessment (TA) and Travel Plan (TP) would be required to support a planning application and the need for mitigation would need to be assessed when a planning application was prepared.</p> <p><b>Amber – Although concerns about HGV routing through nearby settlements would require resolution, this does not factor that access between the site and the A1 would mostly utilise the route that serves the existing Roseland Business Park, consent for which would have taken account of applicable mitigations. Mitigations may be required to address the wider highways and road network impact identified through a Transport Assessment and Travel Plan as part of obtaining planning consent.</b></p>
<p><b>Environmental Health</b></p>	<p>Air Quality – controllable by condition.  Noise – Requires careful design from outset. Sensitive Receptor to south coupled to quiet background sound levels would require mitigation by planning condition.  Lighting – controllable by condition.  Odour – controllable by condition.</p> <p><b>Amber – Noise sensitivity issue can be resolved with mitigations and appropriate design.</b></p>
<p><b>Flooding, water quality and drainage</b></p>	<p>Environment Agency – According to the latest information available to the Environment Agency there are no flood risk constraints associated with this site.</p> <p>A Level 2 Strategic Flood Risk Assessment (SFRA) was undertaken for the site in 2024, with <a href="#">mapping available here</a>. The SFRA concludes: “The site is impacted by surface water flooding in the south-east corner and around the existing</p>

	<p>building. However, the site is at minimal risk from fluvial flooding and there is no residual risk or access/egress issues. Therefore, development is likely to proceed if it is steered away from areas at surface water risk”. In summary, the SFRA recommends that a planning application should take account of:</p> <ul style="list-style-type: none"> <li>• A specific flood risk assessment should demonstrate site users will be safe in 1% AEP surface water events, including an allowance for climate change, and taking account of the latest EA modelling for the Reiver Devon. Local reports of flooding in the north of the site should also be investigated.</li> <li>• Development should be steered away from areas at risk of surface water flooding to the south east and eastern boundary of the site, with an integrated flood resilient and sustainable drainage design.</li> <li>• Early engagement with the EA and LLFA on SuDS to address the location of the site within a Nitrate Vulnerable Zone.</li> <li>• A Cumulative Impact Assessment is undertaken.</li> </ul> <p><b>Green – surface water flood risk is concentrated within the site therefore mitigations are likely to be achieved with appropriate design.</b></p>
<p><b>Historic Environment</b></p>	<p>Historic England – Consider potential harm to the setting of Grade II Listed ‘Normanton Hall Farmhouse’ and Grade II Listed ‘Normanton House’ and Normanton Conversation Area. The level of harm could be assessed with a robust environmental statement and HIA, and setting and impact assessment carried out prior to allocation. Suggest policy criteria "Ensure the design and layout respects the form and character of the village in this location and enhances the settlement edge and the wider 'setting' of the Conservation Area” and “Ensure appropriate mitigation of any potential impact of the development on nearby heritage assets and their settings”.</p> <p>Archaeology (County Council) – Medium Risk. Large site which has not been subject to previous archaeological investigation. Mitigation: Archaeological Assessment with desk-based and appropriate field assessment evaluation is required as part of obtaining planning permission.</p> <p><b>Amber – mitigations required to address potential impact on the setting of a heritage asset and archaeological assessment required as part of obtaining planning consent.</b></p>
<p><b>Natural Environment</b></p>	<p>No on-site natural environment constraints identified. There is a Local Wildlife Site located within the vicinity of the site (to the</p>

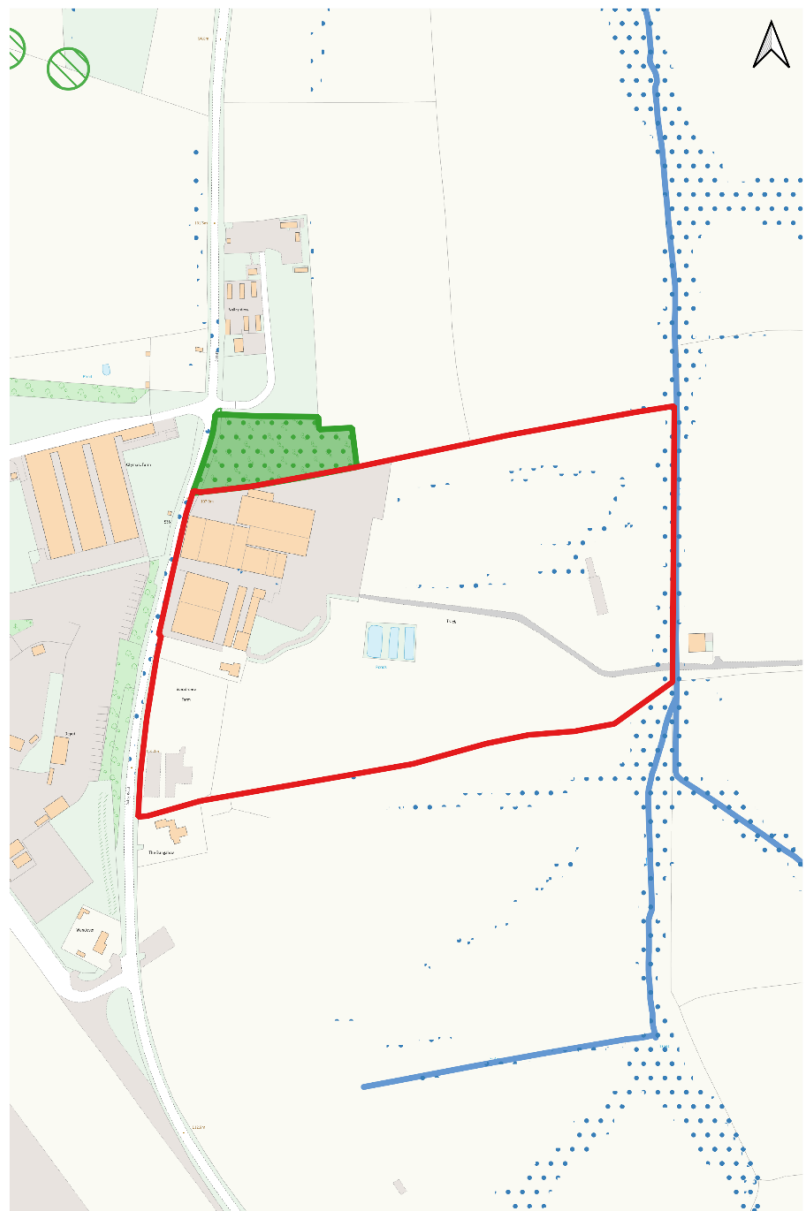
	<p>east of the site on the other side of Normanton Lane) outside of the site boundary.</p> <p>Natural England &amp; Wildlife Trust – no comments.</p> <p><b>Green – no issues identified (potential impact on the Local Wildlife Site in proximity to the site is low).</b></p>
<b>Trees and Hedgerows</b>	<p>Desktop assessment and site visit – Treed area to the North-East corner of the site is within the National Forest Inventory and would therefore need to be protected. Trees along the East boundary are identified as Priority Habitats within the National Forest Inventory. No significant non-protected trees within the site. Hedgerows along the boundary of the site are of variable quality, however a significant hedgerow runs through the site separating the two largest land parcels, which may need to be protected in line with legislation.</p> <p>Forestry Commission – no comments.</p> <p><b>Red – significant hedgerow runs through the site.</b></p>
<b>Landscape, topography and visual impact</b>	<p>Identified as within ‘LCA1 (Vale of Belvoir)’ of the Melton Landscape Character Assessment (2006). The LCA identifies expansive vale; string of nucleated villages; strong rectangular field pattern of mixed farming bounded by hedges; and local stone in houses and churches as distinct characteristics for the area.</p> <p>The site visit noted that views of the site are restricted from the east due to tree planting along the road, and that industrial uses within the landscape setting are established to the east and west of the site, and within the northern land parcel of the site. Other parts of the site adjoin the open countryside. The site has no specific policy constraints within the Local Plan.</p> <p>Given the above, a planning application would need to be supported by a Landscape and Visual Impact Assessment that addresses the prominence of development, the impact on the setting of heritage assets, and appropriate planting mitigation.</p> <p><b>Amber – visual impact is mitigated by nearby mature tree planting and existing industrial uses, although further mitigation may be necessary.</b></p>
<b>Agricultural Land Classification</b>	<p>Grade 3a/3b: Good Quality Agricultural Land / Moderate Quality Agricultural Land</p> <p><b>Red – includes Grade 3a, therefore Best and Most Versatile Land</b></p>
<b>Open Spaces and Public Rights of Way</b>	<p>No protective open space designation or public rights of way. Site is not publicly accessible.</p>

	<b>Green – No loss of designated open space or no impact on a public right of way</b>
<b>Conclusion for MBC/010/23:</b>	
<p><b>Significant issues:</b></p> <ul style="list-style-type: none"> <li>• Significant hedgerow runs through the site and may need to be retained if it has protected status.</li> <li>• Protected trees are located in the north area of the site.</li> <li>• The Employment Land Study (2024) notes that development of this site would have limited economic links with Melton Borough.</li> </ul> <p><b>Mitigations required if allocated:</b></p> <ul style="list-style-type: none"> <li>• Overhead powerline in proximity to the site may require technical mitigation in consultation with National Grid.</li> <li>• Transport Assessment and Travel Plan addressing the potential impact on highway safety, function and capacity in consultation with the Highways Authority</li> <li>• Noise sensitive receptors may require technical mitigation in consultation with Environmental Health.</li> <li>• Site specific flood risk assessment would have to address various technical concerns identified in the Level 2 SFRA.</li> <li>• Heritage Statement addressing potential impact on heritage assets and their settings.</li> <li>• Archaeological Assessment addressing existence and protection of historic earthworks in consultation with County Council Archaeology.</li> <li>• Consideration of the impact upon protected trees and root protection in consultation with the Forestry Commission.</li> <li>• Landscape and Visual Impact Assessment addressing wider landscape impact.</li> </ul> <p><b>Summary:</b> Significant issues have been identified that give uncertainty to the principle of allocating the site. Mitigations including a reduced site may resolve the hedgerow and tree issues, but these provide uncertainty to the developable area of the site. The site having limited economic links with the plan area provides a less favourable context for the principle of allocation. The RAG scoring shows a less favourable context compared with other sites (see ‘recommendations’ section). <b>The site is not suitable for allocation as part of this Local Plan Update.</b></p>	

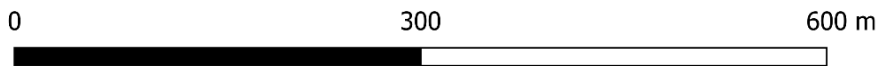
## MBC/015/23 - Airfield Farm, Dalby Road, Melton Mowbray

### Constraints

- ▲ Listed Buildings
- Scheduled Monuments
- ▨ Local Wildlife Sites
- Areas of Separation
- National Forest Inventory
- ▨ Priority Habitat Inventory
- ▨ Mineral & Waste Safeguarding Area - Sand & Gravel
- Flood Zone 2
- Flood Zone 3a
- Indicative Flood Zone 3b (SFRA 2024)
- ▨ Risk of Flooding from Surface Water (EA)
- Watercourse (SFRA 2024)
- Footpath
- Bridleway
- Byway (open to all traffic)
- Restricted Byway



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Criteria	Details
Size	8.57ha
Market Fit	<p>Employment Land Study 2024 grades the site 'B-' and notes:</p> <p>Market 'Fit'/ Supply Gap Filled: Site falls within the core market area of Asfordby and Melton Mowbray where there is good, reported demand for light industrial units and larger industrial properties of up to 5,000 sqm each. The site is adjacent to a concentration of B8, and open storage uses associated with Melton Airfield. Many of the existing farm buildings appear to be in B8 storage and wholesale use so there is a sizable critical mass of existing businesses in the area, which could be built upon.</p> <p>Deliverability: Although outside of the main settlement area, the site and wider area includes an existing critical mass of businesses which could be built upon. The site is located on a B-Road which gives good links to Melton Mowbray. Site constraints may limit the developable area but are unlikely to completely inhibit development.</p> <p><b>Green – site is within the core Melton Mowbray area</b></p>
Existing use	<p>Industrial, agricultural field and horse paddock. Part Brownfield.</p> <p><b>Amber – Site is part brownfield, part greenfield.</b></p>
Land contamination, minerals, waste and stability	<p>Coal Authority – Low Risk Area. Records do not indicate the presence of any coal mining features at surface or shallow depth, which may pose a risk to surface stability.</p> <p>Minerals and Waste (County Council) – The site seems to be identified as 'Aerodrome Farm' on the mapping we have. This shows that whilst there are Minerals Safeguarding Areas in the wider vicinity, there is no issue with the proposed allocation itself. There are similarly no waste safeguarding issues.</p> <p>Health and Safety Executive – not within or in immediate proximity to a consultation zone for Major Hazard Sites, Explosive Safeguarding Zones or Major Accident Hazard Pipelines.</p> <p><b>Green – no issues identified.</b></p>
Viability, land ownership and infrastructure	<p>Summary of site contact response:</p> <ul style="list-style-type: none"> <li>• Site availability – Yes</li> <li>• Timescales for delivery – 5-10 years, possibly sooner.</li> <li>• Constraints, ownership or viability issues – No known constraints. Landowner would sell residential properties as part of development of the site, which would therefore not cause a constraint</li> </ul>



	<ul style="list-style-type: none"> <li>• Infrastructure or enabling requirements – The site lies close to the path of the proposed Sothern link of the Melton Mowbray Bypass, when this infrastructure comes to fruition, this will only enhance the sites importance to be allocated for employment, providing key links for the people of Melton Mowbray and surrounding areas.</li> <li>• Biodiversity Net Gain on/off site –Biodiversity Net Gain requirements can be delivered on-site or on adjoining land in the landowner’s control.</li> </ul> <p>Utilities – National Grid has no objection in principle to allocating the site, although consideration of mitigations for overhead powerlines through and in proximity to the site may be required. No powerlines were identified during the site visit, so this is unlikely to be a significant constraint for this site. Cadent Gas identified that there is gas infrastructure in the vicinity of the site for awareness, although no mitigations are required. No other utilities comments raised.</p> <p><b>Green – no issues identified.</b></p>
<b>Neighbourhood Plans</b>	<p>No Neighbourhood Plan</p> <p><b>Green – no Neighbourhood Plan.</b></p>
<b>Proximity to existing employment uses</b>	<p>The site does not adjoin an existing protected employment site, however existing non-protected employment uses are located both on site and in proximity to the site. The Employment Land Study notes that the site is adjacent to a concentration of employment and storage uses associated with Melton Airfield</p> <p><b>Amber – Site contains and is in proximity to existing non-protected employment uses.</b></p>
<b>Relationship with host settlement</b>	<p>The site is approximately 0.5km from Melton Mowbray. Whilst the site is isolated at present, with no pedestrian access to the site, in the future it will adjoin Melton Mowbray following the delivery of the Melton South Sustainable Neighbourhood. It is therefore in proximity to planned growth. Nearby bus stops in Melton Mowbray – which are not readily accessible to the site.</p> <p><b>Amber – Site is 0.5km from Melton Mowbray, although planned development will result in the site adjoining the settlement with associated opportunities to provide pedestrian and bus provision.</b></p>
<b>Transport and access</b>	<p>National Highways - Given the scope and scale of potential development identified within the site selection exercise, and the distance from the SRN, this location would not present access issues from the A46 to the west (this being the closest and most probable access to the SRN) in isolation. Should the site be considered for delivery in combination with other sites,</p>

	<p>trip generation, trip distribution and junction impact assessments for cumulative impacts would need to be considered for the following junctions to inform the requirement for delivery of any required mitigation:</p> <ul style="list-style-type: none"> <li>• A46/A606 Melton Road junction</li> <li>• A46/A6006 Paddys Lane junction</li> <li>• A46/A607 Cossington interchange</li> <li>• A46 A607 Hobby Horse Roundabout</li> </ul> <p>Highways Authority – The proposals could be contrary to Policy IN5 of the LHDG. Notwithstanding this, suitably visibility may not be achievable and given the lack of clarity regarding the proposals, it is unclear if safe and suitable access could be achieved. Should the site come forward in conjunction with the adjacent site, MBC/020/23), a co-ordinated access arrangement would be required. There is no guarantee that the existing access is or could be made acceptable for intensification in terms of visibility, as no speed data or visibility drawing has been provided at this stage. A Transport Assessment (TA) and Travel Plan (TP) would be required to support a planning application and the need for mitigation would need to be assessed when a planning application was prepared.</p> <p><b>Amber – Although concerns are raised about safe access, the existing industrial use on the site is currently served by an access arrangement that could be improved by development. Mitigations may be required to address the wider highways and road network impact identified through a Transport Assessment and Travel Plan as part of obtaining planning consent.</b></p>
<p><b>Environmental Health</b></p>	<p>Air Quality – controllable by condition.  Noise – properties on site require specific mitigation.  Lighting – properties on site would require specific mitigation.  Odour – properties on site would require specific mitigation.</p> <p><b>Amber – Noise, light and odour impact on residential properties on the south-west corner of the site can be resolved with mitigations and appropriate design.</b></p>
<p><b>Flooding, water quality and drainage</b></p>	<p>Environment Agency – According to the latest information available to the Environment Agency there are no flood risk constraints associated with this site. There appear to be ponds on site. We would recommend that any re-development of the site includes retention of these ponds.</p> <p>A Level 2 Strategic Flood Risk Assessment (SFRA) was undertaken for the site in 2024, with <a href="#">mapping available here</a>. The SFRA concludes: “The site is impacted in the surface water design event (1% AEP plus 40% climate change allowance). There are minor flow paths across the site, and a</p>



	<p>major flow path along the eastern boundary associated with Edendale Brook.”</p> <p>In summary, the SFRA recommends that a planning application should take account of:</p> <ul style="list-style-type: none"> <li>• Development should be steered away from the eastern boundary and across the northern area of the site, with an integrated flood resilient and sustainable drainage design.</li> <li>• A specific flood risk assessment should be informed by modelling of the Edendale Brook and demonstrate site users will be safe in 1% AEP fluvial and surface water events, including an allowance for climate change.</li> <li>• Early engagement with the EA and LLFA on SuDS to address the location of the site within a Nitrate Vulnerable Zone.</li> <li>• A Cumulative Impact Assessment is undertaken.</li> </ul> <p><b>Green – watercourse and surface water flood risk is concentrated within the site therefore mitigations are likely to be achieved with appropriate design.</b></p>
<p><b>Historic Environment</b></p>	<p>Historic England - No Designated sites within the proposed area. One Scheduled Monument to the east of the proposed site (ListEntry: 1012242, Name: St Mary and St Lazarus Hospital, moated site and two fishponds, Burton Lazars). Setting impact required to assess level of harm from setting impact. Note regarding the non-designated Melton Mowbray Airfield (HOB UID: 1156379). Second World War Airfield, reused in the Cold War. Potential for direct and indirect harm to this non-designated asset. A Heritage Impact Assessment should support a planning application.</p> <p>Archaeology (County Council) – Medium Risk. The site has not been subject to previous archaeological investigation; significant archaeological remains in the vicinity, fragmentary ridge and furrow earthworks. Mitigation: Archaeological Assessment with desk-based and appropriate field assessment evaluation is required as part of obtaining planning permission.</p> <p><b>Amber – mitigations required to address potential impact on a potential non-designated heritage asset and archaeological assessment required as part of obtaining planning consent.</b></p>
<p><b>Natural Environment</b></p>	<p>The Council’s planning constraints data identifies potential Great Crested Newt locations and Badger Sett locations within the site, which will require ecological investigation as part of obtaining planning permission.</p> <p>Natural England &amp; Wildlife Trust – no comments.</p>

	<p><b>Amber – Development of the site may have an impact on Great Crested Newt and Badger locations, which are not designated ecological sites but would require appropriate ecological mitigation.</b></p>
<p><b>Trees and Hedgerows</b></p>	<p>Desktop assessment and site visit – No protective tree designations on the site, although trees along the North boundary are identified within the National Forest Inventory. No significant non-protected trees or hedgerows within the site. Established hedgerow with associated trees along the East boundary of the site, which may need to be protected in line with legislation.</p> <p>Forestry Commission – no comments.</p> <p><b>Amber – protected trees and established hedgerows located along site boundaries.</b></p>
<p><b>Landscape, topography and visual impact</b></p>	<p>Identified as within ‘LCA11 (Pastoral Farmland)’ of the Melton Landscape Character Assessment (2006). The LCA identifies rolling topography; well managed pastoral landscape; scattered farmsteads; thick stock proof hedges; and irregular shaped fields as distinct characteristics for the area.</p> <p>The site visit noted that views of the site are restricted from the west due to tree planting along the road and existing industrial uses within the west area of the site. Other parts of the site adjoin the open countryside. The site has no specific policy constraints within the Local Plan.</p> <p>Given the above, a planning application would need to be supported by a Landscape and Visual Impact Assessment that addresses the prominence of development, the impact on the setting of heritage assets, and appropriate planting mitigation.</p> <p><b>Amber – visual impact is mitigated by nearby mature tree planting and existing industrial uses, although further mitigation may be necessary.</b></p>
<p><b>Agricultural Land Classification</b></p>	<p>Grade 3a/3b: Good Quality Agricultural Land / Moderate Quality Agricultural Land</p> <p><b>Red – includes Grade 3a, therefore Best and Most Versatile Land</b></p>
<p><b>Open Spaces and Public Rights of Way</b></p>	<p>No protective open space designation or public rights of way. Site is not publicly accessible.</p> <p><b>Green – No loss of designated open space or no impact on a public right of way</b></p>
<p><b>Conclusion for MBC/015/23:</b></p>	
<p><b>Significant issues:</b></p> <ul style="list-style-type: none"> <li>• None</li> </ul>	

**Mitigations required if allocated:**

- Transport Assessment and Travel Plan addressing the potential impact on highway safety, function and capacity in consultation with the Highways Authority
- Noise, light and odour sensitive receptors may require technical mitigation in consultation with Environmental Health.
- Site specific flood risk assessment would have to address various technical concerns identified in the Level 2 SFRA and the retention of on-site ponds.
- Heritage Statement addressing potential impact on heritage assets and their settings.
- Archaeological Assessment addressing existence and protection of historic earthworks in consultation with County Council Archaeology.
- Ecological constraints will require technical mitigation in consultation with County Ecology / the Environment Agency.
- Consideration of the impact upon protected trees and root protection in consultation with the Forestry Commission.
- Landscape and Visual Impact Assessment addressing wider landscape impact.

**Summary:** No significant issues have been identified. The RAG scoring shows a favourable context compared with other sites (see 'recommendations' section). The site is large enough to meet the identified employment need. **The site is suitable to be considered for allocation.**

## MBC/020/23 - Melton Airfield, Dalby Road, Melton Mowbray

### Constraints

- ▲ Listed Buildings
- ▭ Scheduled Monuments
- ▨ Local Wildlife Sites
- ▭ Areas of Separation
- ▭ National Forest Inventory
- ▨ Priority Habitat Inventory
- ▨ Mineral & Waste Safeguarding Area - Sand & Gravel
- ▭ Flood Zone 2
- ▭ Flood Zone 3a
- ▭ Indicative Flood Zone 3b (SFRA 2024)
- ⋯ Risk of Flooding from Surface Water (EA)
- Watercourse (SFRA 2024)
- Footpath
- Bridleway
- Byway (open to all traffic)
- Restricted Byway



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Criteria	Details
<b>Size</b>	92.18ha
<b>Market Fit</b>	<p>Employment Land Study 2024 grades the site 'B-' and notes:</p> <p>Market 'Fit'/ Supply Gap Filled: Site falls within the core market area of Asfordby and Melton Mowbray where there is good, reported demand for light industrial units and larger industrial properties of up to 5,000 sqm each. The site includes a concentration of B8, and open storage uses in the north, which could be built upon to deliver a more comprehensive employment scheme here.</p> <p>Deliverability: It should be first noted that the site is owned by a developer with the experience and capacity to deliver a new commercial scheme here. Although the full 92 ha site would exceed Melton's employment land needs, a smaller allocation in the north east, linked to the existing Dalby Road infrastructure, would build upon the existing critical mass of premises here. A site of 15-20 ha would provide sufficient land to accommodate industrial and warehouse uses in a range of sizes up to the 5,000 sqm local size limit identified, without significantly oversupplying the Borough. Such a smaller site would still be somewhat constrained land, aimed at meeting local needs so would still be graded B-. The site is located on a B-Road which gives good links to Melton Mowbray. Site constraints may limit the developable area but are unlikely to completely inhibit development.</p> <p><b>Green – site is within the core Melton Mowbray area</b></p>
<b>Existing use</b>	<p>Commercial/ storage businesses to north and associated with former RAF runway, industrial estate to south and agricultural fields. Part Brownfield.</p> <p><b>Amber – Site is part brownfield, part greenfield.</b></p>
<b>Land contamination, minerals, waste and stability</b>	<p>Coal Authority – Low Risk Area. Records do not indicate the presence of any coal mining features at surface or shallow depth, which may pose a risk to surface stability.</p> <p>Minerals and Waste (County Council) – The site is not within a Minerals Safeguarding Area and there are no waste safeguarding issues.</p> <p>Health and Safety Executive – not within or in immediate proximity to a consultation zone for Major Hazard Sites, Explosive Safeguarding Zones or Major Accident Hazard Pipelines.</p>

	<b>Green – no issues identified.</b>
<b>Viability, land ownership and infrastructure</b>	<p>Summary of site contact response:</p> <ul style="list-style-type: none"> <li>• Site availability – Yes</li> <li>• Timescales for delivery – 6 hectares immediately, without compromising potential development of the wider site.</li> <li>• Constraints, ownership or viability issues – No known constraints. Transport Appraisal submitted demonstrating a single point of access via a T-junction. Site is viable subject to reasonable S106 contribution requirements. Site is in single ownership.</li> <li>• Infrastructure or enabling requirements – No infrastructure requirements. Opportunities to link the site to the Melton Mowbray Distributor Road.</li> <li>• Biodiversity Net Gain on/off site – Biodiversity Net Gain requirements can be delivered on-site.</li> </ul> <p>Utilities – National Grid has no objection in principle to allocating the site, although consideration of mitigations for overhead powerlines through and in proximity to the site may be required. An overhead powerline was identified running the site during the site visit, which will likely require relevant technical mitigation in consultation with National Grid. Cadent Gas identified that there is gas infrastructure in the vicinity of the site for awareness, although no mitigations are required. No other utilities comments raised.</p> <p><b>Amber – utilities related issues can be resolved with mitigation</b></p>
<b>Neighbourhood Plans</b>	<p>No Neighbourhood Plan to the north of the site.</p> <p>Burton and Dalby Neighbourhood Plan policies apply to the south of the site:</p> <ul style="list-style-type: none"> <li>• B&amp;D1 (Landscape Character) the site is within area 'Plateau Farmland' which sets out design principles that would be relevant to a planning application for the site.</li> <li>• B&amp;D2 (Dark Night Skies) – sets out principles to reduce light pollution that would be relevant to a planning application for the site.</li> <li>• B&amp;D8 (Ecology and Biodiversity) - supports the retention and enhancement of biodiversity assets including trees and.</li> <li>• B&amp;D12 (Design) – sets out design principles that would be relevant to a planning application for the site.</li> </ul>



	<ul style="list-style-type: none"> <li>• B&amp;D14 (Superfast Broadband) – requires all premises within new employment development to have fibre optic broadband.</li> <li>• B&amp;D15 (Infrastructure) – sets out infrastructure provision priorities for development within the neighbourhood area.</li> <li>• B&amp;D22 (Business Conversion of Rural Buildings) – supports alterations of buildings for business use, which could be applicable to small buildings within the site.</li> <li>• B&amp;D24 (Former Melton Airfield) – identifies a small site to be retained for B2/B8 use, which is located along the south boundary of the proposed site. The policy requires that any expansion of business use should conserve any heritage significance related to the former Thor missile base / airfield.</li> </ul> <p><b>Green – No Neighbourhood Plan for the north area of the site. Neighbourhood Plan for the south area supports expanding the existing employment use.</b></p>
<p><b>Proximity to existing employment uses</b></p>	<p>The site does not adjoin an existing protected employment site, however existing non-protected employment uses are located both on site and in proximity to the site and a small area within the south of the site is a protected employment used within the neighbourhood plan. The Employment Land Study notes that the site contains a concentration of employment and storage uses associated with Melton Airfield.</p> <p><b>Amber – Site contains and is in proximity to existing non-protected employment uses.</b></p>
<p><b>Relationship with host settlement</b></p>	<p>The site is approximately 0.5km from Melton Mowbray. Whilst the site is isolated at present, with no pedestrian access to the site, in the future it will adjoin Melton Mowbray following the delivery of the Melton South sustainable Neighbourhood. It is therefore in proximity to planned growth. Nearby bus stops in Melton Mowbray – which are not readily accessible to the site.</p> <p><b>Amber – Site is 0.5km from Melton Mowbray, although planned development will result in the site adjoining the settlement with associated opportunities to provide pedestrian and bus provision.</b></p>
<p><b>Transport and access</b></p>	<p>National Highways - Whether delivered independently or in combination with other sites identified in this exercise, trip generation, trip distribution and junction impact assessments for cumulative impacts would need to be</p>

considered for the following junctions to inform the requirement for delivery of any required mitigation:

- A46/A606 Melton Road junction
- A46/A6006 Paddys Lane junction
- A46/A607 Cossington interchange
- A46 A607 Hobby Horse Roundabout

Highways Authority – Intensification of accesses, or new accesses, from Dalby Road would be contrary to Policy IN5 from the current Leicestershire Highway Design Guide (LHDG). However, the revised LHDG is likely to be published later this year and this is currently proposed to include a revised access to the network policy which would require sites such as this to be considered via a risk based approach. Whilst it is not possible to come to a view on this now, access to the redeveloped airfield may be possible subject to an up to date speed survey recording speeds in the region of the current 50mph speed limit and a review of current injury collisions in the vicinity. Appropriately designed site access/es appear to be generally possible subject to speed surveys. A ghost right turn junction/s may be required. The location of the site makes it essential that it contribute to the delivery of the Southern Melton Mowbray Distributor Road (SMMDR). Measures would be required to ensure that large vehicles access the site from the north following delivery of the SMMDR. The SMMDR would need to be brought forward prior to this site to avoid an impact on Melton town centre. Serious consideration will be required to sustainable accessibility, albeit the future southern neighbourhoods may assist in this matter. The site would therefore need to be brought forward alongside the southern neighbourhood. A planning application would need to be supported by a Transport Assessment and Framework Travel Plan and, ideally, a sustainable access strategy. It is not possible to identify mitigation until these are prepared. Therefore, whilst access *may* be possible, the site does not currently lend itself to access by sustainable modes, meaning it would need to be brought forward alongside the southern neighbourhood and the SMMDR.

**Amber – Although concerns are raised about safe access, the north area of the site is currently served by an access arrangement. The development of the site would need to follow the completion of the Southern Melton Mowbray Distributor Road, which is**

	<p><b>infrastructure that supports the delivery of the wider development strategy and is therefore not a barrier to allocation. Mitigations may be required to address the wider highways and road network impact identified through a Transport Assessment and Travel Plan and Sustainable Access Strategy, including an assessment of the impact upon the strategic road network, as part of obtaining planning consent.</b></p>
<p><b>Environmental Health</b></p>	<p>Air Quality – controllable by condition  Noise – controllable by condition  Lighting – controllable by condition  Odour – controllable by condition</p> <p><b>Green – no issues identified.</b></p>
<p><b>Flooding, water quality and drainage</b></p>	<p>Environment Agency – According to the latest information available to the Environment Agency there are no flood risk constraints associated with this site.</p> <p>A Level 2 Strategic Flood Risk Assessment (SFRA) was undertaken for the site in 2024, with <a href="#">mapping available here</a>. The SFRA concludes: “The site is most affected in the 0.1% AEP surface water event and the surface water design event (1% AEP plus 40% climate change allowance) which form a flow path through the west of the site.” In summary, the SFRA recommends that a planning application should take account of:</p> <ul style="list-style-type: none"> <li>• Development should be steered away from areas at risk of surface water flooding to the west of the site, with an integrated flood resilient and sustainable drainage design.</li> <li>• A specific flood risk assessment should be informed by modelling of the unnamed watercourse to the north-west boundary and demonstrate site users will be safe in 1% AEP fluvial and surface water events, including an allowance for climate change</li> <li>• Early engagement with the EA and LLFA on SuDS to address the location of the site within a Nitrate Vulnerable Zone.</li> <li>• Flood mitigation measures should be tested to ensure they will not displace water elsewhere.</li> <li>• A Cumulative Impact Assessment is undertaken.</li> </ul> <p><b>Green – surface water flood risk is concentrated within the site, which is large enough to steer development away from areas of flood risk, therefore mitigations are likely to be achieved with appropriate design.</b></p>

<p><b>Historic Environment</b></p>	<p>Historic England - No designated assets within the proposed area. Directly impacts upon the non-designated Melton Mowbray Airfield (HOB UID: 1156379). Second World War Airfield, reused in the Cold War. A Heritage Impact Assessment should support a planning application.</p> <p>Archaeology (County Council) – Medium Risk. Very large site which has not been subject to previous archaeological investigation; significant archaeological remains on and in the vicinity, fragmentary ridge and furrow earthworks. Mitigation: Archaeological Assessment with desk-based and appropriate field assessment evaluation is required as part of obtaining planning permission.</p> <p><b>Amber – mitigations required to address potential impact on a potential non-designated heritage asset and archaeological assessment required as part of obtaining planning consent.</b></p>
<p><b>Natural Environment</b></p>	<p>The Council’s planning constraints data identifies potential Great Crested Newt locations within the site, which will require ecological investigation as part of obtaining planning permission.</p> <p>Natural England &amp; Wildlife Trust – no comments.</p> <p><b>Amber – Development of the site may have an impact on Great Crested Newt locations, which are not designated ecological sites but would require appropriate ecological mitigation.</b></p>
<p><b>Trees and Hedgerows</b></p>	<p>Desktop assessment and site visit – No protective tree designations on the site or in proximity to its boundaries, although trees along the South West boundary are identified as Priority Habitats within the National Forest Inventory. Some non-protected trees are located on the site. Hedgerows along the boundaries of the site are of variable quality, some of which may need to be protected in line with legislation.</p> <p>Forestry Commission – no comments.</p> <p><b>Amber – protected trees and established hedgerows located along site boundaries.</b></p>
<p><b>Landscape, topography and visual impact</b></p>	<p>Identified as within ‘LCA11 (Pastoral Farmland)’ of the Melton Landscape Character Assessment (2006). The LCA identifies rolling topography; well managed pastoral landscape; scattered farmsteads; thick stock proof hedges; and irregular shaped fields as distinct characteristics for the area.</p>

	<p>The site visit noted that views of the site are restricted or within the context of existing industrial and storage uses associated with the former airfield to the north east of the site, and along the east and south boundaries of the site. Other parts of the site adjoin the open countryside and form a significant part of it given the size of the site.</p> <p>Given the above, a planning application would need to be supported by a Landscape and Visual Impact Assessment that addresses the prominence of development, the impact on the setting of heritage assets, and appropriate planting mitigation. The site has no specific policy constraints within the Local Plan.</p> <p><b>Amber – visual impact is mitigated by existing industrial uses on the site, although further mitigation may be necessary.</b></p>
<p><b>Agricultural Land Classification</b></p>	<p>Northern area (majority of the site) Grade 3a/3b: Good Quality Agricultural Land / Moderate Quality Agricultural Land</p> <p>South-east area of the site Grade 3b: Moderate Quality Agricultural Land</p> <p><b>Red – includes Grade 3a, therefore Best and Most Versatile Land</b></p>
<p><b>Open Spaces and Public Rights of Way</b></p>	<p>No protective open space designation. Public Right of Way D93 runs along the West boundary of the site, although no Public Rights of Way run through the site. Site is not publicly accessible.</p> <p><b>Green – No loss of designated open space. The location of the Public Right of Way is such that it could be retained with no impact to its access.</b></p>
<p><b>Conclusion for MBC/020/23:</b></p>	
<p><b>Significant issues:</b></p> <ul style="list-style-type: none"> <li>• None</li> </ul> <p><b>Mitigations required if allocated:</b></p> <ul style="list-style-type: none"> <li>• Overhead powerline through the site may require technical mitigation in consultation with National Grid.</li> <li>• Transport Assessment, Travel Plan and Sustainable Access Strategy addressing the potential impact on highway safety, function and capacity in consultation with the Highways Authority.</li> <li>• The development of the site would need to be coordinated to follow the completion of the Southern Melton Mowbray Distributor Road.</li> <li>• Site specific flood risk assessment would have to address various technical concerns identified in the Level 2 SFRA.</li> </ul>	

- Heritage Statement addressing potential impact on heritage assets and their settings.
- Archaeological Assessment addressing existence and protection of historic earthworks in consultation with County Council Archaeology.
- Ecological constraints will require technical mitigation in consultation with County Ecology / the Environment Agency.
- Consideration of the impact upon protected trees and root protection in consultation with the Forestry Commission.
- Landscape and Visual Impact Assessment addressing wider landscape impact.
- Access to the Public Right of Way should be maintained in situ.

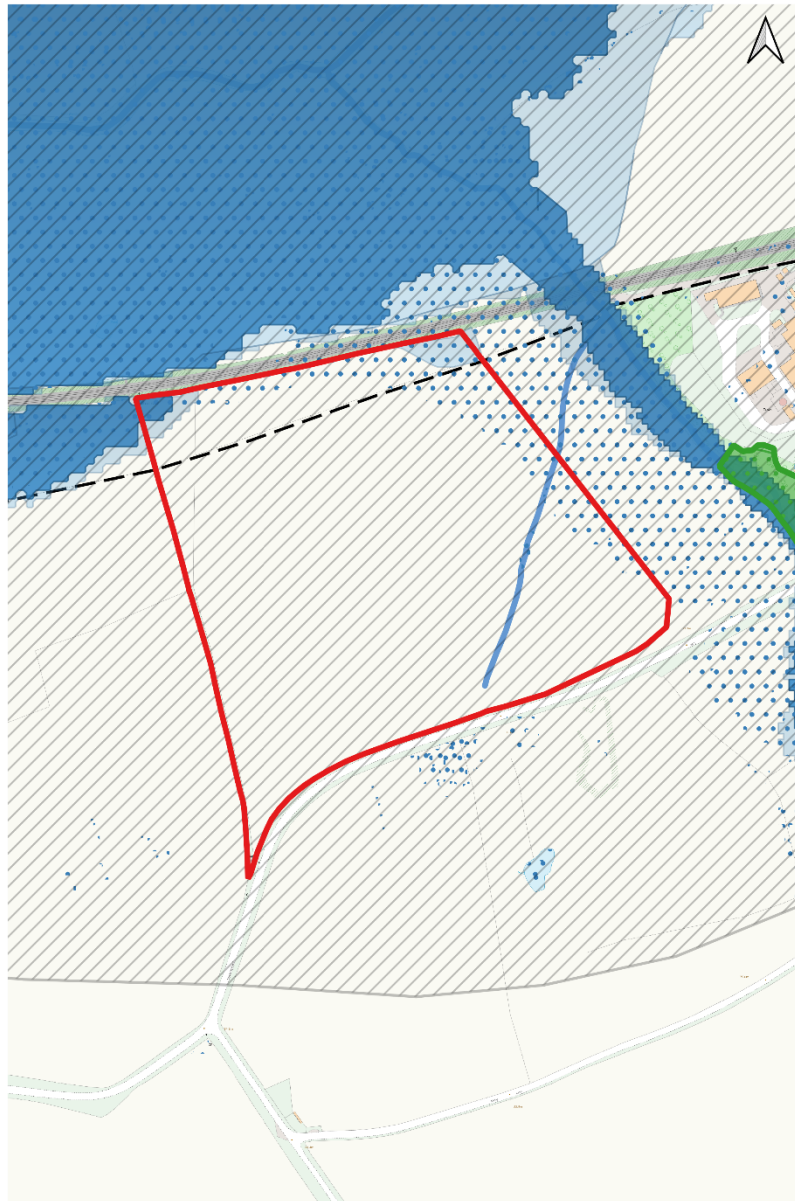
**Summary:** No significant issues have been identified. The RAG scoring shows a favourable context compared with other sites (see 'recommendations' section). The site is significantly larger than the identified employment need, however the Employment Land Study and promoter support the principle of allocating a reduced site area up to 20ha. **The site is suitable to be considered for allocation.**



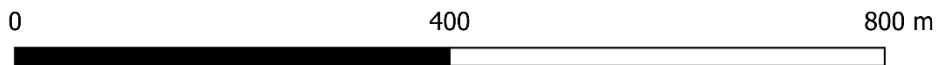
## MBC/021/23 - Land north of Leicester Road, Melton Mowbray

### Constraints

- ▲ Listed Buildings
- ▭ Scheduled Monuments
- ▨ Local Wildlife Sites
- ▭ Areas of Separation
- ▭ National Forest Inventory
- ▭ Priority Habitat Inventory
- ▨ Mineral & Waste Safeguarding Area - Sand & Gravel
- ▭ Flood Zone 2
- ▭ Flood Zone 3a
- ▭ Indicative Flood Zone 3b (SFRA 2024)
- ▨ Risk of Flooding from Surface Water (EA)
- Watercourse (SFRA 2024)
- Footpath
- Bridleway
- Byway (open to all traffic)
- Restricted Byway



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Criteria	Details
Size	13.27ha
Market Fit	<p>Employment Land Study 2024 grades the site 'A-' and notes:</p> <p>Market 'Fit'/ Supply Gap Filled: Site falls within the core market area of Asfordby and Melton Mowbray where there is good, reported demand for light industrial units and larger industrial properties of up to 5,000 sqm each. Site is located on a strategic route out of Melton Mowbray and close to several established high grade employment areas and major regional employers, where growth is planned for. An allocation here could allow further long term growth of this strategic employment area or provide an alternative site option if land to the south proves undeliverable.</p> <p>Deliverability: It should be first noted that the site is controlled (but not owned) by a developer with the experience and capacity to deliver a new commercial scheme here. It would need to be confirmed if development here would require delivery of the southern section of the NEMMDR, or if there would be sufficient capacity for the site just to be served from the A607. Site constraints will reduce the net developable area, but a sizable area of land will likely remain.</p> <p><b>Green – site is within the core Melton Mowbray area</b></p>
Existing use	<p>Agricultural field. Greenfield.</p> <p><b>Red – All of site is greenfield</b></p>
Land contamination, minerals, waste and stability	<p>Coal Authority – Low Risk Area. Records do not indicate the presence of any coal mining features at surface or shallow depth, which may pose a risk to surface stability.</p> <p>Minerals and Waste (County Council) – The site lies within a Minerals Safeguarding Area for Sand &amp; Gravel. In line with Policy M11, a suitable assessment of any unworked mineral resource should be undertaken and where there is a viable resource identified, sterilisation should only take place where there is an overriding need for the incompatible development. As part of good practice, this assessment could take place at the plan making stage now rather than later on in the development process. If an assessment does not take place, any forthcoming application would need to be supported by a mineral assessment and there could be a risk that the need for the development does not outweigh the sterilisation of any mineral. In line with Policy M12 of the Leicestershire Minerals and Waste Local Plan (LMWLP), to comply with minerals safeguarding any non-mineral development proposals should not adversely affect any operations at an existing mineral site in the county. The latest Local Aggregate Assessment for Leicestershire (September 2023, reporting 2022 data)</p>

	<p>indicates a Sand and Gravel Landbank of approximately 2 years for Leicestershire, which is substantially below the Government recommendation that Sand and Gravel Landbanks of more than 7 years be maintained. Further correspondence confirmed that where a Minerals Assessment is not available at the plan-making stage, it would need to be resolved at the development stage and not as a pre-commencement condition.</p> <p>Health and Safety Executive – not within or in immediate proximity to a consultation zone for Major Hazard Sites, Explosive Safeguarding Zones or Major Accident Hazard Pipelines.</p> <p><b>Amber – Minerals Assessment required as part of a future planning application.</b></p>
<p><b>Viability, land ownership and infrastructure</b></p>	<p>Summary of site contact response:</p> <ul style="list-style-type: none"> <li>• Site availability – Yes</li> <li>• Timescales for delivery – within 5 years of allocation.</li> <li>• Constraints, ownership or viability issues – No known constraints. Site is in single ownership. No viability concerns. A small portion of the site is within Flood Zone 3 but this land would not be required to deliver employment on the site and could either be excluded from the allocation or be kept development free. It is acknowledged that the site lies within a Minerals Safeguarding Area, this has been considered in relation to the link road application to the south of this site and it was concluded that the economic value of the mineral resource is unlikely to outweigh the need to locate development close to the urban area and existing infrastructure. It would not be feasible for minerals to be extracted in advance of, or alongside, the proposed development due to the disruption it would cause to the County's major road network and its proximity to the urban area. The Mineral Planning Authority has made no objection to the link road subject to a condition that prior to commencement of the approved development a Minerals Assessment be submitted in full to the Minerals Planning Authority. This would consider the suitability and viability of the mineral via intrusive ground surveys in advance of construction. This would estimate of the quality and quantity of mineral reserve impacted and whether it is feasible and viable to extract the mineral resources ahead of the development. A Minerals Assessment could also be prepared for the land north of Leicester Road if this was considered necessary.</li> </ul>

	<ul style="list-style-type: none"> <li>• Infrastructure or enabling requirements – No infrastructure requirements, the site can be accessed from the A607 Leicester Road.</li> <li>• Biodiversity Net Gain on/off site – Biodiversity Net Gain requirements can be delivered on-site. The land is currently primarily agricultural land with potential to deliver new habitats as part of the development of the site. If this was found not to be achievable Davidsons have control over other land in the area which could be used to achieve a net gain, or a contribution would be made to achieve the net gain elsewhere off-site.</li> </ul> <p>Utilities – National Grid has no objection in principle to allocating the site, although consideration of mitigations for overhead powerlines through and in proximity to the site may be required. No powerlines were identified during the site visit, so this is unlikely to be a significant constraint for this site. Cadent Gas identified that there is gas infrastructure in the vicinity of the site for awareness, although no mitigations are required. No other utilities comments raised.</p> <p><b>Green – no issues identified.</b></p>
<b>Neighbourhood Plans</b>	<p>No Neighbourhood Plan</p> <p><b>Green – no Neighbourhood Plan.</b></p>
<b>Proximity to existing employment uses</b>	<p>Site adjoins an existing employment site (Melton And Kettleby Foods), which is currently protected for employment use under Policy EC3. The Employment Land Study notes that this site could allow long term growth of the strategic employment area to the south of Melton Mowbray.</p> <p><b>Green – Site adjoins an existing employment use.</b></p>
<b>Relationship with host settlement</b>	<p>The site adjoins Melton Mowbray and is in proximity to residential and employment uses. In the future its relationship with Melton Mowbray will be enhanced following the delivery of the Melton South sustainable Neighbourhood. There would be an opportunity to extend pedestrian connectivity along Leicester Road, which is currently extends towards the South East corner of the site. Nearby bus stops in Melton Mowbray and Kirby Bellars – both of which are not readily accessible to the site.</p> <p><b>Amber – Site adjoins Melton Mowbray with pedestrian provision, but no bus provision. Planned development will result enhance the relationship of the site with the settlement with associated opportunities to improve bus provision.</b></p>
<b>Transport and access</b>	<p>National Highways – Given the scope and scale of potential development identified within the site selection exercise, and the distance from the SRN, this location would not present</p>

	<p>access issues from the A46 to the west (this being the closest and most probable access to the SRN) in isolation. Should the site be considered for delivery in combination with other sites, trip generation, trip distribution and junction impact assessments for cumulative impacts would need to be considered for the following junctions to inform the requirement for delivery of any required mitigation:</p> <ul style="list-style-type: none"> <li>• A46/A606 Melton Road junction</li> <li>• A46/A6006 Paddys Lane junction</li> <li>• A46/A607 Cossington interchange</li> <li>• A46 A607 Hobby Horse Roundabout</li> </ul> <p>Highways Authority – Consideration would be required to be given to the MMDR and access to the site would be reliant on the delivery of the southern MMDR, for which a contribution would be required. Given the proximity of the site to the western end of the southern MMDR scheme and its proposed roundabout, any proposals for this site would be required to have due regard to Policy 2 of the Interim Melton Mowbray Transport Strategy with regard to safeguarding its alignment. Improved cycling and walking provision to the site would be required. Access from Leicester Road may be possible, however insufficient has been provided to consider this. A Transport Assessment (TA) and Travel Plan (TP) would be required to support a planning application and the need for mitigation would need to be assessed when a planning application was prepared.</p> <p><b>Amber – The development of the site would need to follow the completion of the Southern Melton Mowbray Distributor Road, which is infrastructure that supports the delivery of the wider development strategy and is therefore not a barrier to allocation. Mitigations may be required to address the wider highways and road network impact identified through a Transport Assessment and Travel Plan as part of obtaining planning consent.</b></p>
<p><b>Environmental Health</b></p>	<p>Air Quality – controllable by condition  Noise – controllable by condition  Lighting – controllable by condition  Odour – controllable by condition</p> <p><b>Green – no issues identified.</b></p>
<p><b>Flooding, water quality and drainage</b></p>	<p>Environment Agency – This site contains areas of Flood Zones 2 and 3. Where sites are shown to be affected by flood zones and adjacent to (Main River) watercourses we would expect to see the following as part of any planning application submission:</p> <ul style="list-style-type: none"> <li>• A sequential approach to the layouts within each site</li> <li>• All development maintains an 8-metre easement from any watercourse</li> </ul>



	<ul style="list-style-type: none"> <li>• That finished floor levels provide 600mm freeboard</li> <li>• That all developments seek a dry access/egress route.</li> </ul> <p>A Level 2 Strategic Flood Risk Assessment (SFRA) was undertaken for the site in 2024, with <a href="#">mapping available here</a>. The SFRA concludes: “The site is affected by fluvial and surface water flooding, but this is largely confined to the north-east and north-west corners and associated boundaries. There may be residual risk from the culvert within the site and north-east of the eastern boundary. Additionally, there is residual risk from reservoir extents in the Dry Day and Wet Day scenarios.” In summary, the SFRA recommends that a planning application should take account of:</p> <ul style="list-style-type: none"> <li>• Development should be steered away from areas at risk of flooding to eastern and northern areas of the site, with a sequential approach to site layout and an integrated flood resilient and sustainable drainage design.</li> <li>• A specific flood risk assessment should be informed by modelling of the unnamed watercourse within the site, the Great Dalby Brook, interaction with the River Wreake, and demonstrate site users will be safe in 1% AEP fluvial and surface water events, including an allowance for climate change</li> <li>• Safe access and egress should be demonstrated in the 1% AEP plus central climate change fluvial and surface water events.</li> <li>• Early engagement with the EA and LLFA on SuDS to address the location of the site within a Nitrate Vulnerable Zone.</li> </ul> <p>The SFRA also identifies a significant proportion of the site as having groundwater flooding levels between 0.5m – 5m below the ground (not reflected in constraints plan due to licencing restrictions – see the SFRA Level 2 Detail Summary Table for further details). This will also need to be addressed by a specific flood risk assessment.</p> <p><b>Amber – Flood Zone risk is concentrated within the site therefore mitigations are likely to be achieved with appropriate design. However unmodelled watercourse running through the site and groundwater flood risk areas may significantly reduce the developable area of the site</b></p>
<b>Historic Environment</b>	<p>Historic England - No designated assets with proposed area, however close to Scheduled Monument 'Medieval settlement remains immediately north east and 210m south east of White House Farm' (NHLE: 1018834) therefore development in this area may have setting impact on the Scheduled Monument, and also potential for non designated archaeology. Also potentially within the setting of Scheduled Monuments 'Garden,</p>



	<p>moat and five fishponds at Kirby Bellars' (NHLE: 1010304) and 'Kirby Bellars Priory' (NHLE: 1009285). The setting impact to both of these monuments must be assessed before any development proposals. Consideration must be given to how development in between these monuments may affect their spatial relationship and the harm this could have to their significance. A Heritage Impact Assessment should support a planning application.</p> <p>Archaeology (County Council) – High Risk. Geophysical survey in 2011 has indicated the probable presence of archaeological remains. The site has not been subject to previous archaeological investigation; significant archaeological remains in the vicinity, fragmentary ridge and furrow earthworks. Mitigation: Archaeological Assessment with desk-based and appropriate field assessment evaluation is required at an early stage to inform the design and scope of a future planning application.</p> <p><b>Red – site is in proximity to Scheduled Monuments and has significant archaeological potential that requires further investigation to support allocation.</b></p>
<p><b>Natural Environment</b></p>	<p>The Council's planning constraints data identifies potential Badger Sett locations within the site, which will require ecological investigation as part of obtaining planning permission.</p> <p>Natural England &amp; Wildlife Trust – no comments.</p> <p><b>Amber – Development of the site may have an impact on Badger locations, which are not designated ecological sites but would require appropriate ecological mitigation.</b></p>
<p><b>Trees and Hedgerows</b></p>	<p>Desktop assessment and site visit – No protective tree designations on the site or in proximity to its boundaries. Hedgerows along the boundary of the site are of variable quality, and a hedgerow with associated trees runs diagonally (North-West to South-East) through the site. Boundary and on-site hedgerows may need to be protected in line with legislation.</p> <p>Forestry Commission – no comments.</p> <p><b>Red – significant hedgerow runs through the site.</b></p>
<p><b>Landscape, topography and visual impact</b></p>	<p>Identified as within 'LCA12 (Wreake Valley)' of the Melton Landscape Character Assessment (2006). The LCA identifies the River Wreake; green wedge running into Melton Mowbray; string of villages on edge of the valley; and valley floor worked for sand and gravel and restored to wetland habitat as distinct characteristics for the area.</p>

	<p>The site visit noted that the site forms part of the undulating countryside landscape with levels rising to the east and views of St Peters Church (Kirby Bellars) to the west. The site is mostly visually screened from the industrial use to east. The site has no specific policy constraints within the Local Plan.</p> <p>Given the above, a planning application would need to be supported by a Landscape and Visual Impact Assessment that addresses the prominence of development, the impact on the setting of heritage assets, and appropriate planting mitigation.</p> <p><b>Amber – visual impact is mitigated by nearby existing industrial uses, although further mitigation may be necessary.</b></p>
<p><b>Agricultural Land Classification</b></p>	<p>Grade 2: Very Good Quality Agricultural Land</p> <p><b>Red – Grade 2, therefore Best and Most Versatile Land</b></p>
<p><b>Open Spaces and Public Rights of Way</b></p>	<p>No protective open space designation. Public Right of Way E12 runs through the site, which would need to be formally re-routed to facilitate development, therefore part of the site is publicly accessible.</p> <p><b>Amber – No loss of designated open space. The location of the Public Right of Way is such that it would need to be formally re-routed.</b></p>
<p><b>Conclusion for MBC/021/23:</b></p>	
<p><b>Significant issues:</b></p> <ul style="list-style-type: none"> <li>• Unmodelled watercourse flood risk may significantly reduce the developable area of the site.</li> <li>• Site has high archaeological potential due to its proximity to Scheduled Monuments and indicative surveys. Given the significance of this potential constraint further technical information is required to support allocating.</li> <li>• Significant hedgerow runs through the site and may need to be retained if it has protected status.</li> </ul> <p><b>Mitigations required if allocated:</b></p> <ul style="list-style-type: none"> <li>• Minerals Assessment addressing the potential impact on sand and gravel safeguarded area in consultation with the Mineral and Waste Authority.</li> <li>• Transport Assessment, Travel Plan and Sustainable Access Strategy addressing the potential impact on highway safety, function and capacity in consultation with the Highways Authority.</li> <li>• The development of the site would need to be coordinated to follow the completion of the Southern Melton Mowbray Distributor Road.</li> <li>• Site specific flood risk assessment would have to address various technical concerns identified in the Level 2 SFRA and matters raised by the Environment Agency.</li> <li>• Heritage Statement addressing potential impact on heritage assets and their settings.</li> </ul>	

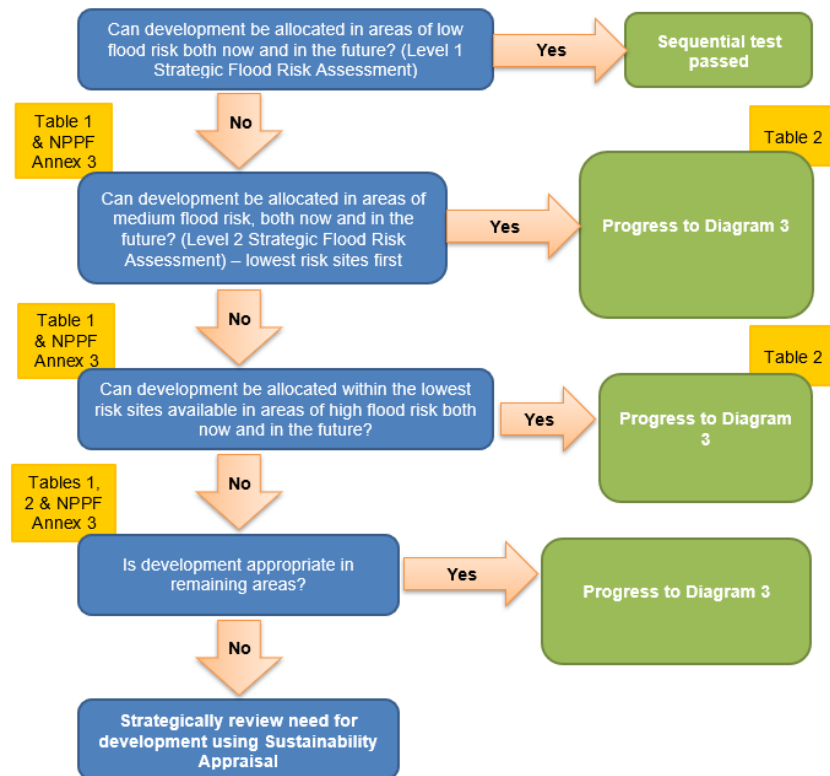
- Ecological constraints will require technical mitigation in consultation with County Ecology / the Environment Agency.
- Landscape and Visual Impact Assessment addressing wider landscape impact.
- Access Public Right of Way will require re-routing.

**Summary:** Significant issues have been identified that give uncertainty to the principle of allocating the site. Further archaeological evidence is required to support allocation. Mitigations including a reduced site may resolve the hedgerow issue, but this provides uncertainty to the developable area of the site. The RAG scoring shows a less favourable context compared with other sites (see 'recommendations' section). **The site is not suitable for allocation as part of this Local Plan Update.**

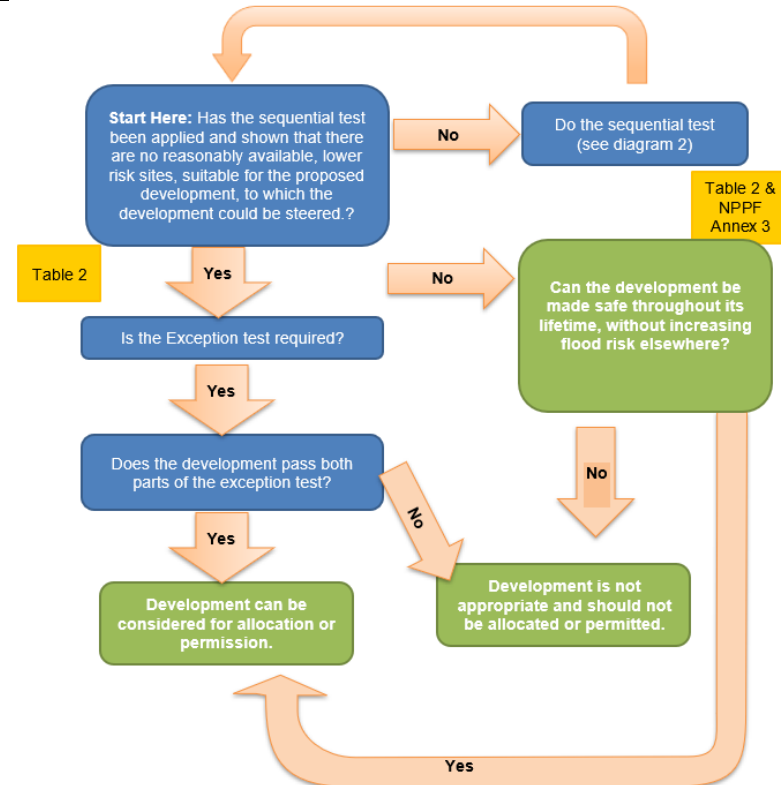
## Appendix 2: Sequential and Exception Test for Flooding

The purpose of the sequential test is to apply a borough-wide, risk-based approach that steers new development to areas of lowest flood risk. The purpose of the exception test is to demonstrate that, where development has to be allocated with sites that are not within the lowest areas of flood risk, the sustainability benefits outweigh the flood risk and development will be safe. The process and guidance, which this assessment has taken into account, is set out within the National Planning Policy Framework and Planning Practice Guidance, which includes the below diagrams:

### Application of the Sequential Test for plan preparation:



### Application of the Exception Test to plan preparation:



## Sequential Test

The sequential test has been applied across Melton Borough, taking into account all sites that are considered to be suitable for consideration by the Site Selection stage. The Melton Strategic Flood Risk Assessment Level 1 and 2 identifies flood risk as across Melton Borough and appraises each of the six sites individually. The Strategic Flood Risk Assessment Flood risk mapping [can be viewed here](#), with the exception of surface water flood risk mapping which [can be viewed here](#).

The table below demonstrates that development can be allocated within sites with the lowest flood risk, and that development can be steered away from flood risk areas within sites. Given that the site selection has discounted sites MBC/003/23 and MBC/021/23 for reasons other than flood risk, the sequential test is passed.

Site	Flood Risk from Rivers: Level 1 SFRA (None, Very Low, Low, Medium, High)	Other Flood Risk Sources (watercourses, surface water, groundwater)	Sequential Test Conclusion
MBC/003/23	Small area within west of site is within 'medium' risk areas. Most of the site has no risk identified.	No surface water risk on site, however significant surface water flowpath immediately to west of the site.	Site includes a small area of 'medium' flood risk and the area immediately to west of the site (but not within) is a significant surface water flow path. Whilst development could be steered away from areas of flood risk, this is likely to compromise site access arrangements. <b>Given that this site is discounted as part of the site selection (for reasons other than flood risk), and the other five sites have lower flood risk and are therefore sequentially preferable, further application of the sequential test is not undertaken.</b>
MBC/009/23	No risk identified on site.	Surface water flood risk within north of the site.	Site has a low flood risk from rivers and development could reasonably be designed to steered away from areas of surface water flood risk without compromising site. <b>It is possible to locate development within this sequentially preferable reasonably available site.</b>

<b>MBC/010/23</b>	No risk identified on site	Surface water flood risk within south-east corner and along east boundary of the site.	Site has a low flood risk from rivers and development could reasonably be designed to steered away from areas of surface water flood risk without compromising site. <b>It is possible to locate development within this sequentially preferable reasonably available site.</b>
<b>MBC/015/23</b>	No risk identified on site	Surface water flood risk within the site and along the east boundary of the site (associated with watercourse)	Site has a low flood risk from rivers and development could reasonably be designed to steered away from areas of surface water flood risk without compromising site. <b>It is possible to locate development within this sequentially preferable reasonably available site.</b>
<b>MBC/020/23</b>	No risk identified on site	Surface water flood risk within the west area site (associated with watercourse).	Site has a low flood risk from rivers and development could reasonably be designed to steered away from areas of surface water flood risk without compromising site. <b>It is possible to locate development within this sequentially preferable reasonably available site.</b>
<b>MBC/021/23</b>	Small area within the north east and north west corners of the site are within 'low' and 'very low' risk areas. Most of the site has no risk identified.	Surface water flood risk within north of the site. Watercourse runs through the site. Groundwater flood risk on site.	Site has a low flood risk from rivers and development could reasonably be designed to steered away from areas of river and surface water flood risk without compromising site. <b>It is possible to locate development within this sequentially preferable reasonably available site, however it is uncertain whether risks related to groundwater flood risk and the watercourse could compromise the developable area of the site.</b>



**Requirement for Exception Test**

Annex 3 of the NPPF classifies offices, general industry, storage and distribution as ‘less vulnerable’ for the purpose of assessing flood risk. Table 2 within the flood risk and coastal management section of PPF (Paragraph: 079, Reference ID: 7-079-20220825) establishes circumstances whereby the exception test is required considering the flood zone and flood risk vulnerability classification.

The table below demonstrates that the exception test is not required. Notwithstanding this, the development of these sites should still be informed by a site specific flood risk assessment that addresses mitigations identified within the Level 2 Melton Strategic Flood Risk Assessment, ensuring that development is safe.

<b>Site</b>	<b>Flood Zone Within Site</b>	<b>Vulnerability Classification</b>	<b>Requirement for Exception Test</b>
<b>MBC/003/23</b>	Flood Zone 2	Less Vulnerable	Not required
<b>MBC/009/23</b>	Flood Zone 1	Less Vulnerable	Not required
<b>MBC/010/23</b>	Flood Zone 1	Less Vulnerable	Not required
<b>MBC/015/23</b>	Flood Zone 1	Less Vulnerable	Not required
<b>MBC/020/23</b>	Flood Zone 1	Less Vulnerable	Not required
<b>MBC/021/23</b>	Flood Zone 2 & 3a	Less Vulnerable	Not required