

Employment Policies

- EM/1** Land for new employment development (***now deleted**)
- EM/2** Control of new development on existing and proposed employment sites
- EM/3** Conversion of buildings to employment uses within settlement
- EM/4** Workspace Housing
- EM/5** Relocation of employment premises
- EM/6** New employment development in villages
- EM/7** Employment development in the countryside (***now deleted**)
- EM/8** Existing Industries in the Countryside (***now deleted**)
- EM/9** Stoughton Airfield – general
- EM/10** Stoughton Airfield – criteria for development
- EM/11** Airfield Farm, Lubenham/Market Harborough
- EM/12** Magna Park – criteria for development
- EM/13** Magna Park – restriction to large-scale distribution units
- EM/14** Magna Park – retail and service development
- EM/15** Magna Park – re-use of existing buildings (***now deleted**)
- EM/16** Bruntingthorpe Proving Ground and Airfield – proving ground use
- EM/17** Bruntingthorpe Proving Ground and Airfield – use of site and buildings
- EM/18** Bruntingthorpe Proving Ground and Airfield – flying and related activities
- EM/19** Bruntingthorpe Proving Ground and Airfield – airshow
- EM/20** Bruntingthorpe Proving Ground and Airfield – aircraft museum

- EM/21** Bruntingthorpe Proving Ground and Airfield – vintage aircraft
- EM/22** Bruntingthorpe Industrial Area, west of Upper Bruntingthorpe
- EM/23** Bruntingthorpe – Treetops site
- EM/24** Bruntingthorpe Industrial Area, east of Upper Bruntingthorpe (***now deleted**)

*** Further information on deleted policies can be found within the chapter.**

CHAPTER 5

EMPLOYMENT

Objectives

1. To promote and maintain the economic prosperity of the District, in a manner consistent with the sustainable use of its natural resources and the protection of its environment.
2. To maintain and encourage employment opportunities throughout the District.
3. To promote a diverse economy base through the provision of land to meet a range of employment needs.

The Local Economy

- 5.1** The 1991 census recorded 42,250 people of working age in the District. Of this group 90.4% of males and 72.2% of females were economically active, (ie) working or seeking work. In comparison with the rest of the county, Harborough has a higher proportion of self-employed people and a lower proportion of unemployed people. Unemployment rates in the District have been consistently lower than the county and national rates. In February 2000 the District unemployment rate was 1.5%. The 1989 Census of Employment data revealed the main categories of employment to be manufacturing (31%), service sector (27%) and distribution, hotels and catering (24%).
- 5.2** The trend towards diversification in the rural economy is resulting in a wide range of proposals for alternative types of employment development in the countryside and settlements throughout the District. The Government's advice to local planning authorities is to encourage economic activity in the rural areas to ensure a healthy rural economy. This must be balanced against the need to conserve and improve the countryside. With the advancements in modern technology, the range of employment activities that can be successfully undertaken in the countryside or residential areas is expanding rapidly.
- 5.3** In broader terms the District is located at the heart of England. The M1/M6 junction lies between Catthorpe and Swinford and the recently completed A14 (M1-A1 link road) will improve communications to the east coast ports. The locational advantages of this part of the District have already been recognised by the development of the Magna Park distribution centre west of Lutterworth. The main employment areas in the District are located in Market Harborough, Lutterworth, Fleckney, Broughton Astley and Magna Park.
- 5.4** The employment uses referred to in this chapter are mainly Classes B1, B2 and B8 (see **Appendix F**). It is recognised that other land uses, such as retail development, also provide employment.

The Strategic Employment Requirement

District Allocation

- 5.5** Leicestershire Structure Plan Employment Policy 1 requires that provision be made for about 195 hectares of land for employment in the Use Class B categories (see **Appendix F**) in Harborough District between 1991-2006.

Location of New Development

- 5.6** The transport choice concept also guides the locations for major new employment development (i.e. usually more than 5 hectares of employment land). The majority of land will be allocated within and adjoining settlements that allow a realistic choice of transport. In this District the locations are:

“c) Within Harborough District; Market Harborough, Lutterworth and settlements along the Transport Choice Corridor.”

(extract – Employment Policy 2. Leicestershire Structure Plan 1991-2006, Leicestershire County Council 1994).

- 5.7** In addition, Structure Plan Employment Policy 6 requires the allocation of land for a regional storage and distribution centre in Harborough District, close to Lutterworth. The Magna Park distribution centre fulfils the requirements of this Policy.

Diversification of the Economy

- 5.8** In order to attract and retain companies with long-term growth potential, Structure Plan Employment Policy 4 proposes that four high quality employment sites of County significance, for Classes B1 and B2 development, be provided. Each site should comprise about 25 hectares of land. One of the locations proposed is in Harborough District, close to Leicester and Oadby and Wigston:-

“Provision will be made for four high quality employment sites of County significance for B1 and B2 uses. They will be within Blaby District (close to Leicester and Oadby and Wigston), Harborough District (close to Leicester and Oadby & Wigston) and North West Leicestershire (one within the Priority Area and the other well related to junction 23a/24 of the M1). These will be:

- a) in locations which have good access to the road network;
- b) in locations which provide a realistic choice of transport; and
- c) of a high standard of design and layout, with an attention to landscaping, commensurate with a high quality business environment.

Other sites may also be brought forward which meet the needs of the County.”

(Employment Policy 4, Leicestershire Structure Plan 1991-2006. Leicestershire County Council 1994)

- 5.9** The District Council has assessed the northern part of the District against these criteria, but considers that there are no easily identifiable sites for a high quality employment site. There are uncertainties over the timing of major road schemes planned along and adjacent to the A6. This part of the county does not have such good accessibility as the other locations where the remaining three sites are proposed. A site for a high quality employment site close to Leicester and Oadby and Wigston is not identified in this Local Plan. It will be considered in the review of the Local Plan.
- 5.10** The District Council is fully supportive of the need to diversify the economy. It is considered that this can be achieved by the allocation of land for employment in the main settlements and by supporting the committed sites in the District. One of the committed sites, Airfield Farm north of Market Harborough, with its potential for development as a county showground and Class B1 employment site, is considered to be a location that could meet some of the demands for this type of development (see **Policy EM/11**).

Employment Potential and Commitments

- 5.11** **Figure C** illustrates how much land needs to be identified to meet the strategic requirement of 195 hectares in the District by 2006. Land needs to be identified to meet a projected shortfall of approximately 16.9 hectares. A substantial amount of the land already committed is at Magna Park, where the majority of development has yet to commence on Phase II of the site. The Commitments total in **Figure C** also includes undeveloped allocations of land in Market Harborough and Lutterworth. These allocations are carried forward in this Local Plan.

FIGURE C

STRATEGIC EMPLOYMENT REQUIREMENT FOR HARBOROUGH DISTRICT 1991-2006

		Land (hectares)
Strategic Requirement		195ha
Built 1991- 1998	35.5ha	
Committed at March 1994	142.6 ha	
Total – Built and Committed	178.1 ha	
Balance Required		16.9 ha

NOTE:

1. Base Date : 31 March 1998

Size of Premises

- 5.18** Small businesses can contribute significantly to the wealth and diversity of the local economy. Market conditions will influence the range of units provided, but the District Council will encourage the building of starter or nursery units to provide accommodation for new businesses setting up in the area. The exception to this intention is Magna Park (see **Policy EM/13**).

Conversion of Buildings to Employment Uses within Settlements

- 5.19** With the further development of telecommunications, information technology and the expansion of the service sector, many businesses may be carried on in residential areas without causing unacceptable disturbance to people living nearby.

5.20 POLICY EM/3

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR THE CONVERSION AND ADAPTATION OF EXISTING BUILDINGS FOR EMPLOYMENT DEVELOPMENT WITHIN THE SETTLEMENTS IN THE DISTRICT, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. THE PROPOSED USE WOULD NOT ADVERSELY AFFECT THE CHARACTER OF THE AREA OR THE AMENITIES OF ADJOINING RESIDENTS BY ITS APPEARANCE OR BY THE NOISE, SMELL, EFFLUENT DISCHARGE OR TRAFFIC IT WOULD GENERATE;**
- 2. THERE IS CAPACITY IN THE LOCAL ROAD NETWORK TO ACCOMMODATE THE TRAFFIC LIKELY TO BE GENERATED BY THE DEVELOPMENT;**
- 3. ADEQUATE PROVISION IS MADE FOR PARKING AND SERVICING;**
- 4. ANY SIGNIFICANT ARCHITECTURAL OR HISTORIC FEATURES OF THE BUILDING ARE RETAINED;**
- 5. A SATISFACTORY ACCESS IS PROVIDED;**
- 6. THE SCALE AND NATURE OF THE DEVELOPMENT IS COMPATIBLE WITH THE FORM AND CHARACTER OF THE SETTLEMENT;**
- 7. ANY EXTENSION IS OF HARMONIOUS DESIGN, FORM AND MATERIALS.**

Working from Home

- 5.21** It is possible for some employment uses to be operated from home with minimal disturbance to neighbours. The District Council recognises that working from home can provide employment opportunities, from outworking for existing businesses, to setting up a small business using modern technology.
- 5.22** However, it should be recognised that businesses operating from home can be detrimental to the amenities of neighbouring properties due to increased traffic generation, noise and nuisance. Planning permission may be required where the scale or nature of the activity proposed is likely to have a significant impact on the area. In granting planning permissions the District Council may impose conditions to ensure that the development remains compatible in scale and operation with the character of the area. Where planning permission is required, applications will be assessed against the criteria in **Policies IN/1, EM/3 and EM/6**.

Workspace Housing

- 5.23** In designing new development within the settlements in the District, the opportunity may arise to incorporate workspace housing. This is defined as housing with space within the curtilage for people to work from home. It offers the opportunity to plan for housing with integral workspace, parking areas, etc., for self-employed people who work from home and need more space than is provided in the average housing development. Encouragement of this way of working may reduce the need for commuting. The type of businesses will be restricted to uses falling within Class B1 (See **Appendix F**)

5.24 POLICY EM/4

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR NEW WORKSPACE HOUSING WITHIN THE SETTLEMENTS IN THE DISTRICT WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. THE USE OF THE WORKSPACE IS ANCILLARY TO THE OCCUPATION OF THE DWELLING;**
- 2. THE PROPOSED USE OF THE WORKSPACE WOULD NOT ADVERSELY AFFECT THE CHARACTER OF THE AREA OR THE AMENITIES OF ADJOINING RESIDENTS BY ITS APPEARANCE OR BY THE NOISE, SMELL, EFFLUENT DISCHARGE OR TRAFFIC IT WOULD GENERATE;**
- 3. A SATISFACTORY ACCESS IS PROVIDED;**
- 4. ADEQUATE PROVISION IS MADE WITHIN THE SITE FOR PARKING AND SERVICING.**

Relocation of Employment Premises

5.25 Environmental problems can arise from employment premises being located in predominantly residential areas. These problems can include hours of operation, on-street parking, noise, and smell. Where severe environmental problems occur, the District Council will offer advice and assistance to the operators of the premises to ameliorate the problem or to relocate to more appropriate areas. On relocation the Council will encourage the redevelopment of existing sites for uses more compatible with the surrounding area.

5.26 POLICY EM/5 **WHERE EMPLOYMENT PREMISES LOCATED IN PREDOMINANTLY RESIDENTIAL AREAS GIVE RISE TO SEVERE ENVIRONMENTAL PROBLEMS, THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR THEIR REDEVELOPMENT TO RESIDENTIAL USE OR TO USES COMPATIBLE WITH THE CHARACTER OF THE AREA.**

PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR PROPOSALS TO EXTEND OR INTENSIFY SUCH USES ON THE EXISTING SITE UNLESS SATISFACTORY REMEDIAL MEASURES ARE IMPLEMENTED.

New Employment Development in Villages

5.27 Employment development in the villages allows for the diversification of the rural economy away from agriculture. It may also assist in reducing commuting. The District Council will encourage the provision of employment uses of a suitable scale in villages throughout the District. It is recognised that conflicts can arise when a business becomes too large for its site and there is unwillingness or inability to finance relocation to more suitable premises elsewhere. Proposals for employment development on land on the edge or outside of villages will be considered under **Policy EM/7**.

5.28 POLICY EM/6 **THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR SMALL SCALE EMPLOYMENT DEVELOPMENT IN VILLAGES, WHERE THE FOLLOWING CRITERIA ARE MET:-**

- 1. THE SCALE AND NATURE OF THE DEVELOPMENT IS COMPATIBLE WITH THE FORM AND CHARACTER OF THE VILLAGE;**
- 2. A SATISFACTORY ACCESS IS PROVIDED;**
- 3. ADEQUATE PROVISION IS MADE FOR PARKING AND SERVICING;**
- 4. THERE IS CAPACITY IN THE LOCAL ROAD NETWORK TO ACCOMMODATE THE TRAFFIC LIKELY TO BE GENERATED BY THE DEVELOPMENT;**

Stoughton Airfield

- 5.34** The majority of this airfield is in agricultural use. Private light aircraft use the airfield and there is some commercial development adjoining the site. On the assumption that similar users continue to occupy the land during the plan period, it is considered that any further expansion of flying activities would not be advisable on the site because of the safety restrictions necessary and the effect on nearby residents while the airfield is in use. Should the use of the site change, the District Council would review the recreation potential of the airfield.
- 5.35** Large-scale expansion of commercial uses at the airfield would be resisted by the District Council because it would conflict with the general aim of controlling commercial development in the countryside. The roads serving the site are of a poor standard and it would not be in the interests of highway safety to promote the large-scale expansion of industrial or storage uses on the site. Any significant introduction of new development on the site is also likely to conflict with the requirements of the existing users, for the safe operation of the airfield and test site.
- 5.36 POLICY EM/9** **THE DISTRICT COUNCIL WILL NORMALLY REFUSE PLANNING PERMISSION FOR PROPOSALS TO LOCATE NEW DEVELOPMENT WITHIN THE AREA OF STOUGHTON AIRFIELD AS DEFINED ON THE PROPOSALS MAP UNLESS THE DEVELOPMENT IS ASSOCIATED WITH THE OPERATIONAL USE OF THE AIRFIELD.**
- 5.37** If any of the existing businesses contract or move away from the site, the District Council may look favourably on the continuation of employment uses within the existing buildings. Significant extensions to and redevelopment of the existing buildings will be resisted, although it is recognised that minor alterations and extensions may be necessary to enable the buildings to be put to more productive use.
- 5.38 POLICY EM/10** **THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR THE USE OF EXISTING BUILDINGS WITHIN THE COMPLEX NORTH OF GARTREE ROAD, ON STOUGHTON AIRFIELD, FOR EMPLOYMENT USES, WHERE THE FOLLOWING CRITERIA ARE MET:-**
- 1. THE PROPOSED USE DOES NOT CONFLICT WITH THE SAFETY REQUIREMENTS OF THE EXISTING USES AT THE AIRFIELD;**
 - 2. THERE IS CAPACITY IN THE LOCAL ROAD NETWORK TO ACCOMMODATE THE TRAFFIC LIKELY TO BE GENERATED BY THE DEVELOPMENT;**
 - 3. NO WHOLESALE OR RETAIL SALES TAKE PLACE ON THE SITE;**
 - 4. VEHICULAR ACCESS TO THE SITE SHOULD BE TAKEN FROM THE EXISTING ACCESS OFF GARTREE ROAD;**

5. ADEQUATE PROVISION IS MADE WITHIN THE SITE FOR PARKING AND SERVICING.

Airfield Farm (Foxton Airfield), Lubenham/Market Harborough

- 5.39 In January 1993 the District Council granted planning permission for a development of 95 hectares of land at Airfield Farm, Lubenham. The development proposed a site for a cattle market; an agricultural showground; up to 13,935 sq. metres of Class B1 office development and an area for leisure uses. Development of the site has not yet commenced and the planning permission has now expired. Since 1993 the cattle market has relocated from Market Harborough to a new site at Foxton. The Leicestershire Agricultural Society wish to obtain a showground on the Airfield Farm Site. The Deposit Local Plan provided for the development of Class B2 uses on the site, but this is no longer supported.
- 5.40 A traffic impact assessment will be required as a precondition of any renewal or variation of the current planning consent. The principal access to the site will be from the new roundabout at the Leicester Road/Gallowfield Road/Leicester Lane junction. The internal road layout of the site should be designed to function as the first section of an A4304 bypass for Lubenham/Market Harborough, should it ever be included as a firm road scheme by the Leicestershire County Council (see **para. 6.17**). Provision for bus access and services between the site and Market Harborough and routeing and signing of traffic will be important considerations. The Council will negotiate for developer contributions towards the provision of a high quality bus service between the development and Market Harborough. This will form part of a Section 106 Agreement.
- 5.41 The site is traversed by a British Gas high pressure gas transmission pipeline. The pipeline is subject to stringent controls under existing health and safety legislation. The Health and Safety Executive will be consulted on development proposals within 308 metres of the pipeline. A significant portion of the Airfield Farm site falls within this distance. The Health and Safety Executive will be consulted on the detailed proposals for this site, when applications for planning permission are made, to advise of any potential risk to the location and type of development in the vicinity of the pipeline.
- 5.42 Although the Airfield Farm site is largely flat and featureless, it occupies a prominent location in open countryside to the north of Market Harborough. It is therefore important that the development of the site takes account of the open character of the surrounding landscape. Substantial structural landscape planting within and on the boundaries of the site will be required, in particular the landscaping of the western and southern site boundaries will need to take place as early as possible in the development of the site. The use of landscaped earth bunding would be desirable to break up the impact of the development. The south-eastern part of the site adjoins the Grand Union Canal, a site identified as ecologically important at County level (**Appendix B** refers). Beyond the Canal lies The Woodlands residential development in Market Harborough. The District Council will expect both the setting and ecological importance of the canal and the residential amenities of The Woodlands to be respected in the detailed design of the scheme.
- 5.43 A development brief will be prepared for the site separately to this Local Plan. The design of the development needs to respect the openness of the setting. It should be a well-landscaped design with high quality buildings. In particular, consideration will need to be given to the overall massing and scale of the development. The choice and colour of materials as well as lighting should be designed to minimise the impact of the development.

5.44 In recognition of both the scale of the committed Class B1 floorspace permitted by the 1993 outline planning consent and the prominent location of the Airfield Farm site, an illustrative plan has been produced to indicate those parts of the site on which the Class B1 use is acceptable (Plan A). In defining the extent of the Class B1 use consideration has been given to the protection of the Grand Union Canal and the residential amenities of The Woodlands to the south of the site. The more exposed part of the site lies to the north where it is proposed that the Agricultural Showground be located. The illustrative plan also includes known constraints affecting the site.

5.45 The area covered by the following Policy, that will be applied to any future applications for the site, extends beyond the area of the 1993 planning consent to include land immediately west of Leicester Road. This is to ensure that adequate controls can be exercised over any development adjoining the currently permitted site area.

5.46 POLICY EM/11

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR A COMPREHENSIVE SCHEME FOR CLASSES B1 DEVELOPMENT, AN AGRICULTURAL SHOWGROUND, LEISURE USES AND RELOCATION OF HIGHWAY DEPOT ON LAND AT AIRFIELD FARM, MARKET HARBOROUGH AS SHOWN ON THE PROPOSALS MAP, WHERE THE FOLLOWING CRITERIA ARE MET:-

1. **A MASTER PLAN AND PHASING PROGRAMME FOR THE WHOLE SITE MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION;**
2. **A TRAFFIC IMPACT ASSESSMENT MUST BE SUBMITTED WITH THE FIRST APPLICATION FOR PLANNING PERMISSION FOR THE SITE. ANY NECESSARY OFF-SITE HIGHWAY WORKS TO ACCOMMODATE THE DEVELOPMENT MUST BE UNDERTAKEN AT THE DEVELOPERS EXPENSE PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT;**
3. **THE PROVISION OF THE PRINCIPAL MEANS OF ACCESS TO LEICESTER ROAD IN THE FORM OF A ROUNDABOUT JUNCTION AT THE LEICESTER ROAD/ GALLOWFIELD ROAD/LEICESTER LANE CROSSROADS AND OTHER APPROPRIATE ACCESS POINTS THAT MAY BE REQUIRED AS A RESULT OF THE ASSESSMENT REFERRED TO IN CRITERION 2;**
4. **THE INTERNAL ROAD LAYOUT OF THE SITE TO MAKE PROVISION FOR THE FUTURE USE OF THE NORTHERN SITE ACCESS AS PART OF A WESTERN BYPASS TO LUBENHAM/MARKET HARBOROUGH;**

5. **AGREEMENTS ARE ENTERED INTO TO CONTROL THE ROUTEING OF COMMERCIAL VEHICLES AND THE AGRICULTURAL SHOWGROUND TRAFFIC;**
6. **ADEQUATE PROVISION IS MADE WITHIN THE SITE FOR PARKING AND SERVICING;**
7. **THE AGRICULTURAL SHOWGROUND SHOULD BE LOCATED ON THE NORTHERN PART OF THE SITE;**
8. **THE PROVISION OF SATISFACTORY ACCESS AND FACILITIES FOR PUBLIC TRANSPORT. THE DEVELOPER WILL BE EXPECTED TO MAKE PROVISION FOR AND CONTRIBUTE TOWARDS A HIGH QUALITY BUS SERVICE BETWEEN THE DEVELOPMENT AND MARKET HARBOROUGH;**
9. **NO BUILDING FOR CLASS B1 SHALL BE OCCUPIED BEFORE THE AGRICULTURAL SHOWGROUND HAS BEEN COMPLETED AND MADE AVAILABLE FOR USE;**
10. **NO CLASS B1 DEVELOPMENT PROVIDING FOR MORE THAN 99 PERSONS OR GREATER THAN TWO STOREYS IN HEIGHT, OR PARKING AREAS FOR MORE THAN 200 VEHICLES, SHOULD BE LOCATED WITHIN 230 METRES OF THE ROUTE OF THE HIGH PRESSURE GAS PIPELINE THAT CROSSES THE NORTHERN PART OF THE SITE;**
11. **ANY RETAIL SALES FROM THE SITE MUST BE ANCILLARY TO ITS PRIMARY USE AS A SHOWGROUND AND CLASSES B1 DEVELOPMENT;**
12. **PROVISION IS MADE WITHIN THE SITE FOR LEISURE USES;**
13. **AGREEMENT OF A SCHEME FOR HIGH QUALITY LANDSCAPING WITHIN AND ON THE EDGES OF THE SITE, TOGETHER WITH PROPOSALS FOR FUTURE MAINTENANCE;**
14. **PROVISION IS MADE WITHIN THE DEVELOPMENT TO PROTECT THE ECOLOGICAL SIGNIFICANCE OF THE CANAL AS A WILDLIFE CORRIDOR AND AMENITY AREA;**

15. **AGREEMENT OF A LIGHTING SCHEME FOR THE SITE TO MINIMISE LIGHT POLLUTION FROM ALL LIGHTING INSTALLATIONS;**
16. **THE AGREEMENT OF NOISE LIMITS TO ENSURE THAT THE PROPOSED USES SHALL NOT CAUSE UNACCEPTABLE DISTURBANCE TO THE AMENITIES OF THE RESIDENTS IN THE AREA.**
17. **THE PROVISION OF ADEQUATE, CONVENIENT AND SAFE FACILITIES FOR PEDESTRIANS AND CYCLISTS;**
18. **THE TOTAL FLOORSPACE OCCUPIED BY CLASS B1 DEVELOPMENT SHALL NOT EXCEED 13,935 SQUARE METRES;**
19. **THE SITING, DESIGN, MATERIALS, MASSING AND BULK OF THE BUILDINGS SHOULD COMBINE TO MINIMISE THEIR IMPACT ON THE CHARACTER AND APPEARANCE OF THE LOCALITY;**
20. **A HIGH QUALITY DEVELOPMENT WILL BE EXPECTED, APPROPRIATE TO THE CHARACTER AND APPEARANCE OF THE LOCALITY.**

Magna Park (Bitteswell Airfield)

5.47 Magna Park is being developed as a large-scale distribution centre on the site of the former Bitteswell Airfield. The development is proposed in two phases, with progress on Phase II subject to constraints relating to improvements to the local road network. The developers of Magna Park funded the construction of the A4303 Lutterworth Southern Bypass as part of an undertaking associated with the planning consent for Phase II. Companies on the site operate on continuous shift-work and require external lighting for their operations. The scale of the development is such that the glow from the lighting is visible over a wide area. The District Council will attempt to reduce light pollution from the site by discouraging excessive and wasteful forms of illumination.

5.48 POLICY EM/12

THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR THE CONSTRUCTION OF BUILDINGS FOR CLASS B8 DEVELOPMENT, AND ANCILLARY OFFICES WITHIN THE AREA OF MAGNA PARK SHOWN ON PROPOSALS MAP INSET 24, WHERE THE FOLLOWING CRITERIA ARE MET:-

1. **A SATISFACTORY ACCESS IS PROVIDED;**
2. **ADEQUATE PROVISION IS MADE WITHIN THE SITE FOR PARKING AND SERVICING;**

3. **THE TOTAL FLOORSPACE TO BE CREATED NOT TO EXCEED 717,030 SQUARE METRES;**
4. **ADEQUATE PROVISION SHOULD BE MADE FOR THE DISPOSAL OF FOUL AND SURFACE WATER;**
5. **PROVISION OF ADEQUATE LANDSCAPING;**
6. **THE OCCUPATION OF MORE THAN 391,530 SQUARE METRES IN PHASES I and II OF THE DEVELOPMENT SHALL NOT TAKE PLACE UNTIL THE A4303 LUTTERWORTH SOUTHERN BYPASS IS OPEN TO TRAFFIC;**
7. **AGREEMENT OF A LIGHTING SCHEME FOR THE SITE TO MINIMISE LIGHT POLLUTION FROM ALL LIGHTING INSTALLATIONS.**

5.49 The development of Magna Park as a distribution centre takes advantage of its location close to the motorway and trunk road network and its convenience for both the Midlands and other regions. As a distribution centre of national significance the District Council will seek to ensure that other uses are restricted on the site. Diversification into other employment generating uses may also affect traffic generation to and from the site. The introduction of some related commercial uses on the site may be acceptable to provide a wider variety of job opportunities and to provide support services for the distribution companies. However the pre-eminence of the site as a distribution centre should not be compromised.

5.50 POLICY EM/13 THE DISTRICT COUNCIL WILL SAFEGUARD THE DEVELOPMENT OF MAGNA PARK AS A LARGE-SCALE DISTRIBUTION CENTRE (CLASS B8), BY REFUSING PLANNING PERMISSION FOR

1. **THE DEVELOPMENT OF NEW UNITS OF LESS THAN 9,300 SQUARE METRES FLOORSPACE;**
2. **THE ERECTION OF NEW BUILDINGS OR THE CONVERSION OF EXISTING BUILDINGS TO CLASSES B1OR B2 USES.**

5.51 POLICY EM/14 THE DISTRICT COUNCIL WILL REFUSE PLANNING PERMISSION FOR RETAIL OR OTHER SERVICE DEVELOPMENTS AT MAGNA PARK UNLESS THEY ARE ANCILLARY TO THE MAIN USE OF THE PARK AS A DISTRIBUTION CENTRE AND DO NOT DETRACT FROM ITS MAIN FUNCTION.

5.52 There are existing buildings on the remainder of the site which have been used for storage purposes since the airfield closed. The continued use of the existing buildings for commercial purposes, or uses appropriately located in the countryside, will normally be acceptable. Significant extensions to the buildings will be resisted.

- 5.53 *POLICY EM/15** **This policy has now been deleted.**
- This site has now been fully redeveloped.**
- 5.54** Phase I of Magna Park includes proposals for a 21.5 hectare leisure site within the development. The Lutterworth area is deficient in recreation facilities and the District Council will seek to ensure that the facilities to be provided at Magna Park will be available for wider use.
- 5.55** **The District Council will press for public access to any recreation/leisure facilities provided at Magna Park.**
- 5.56** An area of land of approximately 0.5 hectares is likely to be required within Magna Park for the development of a new fire station within the plan period. The need for this facility has been identified by the Chief Fire Officer, but there is no provision in the current capital programme for the development.

Bruntingthorpe Proving Ground and Airfield

Introduction

- 5.57** In the Leicestershire Structure Plan adopted in 1994, the whole of the proving ground and airfield of 250 hectares, and the land and buildings adjoining now used for industry and storage, are in an area where countryside policies apply. The area is not in a specified transport corridor nor is it a location for major development and the policies seek to restrain development.
- 5.58** In considering proposals for the proving ground it is concluded that the Structure Plan policies are inadequate to deal with the special conditions that prevail at the site. While parts of the site are used for agriculture, over a quarter of the whole site consists of concrete and tarmac and a runway extends to over two miles. The earlier permission for the proving ground use suggested that special consideration is required. In addition employment and other uses have been permitted on the land and in the existing buildings both on the proving ground and on the industrial estate adjoining.
- 5.59** Besides strategic considerations it is clear that noise, traffic and general impact on the countryside are the main issues that have to be satisfied in considering the acceptability of any proposals. Having regard to the size and physical characteristics of the site and the existence of substantial buildings it is considered that the erection of new buildings on the proving ground would not conflict with Structure Plan policies provided they support the uses of the land and are sited so that the character and appearance of the landscape is not adversely affected. The industrial estate already contains a range of buildings and businesses and it can be consolidated without being regarded as major development.

Highway Network

- 5.60** Bruntingthorpe Proving Ground and Airfield is served by a recognised heavy goods vehicle route (along Bruntingthorpe Lane/Bath Lane to the A5199), which has been accepted as being suitable for accommodating transporters and HGV's and the roads are used well below capacity. However, the highway network has deficiencies which are a constraint to the site's development. The local road system consists generally of narrow, poorly aligned sub-standard roads, many of which are unclassified. Bruntingthorpe Lane/Bath Lane, which provides a route to the A5199, is, despite recent improvements, only around 6.0 to 6.5 metres wide and both the horizontal and vertical alignments are poor. The Bruntingthorpe Lane/Bath Lane route joins the A5199 at "Shearsby Crossroads", a junction with very sub-standard visibility. Further, although some lengths of the A5199 have been improved to 7.3m carriageway width, much of the road is narrower, typically around 6.0m, and poorly aligned both horizontally and vertically. Parts of the route exhibits a relatively high accident rate.
- 5.61** The routes from the airfield across to the A426 are of a similar standard to those described above, and in addition pass through several villages. A concern of both the District and County Councils is that any development on the site and adjoining land which would significantly increase the number of vehicles, both HGVs, and light vehicles using the sub-standard roads will give rise to problems of road safety and environmental intrusion (noise, vibrations etc.). The requirement to control the access routes shall apply to all commercial vehicles over 1.5 tonnes in weight unladen and for whatever purpose they are being used.

The Proving Ground Use

- 5.62** The permission for the Proving Ground use granted in 1973 related to the whole site and is still operable. The permission was subject to a number of limitations imposed to control the operation and minimise noise nuisance. The original concept of the proving ground related largely to the routine testing of several vehicles simultaneously whereas the current activity also includes the testing of individual prototypes or modified vehicles. There is also uncertainty about the range of uses which can be operated under the existing permission. The terms of the permission present a particular problem in so far as a standard is set based on noise from vehicles on the public highway and seeks to apply it to vehicles driven on the proving ground, some of which could not legally be driven on the public highway. The noise impact from the uses does give rise to complaints from residents in the area from time to time.
- 5.63** The site owners may wish to make modifications to provide a wet surface area, or low friction surface, to allow for further sophisticated testing of brake systems, suspension and steering, together with a transmission test slope. There is also a requirement for the provision of dedicated workshops for key users of the test circuit, as a base from which to monitor vehicles under test in complete security and privacy.
- 5.64** The District Council considers that before any further development of the proving ground facilities or other development on the site is allowed to take place the range of proving ground uses which can take place should be clarified; monitoring operations to ensure unacceptable disturbance to residents from noise from the proving ground use does not take place, should be agreed; and systems for monitoring the proving ground operation be adopted by the owners of the site. The District Council is advised that the installation of trackside sensors would not threaten manufacturers' desire for secrecy. Any uses which could be operated under permitted development should be brought under planning control. It is the intention of the District Council to seek to negotiate agreements with the owners and operators to overcome these matters in relation to the whole proving ground operation.

5.65 POLICY EM/16

WITHIN THE AREA OF BRUNTINGTHORPE PROVING GROUND/AIRFIELD, AS DEFINED ON PROPOSALS MAP INSET 6, THE DISTRICT COUNCIL WILL NOT GRANT PLANNING PERMISSION FOR PROPOSALS TO EXTEND THE TEST FACILITIES AND TO ERECT ANCILLARY WORKSHOPS ON SITE A ON THE PLAN UNTIL IT IS DEMONSTRATED TO THE SATISFACTION OF THE DISTRICT COUNCIL THAT THE FOLLOWING REQUIREMENTS CAN BE MET:-

- 1. A. THE CLARIFICATION AND DEFINITION OF THE EXTENT OF THE USES THAT CAN BE CARRIED ON UNDER THE TERMS OF THE 1973 PERMISSION FOR THE PROVING AND TESTING OF MOTOR VEHICLES;**
- B. THE DEFINITION OF NOISE LIMITS AND SYSTEMS OF OPERATION THAT WILL NOT CAUSE UNACCEPTABLE DISTURBANCE TO THE AMENITIES OF RESIDENTS IN THE AREA;**
- C. THE SPECIFICATION OF SYSTEMS FOR MONITORING NOISE AND SECURING COMPLIANCE WITH NOISE LIMITS; AND**
- D. SUBJECTING TO THE SAME CONTROLS ANY TEMPORARY USES THAT MAY BE OPERATED UNDER THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995 - SCHEDULE 2 PART 4;**

THE DISTRICT COUNCIL WILL SEEK A PLANNING OBLIGATION TO SECURE THE ABOVE REQUIREMENTS

AND SUBJECT TO THE FOLLOWING CRITERIA:-

- 2. THE DESIGN, MATERIALS, MASSING AND BULK OF THE BUILDINGS AND TEST SURFACES SHOULD COMBINE TO MINIMISE THEIR IMPACT ON THE CHARACTER AND APPEARANCE OF THE AREA;**
- 3. THE COMBINED GROSS FLOOR SPACE OF THE BUILDINGS SHALL CONTRIBUTE TO THE SITE'S CUMULATIVE GROUND FLOORSPACE LIMIT OF 16,700M² AND IN ANY EVENT SHALL NOT EXCEED 2,200M² AND THE USE SHALL BE ANCILLARY TO THE PROVING AND TESTING OF**

MOTOR VEHICLES BEING TESTED ON THE PROVING GROUND;

4. **THE EXISTING PERIMETER TREE PLANTING IS RETAINED AND NEW PLANTING AND LANDSCAPING SHALL BE CARRIED OUT TO ASSIMILATE BUILDINGS INTO THE LANDSCAPE;**
5. **IT CAN BE DEMONSTRATED THROUGH A TRAFFIC IMPACT ASSESSMENT THAT:**
 - A. **TRAFFIC GENERATED BY THE DEVELOPMENT AND OTHER ACCEPTABLE DEVELOPMENT CAN BE ACCOMMODATED ON THE HIGHWAY NETWORK;**
 - B. **THE NUMBER AND TYPE OF VEHICLES DO NOT CAUSE AN UNACCEPTABLE LOSS OF AMENITY TO RESIDENTS AND USERS OF THE HIGHWAY;**
6. **ANY NECESSARY OFF-SITE HIGHWAY WORKS MUST BE UNDERTAKEN AT THE DEVELOPER'S EXPENSE BEFORE THE BUILDINGS ARE BROUGHT INTO USE AND NEW USES ARE IMPLEMENTED;**
7. **ALL ACCESS IS TAKEN VIA THE MAIN GATE TO THE SHEARSBY BATH ROAD;**
8. **AGREEMENTS ARE ENTERED INTO TO CONTROL ROUTING OF COMMERCIAL VEHICLES;**
9. **ADEQUATE PROVISION SHALL BE MADE FOR THE DISPOSAL OF FOUL AND SURFACE WATER DRAINAGE;**
10. **AGREEMENT OF A LIGHTING SCHEME TO MINIMISE LIGHT POLLUTION FROM ANY PROPOSED LIGHTING INSTALLATIONS.**

Other Uses

- 5.66** From time to time other uses have been permitted on parts of the site and in the hangar and include display of temporary structures; shows, exhibitions and photographic displays. It is considered that other uses could be acceptable provided they do not generate unacceptable noise and traffic levels. Where by their nature the uses are short term or where a trial run would be beneficial to assess the impact, a temporary permission will be considered.

- 5.67** The use of parts of the proving ground for the storage of motor vehicles has continued since 1990 on the basis of temporary permissions. One of the permitted areas is situated around the former hangar near the main entrance to the site, and extends to 9.31 hectares. The other main area is located towards the northern boundary of the site, and the permitted use also relates to several former aircraft dispersal areas. The total area is about 28 hectares.
- 5.68** A resolution was given in June 1999 to grant approval for the parking and storage of motor vehicles on a permanent basis subject to the completion of a satisfactory Section 106 Agreement controlling the routing of traffic and a restriction on numbers of transporters and HGV trailers entering and leaving the proving ground, together with a requirement for landscaping on the perimeter of the proving ground. Conditions on the planning permissions specify that no more than a total of 200 car transporters shall enter or leave the site in any one week, which shall comprise the hours of 0700-1900 Monday to Friday inclusive, and no more than a total of 45 car transporters shall enter or leave the site on any one week day.
- 5.69** In recognition of the contribution that the site makes to the rural economy, modest development, in the form of new buildings ancillary to the permitted uses on the site, or extensions to existing buildings, will be considered appropriate where it would not be visually intrusive or impact detrimentally on the wider area. In view of the location of the site and the need to ensure that the scale of new development is not excessive, the District Council has identified a cumulative ground floorspace limit of 16,700 sq. metres for the site and will not permit development that exceeds that limit, other than the aircraft museum proposed under **Policy EM/20**.
- 5.70** At 31st March 1998 the existing ground floor uses with planning permission totalled 11,137 sq. metres of permanent floorspace. This figure includes 1,115 sq. metres of floorspace for an agricultural building that has been started, but has yet to be completed. In addition there is 556 sq. metres of temporary floorspace with planning permission and 1,053 sq. metres of unauthorised floorspace. The cumulative floorspace limited of 16,700 sq. metres will allow for an increase of approximately 30% of the existing permanent permitted floorspace on the site, together with the development of proving ground workshops under **Policy EM/16**. All new buildings will need to satisfy the development criteria outlined in **Policy EM/17**.
- 5.71** Planning permission has been given for the use of the main hangar for warehousing. Other uses could be appropriate provided the requirements in the following Policy are complied with.

5.72 POLICY EM/17

WITHIN THE AREA OF BRUNTINGTHORPE PROVING GROUND/AIRFIELD, AS DEFINED ON PROPOSALS MAP INSET 6, THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR PROPOSALS TO USE THE EXISTING HARD SURFACES AND BUILDINGS ON THE SITE FOR EMPLOYMENT, RECREATION AND TOURISM DEVELOPMENT WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. THE AGREEMENT OF NOISE LIMITS TO ENSURE THAT THE PROPOSED USES SHALL NOT CAUSE UNACCEPTABLE DISTURBANCE TO THE AMENITIES OF RESIDENTS IN THE AREA;**
- 2. THE USES DO NOT CONSIST OF THE FLYING, DISPLAY, OPERATION, STORAGE, MAINTENANCE REPAIR, REFURBISHMENT AND**

RECONSTRUCTION OF AIRCRAFT EXCEPT AS INDICATED IN POLICIES EM/18 TO EM/21;

- 3. THE EXISTING PERIMETER TREE PLANTING IS RETAINED AND NEW PLANTING AND LANDSCAPING CARRIED OUT WHERE APPROPRIATE;**
- 4. IT CAN BE DEMONSTRATED THROUGH A TRAFFIC IMPACT ASSESSMENT THAT:
 - A. TRAFFIC GENERATED BY THE DEVELOPMENT AND OTHER ACCEPTABLE DEVELOPMENT CAN BE ACCOMMODATED ON THE HIGHWAY NETWORK;**
 - B. THE NUMBER AND TYPE OF VEHICLES DO NOT CAUSE AN UNACCEPTABLE LOSS OF AMENITY TO RESIDENTS AND USERS OF THE HIGHWAY;****
- 5. ANY NECESSARY OFF-SITE HIGHWAY WORKS MUST BE UNDERTAKEN AT THE DEVELOPER'S EXPENSE BEFORE THE NEW USES ARE IMPLEMENTED;**
- 6. ALL ACCESS IS TAKEN VIA THE MAIN GATE TO THE SHEARSBY BATH ROAD;**
- 7. AGREEMENTS ARE ENTERED INTO TO CONTROL THE ROUTING OF COMMERCIAL VEHICLES;**
- 8. ANY BUILDING OR EXTENSION TO BE ERECTED IS ANCILLARY TO THE MAIN USE, MODEST IN SCALE, AND HAS NO MATERIAL VISUAL IMPACT OUTSIDE THE SITE; THE DISTRICT COUNCIL WILL SEEK AN OBLIGATION TO LIMIT THE ADDITIONAL AMOUNT OF FLOORSPACE ON THE SITE;**
- 9. AN AGREEMENT IS DRAWN UP TO BRING UNDER CONTROL ANY TEMPORARY USES THAT MAY BE OPERATED UNDER THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995 SCHEDULE 2 PART 4;**
- 10. ADEQUATE PROVISION SHALL BE MADE FOR THE DISPOSAL OF FOUL AND SURFACE WATER DRAINAGE;**

11. AGREEMENT OF A LIGHTING SCHEME TO MINIMISE LIGHT POLLUTION FROM ANY PROPOSED LIGHTING INSTALLATIONS.

Flying Activities

- 5.73** In June 1989 the Inspector in determining enforcement and development appeals concluded that in 1973 a new chapter in the planning history of the site was opened resulting in the loss of any user rights for operating it as an airfield which existed up to that time. He based his decision on the cessation of operational flying from the site, the specific terms of the 1973 permission and the conditions attached thereto, and the general circumstances in which permission for the proving ground was sought and granted. Any proposals to recommence flying will require planning permission, though it should be borne in mind that some limited flying does not require permission. In September 1990, the District Council accepted that flying could be acceptable on the site in certain circumstances.
- 5.74** A balance needs to be found between the need to protect the living conditions of nearby residents and the rural character of the site and the opportunities that the site offers for small-scale employment and tourism development. To achieve this balance the District Council will seek a planning obligation with the owners or operators of any flying-related development to restrict the frequency and times of any permitted flying movements to and from the site and to agree noise limits. The planning obligation will also cover engine testing.
- 5.75** There is already a hangar building on the site which could accommodate the repair and refurbishment of aircraft. This would involve the re-use of the building for its original purpose. There is scope within the site for long-term aircraft storage and specific areas are defined for this purpose on **Proposals Map Inset 6**, to limit the visual impact of this use. Aircraft storage for periods of three months or more will be classed as long-term storage.
- 5.76** There are no special circumstances to override Transport Policy 12 of the Structure Plan whereby the establishment or physical expansion of commercial airports other than East Midlands Airport will not normally be allowed. A large scale expansion of flying and related activities at Bruntingthorpe would not be compatible with its rural location. However, limited development that complies with the following policies could be accommodated within the site.
- 5.77** **POLICY EM/18**
- WITHIN THE AREA OF BRUNTINGTHORPE PROVING
GROUND/AIRFIELD AS DEFINED ON PROPOSALS MAP
INSET 6, THE DISTRICT COUNCIL WILL REFUSE
PLANNING PERMISSION FOR PROPOSALS FOR THE
FLYING, STORAGE, MAINTENANCE, REPAIR,
REFURBISHMENT AND RECONSTRUCTION OF
AIRCRAFT (SUBJECT TO THE EXCEPTIONS SET OUT
IN POLICIES EM/19 - EM/21) EXCEPT FOR OPERATIONS
LIMITED IN SCALE WHERE THE FOLLOWING
CRITERIA ARE MET:**
1. **A. AIRCRAFT MOVEMENTS ARE
RESTRICTED TO AN INFREQUENT LEVEL
AND TO TIMES WHICH WILL NOT CAUSE**

UNACCEPTABLE DISTURBANCE TO RESIDENTS IN THE AREA;

- B. THE MAINTENANCE, REPAIR, REFURBISHMENT AND RECONSTRUCTION WORK SHALL BE CONFINED TO THE MAIN HANGAR, SHALL NOT INCLUDE ENGINE TESTING, AND SHALL BE RESTRICTED TO A LEVEL WHICH WILL NOT UNACCEPTABLY AFFECT RESIDENTIAL AMENITY THROUGH NOISE OR TRAFFIC GENERATION;**
- C. NOISE LIMITS ARE SET TO ENSURE THAT THERE IS NO UNACCEPTABLE DISTURBANCE TO RESIDENTS;**

THE COUNCIL WILL SEEK A PLANNING OBLIGATION TO SECURE THE ABOVE, TO DEFINE THE FREQUENCY AND TIMING OF AIRCRAFT MOVEMENTS, TO PROVIDE A FRAMEWORK FOR THE NOTIFICATION TO THE LOCAL PLANNING AUTHORITY OF DATES WHEN FLYING WILL OCCUR, TO DEFINE THE NATURE OF THE WORK TO BE CARRIED ON IN THE HANGAR, TO SET NOISE LIMITS, TO ESTABLISH A SYSTEM FOR NOISE MONITORING, AND TO SUBJECT TO THE SAME CONTROLS ANY FLYING OR ENGINE OPERATIONS WHICH COULD BE OPERATED UNDER THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995 - SCHEDULE 2, PART 4;

- 2. ALL LONG-TERM OUTSIDE STORAGE OF AIRCRAFT IS CONFINED TO AREA D AS DEFINED ON PROPOSALS INSET MAP 6;**
- 3. ADEQUATE PARKING IS PROVIDED ON SITE;**
- 4. IT CAN BE DEMONSTRATED THROUGH A TRAFFIC IMPACT ASSESSMENT THAT:**
 - A. TRAFFIC GENERATED BY THE DEVELOPMENT AND OTHER ACCEPTABLE DEVELOPMENT CAN BE ACCOMMODATED ON THE HIGHWAY NETWORK;**
 - B. THE NUMBER AND TYPE OF VEHICLES DO NOT CAUSE AN UNACCEPTABLE LOSS OF AMENITY TO RESIDENTS AND USERS OF THE HIGHWAY;**

5. **ANY NECESSARY OFF-SITE HIGHWAY WORKS MUST BE UNDERTAKEN AT THE DEVELOPER'S EXPENSE BEFORE THE BUILDINGS ARE BROUGHT INTO USE AND NEW USES ARE IMPLEMENTED;**
6. **ALL ACCESS IS TAKEN VIA THE MAIN GATE TO THE SHEARSBY BATH ROAD;**
7. **AGREEMENTS ARE ENTERED INTO TO CONTROL THE ROUTEING OF COMMERCIAL VEHICLES;**
8. **NO ENGINEERING SERVICING OR REPAIR OPERATIONS SHALL TAKE PLACE OUTSIDE THE BUILDINGS SAVE BY AGREEMENT WITH THE DISTRICT COUNCIL;**
9. **ADEQUATE PROVISION SHALL BE MADE FOR THE DISPOSAL OF FOUL AND SURFACE WATER DRAINAGE;**
10. **AGREEMENT OF A LIGHTING SCHEME TO MINIMISE LIGHT POLLUTION FROM ANY PROPOSED LIGHTING INSTALLATIONS.**

Aircraft Museum

- 5.78** In 1984, planning permission was given for the use of a small part of the proving ground as an aircraft museum, with the use of the existing building as a clubhouse and the erection of a building for storage. It was not envisaged by the applicants that there would be regular flying and this was emphasised by the fact that the site earmarked for the use did not include the runways. There is little evidence to show that the approved site has been used to store aircraft. More aircraft have been brought onto the site in recent years and are stored in a variety of areas outside the permitted area.
- 5.79** Planning permission was given for an airshow to be operated in July 1993, 1994 and 1995 subject to a management agreement. These were generally run in accordance with the agreement. The airshow could be allowed to continue.
- 5.80** It would be unreasonable not to accept that exhibits could be flown in and out, and an air show and open days held, provided that flying and engine operation could be occasional, intermittent and incidental to the operations of a largely static museum. A museum use is supported by the Tourism policies in the Structure Plan.
- 5.81** In association with any application for an aircraft museum, the District Council will seek a planning obligation to set a broad limit on the frequency and timing of aircraft movements and the operation of aircraft engines and other repair and refurbishment works. The planning obligation will also cover engine testing. These controls will be sought to protect the amenities of residents around the site. It may also seek an environmental assessment. Any proposals for new buildings will not form

part of the cumulative floorspace for the whole site (see paras 5.69 and 5.70). It is anticipated that a museum could result in approximately 6,000 sq. metres of floorspace.

5.82 POLICY EM/19

WITHIN THE AREA OF BRUNTINGTHORPE PROVING GROUND/AIRFIELD, AS DEFINED ON PROPOSALS MAP INSET 6, THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR AN ANNUAL AIR SHOW SUBJECT TO:-

- 1. THE APPROVAL OF A MANAGEMENT PLAN BY THE DISTRICT PLANNING AUTHORITY DETAILING MEASURES TO BE TAKEN TO CONTROL OPERATION OF AIRCRAFT AND FACILITIES FOR AND CONTROL OF SPECTATORS ON AND OFF THE SITE;**
- 2. THE DISTRICT COUNCIL BEING SATISFIED THAT THE AIRSHOW CAN BE OPERATED SAFELY AND WITHOUT UNDUE LOSS OF AMENITY TO RESIDENTS.**

5.83 POLICY EM/20

WITHIN THE AREA OF BRUNTINGTHORPE PROVING GROUND AND AIRFIELD, AS DEFINED ON SITE B ON PROPOSALS MAP INSET 6, THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR THE ERECTION OF BUILDINGS AND USE OF LAND FOR AN AIRCRAFT MUSEUM WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. THE DISTRICT COUNCIL WILL SEEK A PLANNING OBLIGATION TO SECURE THE FOLLOWING:**
 - A DEFINITION OF THE AMOUNT OF FLYING WHICH WILL BE ACCEPTABLE DEPENDENT ON THE TYPE OF AIRCRAFT INVOLVED AND THE JUSTIFICATION FOR FLYING AND TO PROVIDE A FRAMEWORK FOR THE NOTIFICATION TO THE LOCAL PLANNING AUTHORITY, ON A SEASONAL BASIS, OF ACTUAL DATES AND PERIODS OF FLYING AND ENGINE OPERATION;**
 - B. DEFINITION OF THE FREQUENCY OF OPERATIONS OF THE ENGINES OF AIRCRAFT WHEN NOT FLYING, THE HOURS OVER WHICH THEY ARE PERMITTED TO OPERATE AND THE MEASURES TAKEN TO MINIMISE NOISE.**
 - C. SUBJECTING TO THE SAME CONTROLS SET OUT IN A AND B ABOVE ANY FLYING OR**

ENGINE OPERATIONS WHICH COULD BE OPERATED UNDER THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995 – SCHEDULE 2, PART 4;

- D. RESTRICTION OF THE REPAIR MAINTENANCE, REFURBISHMENT AND RECONSTRUCTION OF AIRCRAFT WHICH ARE TO BE PART OF THE MUSEUM;**
- 2. ANY BUILDING SHOULD HAVE A MINIMAL IMPACT OUTSIDE THE SITE;**
- 3. THE EXISTING PERIMETER TREE PLANTING IS TO BE RETAINED AND NEW PLANTING AND LANDSCAPING SHALL BE CARRIED OUT TO ASSIMILATE THE BUILDINGS INTO THE LANDSCAPE;**
- 4. IT CAN BE DEMONSTRATED THROUGH A TRAFFIC IMPACT ASSESSMENT THAT:
 - A. TRAFFIC GENERATED BY THE DEVELOPMENT AND OTHER ACCEPTABLE DEVELOPMENT CAN BE ACCOMMODATED ON THE HIGHWAY NETWORK;**
 - B. THE NUMBER AND TYPE OF VEHICLES DO NOT CAUSE AN UNACCEPTABLE LOSS OF AMENITY TO RESIDENTS AND USERS OF THE HIGHWAY;****
- 5. ANY NECESSARY OFF-SITE HIGHWAY WORKS MUST BE UNDERTAKEN AT THE DEVELOPER'S EXPENSE BEFORE THE BUILDINGS ARE BROUGHT INTO USE AND NEW USES ARE IMPLEMENTED;**
- 6. ALL ACCESS IS TAKEN VIA THE MAIN GATE TO THE SHEARSBY BATH ROAD;**
- 7. AGREEMENTS ARE ENTERED INTO TO CONTROL THE ROUTEING OF COMMERCIAL VEHICLES;**
- 8. ADEQUATE PARKING SHALL BE PROVIDED ON SITE TO ACCOMMODATE VISITORS TO THE MUSEUM;**
- 9. THE DEFINITION OF NOISE LIMITS AND SYSTEMS OF OPERATION THAT WILL NOT**

CAUSE UNACCEPTABLE DISTURBANCE TO THE AMENITIES OF RESIDENTS IN THE AREA;

- 10. NO ENGINEERING SERVICING OR REPAIR OPERATIONS SHALL TAKE PLACE OUTSIDE THE BUILDINGS SAVE BY AGREEMENT WITH THE DISTRICT COUNCIL;**
- 11. ADEQUATE PROVISION SHALL BE MADE FOR THE DISPOSAL OF FOUL AND SURFACE WATER DRAINAGE;**
- 12. AGREEMENT OF A LIGHTING SCHEME TO MINIMISE LIGHT POLLUTION FROM ANY PROPOSED LIGHTING INSTALLATIONS.**

Storage, Maintenance and Repair of Vintage Aircraft

5.84 A proposal to erect a small hangar and store vintage aircraft on a site near the northern boundary, with very restricted flying, was allowed in 1992. The aircraft are used in displays away from the site. Although the permission was for a temporary period it is intended to continue the activities. This use can be allowed to continue as the aircraft could contribute to the museum use.

5.85 A planning obligation will be sought in association with any application for the storage of aircraft or the erection of workshops on the site. The obligation will seek to set a broad limit on the frequency and timing of aircraft movements and the operation of aircraft engines and other repair and refurbishment works. The planning obligation will also cover engine testing. These controls will be sought to protect the amenities of residents around the site. Any proposals for new buildings will form part of the cumulative floorspace for the whole site (see paras. 5.69 and 5.70).

5.86 POLICY EM/21 **WITHIN THE AREA OF BRUNTINGTHORPE PROVING GROUND/AIRFIELD AS DEFINED AT SITE C ON PROPOSALS MAP INSET 6 THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR THE STORAGE OF AIRCRAFT AND THE ERECTION OF WORKSHOPS AND ANCILLARY BUILDINGS WHERE THE FOLLOWING CRITERIA ARE MET :-**

- 1. THE DISTRICT COUNCIL WILL SEEK A PLANNING OBLIGATION TO SECURE THE FOLLOWING:**
 - A. DEFINITION OF THE AMOUNT OF FLYING WHICH WILL BE ACCEPTABLE DEPENDENT ON THE TYPE OF AIRCRAFT INVOLVED AND THE JUSTIFICATION FOR FLYING AND TO PROVIDE A FRAMEWORK FOR THE NOTIFICATION TO THE LOCAL PLANNING AUTHORITY, ON A SEASONAL BASIS, OF ACTUAL DATES AND PERIODS OF FLYING AND ENGINE OPERATION;**

- B. DEFINITION OF THE FREQUENCY OF OPERATIONS OF THE ENGINES OF AIRCRAFT WHEN NOT FLYING, THE HOURS OVER WHICH THEY ARE PERMITTED TO OPERATE AND THE MEASURES TAKEN TO MINIMISE NOISE;**
- C. SUBJECTING TO THE SAME CONTROLS SET OUT IN A AND B ABOVE ANY FLYING OR ENGINE OPERATIONS WHICH COULD BE OPERATED UNDER THE TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) ORDER 1995 - SCHEDULE 2 PART 4**
- D. RESTRICTION OF THE USE OF BUILDINGS AND THE SITE TO THE REPAIR, MAINTENANCE, REFURBISHMENT AND RECONSTRUCTION OF AIRCRAFT WHICH ARE PART OF A RECOGNISED DISPLAY TEAM;**
- 2. ANY BUILDING SHOULD HAVE A MINIMAL IMPACT OUTSIDE THE SITE;**
 - 3. THE EXISTING PERIMETER TREE PLANTING IS TO BE RETAINED AND NEW PLANTING AND LANDSCAPING SHALL BE CARRIED OUT TO ASSIMILATE THE BUILDINGS INTO THE LANDSCAPE;**
 - 4. ALL ACCESS IS TAKEN VIA THE MAIN GATE TO THE SHEARSBY BATH ROAD;**
 - 5. AGREEMENTS ARE ENTERED INTO TO CONTROL THE ROUTING OF COMMERCIAL VEHICLES;**
 - 6. THE AGREEMENT OF NOISE LIMITS AND SYSTEMS OF OPERATION TO ENSURE THAT THE PROPOSED USES SHALL NOT CAUSE UNACCEPTABLE DISTURBANCE TO THE AMENITIES OF RESIDENTS IN THE AREA;**
 - 7. NO ENGINEERING SERVICING OR REPAIR OPERATIONS SHALL TAKE PLACE OUTSIDE THE BUILDINGS SAVE BY AGREEMENT WITH THE DISTRICT COUNCIL;**
 - 8. ADEQUATE PROVISION SHALL BE MADE FOR THE DISPOSAL OF FOUL AND SURFACE WATER DRAINAGE;**

**9. AGREEMENT OF A LIGHTING SCHEME TO
MINIMISE LIGHT POLLUTION FROM ANY
PROPOSED LIGHTING INSTALLATIONS.**

Bruntingthorpe Industrial Estate

North of Mere Road, West of Upper Bruntingthorpe.

5.87 The industrial area north of Mere Road is served by narrow, poorly aligned unclassified roads which take traffic through the residential areas of Upper Bruntingthorpe and Walton.

5.88 There are a variety of buildings on the site which provide accommodation for a range of distribution and industrial uses, together with opportunities for local employment. Limited redevelopment and improvements to the buildings in this area could be carried out without harm to the character and appearance of the countryside, provided that it does not result in unacceptable disturbance to residents in the area from noise or traffic generation. Redevelopment of parts of the industrial estate for prototype research and B1 use would be acceptable.

5.89 The buildings on the east side of the road are limited in number and scattered. Improvements could be carried out in accordance with other policies in the Plan. That area is excluded from **Policy EM/22**.

5.90 POLICY EM/22

WITHIN THE INDUSTRIAL AREA WEST OF UPPER BRUNTINGTHORPE, AS DEFINED ON PROPOSALS MAP INSET 6, THE DISTRICT COUNCIL WILL GRANT PLANNING PERMISSION FOR THE MODERNISATION, EXTENSION AND REDEVELOPMENT OF THE EXISTING BUILDINGS FOR CLASSES B1, B2 AND B8 USES, WHERE THE FOLLOWING CRITERIA ARE MET:

- 1. THE SITING, DESIGN, MATERIALS, MASSING AND BULK OF THE BUILDINGS SHOULD COMBINE TO MINIMISE THEIR IMPACT ON THE CHARACTER AND APPEARANCE OF THE AREA;**
- 2. NO TREES SHALL BE FELLED AND NEW PLANTING AND LANDSCAPING SHALL BE CARRIED OUT TO ASSIMILATE BUILDINGS INTO THE LANDSCAPE;**
- 3. THE AGREEMENT OF NOISE LIMITS TO ENSURE THAT THE USES TO BE CARRIED OUT IN THE BUILDINGS SHALL NOT CAUSE UNACCEPTABLE DISTURBANCE TO THE AMENITIES OF RESIDENTS IN THE AREA;**
- 4. IT CAN BE DEMONSTRATED THROUGH A TRAFFIC IMPACT ASSESSMENT THAT:**
 - A. TRAFFIC GENERATED BY THE DEVELOPMENT AND OTHER**

ACCEPTABLE DEVELOPMENT CAN BE ACCOMMODATED ON THE HIGHWAY NETWORK;

- B. THE NUMBER AND TYPE OF VEHICLES DO NOT CAUSE AN UNACCEPTABLE LOSS OF AMENITY TO RESIDENTS AND USERS OF THE HIGHWAY.**
- 5. TO SERVE THE REDEVELOPMENT THE EXISTING ACCESS TO MERE ROAD SHALL BE CLOSED AND A SATISFACTORY ALTERNATIVE ACCESS FROM THE INDUSTRIAL AREA TO THE SHEARSBY BATH ROAD SHALL BE PROVIDED;**
 - 6. ANY NECESSARY OFF-SITE HIGHWAY WORKS MUST BE UNDERTAKEN AT THE DEVELOPER'S EXPENSE BEFORE THE BUILDINGS ARE BROUGHT INTO USE AND NEW USES ARE IMPLEMENTED;**
 - 7. AGREEMENTS ARE ENTERED INTO TO CONTROL THE ROUTING OF COMMERCIAL VEHICLES;**
 - 8. ADEQUATE PROVISION SHALL BE MADE FOR THE DISPOSAL OF FOUL AND SURFACE WATER DRAINAGE;**
 - 9. AGREEMENT OF A LIGHTING SCHEME TO MINIMISE LIGHT POLLUTION FROM ANY PROPOSED LIGHTING INSTALLATIONS.**

Treetops

5.91 Treetops occupies one of the former aircraft hangars. It is in a prominent location on the edge of the airfield. New building will be restricted on the site, in order to reduce the impact on the character and appearance of the countryside.

5.92 POLICY EM/23

WITHIN THE AREA OF TREETOPS, DELINEATED ON PROPOSALS MAP INSET 6, THE DISTRICT COUNCIL WILL GRANT PERMISSION FOR A SMALL EXTENSION FOR CLASS B8 USE, WHERE THE FOLLOWING CRITERIA ARE MET:-

- 1. THE BUILDING IS LIMITED IN FLOORSPACE TO 1,100 SQUARE METRES AND IS SITED AND DESIGNED SO AS NOT TO DETRACT FROM THE VISUAL AMENITY OF THE AREA;**
- 2. AS FAR AS POSSIBLE NO TREES SHOULD BE FELLED AND NEW PLANTING SHALL BE CARRIED OUT;**

3. **THE OPEN PARTS OF THE SITE ARE PROTECTED FROM DEVELOPMENT;**
4. **ANY NECESSARY BUILDINGS AND STRUCTURES CAN BE ASSIMILATED INTO THE LANDSCAPE;**
5. **IT CAN BE DEMONSTRATED THROUGH A TRAFFIC IMPACT ASSESSMENT THAT**
 - A **TRAFFIC GENERATED BY THE DEVELOPMENT AND OTHER ACCEPTABLE DEVELOPMENT CAN BE ACCOMMODATED ON THE HIGHWAY NETWORK;**
 - B **THE NUMBER AND TYPE OF VEHICLES DO NOT CAUSE AN UNACCEPTABLE LOSS OF AMENITY TO RESIDENTS AND USERS OF THE HIGHWAY;**
6. **AGREEMENTS ARE ENTERED INTO TO CONTROL THE ROUTING OF COMMERCIAL VEHICLES.**
7. **AGREEMENT OF A LIGHTING SCHEME TO MINIMISE LIGHT POLLUTION FROM ANY PROPOSED LIGHTING INSTALLATIONS.**

North of Mere Road, East of Upper Bruntingthorpe

5.93 This site comprises a number of industrial and storage uses. The floor space is more limited than the area to the west. It is also very close to houses at Upper Bruntingthorpe and therefore has very much less potential for development.

5.94 ***POLICY EM/24** This policy has now been deleted.

Please refer to Local Plan Policies IN/1, EM/6, and EM/18 regarding Development at Bruntingthorpe Industrial Area.