

**Update to original representations on behalf of C Walton Ltd
to Harborough Local Plan 2011-2031**

Bruntingthorpe Proving Ground and Industrial Estate

7th September 2018

Appendix A: September 2017 Representations on behalf of C Walton Ltd to Harborough Local Plan 2011-2031 including:

Appendix 1: Economic Benefits Assessment (2015)

Proposals Map 1 Existing Uses

Proposals Map 2 Storage Areas

UPDATE

1. On behalf of C Walton Ltd, owners and operators at Bruntingthorpe Proving Ground (“BPG”) and Industrial Estate (“BIE”), we are pleased to provide an update to representations originally submitted to the Harborough Local Plan Proposed Submission - September 2017 Final Consultation. We wish to reiterate our request to appear at the Examination in Public on behalf of C Walton Ltd.,
2. Section 5. Meeting employment needs asks:
 - 5.6 *Does the plan’s approach to Bruntingthorpe Proving Ground in Policy BE4 strike an appropriate balance between economic development and environmental protection?*
3. We have appended the original representations (September 2017) made in respect of BPG. They remain highly relevant in the context of proposed policy BE4 and set out clearly C Walton Ltd’s objections. These appendices will be relied upon at the Examination in Public.
4. Since issue of the Economics Benefits Assessment 2015 prepared by Regeneris which was appended to the 2017 representations, the number of employees on site has increased significantly.

5. An update to Table 3.1 of the Economics Benefits Assessment is provided below:

Update to Table 3.1 of the Economics Benefits Assessment 2015 prepared by Regeneris
Occupational Profile of Employment at Bruntingthorpe (as at September 2018)

Employer	Number of staff (inc. sub-contractors)	Occupations
C Walton Ltd	380 (150 employees + 230 contractors)	As the site owners and employers, there are a combination of both technical roles (such as mechanics and vehicle inspectors) and administration roles (event organisers, managers, and marketing staff)
Manheim Auction Centre	120	Majority of occupations at BPG include administrative occupations. However, there are also a large number of technical transport roles.
JLG	0	JLG have now taken their operations back to USA so no longer a presence on C Walton site
GJD Services Ltd	8	This company is an aircraft end-of-life asset management company. As such, the majority of the roles are high skilled aircraft mechanics, technicians and engineers. The company has strong links to the HEI sector. They have reduced their site presence in anticipation of leaving the site by early 2019
Royal Enfield	140	Royal Enfield Motorbikes opened their new global design and test centre in May 2017. They now have 140 highly qualified engineers, designers and support staff. They expect to recruit another 10-15% over the next 6-12 months
Volvo Construction	15	They run their end of lease business from the site. The majority of the

		roles are skilled mechanics, technicians and engineers
Bruntingthorpe Logistics	20	This is a logistics/transportation company and as such, most roles are for HGV drivers.
Other resident companies	30	Occupations consist of a mix of both administrative and technical roles. Some of these are in the transport and logistics sector, which are both strategically important sectors in the LLEP area. Others are in vehicle support and tuning companies.
Total	723	

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7 September 2018**

Representations on behalf of
C Walton Ltd to Harborough Local
Plan 2011-2031

**Bruntingthorpe Proving Ground
and Industrial Estate**

Proposed Submission – September 2017

**Representations on behalf of C Walton
Ltd**

Contents

1. Introduction	1
2. Background	3
3. The Site and its Surroundings	5
4. Noise Management Regime	8
5. Transport and Access	10
6. Planning Policy Framework	12
7. Critique of Policy BE4	15

Appendices

Appendix 1:	Economic Benefits Assessment (2015)
Proposals Map 1	Existing Uses
Proposals Map 2	Storage Areas

1. Introduction

- 1.1** On behalf of C Walton Ltd, owners and operators at Bruntingthorpe Proving Ground (“BPG”) and Industrial Estate (“BIE”), we are delighted to provide representations to the new Local Plan which will contain a new site allocation policy to replace the saved policies of the Local Plan 2001.
- 1.2** The aim is provide a framework to positively and effectively manage future development and economic growth at Bruntingthorpe to 2031, whilst continuing to protect local communities from the environmental effects arising from the activities on site, including noise and traffic generation.
- 1.3** This representation is a proposed policy approach made on behalf of the C Walton Ltd in response to the Harborough Local Plan Proposed Submission - September 2017 Final Consultation.

2. Background

- 2.1 BPG and BIE forms a 271 Ha site with a 6.5km driving circuit and a 60m wide, 3.2 km runway/straight.
- 2.2. The site currently provides full-time employment for in excess of 475 people, including 80 full-time jobs with the occupancy of Royal Enfield's European Research and Development Headquarters in 2016 at Bruntingthorpe Industrial Estate. C Walton Ltd has developed test facilities and high quality accommodation for the automotive and aerospace industries, with a solid tenant base, (including the global R&D centre for JLG - a leading manufacturer of lifting equipment for uses in all industries). The site provides a range of proving and testing facilities and fosters job creation for research and development in these sectors.
- 2.3 BPG has developed a broad customer base, including a range of globally recognised vehicle manufacturers, and local universities, (including De Montford University, Leicester University, Coventry University, Sheffield University, Brunel University and Loughborough University) making an important contribution to the knowledge economy.
- 2.4 The proving ground is part of a symbiotic series of business development activities on the site which include automotive research and development (Royal Enfield European Research and Development Headquarters) extensive vehicle storage facilities and fleet management capacity, refurbishment known as BIAS (Bruntingthorpe Integrated Automotive Solutions- Fleet management) (C Walton Ltd); sales and disposal (Manheim Auctions), aviation services (GJD Services Ltd), aerospace and defence activities (MOD), in addition to accommodation for corporate events (national events such as Plantworx).
- 2.5 Sector focuses include:
- Advanced Manufacturing/Engineering
 - Automotive
 - Aircraft recycling and maintenance
 - ICT
 - Low Carbon Industry
 - Transport
 - Tourism and Hospitality

- 2.6 The site, which is fully owned and managed by C Walton Ltd, is a unique asset and a key piece of knowledge infrastructure for the local economy. It provides a platform for technical testing, innovation, R&D and events across a range of sectors.
- 2.7 BPG is home to a range of nationally and globally significant employers, including companies operating in advanced manufacturing, aerospace and the automotive sector. Many of the tenant companies are award winning, high growth operations.
- 2.8 The activities that take place at BPG are consistent with the priority growth sectors of the Leicester and Leicestershire Enterprise Partnership (LLEP), and display strong linkages with the higher education and knowledge sectors and other local R&D nodes.
- 2.9 There are around 480 staff employed directly on the site. These jobs are a mixture of both highly skilled engineering occupations, as well as a range of administrative and marketing roles. The majority of the jobs (circa 70%) are taken by residents in Harborough and its adjacent districts. It therefore provides an important source of employment for local residents. As at October 2015, the total wage income generated on site is estimated at £14.2 million per annum, with an average salary of around £27,400. This is higher than the regional average and reflects the skills of the on-site workforce.
- 2.10 With existing high-profile international businesses in the transport sector resident at BPG and BIE, there is an opportunity to develop this key employment site as a transport cluster of businesses focusing on the sectors above, utilising and developing an existing local labour force and incubating excellence in what is a growing, knowledge-based industry in the region.

3. Site and Surroundings

- 3.1 BPG and BIE ("the Site") is situated to the south of the village of Bruntingthorpe. The site has a history of use for military aircraft movements, high-performance car testing, the testing of other vehicles, and vehicle storage. It accommodates an aircraft museum which attracts in excess of 7,000 visitors per annum (two Cold War Jet days per year) and hosts a range of other product launches and events which attract in excess of 67,000 people per annum to the site.
- 3.2 Other activities include a car auction and the recycling and maintenance of aircraft. As well as vehicle testing, Bruntingthorpe offers facilities for fleet management storage of vehicles and aircraft, film production, driver tuition, emergency services training, military/civilian testing of large scale / heavy equipment and vehicles, corporate events. The Proving Ground benefits from a mature tree screen around the 7mile perimeter which provides for a high degree of visual containment within the site from the surrounding countryside.
- 3.3 The principal activity associated with the site relates to the proving and testing of motor vehicles (permitted by the Secretary of State in 1971) which takes place on the main 4 mile long circuit; the principal feature of which is a 2mile long 60m wide straight former USAF run-way. The BPG complex has a secure access and security building at the Bath Road access to the north east. Vehicles which enter the access are registered by the security personnel.
- 3.4 There are a range of employment uses allied with the B Class employment activities for which the site has a land use designation in the saved policies of Harborough District Council Local Plan (2001).
- 3.5 The extent of uses and activities currently carried out at BPG and adjacent Industrial Estate are set out at Maps 1 & 2 attached.

Relevant Planning History

- 3.6 The relevant planning history allied with the site which covers the full extent of uses on the site is as follows:

The Proving and Testing of Motor Vehicles

- 3.7 Planning permission was granted in 1973 (ref: 71/0428/16-LDRC) for the change of use of the whole airfield to a proving ground for the testing of motor cars and commercial vehicles.

The Aircraft Museum

- 3.8 Planning permission was granted in 1984 (ref: 83/1774/3) for an Aircraft Museum. This was followed by a planning permission in 2000 (ref: 99/0529/03) for the Lightning Preservation Group.

Vehicle Storage

- 3.9 Multiple planning permissions have been granted during the late 1980s and the 1990s on a number of areas of the site for the storage of motor vehicles. These include ref: 86/2174/03, ref: 90/2422/03, ref: 92/1532/03, ref: 96/0538/03 and 2002/1882/03. Cumulatively, the site provides over 100 acres of hardstanding for car storage.

2009 Planning Appeal Decision (ref: APP/F2415/C/09/2096741)

- 3.10 The 2009 Appeal Decision sought to rationalise all non-proving and activities on the site subject to conditions. These uses are set out in condition 2 of the decision letter as follows:

- a) the use of vehicles owned and operated by the emergency services and other government agencies ("emergency services")
- b) use of vehicles by media organisations for the purpose of photography or display. This use excludes attendance by members of the public ("media")
- c) the use of go-karts ("go karts")
- d) vehicles which are being used for the tuition of drivers ("driver tuition")
- e) vehicles which are operated for the purposes of Corporate Entertainment and which have been approved for use under the terms of the Operational Programme ("Corporate Entertainment")
- f) use of the site by cycling clubs ("cycling")

Car Auctions

- 3.11 In October 2010 the Council granted planning permission (ref: 10/01089/FUL) for the use of Hangar B1 and associated land as a car auction subject to conditions. Manheim are currently the key auction operators and up to 145 auction events are hosted for per annum.

Events Centre

- 3.12 Planning permission was granted in 2014 by the Council (ref: 13/01770/FUL) the change of use of a storage and distribution unit (Class B8) to an events facility (Class D2) subject to conditions. This building is named "Hangar '42" (formerly known as "Treetops") and provides a facility for car launches and other media events allied with the transport sector.

Aircraft Recycling

- 3.13 Temporary planning permission was granted by the waste authority (Leicestershire County Council) in 2011 (County ref: 2012/1194/03) to change the use of two of the aircraft pans to provide for an aircraft recycling operation. This planning permission was made permanent by the Leicestershire County Council by December 2014.

28 Permitted Development Days

- 3.14 In addition to the formal planning permissions to provide for the range of activities which take place on the Proving Ground, there are 28 (PD) permitted development days which are provided by Part 4 (of Schedule 2) of the General Permitted Development Order 1995

The Redevelopment of Bruntingthorpe Industrial Estate

- 3.15 Bruntingthorpe Industrial Estate has undergone a significant amount of redevelopment in recent years generated by interest and investment from the Research and Development sector (Enfield Motorcycles European Research Centre has recently been built and occupied, with over 120 high value engineering jobs created. It is located within Bruntingthorpe Industrial Estate and forms part of the recent redevelopment of the Estate). In addition, Bruntingthorpe Integrated Automotive Solutions (B.I.A.S) which is owned and managed by C. Walton Ltd, provides a range of in-fleet and de-fleet services for cars, LCVs and HGVs. These services include the following:

- Vehicle storage – facilities to store c 25,000 vehicles, in a fully managed and computer controlled compound.
- Vehicle inspection, refurbishment, and testing – BVRLA standard or tailored to meet client requirements.
- Vehicle remarketing and brand experiences, launches and events.

3.16 C Walton Ltd are now the second largest fleet management operator in the UK and as a growing business, have contributed towards a £10m investment in BIE, including commercial vehicle refurbishment facility and Pre Delivery Inspection Units on the Estate (2017) as part of the delivery of an overall masterplan to regenerate BIE. The Economic Benefits Analysis (2015) attached to Appendix 1 of this representation is a key piece of evidence which indicates that the site and its associated on-site activity means that BPG is a hub for a wide range of sectors, including automotive, aerospace, high value engineering & manufacturing, Research & Development and tourism/leisure.

3.17 The economic activities that take place at BPG are all consistent with the priority sectors for the Leicester and Leicestershire Local Enterprise Partnership (LEEP). The LLEP Strategic Economic Plan (SEP) highlights the importance for R&D and innovation, and noted that relatively few companies spend on R&D activity. BPG is currently home to the R&D headquarters of a global manufacturing company, and has the potential to accommodate more similar companies. Its nature as a testing facility (for a variety of vehicles, as well as defence and military research) also fits into this R&D and innovation focussed aspiration for the LEP. The SEP also highlights the strength of its higher education sector and three world class universities, and how local businesses have not realised the potential of working with universities. There is stated to be a 'mismatch between the innovative output of our Higher Education sector and number of innovative businesses and collaboration'. The automotive sector is identified in the SEP as a National Industrial Strategy Growth Sector and as a local priority sector for expansion. Along with MIRA Technology Park Enterprise Zone, BPG contributes to the area as a hub for advanced automotive activity.

3.18 A priority for the LLEP is to facilitate new sector development where there are local opportunities for growth and expertise in higher and further education, which

includes the aerospace sector. The links that the on-site companies have with the local educational institutions, as well as the advanced aerospace activity that takes place is consistent with this priority.

- 3.19 The nature of activity taking place at BPG, such as testing and research and development, means that the BPG is a key piece of knowledge infrastructure for the East Midlands.

4. Noise Management Regime

- 4.1 Since 2009, C Walton Ltd ("the Operator") has undertaken to observe and manage a strict programme of noise management programme on the site in partnership with Harborough District Council including observation of the requirements of a Noise Management Plan and Unilateral Undertaking.
- 4.2 As part of the Noise Management Plan (NMP), Harborough District Council (HDC) continue to keep a Noise Complaints Register (NCR), which allows comparisons to be made with a monthly maintained Track Diary. The Applicant liaises with the Council in respect of the means of conveying noise monitoring information in accordance with the requirements of condition 12 of a planning permission granted in 2009 by the Secretary of State.
- 4.3 Noise events are recorded by way of a "Cirrus" Noise Monitoring System (NoiseHub), which includes two onsite noise monitors (trackside and boundary) and the Track Diary is maintained by the operator and shared with the Local Planning Authority on a monthly basis. This assists in ascertaining impacts from noise events, isolating those events and establishing if they are lawful. On site track and noise monitoring is controlled by the operators which are in turn monitored by Council Officers to ensure that vehicles which may breach the provisions of the NMP are identified and immediately called off the track thereby helping to protect the amenities of surrounding residents.
- 4.4 The operators maintain a strict programme of continuous monitoring and management of all site activities. The cumulation of development and the environmental impacts of all activities on the site are subject of on-going monitoring and consideration by the local planning authority, Harborough District Council.
- 4.5 The NMP and the Unilateral Undertaking ("UU") (allied with the 2009 permission) are considered by Harborough District Council to be controls imposed by those conditions, which constitute the current "the noise management regime" and provides an effective basis for influencing control over, and monitoring the noise environment of Bruntingthorpe Proving Ground.
- 4.6 The NMP, cross referenced in several of the conditions of the 2009 planning permission, requires the presence of permanent noise monitors on the site. The continual stream of data arising out of the noise monitoring, provides a quantitative

evidence base to allow the prevailing noise environment (baseline) in the locale to be better understood. This baseline assists the LPA in making decisions when assessing the impacts of any new development or noise generating activity on the site. The cumulative environmental impact of all track activity can be better understood by reference to this data.

- 4.7 The day to day monitoring of Bruntingthorpe Proving Ground arises from the requirements in Condition 12 of the 2009 permission for the site owners to convey noise data to the LPA, and Condition 17, which requires the site owners to regularly provide a Track Diary identifying each activity undertaken on the track. These conditions have proven to be both effective and enforceable.
- 4.8 In addition to requiring provision for recording and monitoring equipment, The NMP also requires the landowners to convey information to the LPA information relating to the days and times of track use, to have in place marshalling for events, complaints procedures, restrictions on spectators, and ensures "road legal" compliance (i.e. silencing where necessary) of vehicles on the track.
- 4.9 The NMP, together with the suite of conditions, allied with the 2009 decision letter, provide the context for the LPA to engage with the site owners in order to continually monitor noise events emanating from the site.
- 4.10 The noise management regime provides the LPA with a mechanism to gather and collate noise and track use data which allows breaches to be identified and, where appropriate, remedial action to be taken.

Positive Benefits of Community Engagement

- 4.11 There has been positive feedback from the local community since 2010 as a result of an initiative between Harborough District Council and C Walton Ltd to make greater efforts to engage with local stakeholders. It is considered that increased community engagement since 2010, has led to a greater understanding from local people about the nature of the businesses and of noise generating activities on the site. This has contributed to an improved perception of the business uses at Bruntingthorpe.
- 4.12 Since the appeal decision in 2009, C Walton Ltd has, with the support of the District Council, engaged to a greater degree with the local community. Open meetings have

been held on site through liaison with the District Council and surrounding Parish Councils.

- 4.13 'Open days' have been held bi-annually (generally two meetings in late summer) and these have been very well attended (up to 150 people per annum). The meetings involve an introduction and presentation, followed by a tour of the site, and questions and answers.
- 4.14 Part of the feedback from the open meetings indicated that the local community wanted to have more notice of larger events held on the site. Consequently, C Walton Ltd maintain a "Members Area" on their webpage (www.bruntingthorpe.com) which is continually updated to notify local people of larger events in the area. The extent of community engagement has undoubtedly led to an increase in the awareness of local people for forthcoming events and in addition to the ongoing effectiveness of the Noise Management Regime, has consequently resulted in a downward trend in the number of complaints registered by the District Council.
- 4.15 The level of community engagement carried out by C Walton Ltd has been recognised at the Midlands Family Business of the Year Awards 2013. Against competition from more than 20 nominated family-run businesses, C Walton Ltd was runner-up in the "Commitment to the Community" category, winning a 'Highly Commended' award from the judges. At Appendix 2 is a 2012/2013 Press Release related to the Midlands Family Business of the Year Awards.
- 4.16 One of the uses accommodated by the 2009 planning permission relates to activities by the Emergency Services. various third party agencies (including Leicestershire Police Authority and the Fire Service) continue to use the facilities at Bruntingthorpe Proving Ground.

5. Transport and Access

- 5.1 Bruntingthorpe is one of 6 villages and settlements within approximately one mile of the site perimeter. The other surrounding villages are Upper Bruntingthorpe, Peatling Parva, Gilmorton, Walton and Kimcote. The site is located approximately 16km south of Leicester City Centre and situated between the M1 motorway to the west (10km to Junction 20) and the A5199 2.5km to the east.
- 5.2 The access to the site is gained via a priority junction with the C6604 Bath Lane. The C6604 joins the A5199 at the Shearsby Crossroads approximately 2.5km to the east of the site. At this point the C6604 is known as Bruntingthorpe Road.
- 5.3 The A5199 is classified as a Primary Principal 'A' road and forms part of Leicestershire County Council's strategic Countrywide Lorry Plan for heavy goods vehicles.
- 5.4 The A5199 leads towards Leicester to the north and the village of Husbands Bosworth to the south. At Husbands Bosworth, the A5199 joins the A4304, which provides access to junction 20 of the M1 to the west where traffic can join the north and southbound carriageways. The A4304 is also classified as a Primary Principal A Road and forms part of Leicestershire's main lorry route network.
- 5.5 The B5414 Pincet Lane links the A5199, to the north of Husbands Bosworth, with the A4304 at North Kilworth. The area surrounding Pincet Lane is not built up and comprises mainly of farmland. This road also forms part of Leicestershire County Council's approved main lorry route network.
- 5.6 The A5199 continues south from Husbands Bosworth into Northamptonshire and passes through the village of Welford before leading to the A14. The A14 provides access to major destinations to the east and west. To the west the A14 leads to junction 19 of the M1, where slip roads provide access to and from the north only, and the start of the M6 motorway.

- 5.7 The site is accessed via the BPG from Bath Lane, by way of a secure gated and staffed entrance to the north of the site. Bath Lane to the west has a 7.5t weight restriction (except for loading), which ensures that all large good vehicles associated with the BPG arrive and depart via the east.
- 5.8 There is limited access via Mere Road to the south, which serves the remainder of the Industrial Estate. Mere Road has a 7.5t weight restriction. Any new development takes access from Bath Lane.

6. Planning Policy Framework

The National Planning Policy Framework

- 6.1 The National Planning Policy Framework states that sustainable and competitive economic growth is central to the overarching objectives of the National Planning Policy Framework (“the Framework”), adopted in 2012.
- 6.2 To achieve sustainable development, planning should play an Economic, Social, and Environmental role. Sustainable development should always seek positive improvements in the quality of the built, natural and historic environment whilst making it easier for job creation in towns, cities and villages (para. 9)
- 6.3 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which means that local planning authorities should positively seek opportunities to meet the development needs of their area; and Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or specific policies in the Framework indicate development should be restricted (para 14)
- 6.4 Core planning principles within the NPPF also dictate that land-use planning principles should
- proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities;

- contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;
- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value; (para 17).

6.5 The Framework states that planning policies should recognise and seek to address potential barriers to investment, including a poor environment or any lack of infrastructure, services or housing. In drawing up Local Plans, local planning authorities should:

- set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth;
- set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
- support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances;
- plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries; (para. 21) (Our emphasis)

6.6 Encouraging a prosperous rural economy should also be central to planning policy. This means supporting, where needed sustainable growth and expansion of all types of business and enterprise in rural areas, especially in well-designed new buildings alongside supporting sustainable rural tourism and leisure developments that benefit rural businesses (para. 28, points 1 and 3).

6.7 Local Plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities. Planning decisions must be taken in accordance with the development plan unless material considerations indicate otherwise. Local Plans must be prepared with the objective of contributing to the achievement of sustainable development. To this end, they should be consistent

with the principles and policies set out in this Framework, including the presumption in favour of sustainable development.

6.8 Local planning authorities should have a clear understanding of business needs within the economic markets operating in and across their area. To achieve this, they should:

- work together with county and neighbouring authorities and with Local Enterprise Partnerships to prepare and maintain a robust evidence base to understand both existing business needs and likely changes in the market;
and
- work closely with the business community to understand their changing needs and identify and address barriers to investment, including a lack of housing, infrastructure or viability. (para 161)

6.9 Local planning authorities should use this evidence base to assess:

- the needs for land or floorspace for economic development, including both the quantitative and qualitative needs for all foreseeable types of economic activity over the plan period, including for retail and leisure development;
- the existing and future supply of land available for economic development and its sufficiency and suitability to meet the identified needs. Reviews of land available for economic development should be undertaken at the same time as, or combined with, Strategic Housing Land Availability Assessments and should include a reappraisal of the suitability of previously allocated land;

6.10 As Bruntingthorpe Proving Ground is an existing and unique major employment site which has experienced a significant increase in growth over recent years it should be seen as an appropriate location to allow for any future expansion to further accommodate sustainable economic and social growth for the transport related cluster of knowledge driven, creative and high technology industries present on the site.

- 6.11 Bruntingthorpe Proving Ground will play a key economic role in the sustainable, long-term development of Harborough District.

The Adopted Core Strategy (November 2011)

- 6.12 One of Harborough District Council's key objectives is to enable employment and business development across the district, reflected in Policy CS7 of the adopted Core Strategy (November 2011). Development should reinforce the strategy for settlements, as set out in Policy CS1 and Policies CS13-17 of the Core Strategy. In the context of Bruntingthorpe, Policy CS17 applies when referring to settlement hierarchy.
- 6.13 Policy CS17 dictates that development should take into account recent development and existing commitments within the settlements in question. In the case of Bruntingthorpe, there is a long, established use as a motor vehicle proving and testing ground alongside aircraft recycling, amongst others which makes a significant contribution to the local and regional economy. Henceforth, any future development should be in accordance with the established uses, which reflect the development of Bruntingthorpe Proving Ground and Industrial Estate as a transport related employment cluster.
- 6.14 Sub-section d) of Policy CS17 dictates that Key Employment Areas within Harborough District will be identified and protected from changes of use which may limit future business development. A continuation of the already established uses of Bruntingthorpe would be in accordance with this particular policy. However, whilst the continued development of employment related uses at the site does not give rise to conflicts with the existing Core Strategy and National Planning policies, there is a policy lacuna at local plan level, due to the age of the existing suite of policies and the extent to which they depart from more recent policy guidance.
- 6.15 Continuing to promote and develop Bruntingthorpe Proving Ground and Industrial Estate would coincide with the Leicestershire HMA Employment Land Study 2008, which recognised that, despite growth in the Leicestershire region of some 24,700

jobs, the total amount of employment land available would remain relatively static throughout this period.

- 6.16 The sectors related to the transport cluster (including the automotive and aviation industries) in South Leicestershire are going through a state of unprecedented growth. This is in part due to the support provided by the Government to the MIRA site by merit of the Enterprise Zone status which has had positive benefits to the operation of the Proving Ground and an increase in the knowledge based labour force working across the related high technology sectors.

7. Critique of Proposed Submission Policy BE4

Bruntingthorpe Proving Ground and Industrial Estate

7.1 Paragraph 182 of the Framework states that a local planning authority should submit a plan for examination which it considers is “sound” – namely that it is:

- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

7.2 Proposed Submission Policy BE4 must be assessed against the above tests. Having regard to the wording of Policy BE4 there is broad agreement on many of the criteria for assessing the impacts of future development. However, there are a number of concerns which arise on analysis of Policy BE4 which we have set out under the rehearsed policy criteria below:

1. *Within the area of Bruntingthorpe Proving Ground as defined on the Policies Map, development will be permitted where:*

Comment: NO OBJECTION. The definition of Bruntingthorpe Proving Ground is accurately portrayed on the Policies Map and includes the Hangar 42 Events Centre to the north east of the site. The D2 Events Centre was granted planning permission (ref: 13/01770/FUL) on 28 May 2015 and is the largest events facility in the District.

- a. *the proposed use is ancillary to an existing legal and authorised use, namely the proving and testing of motor vehicles, vehicle storage, the aircraft museum and related tourism activity, car auctions, and aircraft recycling, maintenance and storage; or*

Comment: OBJECTION. The above proposed policy is **NOT SOUND** because it prevents any new development other than development which is considered ancillary to the existing uses on site. Any future planning applications with employment generating uses for new companies allied with the range of sectors currently supported at BPG would therefore raise a conflict with the policy. In its current form, the policy is directly contrary to Paragraph 21 of the NPPF which advises that Local Authorities should:

- *support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances;*
- *plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries; (para. 21)*

The policy fails to comprehensively include all lawful and authorised uses on site, including the on-site research and development facilities, fleet-management activities, and the Events Centre.

SUGGESTED AMENDMENT:

- a. **the proposed use is related to an existing use, or related to the business sectors supported by Bruntingthorpe Proving Ground including the proving and testing of motor vehicles, vehicle storage and fleet management, the events centre, the aircraft museum and related tourism activity, car auctions, and aircraft recycling, maintenance and storage; or**
- b. *it is associated with the operation of the site by vehicles for corporate entertainment, in accordance with the 2009 unilateral undertaking and under the terms of the associated Operational Plan.*

Comment: NO OBJECTION.

- c. *it will conform with the controls set out in the noise limits of the Operational Plan, and noise monitoring system set out in the Noise Management Plan and the 2009 unilateral undertaking;*

Comment: NO OBJECTION. The aforementioned controls have demonstrably worked with complaints related to onsite activities stabilised at a low level in recent years. The evidence for this is provided in that the local authority have in place enforceable mechanisms which ensure responsible management of the site by the operator.

- d. the design, materials, massing and bulk of new development would have no unacceptable impact on the character and appearance of the area;*

Comment: NO OBJECTION. The above policy is compliant with the Framework.

- e. the development would be assimilated into the landscape setting by retaining, replacing and/or enhancing existing perimeter tree planting;*

Comment: NO OBJECTION. The above policy is compliant with the Framework.

- f. traffic to be generated by the development is within the capacity of the highway network and would not have a significant adverse impact on the amenity of local residents;*

Comment: NO OBJECTION. The above policy is compliant with the Framework.

- g. highway improvements are provided in accordance with the requirements of the highway authority taking into account total traffic to be generated by existing and proposed development within the Proving Ground and the Industrial Estate; and*

Comment: OBJECTION. In order to ensure compliance with the Framework, the Highways Authority need to exercise reasonable judgement.

SUGGESTED AMENDMENT:

- g. highway improvements are provided in accordance with the reasonable requirements of the highway authority taking into account total traffic to be generated by existing and proposed development within the Proving Ground and the Industrial Estate; and**

- h. all access is taken via the main gate to Bath Lane.*

Comment: NO OBJECTION

2. *Within the area of Bruntingthorpe Industrial Estate, as defined on the Policies Map, development for Class B1b, B1c, B2 and B8 uses only will be permitted if:*

Comment: OBJECTION. The policy is NOT SOUND because it fails to support employment generating uses. Expressly prohibiting B1a Office use fails to account positively for the location, promotion and expansion of the knowledge driven, creative and high technology industries present at Bruntingthorpe Proving Ground and the needs of the employers to place high value employees, many of whom have office based technical roles; For example, BIAS has a total of 70 Office based employees.

SUGGESTED AMENDMENT:

2. *Within the area of Bruntingthorpe Industrial Estate, as defined on the Policies Map, development for Class B uses will be permitted if:*
 - a. *it is ancillary to an existing use, or*

Comment: OBJECTION. The above proposed policy is NOT SOUND because it is not positively prepared and prevents any new development other than development which is considered ancillary to the existing uses on the Industrial Estate. Any future planning applications with employment generating uses for new companies allied with the range of sectors currently supported at BIE would therefore raise a conflict with the policy. In its current form, the policy is diametrically opposed to Paragraph 21 of the NPPF which advises that Local Authorities should:

- *support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances;*
- *plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries; (para. 21)*

- b. *it delivers a comprehensive upgrade or improvement to the physical environment of the estate in accordance with an approved development brief or master-plan; and*

Comment: OBJECTION. The above proposed policy is NOT SOUND because the policy fails to account for the £10M investment which has been made at BIE over the previous 10 years, including refurbishments to Hangar T2 by Volvo (supporting c.15 jobs), the development of Royal Enfield's Research and Development Centre (80 jobs), the erection of a commercial vehicle paintshop for B.I.A.S (30 jobs) and the erection of a Pre Delivery Inspection building for B.I.A.S (70 jobs). These developments have been granted planning permission with allied landscaping improvements which are currently in the process of being constructed. The refurbishment or redevelopment of the balance of the Industrial Estate should not require an approved masterplan to include the development proposals which have already been undertaken.

- c. *the design, materials, massing and bulk of new development would have no unacceptable impact on the character and appearance of the area;*

Comment: NO OBJECTION. The above policy obviates criterion (b) mentioned above.

- d. *traffic generated by the development is within the capacity of the highway network and would not have a significant adverse impact on the amenity of local residents;*

Comment: NO OBJECTION.

- e. *highway improvements are provided in accordance with the requirements of the highway authority taking into account total traffic to be generated by existing and proposed development in the Industrial Estate and the Proving Ground;*

Comment: OBJECTION. In order to ensure compliance with the Framework, the policy should be caveated to ensure that the Highways Authority are required to exercise reasonable judgement.

SUGGESTED AMENDMENT:

- e. **highway improvements are provided in accordance with the reasonable requirements of the highway authority taking into account total traffic to be generated by existing and proposed development within the Proving Ground and the Industrial Estate; and**

- f. *it is subject to approval and implementation of a Travel Plan to increase access to the site by modes other than the private car;*

Comment: OBJECTION: The site owners welcome any initiative to create public transport access to the site. However, the site is not currently serviced by public transport. The policy is predicated on a non-sequitur (as no public transport services the site) and new development proposals would therefore be inherently conflicted. It is considered that the suggested policy is NOT SOUND, because it would potentially undermine proposals for sustainable economic development. It is unjustified and obviated by criteria d&e of the proposed policy, because the impacts arising from any additional development can be assessed.

- g. all access is taken via the main gate to Bath Lane; and

Comment: NO OBJECTION

- h. any individual unit for Class B8 use does not exceed 500sq.m in gross floorspace.

Comment: OBJECTION. The above proposed policy is demonstrably NOT SOUND because any future planning applications with employment generating uses for in excess of 500msq Class B8 use allied with the range of sectors currently supported at BIE would raise a conflict with the policy. In its current form, the policy is directly contrary to Paragraph 21 of the NPPF which advises that Local Authorities should:

- *support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances;*

The policy, if applied now, would prevent the occupancy of Volvo on the site at Hangar T2, and the development of Royal Enfield's Research and Development Facility would be contrary to policy due to the incorporation of in excess of 500m2 of B8 floorspace in the building. It is suggested that criterion h is entirely removed.

7.3 We propose the foregoing amendments to emerging Policy BE4 which will allow for continued activities at Bruntingthorpe Proving Ground and Industrial Estate and to allow for any potential employment facilities subject to all new development falling under the ambit of reasonable controls. Bruntingthorpe Proving Ground is a major employer and tourism site in the region and this should be recognised in the plan making process. The objective of any future policy must be to allow acceptable growth in the plan period to foster economic development and allow for the continued creation of jobs.

ECONOMIC BENEFITS ASSESSMENT 2015

The background of the cover features a dynamic pattern of blue light trails or streaks that curve and flow across the page. Overlaid on this are several semi-transparent white squares of various sizes, some of which are arranged in a grid-like pattern, creating a modern, abstract aesthetic.

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ECONOMICS • RESEARCH • ANALYSIS

Economic Impact of Bruntingthorpe Proving Ground

A Report by Regeneris
Consulting

C Walton Ltd

Economic Impact of Bruntingthorpe Proving Ground

October 2015

Regeneris Consulting Ltd
www.regeneris.co.uk

Contents Page

Executive Summary	i
--------------------------	----------

1. Introduction	1
------------------------	----------

2. Overview of Bruntingthorpe Proving Ground	2
---	----------

3. The On-Site Economic Value of BPG Operations	8
--	----------

4. The Wider Off-Site Economic and Social Benefits of BPG	10
--	-----------

5. Future Potential of BPG	12
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Executive Summary

- i. C Walton Ltd wishes to quantify the economic benefits of the Bruntingthorpe Proving Ground (BPG) employment site in Harborough.
- ii. The site, which is fully owned and managed by C Walton Ltd, is a unique asset and a key piece of knowledge infrastructure for the local economy.
- iii. BPG spans a substantial 670 acres and houses a range of modern employment units. The 3.2km runway is one of the longest in the UK, and provides the spine for a 6.5km vehicular circuit. The site provides a base for technical testing, innovation, R&D and events across a range of sectors.
- iv. BPG is home to a range of nationally and globally significant employers, including companies operating in the advanced manufacturing, aerospace and automotive sectors. Many of the tenant companies are award winning, high growth operations.
- v. The activities that take place at BPG are consistent with the priority growth sectors of the Leicester and Leicestershire Enterprise Partnership (LLEP), and display strong linkages with the higher education and knowledge sectors and other local R&D nodes.
- vi. Current clients include blue-chip companies (eg Asda, the Automobile Association), government departments and a range of established universities (eg De Montfort, Leicester, Coventry, Birmingham and Loughborough).

Direct Jobs

- vii. There are around 480 staff employed directly on the site. These jobs are a mixture of both highly skilled engineering occupations, as well as a range of administrative and marketing roles.
- viii. The majority of the jobs (circa 70%) are taken by residents in Harborough and its adjacent districts. The site therefore provides an important source of employment for local residents.
- ix. The total wage income generated on site is estimated at £14.2 million per annum, with an average salary of around £27,400. This is higher than the regional average and reflects the skills of the on-site workforce.
- x. It is estimated that around £7.8million per annum of this wage income is spent in the local Harborough economy.
- xi. Companies on site invest heavily in the skills of their workforce. Several tenant companies run successful apprenticeship schemes and promote on-going learning and professional development across a range of highly skilled occupations.

Indirect and Induced Impacts

- xii. Local benefits are further reinforced by corporate spend in the local supply chain by resident companies at BPG. This includes contracts for local catering and accommodation businesses, and is estimated to generate around 50 off site jobs in Harborough and its immediate neighbouring authorities. These are known as *indirect* jobs.

Economic Impact of Bruntingthorpe Proving Ground

- xiii. Staff wages are deployed in the local economy, creating what are known as *induced* jobs. This additional wage income effect is estimated to generate a further 49 jobs in Harborough and its immediate neighbouring authorities.

Visitor Impact

- xiv. BPG provides a very important economic role in terms of the amount of visitors and clients attracted to the local area by tenant companies and events at the site, many of whom purchase a substantial amount of off-site goods and services in the form of accommodation and food and drink.
- xv. For example, the *Hangar 42* events centre can accommodate up to 1,500 people at a sit down function with approximately 30,000 square feet of useable event space for exhibitions, conferences, parties and trade shows.
- xvi. Based on evidence supplied to us by C Walton Ltd we estimate that at least 67,500 visitors come to the site each year. We estimate that these visitors spend circa £4.8m pa in the local economy, which supports a further 30 jobs per annum.

Social Benefits

- xvii. Companies at BPG provide a number of social benefits to the area. This includes charitable contributions, sponsorship for local educational institutions and engagement with the local community and residents on a variety of matters. C Walton Ltd allow the site to be freely used by local emergency services for testing and training. The site demonstrably serves as a valuable resource for the local community.

Future Prospects

- xviii. There has already been genuine interest expressed by a number of firms to relocate to BPG. The focus of these firms is primarily around R&D and innovation activities. For example, a world renowned motorbike brand has applied for planning permission for the construction of a R&D headquarters at BPG and discussions are currently underway with De Montfort University to create a new state-of-the-art flight simulation training facility.
- xix. There is the potential to at least double the on-site workforce in the next 5 years or so.
- xx. The long term ambition for the site is to become an established transport related business cluster, with a focus on R&D and good links to the nearby Mira Technology Park Enterprise Zone and other sites in the wider area.

Bruntingthorpe Proving Ground Socio-Economic Impact Assessment

EMPLOYMENT ON-SITE

480 JOBS



SUPPORTS EMPLOYMENT IN KEY PRIORITY SECTORS



Automotive



Aerospace



High value engineering
& manufacturing



Tourism and
leisure



R&D

PLUS OFF-SITE JOBS

£14m wage income supports 49 jobs



in retail and related occupations

with an average salary of £27,400

Local supply chain spend supports 50 jobs



The site supports the viability of local retail and other businesses in the local economy

SITE VISITORS AND CLIENTS

67,500 visitors in 2015 supports 30 jobs

£4.8m per annum off-site spend



in local hospitality sectors



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1. Introduction

- 1.1 Bruntingthorpe Proving Ground (BPG) is a large and unique employment site located in the Harborough District of Leicestershire.
- 1.2 Regeneris Consulting has been commissioned to prepare an economic impact assessment of the site. Our research will quantify all the various economic impacts that occur as a result of the site, including both the on-site jobs arising in tenant companies and the substantial off-site benefits that are generated in the wider economy.
- 1.3 Regeneris Consulting is an independent firm of economic consultants. We specialise in gauging the economic impact of development schemes, new infrastructure, and government policies.
- 1.4 The location of the BPG site is shown below. It is located in the Harborough district, strategically situated at the junction of the East and West Midlands. It is in close proximity to the logistics and distribution hub of the East Midlands along the M1, and also near University hubs such as Leicester, Coventry, Northampton and Birmingham.

Figure 1.1 Location of BPG



Source: Regeneris Consulting

2. Overview of Bruntingthorpe Proving Ground

History and Assets of the Site

- 2.1 The Bruntingthorpe Proving Ground site was first developed in 1942 as a World War II airfield, and was used by both the US Air Force and the RAF. In 1972 it was purchased by the Rootes Group who developed the site for commercial uses such as vehicle and mechanical testing for their own companies, Chrysler and Peugeot.
- 2.2 The current owners, C. Walton Ltd, purchased BPG in 1983 and have grown the range of commercial activities under their stewardship of the site.
- 2.3 BPG has a range of assets, and functions as a key piece economic infrastructure for Leicestershire and the wider area:
- The site is large, spanning approximately 670 acres
 - The site is secure, with 24 hour security, night dog patrols, and around 200,000 trees planted to enhance visual screening.
 - No major residential areas lie within a 5 mile radius of BPG allowing a range of activities to be undertaken on site.
 - The site remains one of the largest operational UK airfields, with space for the parking of large aircraft. The 3.2km runway is one of the longest in the UK, originally constructed in the 1950s for the largest nuclear bombers of the USAF.
 - The runway provides the spine for a 6.5km vehicular circuit, which has an average width of 60m.
 - There are a variety of off-road facilities available, including a cross country off-road track, sand road, stone moving area, and a 3 acre bespoke mechanical digging area.
- 2.4 Whilst there are some sites in the UK that provide range of testing facilities for the automotive sector, very few in the UK also include provision for advanced testing in the aerospace and defence sector, as well as the ability to hire out the site to clients.

Who operates from the site?

- 2.5 The site is wholly owned by C Walton Ltd. The main tenant companies are:

Manheim

- 2.6 A 56,000 sqft state of the art 3-lane car and van auction centre, with sites throughout the country. The company is part of Cox Enterprises, a leading global communications, media and automotive services company. They have recently undergone a multi-million pound refurbishment at their site at BPG, and have a long term tenancy.
- 2.7 The company has experienced strong growth in recent years, evidenced by its decision to re-open other sites around the country on the back of success at the BPG site. In addition, the company has won innovation awards for the industry, for its development in online marketing.

JLG

- 2.8 A leading designer and manufacturer of access equipment. This primarily refers to boom lifts, which are lifts used to transport and raise equipment/workers on construction sites, and telehandlers to lift and transport heavy materials. These are highly specialised pieces of equipment that provide an important role in construction and logistics.
- 2.9 The company has products and personnel all over the world. Its R&D headquarters is based at BPG, and so the majority of the company's product development, testing and innovation takes place at the site.
- 2.10 This company has also experienced strong growth and has recently acquired another access equipment manufacturer based in nearby Leicester, thus re-affirming its commitment to the local and wider area.

GJD Services Ltd

- 2.11 An aircraft end of life and asset-management company, specialising in aircrafts salvage, maintenance storage, and decommissioning services. They are the only European aircraft disposal company who are authorised under EU/UK Environmental regulations who can carry out and certify scheduled and non-routine aircraft maintenance, aircraft and removed parts inspection and certification, and post storage and return to service maintenance.
- 2.12 Recently, the company has been responsible for the dismantling and assembling of historic RAF aircraft.

Others

- 2.13 In addition to these main tenant companies, C Walton Ltd also operate a range of other commercial functions:

Bruntingthorpe Integrated Automotive Solutions

- 2.14 Bruntingthorpe Integrated Automotive Solutions (B.I.A.S) is owned and managed by C. Walton Ltd, and provides a range of in-fleet and de-fleet services for cars, LCVs and HGVs. These services include the following:
- Vehicle storage – facilities to store c 25,000 vehicles, in a fully managed and computer controlled compound.
 - Vehicle inspection, refurbishment, and testing – BVRLA standard or tailored to meet client requirements.
 - Vehicle remarketing and brand experiences, launches and events.
- 2.15 Other services include the following:
- *Events* – the site is home to the Hangar '42 Events Centre, which can accommodate up to 1,500 people at a sit down function with approximately 30,000 square feet of useable event space for exhibitions, conferences, parties and trade shows. In addition, BPG operate their Big Thunder corporate hospitality and team building service for corporate team building days and private events, where a range of activities are available including driving activities, clay pigeon shooting, archery and hovercrafts. Notable/other events that take place at the site include the Plantworx national construction exhibition and Cold War Jets Taxi Day.

Economic Impact of Bruntingthorpe Proving Ground

- *Film and photo location* – the site has appeared regularly on TV in shows such as Fifth Gear and Top Gear, and has been featured in many advertisements and feature films such as Mission Impossible.
- *An aircraft museum* – home to the Cold War Jet Collection, all of which are in fully serviceable order. This attracts both casual visitors and aviation enthusiasts from around the world, with around 6,000 attendees attending the Cold War Jets Taxi Days.
- *Driver training* – the comprehensive suite of track facilities and large fleet of vehicles at the site means BPG lends itself to a range of driver training, including advanced driving techniques, LCV and HGV training, emergency response, tanker drivers, and off road instruction amongst others. There are ‘off the shelf’ courses or bespoke courses tailored to customers’ specific needs.
- *Vehicle test and development* – the site is the largest privately owned vehicle test track facility in the UK, and offers facilities to test cars, LCVs, HGVs, defence vehicles, agricultural and construction vehicles and motorbikes. In addition, other track-based activities such as speed camera trials occur regularly at the site (70-100 days a year with 2-10 visitors each day)
- *Military applications* – BPG is a leading test facility for the defence sector, including testing of military vehicles, bespoke battlefield missions and special forces exercises, and trials of Unmanned Ground Vehicles and Unmanned Air Vehicles.
- *University use* – BPG is used by a variety of higher education institutions to test prototypes and projects for research. Universities such as De Montfort, Leicester, Coventry, Birmingham and Loughborough are all customers of C.Walton Ltd. Examples of these are outlined below:
 - The site is used extensively for both testing and development for the Formula Student competition, run by the Institution of Mechanical Engineers and open to any university in the world.
 - The Unmanned Aircraft Systems competition, which is open to all universities is also held at the site.
 - Extensive testing as part of university degree courses (such as mechanical and motorsport engineering) are undertaken at the site. Recently, the University of Coventry and Brunel University have used the site for this purpose.
 - Other bespoke research is undertaken at the site. For example, the site is currently being used by students of the University of Leicester for special communications research projects on behalf of the Ministry of Defence.
 - Bruntingthorpe, in partnership with De Montfort University is hoping to become an Aircraft Simulator Centre of Excellence, which will see the development of a state of the art aircraft simulator for research purposes that would be used by the students of De Montfort University.

Sectoral Focus

- 2.16 The site and its associated on-site activity means that BPG is a hub for a wide range of sectors, including automotive, aerospace, high value engineering & manufacturing, Research & Development and tourism/leisure.

- 2.17 The economic activities that take place at BPG are all consistent with the priority sectors for the Leicester and Leicestershire Local Enterprise Partnership (LLEP).
- The SEP for the LEP area highlights the importance for R&D and innovation, and noted that relatively few companies spend on R&D activity. BPG is currently home to the R&D headquarters of a global manufacturing company, and has the potential to accommodate more similar companies. Its nature as a testing facility (for a variety of vehicles, as well as defence and military research) also fits into this R&D and innovation focussed aspiration for the LEP.
 - The SEP also highlights the strength of its higher education sector and three world class universities, and how local businesses have not realised the potential of working with universities. There is stated to be a 'mismatch between the innovative output of our Higher Education sector and number of innovative businesses and collaboration'. The automotive sector is identified in the SEP as a National Industrial Strategy Growth Sector and as a local priority sector for expansion. Along with MIRA Technology Park Enterprise Zone, BPG contributes to the area as a hub for advanced automotive activity.
 - A priority for the LLEP is to facilitate new sector development where there are local opportunities for growth and expertise in higher and further education, which includes the aerospace sector. The links that the on-site companies have with the local educational institutions, as well as the advanced aerospace activity that takes places is consistent with this priority.
- 2.18 The nature of activity taking place at BPG, such as testing and research and development, means that the BPG is a key piece of knowledge infrastructure for the East Midlands.

Figure 2.1 Mapping of Activity at BPG to LLEP Priority Sectors

LLEP Priority Sectors

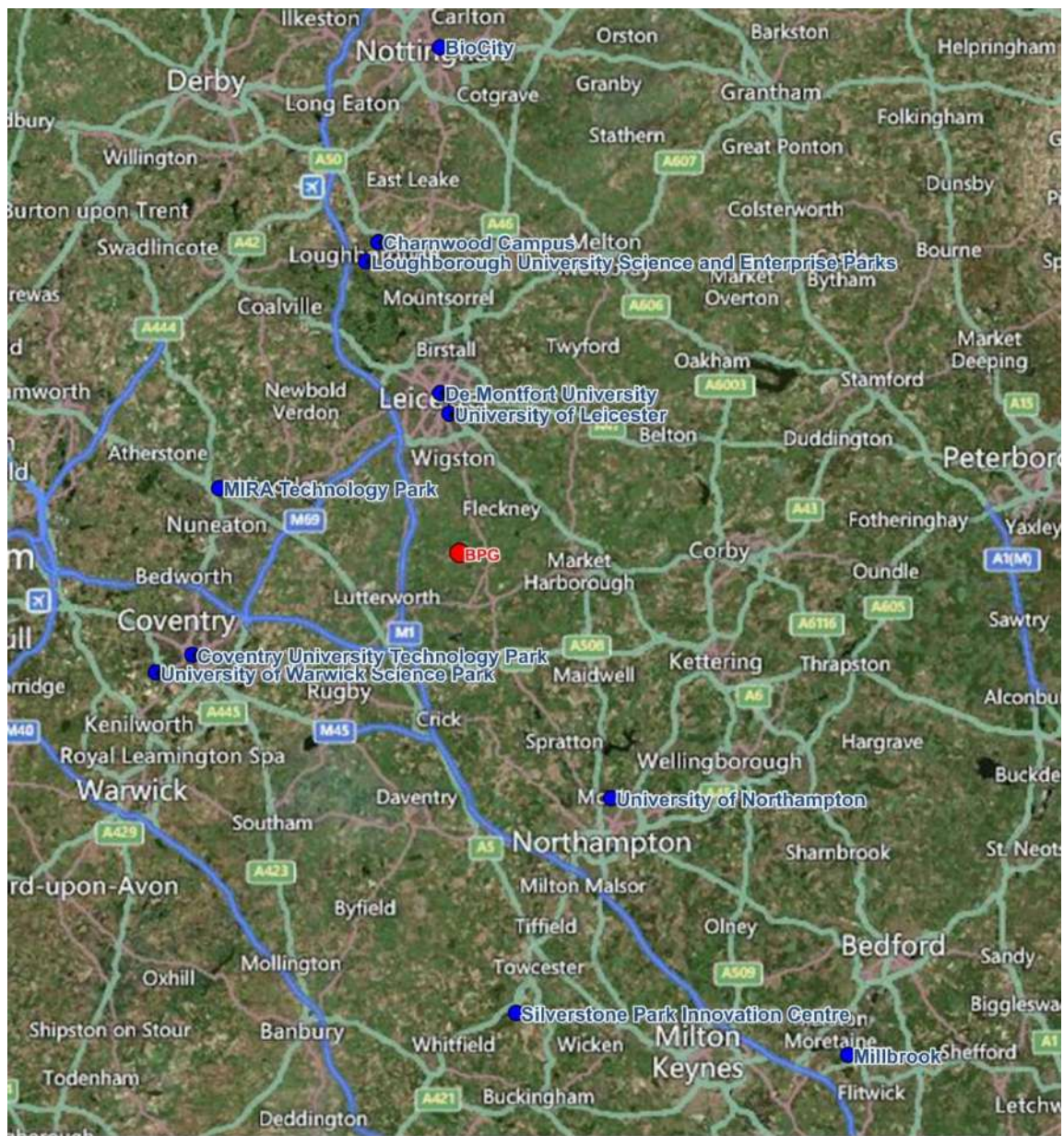


Economic activity at BPG



Source: Regeneris Consulting

Figure 2.2 Knowledge Infrastructure in the wider area



Source: Regeneris Consulting

3. The On-Site Economic Value of BPG Operations

Direct Employment Effects

- 3.1 There are approximately 480 staff working at the BPG site. This refers to employees directly employed by resident companies located at BPG, as well as sub-contractors who work at the site on a regular basis.
- 3.2 A brief overview of the types of occupations at BPG is outlined below. Overall, companies at BPG provide a range of occupations, including technical occupations in the transport sector such as engineering roles, as well as administrative and creative marketing roles. It is estimated that the majority of occupations at the site are skilled labour occupations, such as welders and technicians. However, a notable number (c 15%) are in engineering and design roles, which are high skilled occupations likely to require a degree or equivalent qualification.

Table 3.1 Occupational Profile of Employment at Bruntingthorpe

Employer	Number of staff (inc. sub-contractors)	Occupations
C Walton Ltd	212	As the site owners and employers, there are a combination of both technical roles (such as mechanics and vehicle inspectors) and administration roles (event organisers, managers, and marketing staff)
Manheim Auction Centre	100	Majority of occupations at BPG include administrative occupations. However, there are also a large number of technical transport roles.
JLG	100	This figure refers to 50 direct staff and 50 contractors/agency workers. The roles are therefore likely to be mixed, consisting of testing, research and product development, (likely to be high skilled occupations).
GJD Services Ltd	29	This company is an aircraft end-of-life asset management company. As such, the majority of the roles are high skilled aircraft mechanics, technicians and engineers. In addition, this company takes on 4/5 university students every summer and has strong links to the HEI sector.
Other resident companies	42	Occupations consist of a mix of both administrative and technical roles. These are mainly in the transport and logistics sector, which are both strategically important sectors in the LLEP area.
Total	483	

Source: Tenant companies at BPG

- 3.3 The jobs provided at the BPG are high quality, well paid jobs. Information provided to us on current salary levels shows an average salary of around £27,400 for on-site employees and contractors, higher than the average salary in the East Midlands of £25,500. As shown above, these workers are likely to spend in the local area which supports the sustainability of the local economy through

Economic Impact of Bruntingthorpe Proving Ground

expenditure on businesses and services. Indicatively, the total annual wage bill at BPG for employees is around £14.2 million. BPG therefore makes a substantial contribution to the local economy.

- 3.4 Information on the location of employees and salary levels has been provided to us by the four main occupiers of the site. Figure 3.1 shows that a large proportion of employees reside within both Harborough and the adjacent districts, particularly Leicester. Around 70% of the on-site employees reside within Harborough and adjacent districts. Benefits accrued from on-site employment are therefore highly localised.
- 3.5 Companies on site invest heavily in the skills of their workforce. Several tenant companies run successful apprenticeship schemes and promote on-going learning and professional development across a range of highly skilled occupations.

Figure 3.1 Place of residence of staff of tenant companies at BPG



Source: Tenant companies at BPG, Regeneris Consulting

4. The Wider Off-Site Economic and Social Benefits of BPG

Indirect Effects

- 4.1 The localisation of benefits is further reinforced by corporate spend in the local supply chain by resident companies at BPG. Using benchmark multipliers¹ this is estimated at around 50 jobs.
- 4.2 The use of the local supply chain has a variety of benefits, including supporting the sustainability of local businesses, creating and maintaining good relations in the local business community, and increasing the awareness of local businesses (as well as the BPG site).
- 4.3 Examples of these local supply chain contracts are outlined below:
 - Local accommodation and catering contracts. For example via directing corporate spend to hotels such as the Hinckley Island Hotel, Best Western Ullesthorpe Court Hotel, Kilworth House Hotel and the Greyhound Coaching Inn. C Walton Ltd make a pro-active effort to direct their clients to local accommodation providers. In addition these local accommodation providers offer preferential rates to clients of C Walton Ltd.
 - Transportation, logistics and valeting contracts.
 - Construction on-site; C Walton Ltd go out to tender for large contracts, with a preference for local companies. Approximately £400,000 was spent in the last financial year with construction companies in the district. In addition, a nearby company has been contracted to carry out upcoming construction work on the site, with a contract value of around £3-4 million in 2016.

Induced Effects

- 4.4 A total wage bill of around £14.2 million means that residents will spend in the local area (as shown from the map above) on local businesses and services. This additional economic benefit creates multiplier effects, which are known as induced impacts.
- 4.5 Of the estimated wage income of £14.2 million, it is likely that 55% of this is deployed in the form of expenditure in the local economy. This calculation is based on a savings ratio of 5% and 40% of income is defrayed outside the immediate local area on mortgage, utilities, communication and transport expenditure.
- 4.6 Our best estimate is therefore that employees spend c.£7.8m of their wage income in the local Harborough economy (£14.2m x 55%).
- 4.7 Evidence from the Office for National Statistics (ONS) suggests an appropriate turnover per FTE ratio for local retail services sector is c.£160,000. Applying this ratio suggests that the additional expenditure would yield around 49 FTE jobs.

¹ HCA Additionality Guide. 4th Edition 2014.

Visitor Impacts

- 4.8 It is estimated that in the last calendar year there were around 67,500 visitors² to BPG. These visitors generate off-site expenditure as they make use of local facilities. The typical expenditure items would include food & drink, retail expenditure and accommodation for overnight visitors.
- 4.9 The specialist auctions held at BPG, the on-site museum, as well as the array of other bespoke events offered means that visitors are attracted from around the UK, many of whom require overnight accommodation. Tenant companies at BPG make a pro-active effort to channel visitors (including sub-contractors) to stay at local bed and breakfasts. In addition, the visitor number stated above is likely to understate the actual number of visitors to the site; the track at BPG as well as other tenant companies host customers who will also stay in the locality.
- 4.10 The latest data for the East Midlands from the Great Britain Tourism Survey estimates that around £142 is spent per trip in the region. We have applied a 50% reduction to this figure to take into account a shorter than average trip length to the site. This equates to around £4.8m pa in off-site spend.
- 4.11 Data from the Office for National Statistics suggests an appropriate turnover per FTE ratio for local retail services is c.£160,000. Applying this ratio suggest that the additional expenditure would yield around 30 FTE jobs.

Social Benefits

- 4.12 Tenant companies at BPG have a notable involvement in the local community. Some of these social benefits include:
- BPG sponsored a speed camera for the local area, and promotes good neighbouring policy with local businesses and road safety for the local area.
 - Companies at BPG contribute to a variety of charities. Most recently, a tenant company donated to a children's hospice in Leicestershire. The site also hosts an annual Ladies' Driving Challenge, with the proceeds going towards the British Red Cross and Fire Service Benevolent Fund.
 - C Walton Ltd have frequently allowed emergency services (such as Leicestershire Constabulary, Derby Constabulary, and Leicestershire Fire and Rescue Service) free use of the site for a variety of purposes. This includes for training and development of staff (firearm, public disorder, and driver training), reconstruction tests of fatal accidents, and the testing of vehicles.
 - C Walton Ltd also provide sponsorship for educational institutions, including sponsoring the De Montfort Formula Student team, as well as sponsoring two vehicle design projects with Coventry University. For both these cases, the facilities of the site are used extensively for testing and development by students.
 - The aircraft museum is visited regularly by local schools and Air Cadets. C Walton Ltd also provide specific support for these visits, such as guided tours.
- 4.13 C Walton Ltd actively engage with local communities in the area on issues of site operation, demonstrated by the sharp decline in the number of complaints against the activities at the site. There has been a 90% fall in the number of complaints over the last three years.

² Note : this refers to those attending confirmed events and those expected to take place, as identified by C Walton Ltd. More visitors may attend the site through the activities of other tenant companies.

5. Future Potential of BPG

5.1 BPG is already a major asset for the local area and as a world class facility, situated in a strategic location for transportation, logistics, and higher education and research, there has already been genuine interest expressed by numerous firms to relocate to BPG.

- A world renowned motorbike brand has applied for planning permission for the construction of a R&D headquarters at BPG. This company intends to occupy the site c. September 2016. This will increase the number of on-site jobs by up to 80 further jobs.
- Discussions are currently in place with De Montfort University to create a state of the art flight simulation training facility. In addition, proposals are currently being developed to provide accommodation for visitors of the aircraft museum currently located at BPG.
- C Walton Ltd have several existing requests for new R&D facilities adjacent to the existing vehicle proving ground.
- Some of the land at BPG already has planning permission for R&D facilities. This will therefore act as incentive for companies who are thinking about relocating to BPG.

The background features a dynamic pattern of blue light trails that curve and swirl across the page. Interspersed among these trails are several semi-transparent white squares of varying sizes, creating a modern, digital aesthetic.

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EXISTING USES

MAP 1: BRUNTINGTHORPE PROVING GROUND & INDUSTRIAL ESTATE, 2015

KEY:

 = BRUNTINGTHORPE PROVING GROUND

USES INCLUDE:


- i) MOTOR VEHICLE PROVING GROUND (1973 DECISION NOTICE)
- ii) USE OF VEHICLES OWNED AND OPERATED BY THE EMERGENCY SERVICES AND OTHER GOVERNMENT AGENCIES
- iii) USE OF VEHICLES BY MEDIA ORGANISATIONS FOR THE PURPOSE OF PHOTOGRAPHY OR DISPLAY.
- iv) USE OF GO-KARTS
- v) USE OF VEHICLES UTILISED FOR THE TUITION OF DRIVERS
- vi) USE OF VEHICLES OPERATED FOR THE PURPOSE OF CORPORATE ENTERTAINMENT AND WHICH HAVE APPROVED USE UNDER THE TERMS OF THE OPERATIONAL PROGRAMME
- vii) USE OF THE SITE BY CYCLING CLUBS
- viii) "PERMITTED DEVELOPMENT" UP TO 28 DAYS PER ANNUM PROVIDED FOR BY PART 4 OF THE TOWN AND COUNTRY PLANNING GENERAL PERMITTED DEVELOPMENT ORDER (1995)
- ix) VEHICLE AND AIRCRAFT STORAGE


 = BRUNTINGTHORPE INDUSTRIAL ESTATE

 = HANGAR 42 EVENTS CENTRE

 = FIXED NOISE MONITORING LOCATION

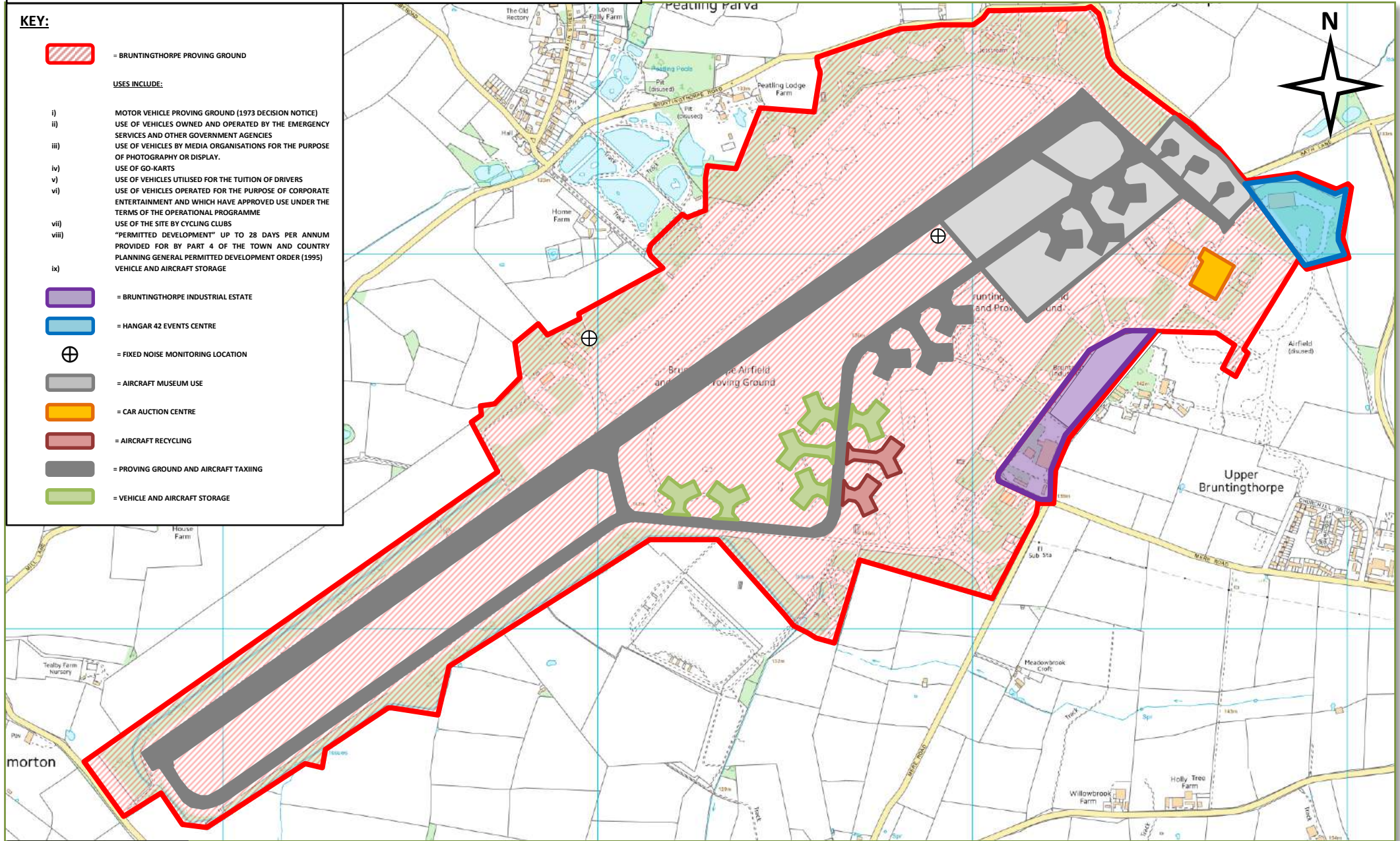
 = AIRCRAFT MUSEUM USE

 = CAR AUCTION CENTRE

 = AIRCRAFT RECYCLING

 = PROVING GROUND AND AIRCRAFT TAXING

 = VEHICLE AND AIRCRAFT STORAGE







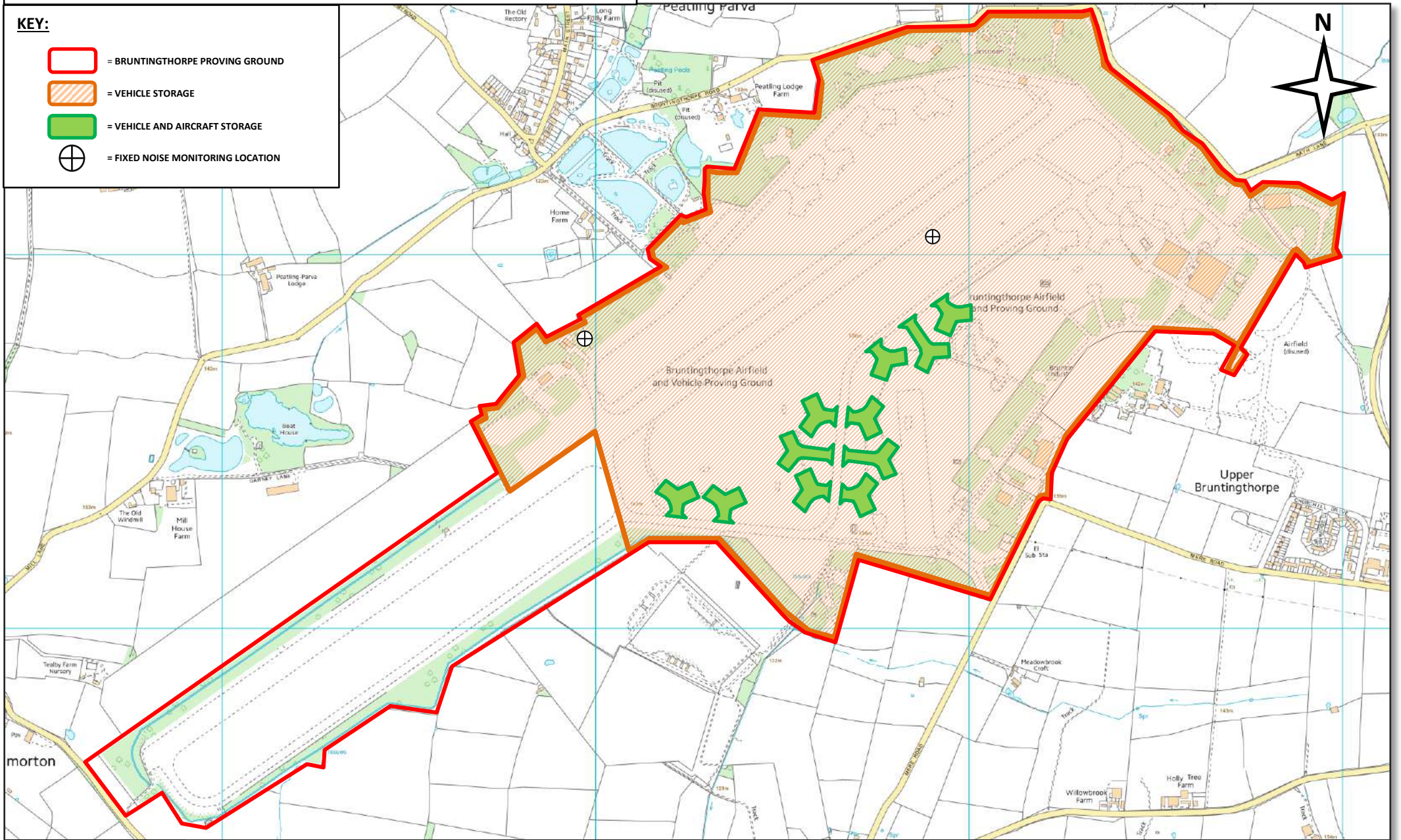
SCALE: 1:10,000 at A3

STORAGE AREAS

MAP 2: VEHICLE AND AIRCRAFT STORAGE LOCATIONS

KEY:

-  = BRUNTINGHORPE PROVING GROUND
-  = VEHICLE STORAGE
-  = VEHICLE AND AIRCRAFT STORAGE
-  = FIXED NOISE MONITORING LOCATION



SCALE: 1:10,000 at A3