

## CHAPTER 5: EMPLOYMENT AND BUSINESS

### PARAGRAPHS 5.1 to 5.6 - INTRODUCTION

#### Inspector's Recommendation

5.6 *I recommend that no modification be made in response to these objections.*

#### CBC Decision

Accept.

#### Reason

For the reasons set out in paragraphs 5.2 to 5.5 in the Inspector's report.

#### Proposed Modification

None.

### PARAGRAPHS 5.7 to 5.9 - GOVERNMENT GUIDANCE

#### Inspector's Recommendation:

5.9 *I recommend that paragraph 5.9 of the Plan be modified in accordance with PC 117.*

#### CBC Decision

Accept.

#### Reason

For the reasons set out in paragraph 5.8 in the Inspector's Report.

#### Proposed Modification

**M5.1**

Modify paragraph 5.9.
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5.9 In PPG7 'The Countryside and the Rural Economy' - Environmental Quality and Economic and Social Development 'the guiding principle is to achieve the achievement of development likely to sustain the rural economy whilst maintaining and/or enhancing the countryside for its ecological, agricultural and recreational value.

### PARAGRAPHS 5.10 to 5.13 - THE LEICESTERSHIRE STRUCTURE PLAN

#### Inspector's Recommendation

5.14 *I recommend that no modification be made in response these objections.*

#### CBC Decision

Accept.

**Reason**

For the reasons set out in paragraphs 5.11 to 5.13 in the Inspector's Report.

**Proposed Modification**

None.

**PARAGRAPHS 5.14 to 5.18 - THE CHARNWOOD PERSPECTIVE****Inspector's Recommendation**

5.18 *I recommend that subject to my conclusions in paragraph 5.17, sub paragraph (vii) of paragraph 5.14 of the Plan should be modified in accordance with PC 118.*

**CBC Decision**

Accept, subject to the retention of the 1<sup>st</sup> sentence of sub-paragraph vii) of paragraph 5.17.

**Reason**

For the reasons set out in paragraph's 5.16 & 5.17 in the Inspector's Report, and to correct an error in PC118 that deleted one of the conclusions from the 1992 economic review.

**Proposed Modification****M5.2**

Modify paragraph 5.14.
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5.14 In August 1992 the Borough Council approved an economic review for the year ending December 1991. This wide ranging review highlighted the following areas of interest relevant to preparation of this plan:

- i) [No Change].
- ii) [No Change].
- iii) [No Change].
- iv) [No Change].
- v) [No Change].
- vi) [No Change].
- vii) the presence of existing employment sites which are poorly located, or contain buildings difficult to re-use for current employment purposes. At December 1992 about 150 million m<sup>2</sup> of industrial floorspace was available in the plan area with about 25% located in Loughborough/Shepshed, and over 60% located in Syston and Thurmaston. At the same time there was more empty industrial property available than in previous years with over 60 units in the Loughborough/Shepshed area alone. Over half of available buildings were of a size in excess of 370m<sup>2</sup>. At May 1997 about 84,000m<sup>2</sup> of industrial floorspace was available in the Plan area with 34% located in Loughborough/Shepshed and 53% located in Syston and Thurmaston. The majority of this industrial property is empty although a small number of units are occupied on short-term leases. Under half of available buildings were of a size in excess of 370m<sup>2</sup>
- viii) [No Change].

**PARAGRAPHS 5.19 and 5.20 - AIMS AND OBJECTIVES****Inspector's Recommendation**

5.23 *I recommend that no modification be made in response to these objections.*

**CBC Decision**

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Accept.

**Reason**

For the reasons set out in paragraphs 5.20 to 5.22 in the Inspector's Report.

**Proposed Modification**

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None.

**PARAGRAPHS 5.21 and 5.22 - DEFINITION OF EMPLOYMENT TERMS****Inspector's Recommendation**

5.26 *I recommend that no modification be made in response to these objections.*

**CBC Decision**

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Accept.

**Reason**

For the reasons set out in paragraph 5.25 in the Inspector's Report.

**Proposed Modification**

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None.

**POLICY E/1 - PLANNING CRITERIA FOR EMPLOYMENT DEVELOPMENTS****Inspector's Recommendation**

5.33 *I recommend that the Policy and RJ be modified in accordance with PC 119 and FPC 119A.*

**CBC Decision**

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Accept.

**Reason**

For the reasons set out in paragraphs 5.28 to 5.32 in the Inspector's Report.

**Proposed Modification****M5.3**

[Note: Aspects of this Proposed Modification rely upon the Council's Further Proposed Changes which have not previously been subject to public consultation]

Insert new criterion (ii) in Policy E/1 together with new reasoned justification after paragraph 5.27, and modify paragraph 5.24.

### 5.23 POLICY E/1

**In granting planning permission for the development of land for employment purposes the Borough Council will require:**

- i) provision for vehicular access, loading and manoeuvring which avoids danger, congestion or delay to other road users;**
- ii) provision for safe and adequate access for cyclists and pedestrians and for public transport where appropriate, including links to existing or proposed route networks;**
- ii) iii) the avoidance of nuisance to neighbouring land uses occasioned by noise, other emissions, hours of operation or street parking;**
- ii) iv) the provision through the overall design and layout of the development of a scheme which remains compatible with the established character and appearance of the locality as defined by the massing, scale, form and material employed in any neighbouring development;**
- iv) v) in the case of an extension, the provision of a development which would complement or enhance the existing building and remain compatible in its design, scale and use of materials;**
- v) vi) the provision of hard and soft landscaping details appropriate and necessary to define and contain the development within a high quality environment and to screen from view areas of open storage, utilitarian buildings and potentially intrusive plant and equipment; and**
- vi) vii) the incorporation, where appropriate, of measures to protect, conserve or enhance adjacent residential, visual or rural amenities.**

*(See also in particular Policy TR/21)*

5.24 Provision must be made for adequate manoeuvring space to ensure that standards of safety are maintained and that commercial vehicles in particular can operate without unnecessary constraint and delay occasioned by indiscriminate parking and blockage of industrial estate roads. In addition, within larger developments adequate provision must be made for the delivery of effective transport choice opportunities. In order to help reduce car dependency measures will need to be implemented to make access by public transport, cyclists and pedestrians more attractive to and from employment areas.

5.25 [No Change].

5.26 [No Change].

5.27 [No Change].

The Borough Council recognises that the development of small-scale business enterprises has a role to play in providing local job opportunities in villages. Proposals for the development of new sites, redevelopment and conversions and extensions to existing sites will be acceptable where the scale and nature of the activity accords with the character and appearance of a village and its setting in the countryside, and it results in no harm to the amenities enjoyed by nearby residents or other land uses.

**POLICY E/4 - LOUGHBOROUGH SCIENCE PARK****Inspector's Recommendation**

5.43 *I recommend that:-*

- (i) *subject to my comments in paragraph 5.35, the Policy and RJ be modified in accordance with PC 120 and FPC 120A;*
- (ii) *having regard to my conclusions in paragraph 5.41, that part of the Policy dealing with "negotiable elements" should not be numbered.*

**CBC Decision**

Accept (i) & (ii).

**Reason**

For the reasons set out in paragraphs 5.35 to 5.42 in the Inspector's Report.

**Proposed Modification****M5.4**

[Note: Aspects of this Proposed Modification rely upon the Council's Further Proposed Changes which have not previously been subject to public consultation]

Modify Policy E/4 together with paragraph 5.38 and insert new reasoned justification after paragraph 5.40.

5.36 **POLICY E/4**

**In the determination of applications for development within the Loughborough Science Park, the Borough Council will take into account, ~~amongst other matters~~ in particular, the following considerations:**

- i) all buildings shall be used for the following purposes only:**
  - a) any use falling within Class B1 (b) of the Town and Country Planning (Use Classes) Order 1987; OR,**
  - b) any use falling within Class B1 (a) or B1 (c) which also has either:**
    - a special need to be located close to the University or other research facilities on the site or elsewhere in Loughborough; or**
    - is otherwise directly or functionally related to the University or other research facilities on the site or elsewhere in Loughborough.**
- ii) the overall development of the park should not ~~normally~~ exceed a gross floorspace of 92,900m<sup>2</sup> with approximately 50% of the site area being retained and landscaped to create a parkland setting;**
- iii) buildings and other structures shall be constructed to a high standard of external appearance with extensive landscaping;**
- iv) service yards shall be well screened and no external storage shall be permitted;**

- v) existing woodland, trees and other natural features within and adjacent to the site shall be conserved and enhanced to sustain and improve their wildlife habitat and amenity value;
- vi) ~~car parking shall be provided to a standard of at least one space per 23m<sup>2</sup> of gross floorspace.~~

The Borough Council will seek to negotiate reasonably related contributions towards the implementation of measures to improve the transport choice potential of the site in the form of:

- a) improved bus stops and information, bus priority measures, in particular a bus only link between Kirkstone Drive and the A512, and contributions to services;
- b) continuous and direct cycle and pedestrian links to the site from housing areas.

A package of measures will be required as part of the implementation of the development which significantly reduces the use of private cars to and from the development. This will provide measures and facilities to encourage walking, cycling and the use of public transport for occupiers jointly or separately.

5.36 [No Change].

5.37 [No Change].

5.38 In any development it will be particularly important to ensure the retention and conservation of the established areas of ancient woodland adjoining the site and the parkland qualities of the allocated area itself. To this end consultants recommended a maximum building coverage of 20% over the site as a whole. Therefore, subject to the number of storeys employed in development and to the ~~provision of one car parking space per 23m<sup>2</sup>~~ level of car parking provision it is estimated that between 40% and 50% of the allocation will remain available as a landscaped setting. It is considered that more intensive development would prejudice the intention to create a sufficiently attractive environment.

5.39 [No Change].

5.40 [No Change].

The Borough Council wishes to improve access to the site for non-car modes especially for journeys to work. This will include better links from housing areas for buses, cycles and pedestrians. The content of Commuter Plans will indicate how traffic generation is to be reduced. Reduced levels of car parking in the development should be considered as part of such Plans.

## **PARAGRAPHS 5.34 and 5.35 - EMPLOYMENT LAND PROVISION**

### **Inspector's Recommendation**

5.48 *I recommend that no modification be made in response to these objections.*

### **CBC Decision**

Accept.

**Reason**

For the reasons set out in paragraphs 5.45 to 5.47 in the Inspector's Report.

**Proposed Modification**

None.

**POLICY E/5 - NEW EMPLOYMENT AREAS****Inspector's Recommendation**

5.68 *I recommend that :-*

- (i) *the Policy and RJ be modified in accordance with PC 121 subject to;*
- (ii) *having regard to my conclusions in paragraph 5. 66, the fourth sentence of the PC to paragraph 5.45 of the RJ be modified further to read:-*  
  
*.....are addressed. "The site specific matters need to be considered together with other general requirements, in particular for landscaping and general transport standards. The Borough Council .... etc".*

**CBC Decision**

Accept (i) & (ii), subject to further consequential modification at paragraph 5.44 relating to the employment land supply figures.

**Reason**

For the reasons set out in paragraphs 5.50 to 5.67 in the Inspector's Report.

**Proposed Modification****M5.5**

Modify Policy E/5 and paragraphs 5.44 and 5.45.
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**5.41 POLICY E/5**

**The sites listed below and identified on the Proposals Map are allocated for employment use subject to the criteria specified for each site:**

	Area Ha	(Acres)
a) <b>Extension to Hayhill Industrial Estate Barrow upon Soar</b>	<b>2</b>	<b>(5)</b>
b) <b>Extension to Woodbrook Industrial Park Belton Road, Loughborough</b>	<b>6</b>	<b>(15)</b>
c) <b>Dishley Grange, Hathern</b>	<b>20</b>	<b>(50)</b>
d) <b>Quarry Road, Mountsorrel</b>	<b>5</b>	<b>(13)</b>
e) <b>Land at Rearsby Automotives, Gaddesby Lane Rearsby</b>	<b>4</b>	<b>(10)</b>
f) <b>Land at Rothley Lodge, east of the A6 Bypass Rothley</b>	<b>13</b>	<b>(32)</b>

g)	Land north of Harrowgate Drive, Wanlip	64	(15)-(10)
	<b>TOTAL</b>	<b>56-54</b>	<b>(138)-(133)</b>

**All areas are net of land required for structural landscaping and distributor roads.**

(See also in particular Policies ST/3, EV/20, EV/25, E/1, E/6, E/7, TR/7, TR/17, TR/21)

5.42 [No Change].

5.43 [No Change].

5.44 In total the employment land allocations will extend to over 54ha (133 acres). Together with existing starts and completions, and taking into account the special circumstances at Rearsby (E/5(e)), this exceeds the total Structure Plan requirement by 5ha (12 acres) representing a 5% overprovision. However this margin is not considered to be seriously out of conformity with the Structure Plan.

5.45 The individual sites are discussed in more detail in Policies E/5(a)-(g) below. These policies establish the extent of each allocation, the scale and type of development, the main planning principles applicable, and the planning requirements and obligations which will be sought. The policy guidance differentiates between those matters which have to be addressed and planning obligations which may be sought for development to proceed. The aim is to achieve new developments which contribute to a balanced mix of land uses, sustain the range of community needs and minimise any adverse off-site impact upon amenities, facilities and infrastructure. Planning permission will be granted if all these matters are addressed. The site-specific matters need to be considered together with other general requirements, in particular for landscaping and general transport standards. The Borough Council may seek legal agreement(s) with landowner/developer interests and any other body as appropriate to secure some provision at the appropriate stage of a site's development.

## **POLICY E/5(a) - EXTENSION TO HAYHILL INDUSTRIAL ESTATE, BARROW UPON SOAR**

### **Inspector's Recommendation**

5.80 *I recommend that :-*

- (i) *the Policy be modified in accordance with PC 122 and FPC 122A; and*
- (ii) *having regard to my conclusions in paragraph 5.79, sub paragraph (vi) of the Policy be modified to read :-*

*“a maintenance strip and landscaping area is provided along the watercourse forming the north west boundary of the site to be agreed with the local planning authority in consultation with the Environment Agency”;*

- (iii) *having regard to my conclusions in paragraph 5.79, the relevant sections of the Policy be reworded as follows :-*

#### *POLICY E/5(a)*

*Planning permission for employment development on about 2ha (5 acres) of land adjacent to the Hayhill Industrial Estate, Barrow Road, Sileby will be granted provided the following criteria are met:*

- (i) *access is taken from the existing Industrial Estate road. No individual accesses will be allowed onto Barrow Road;*

- (ii) *existing hedges, trees and treed areas are retained wherever appropriate and reinforced to protect and enhance visual amenity;*
  - (iii) *a landscaping strip of at least 15 metres in width including mounding, tree and shrub planting is provided along the Barrow Road frontage to extend the existing strong edge to the Sibley Road frontage of the Hayhill Industrial Estate;*
  - (iv) *a strong landscaped buffer is provided along the south edge between the proposed employment area and existing housing. This will include extension of the existing tree area to the railway embankment;*
  - (v) *the existing hedge is retained along the northern edge and reinforced with planting of trees individually and in groups to add visual interest;*
  - (vi) *a maintenance strip and landscaping area is provided along the watercourse forming the north west boundary of the site to be agreed with the local planning authority in consultation with the Environment Agency;*
  - (vii) *a high standard of materials and design and layout of buildings are provided;*
  - (viii) *within the development area landscaping and fencing is provided to add interest and to screen any storage areas;*
  - (ix) *no open storage uses are provided within 20 metres of the base of the railway embankment;*
  - (x) *the development respects any operational requirements of the adjoining railway;*
- etc.*
- (iv) *having regard to my conclusions in paragraph 5.76, the Council may wish to give consideration to the merit of seeking appropriately related contributions along the Slash Lane/Mountsorrel Lane to the A6.*

### **CBC Decision**

Accept (i), (ii), and (iii).  
Reject (iv).

### **Reasons**

Recommendations (i), (ii), and (iii) are accepted for the reasons set out in paragraphs 5.70 to 5.79 in the Inspector's Report.

In November 1999 detailed planning permission was granted for the development of this site. It is therefore not feasible to seek any further contributions from this development. Recommendation (iv) should not be accepted.

### **Proposed Modification**

**M5.6**

[Note: Aspects of this Proposed Modification rely upon the Council's Further Proposed Changes which have not previously been subject to public consultation]

Modify Policy E/5(a) and paragraph 5.48.
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5.46 **POLICY E/5(a)**

Planning permission for employment development on about 2ha (5 acres) of land adjacent to the Hayhill Industrial estate, Barrow Road, Sileby, will be granted provided the following requirements criteria are met:

- i) ~~access will be via~~ is taken from the existing Industrial Estate Road. No individual accesses will be allowed onto Barrow Road;
- ii) ~~existing hedges, trees and treed areas should be~~ are retained wherever appropriate and reinforced to protect and enhance visual amenity;
- iii) ~~along the Barrow Road frontage~~ a landscaping strip of at least 15 metres in width including mounding, tree and shrub planting is provided along the Barrow Road frontage will to extend the existing strong edge to the Sileby Road frontage of the Hayhill Industrial Estate;
- iv) ~~along the south eastern edge~~ a strong landscaped buffer is ~~required~~ provided along the south edge between the proposed employment area and existing housing. This will include extension of the existing tree area to the railway embankment;
- v) ~~along the northern edge~~ the existing hedge ~~should be~~ is retained along the northern edge and reinforced with planting of trees individually and in groups to add visual interest;
- vi) a maintenance strip and landscaping area ~~will be required~~ is provided along the watercourse forming the north west boundary of the site to be agreed with the local planning authority in consultation with the Environment Agency;
- vii) ~~careful consideration will be given to materials, colours, height of buildings, design and layout;~~ a high standard of materials and design and layout of buildings are provided;
- viii) within the development area landscaping and fencing ~~should~~ is provided to add interest and to screen any storage areas;
- ix) no open storage uses ~~will be allowed~~ are provided within 20 metres of the base of the railway embankment;
- x) ~~development will need to satisfy the requirements of Railtrack;~~ the development respects any operational requirements of the adjoining railway;
- xi) ~~a full assessment of the site is required to establish the extent of any landfill gas problems and site stability and the need for any remedial measures;~~ adequate measures are taken to deal with any landfill or site stability problems;
- xii) ~~a full assessment of the site is required to establish the extent of any ecological interest and that it has been demonstrated either that the development can take place without harm to that interest or that it otherwise accords with policies EV/27 and EV/28.~~ adequate measures are taken to protect any ecological interest in accordance with Policies EV/27 and EV/28
- xiii) In addition the Borough Council will seek to negotiate reasonably related contributions to the implementation of the development contributes to a balanced mix of land uses which sustains the range of community needs and minimises any adverse off-site impact upon amenities, facilities and infrastructure. In the determination of planning applications the Borough Council will take into account, amongst other matters, the extent to which these

~~objectives can be met through the negotiation of reasonably related contributions towards a traffic management scheme along Sileby Road.~~

(See also in particular Policies E/5, EV/27, EV28)

5.47 [No Change].

5.48 The policy includes a requirement (xii) in recognition of the site's ecological value, a factor which was recognised after the adoption of the policy in the Soar Valley Local Plan Development as proposed will result in the generation of additional traffic, including HGVs onto Sileby Road which, towards Barrow and Sileby, runs through residential areas. Implementation of traffic management measures will improve highway safety and enhance the local environment.

**POLICY E/5(b) - EXTENSION TO WOODBROOK INDUSTRIAL PARK, BELTON ROAD, LOUGHBOROUGH**

**Inspector's Recommendation**

5.92 I recommend that :-

- (i) the Policy be modified in accordance with PC 123 and FPC 123B subject to;
- (ii) having regard to my conclusions in paragraph 5.90, FPC 123A be not implemented together with the deletion of sub paragraph (i) from the Policy;
- (iii) having regard to my conclusions in paragraph 5.82, the Proposals Map be modified to reflect the allocation site area of 6ha referred to in paragraph 5.50 of the RJ to the Policy;
- (iv) having regard to my conclusions in paragraph 5.90, the Council should consider whether the wording of the Policy as set out at the second bullet point to sub paragraph (v) of the Policy is appropriate and/or applicable to the reduced area of the allocation;
- (v) having regard to my conclusions in paragraph 5.91 but subject to my other conclusions and recommendation under (ii) above, the relevant sections of the Policy be reworded as follow:-

**POLICY E/5(b)**

Planning permission for employment development on land adjacent to the Woodbrook Industrial Park will be granted provided the following criteria are met:

- (i) access to the site and associated highway improvements are provided which:

etc

NB. Sub-paragraphs previously numbered (iii) and (iv) are deleted by FPC 123B;

- (ii) an overall layout is provided which:
  - . allows for the relocation of any recreational uses displaced;
  - . (delete- see my conclusions in paragraph 5.90 )
  - . retains existing trees ....
  - . provides safe access ....

etc

**CBC Decision**

Recommendation (i), (ii), (iii) and (v): Accept.

Recommendation (iv): Accept with modification.

**Reasons**

For the reasons set out in paragraphs 5.82 to 5.91 in the Inspector's Report.

In the case of recommendation (iv) it is accepted that sub paragraph (v) of the Policy needs to be amended to make clear that development of the allocated site will need to safeguard the future potential for development of the land included in the previous, larger allocation.

It is accepted that the Proposals Map should be modified to accord with the Reasoned Justification which refers to a development of 6 hectares of land. The land to be removed from the allocation should be retained within the urban area to allow for the possible expansion of the development, if the floodplain constraints can be overcome. As a consequence of the deletion of the reference in the Policy to railhead facilities, paragraph 5.51 of the Reasoned Justification should be deleted.

**Proposed Modification****M5.7**

[Note: Aspects of this Proposed Modification rely upon the Council's Further Proposed Changes which have not previously been subject to public consultation]

Modify Policy E/5(b) and insert new reasoned justification after paragraph 5.51.

Amend the Proposals Map to show the reduced allocated area of 6ha referred to in paragraph 5.50 as shown on Plan M5.7.

**EXTENSION TO WOODBROOK INDUSTRIAL PARK, BELTON ROAD,  
LOUGHBOROUGH**

5.49 **POLICY E/5(b)**

**Planning permission for employment development on land adjacent to the Woodbrook Industrial Park will be granted provided the following ~~requirements~~ criteria are met:**

- ~~i) a scheme for compensatory washland provision is prepared to the satisfaction of the local planning authority which:~~
- ~~• makes use of low grade agricultural land;~~
  - ~~• evaluates the potential for extracting any sand and gravel resources in creating the solution;~~
  - ~~• is capable of extension to allow further development potential in this general area;~~
  - ~~• produces an acceptable after-use and safeguards areas of ecological interest;~~
- ~~ii) i) the provision of for an appropriate means of access to the site and associated highway improvements are provided which:~~
- ~~• comply with adopted standards and requirements;~~

- include ~~suitable~~ improvements to the highway network to ensure that traffic movements on Bishop Meadow Road and Belton Road and their respective junctions are not adversely affected by the traffic generated by the development; and
  - prevent vehicular access to the Industrial Estate Road network via Bottleacre Lane.
- iii) ~~the provision of a financial contribution towards the costs of bus priority measures and improved bus facilities along the A6 and penetrating the industrial area from Belton Road via Jubilee Drive;~~
- iv) ~~the provision of a financial contribution towards the construction of cycleways along Belton Road/Alan Moss Road and the Grand Union Canal;~~
- v) ii) an overall layout is provided which:
- provides allows for the relocation of any recreational uses displaced;
  - ~~enables the comprehensive development of the whole allocation to proceed on a phased basis~~ safeguards the potential to access adjacent land located between the Woodbrook and mainline rail corridor;
  - retains existing trees and major hedgerows with supplementary landscape planting around the site margins abutting the Woodbrook and the Main Line Railway to screen and contain development;
  - ~~explores the potential of the site together with that of adjacent land already in industrial use, for developing railhead facilities alongside the existing track bed in association with rail freight related employment development.~~
  - provides safe access for pedestrians and cyclists into, and throughout the proposed development area linking with existing and planned routes in the vicinity of the site.

A package of measures will be required as part of the implementation of the development which significantly reduces the use of private cars to and from the development. This will provide measures and facilities to encourage walking, cycling and the use of public transport for occupiers jointly or separately.

In addition the Borough Council will seek to negotiate reasonably related contributions to address the following matters generated by the development:

a) implementation of bus priority measures and improved bus facilities along the A6 and penetrating the industrial area from Belton Road via Jubilee Drive;

b) construction of cycleways along Belton Road/Alan Moss Road and the Grand Union Canal.

*(See also in particular Policy E/5)*

5.50 [No Change].

5.51 ~~More positively, the site does offer the opportunity to explore the potential for rail freight related development and/or the scope for other transport choice based initiatives subject to the assembly of the entire 14ha site area and the removal of the existing constraints.~~

The Borough of Charnwood will expect Commuter Plans to be submitted showing how traffic generation is to be reduced, especially for private cars. Reduced levels of car parking in the development should be considered as part of such Plans.

### **POLICY E/5(c) - LAND AT DISHLEY GRANGE, HATHERN**

#### **Inspector's Recommendation**

5.145 *I recommend that :-*

- (i) *the Policy and RJ be modified in accordance with PC 124, FPC 124B and FPC 124D;*
- (ii) *the Plan be modified in accordance with FPC 124C to include the new Policy "Future Use of the Dishley Grange Farmstead";*
- (iii) *the Proposals Map be modified in accordance FPC 124A and as shown on FPC Map No.4;*
- (iv) *having regard to my conclusions in paragraph 5.121, the Council should consider whether in the light of more recent information provided by the Environment Agency, the Policy EV/33 designation should be modified as it affects the allocated employment site;*
- (v) *having regard to my conclusions in paragraph 5.117 and under Policy RT/7, the Plan be modified by the insertion of the new Policy (Replacement Derby Road Playing Fields) in accordance with PC 219(RT/7);*
- (vi) *having regard to my conclusions in paragraph 5.144 the relevant sections of the Policy be reworded as follows:-*

#### *POLICY E/5(c)*

*Planning permission for employment development of land at Dishley Grange, Derby Road, Loughborough will be granted provided the following criteria are met:*

- (i) *all highway improvements necessitated by the development are provided. As a minimum these will include:*
- etc*
- (ii) *primary access to the site is taken from a roundabout on the new distributor road;*
  - (iii) *NB. Deleted by PC 124*
  - (iv) *a cycleway is constructed alongside the Blackbrook between the A6 and the Grand Union Canal and linking into employment areas;*
  - (v) *approximately 32 hectares of land are laid out for replacement and improved playing field provision including changing rooms and associated parking facilities. Provision shall include as a minimum*
- etc.*
- (vi) *the Loughborough New Football Club Project is retained or relocated on a site appropriate for the Club's long term development requirements which involve the provision of a club house, floodlighting, enclosure of the pitch and training areas;*

- (vii) *substantial block planting and landscaping to a minimum depth of 20 metres is provided where necessary to separate conflicting land-uses, screen the development from important views and safeguard the setting of Dishley Grange;*
  - (viii) *blocks of planting are provided within the recreation area to add visual interest to the site;*
  - (ix) *buildings on the site are designed to a high standard in terms of their use of materials, colours, heights, massing and layout and taking into account the edge of town location adjacent to the Loughborough/Hathern Green Wedge and the Soar Valley Area of Local Landscape Value;*
  - (x) *buildings in key positions, particularly along the primary site frontages to the new distributor road, Dishley Grange and the adjacent recreation land, will make minimal use of plastic coated steel in their facades in preference for more traditional materials. Large span steel clad buildings will be situated towards the centre of the allocation or suitably screened to avoid any unnecessary intrusion to the detriment of the surrounding area;*
  - (xi) *a positive and complementary relationship is achieved between the development and the adjoining recreation land, including the Dishley Grange complex. Open storage, parking and service areas will not be appropriate in these locations;*
  - (xii) *substantial landscaping is provided within the employment site to fragment the overall mass of the development;*
- etc.*

### **CBC Decision**

Recommendations (i), (ii), (iii), (v) and (vi): Accept.

Recommendation (iv): Accept with further modification.

### **Reason**

Recommendations (i), (ii), (iii), (v) and (vi) are accepted for the reasons set out in paragraphs 5.94 to 5.144 in the Inspector's Report.

### **Recommendation (iv):**

The floodplain definition referred to in (iv) is to be changed throughout the plan area in line with the most recent guidance provided by the Environment Agency. This issue is considered under Policy EV/33. The resultant changes to the definition show the Dishley Grange scheme predominantly located within a more extensive floodplain. This does not mean the proposed development is not achievable. Any detailed proposals would need to include protection and mitigation measures to compensate any impact identified. These measures would need to be agreed by the local authority and implemented prior to development in line with Policy EV/33.

### **Proposed Modification**

**M5.8**

[Note: Aspects of this Proposed Modification rely upon the Council's Further Proposed Changes which have not previously been subject to public consultation]

Modify Policy E/5(c) and paragraphs 5.55 & 5.56.
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Amend the Proposals Map to show the rerouting of the A6 and the location of the proposed roundabout junction with the A6 at the end of the distributor road;

Amend the Proposals Map to show a realigned route for the proposed distributor road (Policy TR/6(iv)) routed from a new roundabout junction along a route south of Dishley Pool to enter the existing industrial estate via Messenger Close;

Amend the safeguarding existing recreational land and buildings designation on the Proposals Map to make it clear that the new playing fields are a proposal of the Plan;

Delete the proposed recreation area between the distributor road and Dishley Grange and move the structural landscaping (Policy RT/9) to run alongside the road and show a landscaping strip between Dishley Grange and the proposed employment area;

Amend the Proposals Map to show a slight realignment of the southern edge of the proposed employment land allocation to allow for the retention of the Loughborough Athletic Football Club pitch.  
(see Plan M5.8)

### 5.52 POLICY E/5(c)

Planning permission for employment development of land at Dishley Grange, Derby Road, Loughborough, will be granted provided the following requirements criteria are met:

- i) ~~provision shall be made for~~ all highway improvements necessitated by the development are provided. As a minimum these will include:
  - the construction of a new distributor standard road link between Bishop Meadow Road and the A6 north of Dishley Grange;
  - the diversion and re-alignment of the A6 to provide a dual carriageway section of trunk road to the north-west of Dishley Grange to include a roundabout link to the new distributor road;
  - improvements to the A6/Shepshed Road junction in Hathern;
  - the ~~signalisation~~ improvement of the A6/Bishop Meadow Road roundabout junction;
- ii) primary access to the site ~~shall be~~ is taken from a roundabout on the new distributor road;
- iii) ~~the provision of a financial contribution to meet the costs of bus priority measures and improved bus facilities along the A6, and penetrating the industrial area from Belton Road via Belton Road West;~~
- iv) ~~iii)~~ the construction of a cycleway is constructed alongside the Blackbrook between the A6 and the Grand Union Canal and ~~a contribution towards the continuation of this route along the Blackbrook/Grand Union Canal corridors~~ linking into employment areas;
- v) ~~iv)~~ the laying out of approximately 32 some 40 hectares of land are laid out for replacement and improved playing field provision including changing rooms and associated parking facilities. Provision shall include as a minimum;

- 3 cricket squares
  - 4 football pitches
  - 4 hockey pitches
- vi) ~~v)~~ ~~provision for the retention or relocation of the Loughborough New Football Club Project is retained or relocated on a site appropriate for the Club's long term development requirements which involve the provision of a club house, floodlighting, enclosure of the pitch and training areas;~~
- vii) ~~vi)~~ ~~substantial block planting and landscaping to a minimum depth of 20 metres should be is provided where necessary to separate conflicting land-uses, and screen the development from important views and safeguard the setting of Dishley Grange;~~
- viii) ~~vii)~~ ~~the provision of blocks of planting are provided within the recreation area to add visual interest to the site;~~
- ix) ~~viii)~~ ~~buildings on the site should be are designed to a high standard in terms of their use of materials, colours, heights, massing and layout taking into account the edge of town location adjacent to the Loughborough/Hathern Green Wedge and the Soar Valley Area of Local Landscape Value;~~
- x) ~~ix)~~ ~~buildings in key positions, particularly along the primary site frontages to the new distributor road, Dishley Grange and the adjacent recreation land, will be expected to make minimal use of plastic coated steel in their facades in preference for more traditional materials. Large span steel clad buildings should will be situated towards the centre of the allocation or suitably screened to avoid any unnecessary intrusion to the detriment of the surrounding area;~~
- xi) ~~x)~~ ~~there should be a positive and complementary relationship is achieved between the development and the adjoining recreation land and the Dishley Grange complex. Open storage, parking and service areas will not be appropriate in these locations;~~
- xii) ~~xi)~~ ~~substantial landscaping should be is provided within the employment site to fragment the overall mass of the development;~~
- xiii) ~~xii)~~ ~~a detailed assessment of the impact of built development and related highway improvements on the floodplain of the River Soar, and the inclusion of appropriate compensatory measures in any detailed scheme necessary measures are taken to provide appropriate compensatory washland or flood accommodation in any detailed scheme to be agreed with the local planning authority in consultation with the Environment Agency;~~
- xiv) ~~the development contributes to a balanced mix of land uses which sustains the range of community needs and minimises any adverse off-site impact upon amenities, facilities and infrastructure. In the determination of planning applications the Borough Council will take into account, amongst other matters, the extent to which these objectives can be met through the negotiation of reasonably related contributions towards:~~

A package of measures will be required as part of the implementation of the development which significantly reduced the use of private cars to and from the development. This will provide measures and facilities to encourage walking, cycling and the use of public transport for occupiers jointly or separately.

In addition the Borough Council will seek to negotiate reasonably related contributions to address the following matters generated by the development:

- a) **the creation of a landscaped public open space and wildlife park on some 18ha of land north of the distributor road alongside the River Soar, with a financial contribution towards future maintenance arrangements for proper maintenance to be agreed with the Borough Council on completion;**
- b) **the establishment of a recreation/ leisure/ tourism/ educational facility centred on Dishley Grange involving the conversion and re-use of the historic buildings on the site;**
- c) **implementation of measures to improve bus access along the A6 and penetrating the industrial area from Belton Road via Belton Road West in the form of bus stops and information, bus priority measures and contributions to services as appropriate;**
- d) **continuation of a cycle route from the site along the Blackbrook/ Grand Union Canal corridors to link to housing areas in Loughborough for journeys to work.**

*(See also in particular Policies E/5, TR/6)*

5.53 [No Change].

5.54 [No Change].

5.55 Vehicular access to the Bishop Meadow/Woodbrook employment area is limited to three roads, two of which link to Belton Road. At peak times road congestion occurs and therefore any new development will be required to provide an additional means of access to the A6 capable of linking into the existing estate road network. The Borough Council wishes to see the new distributor road re-routed to link with the existing industrial estate along a route south of Dishley Pool and via Messenger Close. Implementation of such a road will allow for the provision of an independent access road to solely serve the Astra Charnwood site along the route previously safeguarded for the distributor road to the north of Dishley Pool. Consultations will continue with landowners and occupiers affected by these proposals. The design of highway improvements to serve the development will need to assess the potential impact of the development on the A6 further into Loughborough in consultation with the highway authorities.

5.56 To address traffic congestion on a more sustainable level measures are proposed in association with the development to make more attractive to commuters alternative transport options in the form of improved bus services, cycleways and footpaths both within and beyond the development area itself. The Borough Council will expect Commuter Plans to be submitted showing how traffic generation is to be reduced especially for private cars. Reduced levels of car parking in the development should be considered as part of such Plans.

**Proposed Modification**

**M5.9**

Add a new Policy E/A and reasoned justification after paragraph 5.60

**FUTURE USE OF THE DISHLEY GRANGE FARMSTEAD**

**POLICY E/A**

**Planning permission will be granted for the establishment of a recreation/leisure/tourism/education facility utilising land and buildings at Dishley Grange farmstead, Hathern provided it is demonstrated to the satisfaction of the Borough Council**

**in consultation with the County Council's Director of Museums and other interested parties that the facility:**

- i) is focused on the important archaeological and historic character derived from the ancient monument, listed buildings and water meadows at the farmstead together with their landscape setting. These features must be safeguarded, incorporated into and enhanced by any proposals. Particular attention will need to be given to the accommodation of archaeological remains worthy of preservation in situ without unacceptable harm; and**
- ii) secures a public resource for the benefit of the wider community with levels of use compatible with the long term preservation of the archaeological and historic character; and**
- iii) is of a design, scale, character and form which creates a positive and attractive gateway feature at the northern entry along the A6 into Loughborough; and**
- iv) respects the environmental and amenity value of the Loughborough/Hathern green wedge to which this site makes an important contribution.**

Treatment of the retained farmstead as a separate entity is the best way to safeguard its special interest in the long term. The farmstead occupies a sensitive location within the Loughborough/Hathern green wedge on the approach into Loughborough from the north along the A6. A carefully controlled and well designed scheme incorporating the historic/archaeological features and their setting and compatible with environmental protection policies is the best means of safeguarding the special interest for the community in the long term. It will also enable the creation of a high quality and unique entry into Loughborough.

**POLICY E/5(d) - QUARRY ROAD (GRANITE WAY), MOUNTSORREL**

**Inspector's Recommendation**

5.151 *I recommend that:-*

- (i) the Policy be modified in accordance with PC 125 and FPC 125A;*
- (ii) having regard to my conclusions in paragraph 5.150 the relevant sections of the Policy be reworded as follows:-*

*GRANITE WAY, MOUNTSORREL*

*POLICY E/5(d)*

*Planning permission for employment development of land off Granite Way, Mountsorrel will be granted provided the following criteria are met:*

- (i) primary access to the employment area is taken from Granite Way. There shall be no access from Loughborough Road or Hawcliffe Road;*
- (ii) safe access by foot and cycle is provided to the employment area from Leicester Road;*
- (iii) access to the Showman's winter storage site to the rear of 251 Loughborough Road is taken some 60 metres from the roundabout junction of Granite Way and Loughborough Road;*
- (iv) a new access to the Hawcliffe Road depot is provided from Granite Way;*

- (v) *a strongly landscaped buffer to a minimum depth of 15 metres and mounding some 3 metres in height with tree and shrub planting is provided between the main employment area and the gardens of Nos.20A to 86 Hawcliffe Road;*
- (vi) *a strongly landscaped buffer of mounding varying between 3 metres and 5 metres in height combined with tree and shrub planting, to be designed as the edge between this part of Mountsorrel and the surrounding countryside, is provided between Granite Way and adjacent countryside;*
- (vii) *a high standard of materials, design and layout of buildings is provided on the western more elevated parts of the site;*
- (viii) *buildings on the south eastern edge of the site adjacent to existing housing are domestic in scale, no more than 6 metres high at eaves level, and designed to strengthen the landscaped buffer between the employment area and adjoining gardens;*
- (ix) *development of land north of Granite Way demonstrates strong design, careful siting of buildings and the use of materials, colours, walling and fencing appropriate to this key site on the entry to Mountsorrel and provides a strong edge between the Soar Valley Nurseries and the development;*
- (x) *the layout of built development and design of mounding in the 50 metre corridor of the overhead transmission lines avoids interference with that equipment;*
- (xi) *strong landscaping is provided within the development to add interest and screen any open storage areas;*
- (xii) *the development of the site includes a range of plot sizes to include units for small and starter businesses;*
- (xiii) *development of the land north of Granite Way and adjoining Nos.20A to 86 Hawcliffe Road is restricted to Class B1 uses. The remainder of the site is restricted to Class B1, B2 and B8 uses.*

*etc.*

### **CBC Decision**

Accept

### **Reasons**

For the reasons set out in paragraphs 5.147 to 5.150 in the Inspector's Report.

### **Proposed Modification**

**M5.10**

[Note: Aspects of this Proposed Modification rely upon the Council's Further Proposed Changes which have not previously been subject to public consultation]

Modify Policy E/5(d) together with its heading.
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### **~~QUARRY ROAD GRANITE WAY, MOUNTSORREL~~**

#### **5.61 POLICY E/5(d)**

**Planning permission for employment development of land off ~~Quarry Road Granite Way~~, Mountsorrel will be granted provided the following requirements criteria are met:**

- i) ~~primary access to the employment area will be~~ is taken ~~from the new quarry access road Granite Way.~~ There shall be no access from Loughborough Road or Hawcliffe Road;
- ii) ~~provision will be made for safe access by foot and cycle~~ is provided to the employment area from Leicester Road;
- iii) access to the Showmans winter storage site to the rear of 251 Loughborough Road ~~will be~~ is taken some 60 metres from the roundabout junction of the ~~quarry access road Granite Way~~ and Loughborough Road;
- iv) a new access to the Hawcliffe Road depot ~~will be~~ is provided from the ~~quarry access road Granite Way~~;
- v) a strongly landscaped buffer to a minimum depth of 15 metres and mounding some 3 metres in height with tree and shrub planting ~~will be~~ is provided between the main employment area and the gardens of Nos. 20A to 86 Hawcliffe Road;
- vi) ~~between the quarry access road and open countryside there shall be~~ a strongly landscaped buffer of mounding varying between 3 metres and 5 metres in height combined with tree and shrub planting, to be designed as the edge between this part of Mountsorrel and the surrounding countryside, is provided between Granite Way and adjacent countryside.
- vii) ~~there should be careful consideration given to the~~ a high standard of materials, colours, heights, and design and layout of buildings is provided on the western more elevated parts of the site;
- viii) buildings on the south-eastern edge of the site adjacent to existing housing ~~will be~~ are domestic in scale, no more than 6 metres high at eaves level, and designed to strengthen the landscaped buffer between the employment area and adjoining gardens;
- ix) development of land north of the ~~Quarry Access Road will need to~~ Granite Way demonstrates strong design, careful siting of buildings and use of materials, colours, walling and fencing appropriate to this key site on the entry to Mountsorrel, ~~A and provides~~ a strong edge between the Soar Valley Nurseries and the development will need to be provided;
- x) ~~in the 50 metre corridor of the overhead transmission lines, the layout of built development and design of mounding will need to be agreed with the National Grid in the 50 metre corridor of the overhead transmission lines~~ avoids interference with that equipment;
- xi) strong landscaping ~~will be~~ is provided within the development to add interest and screen any open storage areas;
- xii) the development of the site ~~should allow for~~ includes a range of plot sizes to include units for small and starter businesses;
- xiii) development of the land north of ~~Quarry Road Granite Way~~ and adjoining Nos. 20A to 86 Hawcliffe Road ~~shall be~~ is restricted to Class B1 uses. The remainder of the site ~~shall be~~ is restricted to Class B1, B2 and B8 uses.
- xiv) ~~the provision of a financial contribution towards the implementation of measures to improve transport choice along the A6 corridor;~~

**The Borough Council will seek to negotiate reasonably related contributions towards the implementation of measures to improve transport choice along the A6 corridor including cycleways, improved bus stops and information, bus priority measures and contributions to services as appropriate.**

*(See also in particular Policy E/5)*

## **.POLICY E/5(e) - GADDESBY LANE, REARSBY**

### **Inspector's Recommendation**

5.175 *I recommend that :-*

- (i) *the Policy be modified in accordance with PC 126, FPC 126A and FPC 126B;*
- (ii) *having regard to my conclusions in paragraph 5.153 , the reference to "Rearsby Automotives" be deleted from the Policy and replaced by "Adwest Driver Systems Ltd";*
- (iii) *having regard to my conclusions in paragraph 5.174 the relevant sections of the Policy be reworded as follow.:-*

#### *POLICY E/5(e)*

*Planning permission for employment development on land adjacent to the Adwest Driver Systems Ltd site, south of Gaddesby Lane, Rearsby will be granted provided the following criteria are met:*

- (i) *substantial structural planting and landscaping to a minimum depth of 20 metres is provided along the southern and western boundaries of the new site along with improved landscaping of the existing site;*
  - (ii) *vehicular access is taken from Gaddesby Lane. Development which involves significant increases in traffic will not be permitted until the Rearsby Bypass is open to traffic. There shall be no direct access from the Rearsby Bypass;*
  - (iii) *no open storage uses are provided on those parts of the site fronting the proposed Rearsby Bypass or Gaddesby Lane;*
  - (iv) *uses are restricted to the needs of the Company itself for future expansion of its current use of the adjoining site.*
- etc*
- (iv) *that no modification be made in response to the objectors' proposals (E/24) to extend the boundary of the employment site allocated under Policy E/5(e).*

### **CBC Decision**

Accept.

### **Reason**

For the reasons set out in paragraphs 5.153 to 5.174 in the Inspector's Report.

### **Proposed Modification**

**M5.11**

[Note: Aspects of this Proposed Modification rely upon the Council's Further Proposed Changes which have not previously been subject to public consultation]

Modify Policy E/5(e) and paragraphs 5.65 & 5.66.
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### 5.63 POLICY E/5(e)

**Planning permission for employment development of land adjacent to the ~~Rearsby Automotives-Adwest Driver Systems Ltd~~ site, south of Gaddesby Lane, Rearsby will be granted provided the following ~~requirements~~ criteria are met:**

- i) **substantial structural planting and landscaping to a minimum depth of 20 metres is provided along the southern and western boundaries of the new site ~~and~~ along with improved landscaping of the existing site;**
- ii) **vehicular access is ~~provided~~ taken from Gaddesby Lane. Development which involves significant increases in traffic will not be permitted ~~No development will be permitted~~ until the Rearsby Bypass is open to traffic. There shall be no direct access from the Rearsby Bypass;**
- iii) **no open storage uses ~~will be permitted~~ are provided on those parts of the site fronting the proposed Rearsby Bypass or Gaddesby Lane;**
- iv) **uses ~~will be~~ are restricted to the needs of the Company itself for future expansion of its current use of the adjoining site.**
- v) **~~the development contributes to a balanced mix of land uses which sustains the range of community needs and minimises any adverse off-site impact upon amenities, facilities and infrastructure. In the determination of planning applications the Borough Council will take into account, amongst other matters, the extent to which these objectives can be met through the negotiation of reasonably related contributions towards improved bus and cycle links to the site.~~**

**A package of measures will be required as part of the implementation of the development which significantly reduces the use of private cars to and from the development. This will provide measures and facilities to encourage walking, cycling and the use of public transport for occupiers jointly or separately**

**In addition the Borough Council will seek to negotiate reasonably related contributions to improve bus access and facilities to create better cycle links to the site.**

*(See also in particular Policy E/5)*

5.64 [No Change].

5.65 Although the site does not currently meet the criteria of a transport choice location, the opening of the Rearsby Bypass will improve accessibility to this major employer. The justification for this allocation is to meet the expansion needs of an existing major employer. Better bus access and safe cycle routes to the site are desirable to improve access for non-car modes to this site located west of Rearsby village and currently not well served for these modes. The Borough Council will expect a Commuter Plan to be submitted with proposals for this development to show how traffic generation could be reduced especially for private cars. Reduced levels of car parking in the development could be considered as part of such a Plan.

5.66 ~~No development will be allowed to take place until the Rearsby Bypass is open. The site will have access to the bypass and will not therefore have to use the very poor junction of Gaddesby Lane with Melton Road~~

**POLICY E/5(f) - LAND AT ROTHLEY LODGE, EAST OF THE A6 BYPASS, ROTHLEY****Inspector's Recommendation**

5.220 *I recommend that :-*

- (i) *the Policy be modified in accordance with PC 127, FPC 127A and FPC 127B*
- (ii) *having regard to my conclusions in paragraphs 5.219 the relevant sections of the Policy be reworded as follows:-*

*POLICY E/5(f)*

*Planning permission for employment development on land at Rothley Lodge east of the A6 Bypass, Rothley will be granted provided the following criteria are met:*

- (i) *necessary highway improvements are provided, to be assessed in detail with the local planning authority and the highway authority. Development will be phased to ensure completion of necessary improvements at an early stage;*
- (ii) *primary vehicular access is taken from the A6 Bypass junction adjacent to the site;*
- (iii) *a secondary vehicular access to the site is provided;*
- (iv) *substantial structural planting and landscaping to a minimum depth of 20 metres is provided to consolidate existing planting around the site. This will create a strong wooded edge to development incorporating features sympathetic to the landscape character of the Soar Valley Area of Landscape Value adjacent to the site;*
- (v) *etc.*
- (vi) *improved access for pedestrians and cyclists into and within the site is provided from the old A6 and adjoining housing areas across the Hilltop junction.*

*etc.,*

*except that sub-paragraph (vii) (b) be deleted and references to to the promoter of this site be removed from paragraphs 5.70 and 5.71 of the RJ.*

- (iii) *having regard to my conclusions in paragraph 5.212, the RJ should include a reference to the need to ensure that archaeological remains found on the site are protected or recorded in accordance with the policies of this Plan.*

**CBC Decision**

Accept (i), (ii) & (iii).

**Reason**

For the reasons set out in paragraphs 5.177 to 5.219 in the Inspector's report.

**Proposed Modification****M5.12**

[Note: Aspects of this Proposed Modification rely upon the Council's Further Proposed Changes which have not previously been subject to public consultation]

Modify Policy E/5(f) and paragraphs 5.69, 5.70, 5.71 & 5.73.
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## 5.67 POLICY E/5(f)

Planning permission for employment development on land at Rothley Lodge east of the A6 Bypass, Rothley will be granted provided the following requirements criteria are met:

- i) ~~the provision of a financial contribution to meet the costs of construction of necessary highway improvements. This will include provision of a flood-free link along Slash Lane/Essex Bridge/Mountsorrel Lane between Sibley Road, Barrow upon Soar and the A6 Bypass together with improvements to the Hill Top roundabout at Rothley if technically required by the Highway Authority. Development will be phased to ensure completion of these highway improvements at an early stage and/or: necessary highway improvements are provided, to be assessed in detail with the local planning authority and the highway authority. Development will be phased to ensure completion of necessary improvements at an early stage:~~
  - ~~a financial contribution to the implementation of measures to improve transport choice along the A6 corridor;~~
  - ~~a financial contribution to environmental enhancement of the former A6 corridor through Mountsorrel and Rothley.~~
- ii) ~~primary vehicular access will be is taken from the A6 Bypass junction adjacent to the site upgraded to meet the requirements of the highway authority;~~
- iii) ~~a secondary vehicular access will be to the site is provided; via emergency accesses off the north and south slip roads from the A6 Bypass adjacent to the site. These accesses will be of a design and location to the requirements of the Highway Authority;~~
- iv) ~~substantial structural planting and landscaping to consolidate existing planting around the site to a minimum depth of 20 metres is provided to consolidate existing planting around the site. This will create a strong wooded edge to development incorporating features sympathetic to the landscape character of the Soar Valley Area of Local Landscape Value adjacent to the site;~~
- v) ~~the use of materials, colours, restrictions on the height of buildings, and a design and layout of development to minimise the adverse impact on the landscape character of the proposed Soar Valley Area of Local Landscape Value adjacent to the site. Given the prominence of the existing landform substantial remodelling of and associated landscape planting will be required within the site to screen and fragment the overall mass of development which would otherwise appear as intrusive in views obtained from the wider landscape;~~
- vi) ~~the creation of 14.5ha (36 acres) of landscaped public open space and wildlife park in the area between the site and Sibley Mill alongside the River Soar, and the payment of a commuted sum for the future maintenance of this land; improved access for pedestrians and cyclists into and within the site is provided from the old A6 and adjoining housing areas across the hilltop junction.~~
- vii) ~~the provision of pedestrian and cycle routes within and around the site and between the site and Mountsorrel and Rothley.~~

A package of measures will be required as part of the implementation of the development which significantly reduces the use of private cars to and from the development. This will provide measures and facilities to encourage walking, cycling and the use of public transport for occupiers jointly or separately

**In addition the Borough Council will seek to negotiate reasonably related contributions to address the following matters generated by the development:**

- a) **implementation of measures to improve access for buses, cyclists and pedestrians along the A6 corridor, to and from surrounding villages, in the form of bus stops and information, bus priority measures, contributions to services as appropriate, and safe cycle and pedestrian routes;**
- b) **creation of landscaped public open space and a wildlife park in the area between the site and Sibley Mill alongside the River Soar. Arrangements will need to be agreed with the Borough Council on completion to secure public access and proper maintenance.**

*(See also in particular policies EV/1, E/5, TR/6)*

5.68 [No Change].

5.69 The gross site area extends to some 18ha (45 acres) occupying a prominent shoulder of land which projects eastwards into the Soar Valley. Substantial planting and associated landscaping measures will be required to screen development and help assimilate it into the wider landscape. A sensitive solution is called for and, notwithstanding the availability of some 5ha (13 acres) for structural planting, the achievement of an acceptable solution may impinge, to some degree, upon the net development area. Careful attention to the design and layout of buildings will assist in the achievement of an appropriate balance between development and the environment which respects the sensitivity of the site. ~~Additionally the promoter of the site has offered to dedicate 14.5ha (36 acres) of adjacent low lying land for improved access and wildlife..~~ The site may also have some archaeological significance and consequently development at Rothley Lodge will require an archaeological assessment and/or evaluation to be undertaken. In line with Policy EV/1 the intrinsic value of any remains likely to be affected by the development will determine whether they should be preserved in situ or arrangements made for their excavation and recording.

5.70 ~~This development will be expected to help achieve necessary highway improvements, in particular provide a flood free link between Sibley Road, Barrow upon Soar and the A6 Bypass by the upgrading of existing roads and the replacement of Essex Bridge. It is not feasible for these improvements to be publicly funded over the plan period. The development will be expected to provide necessary highway improvements at an early stage of development. These could include improvements to the Hill Top roundabout/A6 bypass junction at Rothley. In addition the potential impact of the development on the trunk road network and the need for improvements will be assessed in consultation with the highway authorities. Achievement of a flood-free link across the river valley particularly between villages east of the river valley and the A6 bypass remains a desirable objective but is not considered to be reasonably and directly related to this development.~~

5.71 ~~Additionally or alternatively development of this site could help fund measures to improve facilities for buses and cyclists along the A6 transport choice corridor, and traffic calming measures along the former A6 through local villages. Development of this site will be expected to help fund measures to significantly improve non-car access to the site along the A6 corridor and to and from the surrounding villages. Layout of the development will need to facilitate good access for buses, cyclists and pedestrians. In addition contributions will be sought towards the implementation of traffic calming measures along the former A6 through local villages and to the creation of amenity/wildlife areas in the river valley adjacent to the site. Arrangements will need to be agreed with the Borough Council for access and maintenance of these areas. The development should also help fund provision for improved public access and a wildlife park in the river valley next to the allocated site.~~

- 5.72 [No Change].
- 5.73 ~~A commuted sum will be sought to provide for the future maintenance of the proposed Riverside Park~~ The Borough Council will expect Commuter Plans to be submitted showing how traffic generation is to be reduced, especially private cars from this site located next to the A6 bypass. Reduced levels of car parking in the development should be considered as part of such Plans.

### **POLICY E/5(g) - LAND NORTH OF HARROWGATE DRIVE AND WEST OF A6, WANLIP**

#### **Inspector's Recommendation**

5.224 *I recommend that :-*

- (i) *the Policy be modified in accordance with PC 128, FPC 128A and FPC 128B subject to;*
- (ii) *having regard to my conclusions in paragraph 5.222, the Policy be modified further by deleting sub paragraph (d)(sports fields etc) from that part of the Policy dealing with the "negotiation of contributions".*
- (iii) *having regard to my conclusions in paragraph 5.223 the relevant sections of the Policy be reworded as follow.:-*

*POLICY E/5(g)*

*Planning permission for the development of a high quality business park will be granted on land north of Harrowgate Drive, Wanlip and west of the A6, provided that the following criteria are met;*

*etc.*

- (vi) *buildings in key positions, particularly along the primary site frontage to the new distributor road are restricted to B1 uses. etc..*
  - (vii) *substantial within site landscaping is provided to consolidate existing planting and to fragment the overall mass of development;*
  - (viii) *block planting and landscaping to a minimum depth of 20 metres is provided where necessary to separate conflicting land uses etc...*
  - (ix) *in association with the adjacent housing development:*
    - (a) *the provision of a new local distributor road penetrating the site from the A6 to provide the main means of access to the development;*
    - (b) *the provision of off-site highway improvements ...*
- etc*

#### **CBC Decision**

Accept (i), (ii) & (iii).

#### **Reason**

For the reasons set out in paragraphs 5.222 & 5.223 in the Inspector's report.

**Proposed Modification****M5.13**

[Note: Aspects of this Proposed Modification rely upon the Council's Further Proposed Changes which have not previously been subject to public consultation]

Modify Policy E/5(g) and paragraphs 5.75, 5.77 & 5.78.

Amend the employment land allocation under Policy E/5(g) on the east sheet of the Proposals Map as shown on Plan No. M4.35

#### 5.74 POLICY E/5(g)

Planning permission for the development of a high quality business park will be granted on land north of Harrowgate Drive, Wanlip and west of the A6, provided the following requirements criteria are met;

- i) access to the site ~~shall be from a roundabout on~~ is taken from the new local distributor road ~~linking to the A6 proposed as part of Policy H/1(r).~~ There shall be no direct access to the A6, nor any vehicular access through the proposed housing development to the business park;
- ii) pedestrian and cycle links ~~shall be provided~~ are created between the proposed housing areas and the business park linking into existing and proposed footpaths and cycleways nearby;
- iii) the development ~~will be~~ is restricted to business (Class B1) and general industrial (Class B2) uses and which would not detract from the special visual character of the development or be damaging to the amenity of adjoining uses.
- iv) a ~~low density,~~ comprehensively landscaped development ~~should be provided~~ is achieved with buildings designed to a high standard in terms of their use of materials, colours, heights, massing and layout, taking into account the proximity of proposed residential ~~and recreational developments, the ridgeline to the north and the immediate and longer distance views of the site from the A6, Birstall, and the Soar Valley~~ development, the visual impact on the skyline and the immediate and longer distance views of the site;
- v) ~~the provision of 0.6 hectares of land within the development to be reserved for the development of a fire station;~~
- vi) ~~v)~~ buildings in key positions, particularly along the primary site frontages to the A6, ~~the new local distributor road and the proposed recreational land to the south shall be~~ are restricted to Class B1 uses. Buildings in these locations will be expected to make minimal use of plastic coated steel in their facades in preference for more traditional materials. There should be a positive and complementary relationship between the Business Park and ~~these primary frontages~~ adjoining residential areas proposed to the south. Open storage, parking and service areas will not be appropriate in these locations;
- vii) ~~vii)~~ vi) substantial within site landscaping ~~will be required~~ is provided to consolidate existing planting and to fragment the overall mass of development;
- viii) ~~viii)~~ vii) block planting and landscaping to a minimum depth of 20 metres ~~shall be~~ is provided where necessary to separate conflicting land-uses and screen the development from important views. Additional planting to consolidate existing planting around Ryclose Spinney and north of Longslade Community College should also be provided to help screen the development from long range views from the Soar Valley;

~~ix)~~ viii) in association with the adjacent housing development:

- a) ~~the construction of a new local distributor road from the A6 to the Great Central Railway and its possible future extension to Leicester Road, Thureaston; the provision of a new local distributor road penetrating the site from the A6 to provide the main means of access to the development.~~
- b) the provision of off-site highway improvements necessitated by the development and carriageway and junction improvements to deliver genuine transport choice opportunities for movement between the development and Leicester. As a minimum these will include:
  - improvements to the Leicester Western Bypass, Greengate Lane and Redhill Circle junctions;
  - carriageway improvements along the A6 to secure dedicated bus lanes southbound and northbound from the site to Redhill Circle;
  - contributions to improved bus facilities along the A6 to include bus shelters, signage, and service information;
  - traffic management measures on side roads linking to the A6;
- c) the provision of a Park and Ride facility ~~within~~ on land to the east of the A6 corridor involving the laying out, surfacing, landscaping and lighting of this facility along with the provision of waiting shelters;
- d) the provision of sports fields and other ~~formal~~ recreational facilities to include at least two football pitches and a cricket square and a community sports hall to incorporate a sports hall, squash courts, general activity rooms along with catering and bar facilities ~~proposals for the future maintenance and management of this facility will also be required~~ or alternative provision to meet the emerging needs of the new community;

A package of measures will be required as part of the implementation of the development which significantly reduces the use of private cars to and from the development. This will provide measures and facilities to encourage walking, cycling and the use of public transport for occupiers jointly or separately.

~~x) — the development contributes to a balanced mix of land uses which sustains the range of community needs and minimises any adverse off-site impact upon amenities, facilities and infrastructure. In the determination of planning applications the Borough Council will take into account, amongst other matters, the extent to which these objectives can be met through the negotiation of reasonably related contributions towards~~

In addition the Borough Council will seek to negotiate reasonably related contributions to address the following matters generated by the development:

- a) the construction of a cycleway along the Great Central Railway from the Leicester Western Bypass to Hensons Close;
- b) the provision of a rail halt on the Great Central Railway to serve the development;

- c) **the establishment of commercially viable public transport services penetrating the site to a level and frequency that ensures the delivery of genuine transport choice.**

~~Planning permission will not be granted for the development of this site unless it conforms with the requirements of a development brief to be prepared by the Borough Council and the signing of necessary legal agreement(s) by the landowner/developer, the Borough Council, and any other body as appropriate, to secure these requirements at the appropriate stage of development.~~

*(See also in particular policies E/5, H/1(r), TR/6, TR/17, TR/25, TR/32, CA/13, CF/8)*

- 5.75 This 64ha allocation comprises one component of a comprehensive package of development incorporating elements of housing, community facilities, recreation provision, roadside services and transport infrastructure on land north of Harrowgate Drive Birstall, within the parish of Wanlip. The various elements of the scheme are addressed under the relevant sections of this Local Plan, but all come together to fund and deliver the overall package based broadly upon a proposition put forward in response to the Consultation Draft Local Plan by the developer/landowner partnership concerned. Accordingly the quantum of requirements and obligations attached to the allocation must be read in association with the related proposals set out in this Plan. In negotiating the details of the contributions required from the various components of the overall development the Borough Council will have regard to the scale, nature and consequent impact of each element to ensure that they remain reasonable and related.
- 5.76 [No Change].
- 5.77 The allocation occupies a shoulder of land ~~which appears prominent in views obtained from the northbound carriageway of the A6 through Birstall and which is evident in distant views afforded from various vantage points to the east of the Wreake Valley close to the skyline which appears prominent in views particularly from the A6, and in distant views from various vantage points to the east and west..~~ In view of these considerations a sensitive design solution is called for which will be best delivered through the promotion of a prestigious business park development with high quality buildings set within an extensively landscape area. For this reason Class B8 warehousing uses which normally require large utilitarian structures for storage and distribution purposes will not be appropriate.
- 5.78 Specific measures will be pursued to encourage bus penetration of the site and to facilitate easy access on foot or by cycle in an attempt to stem the growth in private car traffic. The allocation is furthermore ideally located strategically being ~~immediately~~ adjacent to the A6 bus corridor and therefore easily accessible by that mode to the large volume of people residing along that route from Loughborough to Leicester. The Borough Council will expect Commuter Plans to be submitted showing how traffic generation is to be reduced. Reduced levels of car parking in the development could be considered in such Plans.

## **.PARAGRAPHS 5.79 to 5.84 - IMPLEMENTATION OF THE EMPLOYMENT LAND ALLOCATIONS**

### **Inspector's Recommendation**

5.229 *I recommend that :-*

- (i) *the text to the Plan be modified in accordance with PC 129 subject to;*
- (ii) *having regard to my conclusions in paragraph 5.227, the Council satisfies itself that paragraph 5.81 of the Plan requires no further modification having regard to Minute 563, Item 6 of the of the Local Plan Sub Committee of 3<sup>rd</sup> November 1998.*

**CBC Decision**

Accept (i).

Accept (ii), subject to a minor amendment to the reasoned justification at paragraph 5.81 to make clear that planning for alternative travel modes to the car is a necessary part of the development of the allocated employment sites, and that Commuter Plans are one way of helping to achieve the objective.

**Reason**

For the reasons set out in paragraphs 5.226 to 5.228 in the Inspector's report, and in the interests of conformity with PPG13.

**Proposed Modification****M5.14**

Modify paragraphs 5.80 to 5.82.
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- 5.80 The briefs will usually be prepared by the local planning authority in consultation with prospective developers ~~prior to the consideration of any planning application~~ and will be intended to be attached to and form part of any planning permission. Planning permission will not normally be granted until the submission and agreement of a satisfactory planning solution in which a developer proposes to comply with any requirements set out in the site specific policies for each site, and any other material considerations.
- 5.81 The exact nature and extent of contribution from individual developments to improved transport choice, local highway and other infrastructure, and related community benefits will be a matter for negotiation between landowners/developers and the local planning authority, having regard to current government guidance on planning obligations. In order to help reduce car dependency for journeys to work developers will be required to plan for alternative travel modes such as walking, cycling and public transport in the development of the allocated employment sites. In the case of proposals likely to result in significant traffic generation the Council will expect applications to be accompanied by a Commuter Plan setting out targets and measures to reduce private car use.
- 5.82 Provision of open space and landscaped areas will need to accord with areas shown on the Proposals Map. Such provision will need to be accompanied by arrangements agreed with the Borough Council for their long term management and maintenance. This will usually be through the transfer of land to the Borough Council. For small areas of open space or landscaping principally for the benefit of the development itself, the payment of a commuted sum for future maintenance may be sought.

**POLICY E/6 - CONTROL OF EMPLOYMENT USES IN PRIMARILY EMPLOYMENT AREAS (PEAS)**

**Inspector's Recommendation**

5.233 *I recommend that the Policy be modified in accordance with PC 130.*

**CBC Decision**

Accept.

**Reason**

For the reasons set out in paragraphs 5.231 & 5.232 in the Inspector's Report.

**Proposed Modification****M5.15**

Modify criterion (ii) in Policy E/6.
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**5.85 POLICY E/6**

**In determining planning applications within the Primarily Employment Areas and employment land allocations for business, industry and warehousing development, as defined by Part B of the Town and Country Planning (Use Classes) Order 1987, the Council will take into account, amongst other matters, the following criteria:**

- i) The environmental impact of the proposed development, including visual need to minimise the adverse intrusion in sensitive landscapes;**
- ii) planning permission will be granted for business and industrial uses (Classes B1 and B2) provided that in locations adjacent to existing or proposed residential areas ~~new employment activities will be restricted to Class B1 uses~~ residential amenities can be protected by appropriate measures;**
- iii) permission will be granted for storage and distribution industries (Class B8) unless it is shown there will be seriously detrimental effects in terms of:**
  - a) a significantly lower level of job creation compared with Class B1 or B2 uses in areas of limited employment land supply and higher levels of unemployment;**
  - b) an unacceptable impact upon local traffic movements, particularly the intrusive effect of heavy goods traffic;**
  - c) inadequate provision of parking, manoeuvring, and servicing spaces in an off-road location.**

**POLICY E/7 - PROVISION FOR SMALL BUSINESSES****Inspector's Recommendation**

5.237 *I recommend that:-*

- (i) the Plan be modified in accordance with FPC 234;*
- (ii) having regard to my conclusions in paragraph 5.236, the key to the Proposals Map be modified to remove the reference to Policy E/7 from the Primarily Employment Areas designation.*

**CBC Decision**

Accept (i) & (ii).

**Reason**

For the reasons set out in paragraphs 5.235 & 5.236 in the Inspector's report.

**Proposed Modification****M5.16**

[Note: Aspects of this Proposed Modification rely upon the Council's Further Proposed Changes which have not previously been subject to public consultation]

Reduce Policy E/7 to reasoned justification at paragraph 5.90 and delete the policy reference on the key to the Proposals Map.

#### 5.90 **POLICY E/7**

In considering applications for new employment uses within the Primarily Employment Areas identified in Policy E/6 and within the new land allocations proposed in Policy E/5 the Council will negotiate the provision of premises suitable for the needs of small businesses where it can be demonstrated that such needs exist and are not currently being met in the locality.

### **POLICY E/8 - SAFEGUARDING EMPLOYMENT LAND AND BUILDINGS**

#### **Inspector's Recommendation**

5.262 *I recommend that:-*

- (i) *the Policy be modified in accordance PC 131;*
- (ii) *the Proposals Map be modified in accordance with PC 132, PC 133 (Policy E/14) and FPC 132A.*

#### **CBC Decision**

Recommendation (i): Accept.

Recommendation (ii): Accept.

(Note: In relation to the land at the rear of Nos 17- 19 Mountsorrel Lane see Proposed Modification M4.10)

#### **Reason**

For the reasons set out in paragraphs 5.239 to 5.261 in the Inspector's Report.

#### **Proposed Modification**

**M5.17**

[Note: Aspects of this Proposed Modification rely upon the Council's Further Proposed Changes which have not previously been subject to public consultation]

Modify Policy E/8 and paragraphs 5.100 & 5.101.

#### 5.97 **POLICY E/8**

**Planning permission for development for uses other than those falling with Part B (business, industrial and warehousing) of the Town and Country Planning (Use Classes) Order 1987, (as amended) of land and buildings situated within primarily employment areas, and on sites elsewhere in the plan area which are used for employment purposes, will not be granted unless:-**

- i) the removal of the employment use would enable the achievement of significant environmental improvements in local residential amenity by virtue of the removal of heavy traffic movements, indiscriminate street parking and/or sources of noise, fumes, dust, dirt, vibration or other nuisance; or**
- ii) the alternative use would secure specific benefits to the advantage of the local community which would also serve planning function and could not be achieved by other means; or**

- iii) **the land and buildings are unfit for employment purposes; or**
- iv) **the alternative use is small scale, complementary and ancillary to the main employment use; or**
- v) **the alternative development could not be suitably accommodated within a town centre location or a residential area by reason of its trading profile, overall appearance or need for buildings of industrial scale and character, and is not a shop falling within Class A1 of the Town and Country Planning (Use Classes Order) 1987 (as amended); or**
- vi) **the alternative use is otherwise acceptable in planning terms and would be essential to enable the relocation or expansion elsewhere in the area of the current activity for which the site or premises have become unsuitable.**

**And provided the loss of the employment use would not result in a shortage in employment land and buildings either in the short term or over the plan period, nor result in any underprovision to the disadvantage of the local community or across the Borough as a whole.**

5.98 [No Change].

5.99 [No Change].

5.100 ~~Outside the primarily employment areas many industrial businesses continue to operate often occupying~~ Also identified as falling within Primarily Employment Areas are many industrial businesses which continue to operate from older premises including nineteenth century mill buildings historically associated with areas of terraced housing and village communities. In total these businesses employ significant numbers and often provide a local source of work easily accessible to people without independent means of transport.

5.101 While most such businesses continue without injury to neighbouring residential amenities a limited number do give rise to local problems; in these circumstances the interests of the business and the local community may be best served by the encouragement of its relocation and the redevelopment of the site for more appropriate uses. Such sites ~~are particularly likely within primarily residential areas where they may usefully contribute to windfall housing opportunities~~ expectations.

### **Proposed Modification**

**M5.18**

Delete the Primarily Employment Area designation from the following sites at Anstey on the Proposals Map (see Plan M5.18)

- Adjacent to 2 Ellis Street
- Hollow Road (disused Bosworth Wright site)
- Adjacent 40 Hollow Road
- Adjacent 81 Hollow Road
- Adjacent 19 Latimer Street

### **Proposed Modification**

**M5.19**

Add the Primarily Employment Area designation to the land between Cossington Rd & the A46, Cossington on the Proposals Map. (see Plan M5.19)

**Proposed Modification****M5.20**

Delete the Primarily Employment Area designation from the former Fisons site, Broad Street, Loughborough (see Plan M5.20)

**Proposed Modification****M5.21**

Delete the Primarily Employment Area designation from the land at Little Moor Lane, and 30 Meadow Lane, Loughborough (see Plan M5.21). (See also Proposed Modification M4.3 which allocates part of the land at Little Moor Lane for housing).

**Proposed Modification****M5.22**

Delete the Primarily Employment Area designation from the land at Wharncliffe Road, Loughborough (see Plan M5.22)

**Proposed Modification****M5.23**

Delete the Primarily Employment Area designation and exclude from the limits to development the land south of the A512, adjacent J23 of the M1 on the Proposals Map. (Note :- the land is not to be covered by the APAC designation). (see Plan M5.23)

**Proposed Modification****M5.24**

Delete the Primarily Employment Area designation from the Ring Fence/Charnwood Rd, Shepshed on the Proposals Map. (see Plan M5.24)

**Proposed Modification****M5.25**

Delete the Primarily Employment Area designation from the following sites at Sileby on the Proposals Map (see Plan M5.25).

- South of The Banks
- Rear of 4 The Banks Close
- Former Peter Blacks site, Brook Street
- Charles Street/Cossington Road
- Cemetery Road
- Adjacent to 9 Seagrave Road
- Adjacent to 18 Ratcliffe Road
- Former Harlequin Fabrics and Wall Coverings site, Cossington Rd

**Proposed Modification****M5.26**

Delete the Primarily Employment Area designation from the following sites at Syston on the Proposals Map (see Plan M5.26)

- Adjacent 2 Wellington Street
- 28 Wellington Street
- North of Brookside
- Rear of 18 School Lane
- Station St/Melton Road
- 2 Albert Road

**Proposed Modification****M5.27**

Delete the Primarily Employment Area designation from the following sites at Thurmaston on the Proposals Map (see Plan M5.27)

- Church Street/Brook Street
- Hadrian Road
- Adjacent to 8 Silverdale Drive
- Rear of The Lonsdale, Lonsdale Road

**POLICY E/9 - SALES AREAS FOR CARS, CARAVANS AND OTHER VEHICLES****Inspector's Recommendation**

5.265 *I recommend that no modification be made in response to these objections.*

**CBC Decision**

Accept.

**Reason**

For the reasons set out in paragraph 5.264 in the Inspector's Report.

**Proposed Modification**

None.

**POLICY E/10 - REGENERATION OPPORTUNITY SITE – LAND BETWEEN BURDER STREET AND MIDLAND MAIN LINE, LOUGHBOROUGH****Inspector's Recommendation**

5.270 *I recommend that the Policy be modified in accordance with PC 134.*

**CBC Decision**

Accept.

**Reason**

For the reasons set out in paragraphs 5.267 to 5.269 in the Inspector's Report.

**Proposed Modification****M5.28**

Modify Policy E/10.

**5.109 POLICY E/10**

**Planning permission will be granted for the comprehensive redevelopment of the Regeneration Opportunity Site lying between Burder Street and the Midland Main Line at Loughborough provided that the development of the site would:**

- i) avoid piecemeal development prejudicial to the achievement of a comprehensive scheme for the whole site;
- ii) safeguard the residential amenities of the residents of Burder Street;
- iii) allow for improved access and servicing for Loughborough Station in particular for public transport, cyclists and pedestrians;
- iv) allow for the provision of a bus/rail interchange;
- v) secure the provision of a link road from Nottingham Road to Meadow Lane on the general route indicated on the Proposals Map with the details to be approved through development control process;
- vi) secure a significant environment improvement at this important entrance to the town;
- vii) protect any operational use required in association with the operation of the railway;
- viii) provide for satisfactory access to the local road network.

*(See also in particular Policies E/11, TR/11)*

#### **POLICY E/11 - ACCEPTABLE USES FOR THE PROPOSED REGENERATION OPPORTUNITY SITE**

##### **Inspector's Recommendation**

5.274 *I recommend that no modification be made in response to these objections.*

##### **CBC Decision**

Accept.

##### **Reason**

For the reasons set out in paragraphs 5.276 & 5.273 in the Inspector's Report.

##### **Proposed Modification**

None.

#### **POLICY E/12 - SLASH LANE, SILEBY ROAD, BARROW UPON SOAR**

##### **Inspector's Recommendation**

5.297 *I recommend that no modification be made in response to this objection*

##### **CBC Decision**

Accept.

##### **Reason**

For the reasons set out in paragraphs 5.272 to 5.296 in the Inspector's Report.

**Proposed Modification**

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None.

**POLICY E/13 - EAST OF COSSINGTON, COSSINGTON****Inspector's Recommendation**

5.301 *I recommend that no modification be made in response to this objection.*

**CBC Decision**

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Accept.

**Reason**

For the reasons set out in paragraphs 5.299 to 5.300 in the Inspector's Report.

**Proposed Modification**

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None.

**POLICY E/14 - LAND BETWEEN COSSINGTON ROAD AND THE A46, COSSINGTON****Inspector's Recommendation**

5.305 *I recommend that:-*

- (i) *the site be redesignated as a Primary Employment Area;*
- (ii) *the Proposals Map be modified in accordance with PC 133.*

**CBC Decision**

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Accept.

**Reason**

For the reasons set out in paragraphs 5.303 to 5.304 in the Inspector's Report.

**Proposed Modification**

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See Proposed Modification M5.19.
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**POLICY E/15 - EAST OF LOUGHBOROUGH, COTES****Inspector's Recommendation**

5.310 *I recommend that no modification be made in response to this objection.*

**CBC Decision**

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Accept.

**Reason**

For the reasons set out in paragraphs 5.307 to 5.309 in the Inspector's Report.

**Proposed Modification**

None.

**POLICY E/16 - LAND ADJACENT TO DISHLEY GRANGE****Inspector's Recommendation**

5.313 *I recommend that no modification be made in response to this objection.*

**CBC Decision**

Accept.

**Reason**

For the reasons set out in paragraphs 5.312 in the Inspector's Report. This omission site as considered under Policy E/5(c).

**Proposed Modification**

None.

**POLICY E/18 - LAND SOUTH OF THE A512, WEST OF LOUGHBOROUGH****Inspector's Recommendation**

5.345 *I recommend that no modification be made in response to this objection.*

**CBC Decision**

Accept.

**Reason**

For the reasons set out in paragraphs 5.315 to 5.344 in the Inspector's Report.

**Proposed Modification**

None.

**POLICY E/19 - LAND SOUTH OF HAZEL ROAD AND MANOR ROAD, LOUGHBOROUGH****Inspector's Recommendation**

5.351 *I recommend that no modification be made in response to this objection.*

**CBC Decision**

Accept.

**Reason**

For the reasons set out in paragraphs 5.347 to 5.350 in the Inspector's Report.

**Proposed Modification**

None.

**POLICY E/20 - SOAR VALLEY NURSERY, NORTH OF QUARRY ROAD (GRANITE WAY), MOUNTSORREL****Inspector's Recommendation**

5.356 *I recommend that no modification be made in response to this objection.*

**CBC Decision**

Accept.

**Reason**

For the reasons set out in paragraphs 5.353 to 5.355 in the Inspector's Report.

**Proposed Modification**

None.

**POLICY E/21 - WYMESWOLD AIRFIELD, PRESTWOLD****Inspector's Recommendation**

5.363 *I recommend that no modification be made in response to this objection.*

**CBC Decision**

Accept.

**Reason**

For the reasons set out in paragraphs 5.358 to 5.362 in the Inspector's Report.

**Proposed Modification**

None.

**POLICY E/22 - WYMESWOLD AIRFIELD, PRESTWOLD****Inspector's Recommendation**

5.366 *I recommend that no modification be made in response to this objection.*

**CBC Decision**

Accept.

**Reason**

For the reasons set out in paragraph 5.365 in the Inspector's Report

**.Proposed Modification**

None.

**POLICY E/23 - WEST OF MELTON ROAD, NORTH OF THE SYSTON BYPASS, QUENIBOROUGH****Inspector's Recommendation**

5.374 *I recommend that no modification be made in response to this objection.*

**CBC Decision**

Accept.

**Reason**

For the reasons set out in paragraphs 5.368 to 5.373 in the Inspector's Report.

**Proposed Modification**

None.

**POLICY E/24 - EXTENSION AT REARSBY AUTOMOTIVES, GADDESBY LANE, REARSBY****Inspector's Recommendation**

5.377 *I recommend that no modification be made in response to this objection.*

**CBC Decision**

Accept.

**Reason**

For the reasons set out in paragraphs 5.153 to 5.174 and 5.376 in the Inspector's Report.

**Proposed Modification**

None.

**POLICY E/25 - LAND ADJACENT TO ROTHLEY LODGE, EAST OF A6, ROTHLEY****Inspector's Recommendation**

5.384 *I recommend that no modification be made in response to this objection.*

**CBC Decision**

Accept.

**Reason**

For the reasons set out in paragraphs 5.379 to 5.383 in the Inspector's Report.

**Proposed Modification**

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None.

**POLICY E/26 - HATHERN ROAD, SHEPSHED**

**Inspector's Recommendation**

5.388 *I recommend that no modification be made in response to this objection.*

**CBC Decision**

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Accept.

**Reason**

For the reasons set out in paragraphs 5.386 & 5.387 in the Inspector's Report.

**Proposed Modification**

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None.

**POLICY E/27 - LAND AT C/O A512 AND IVESHEAD ROAD, SHEPSHED**

**Inspector's Recommendation**

5.391 *I recommend that no modification be made in response to this objection.*

**CBC Decision**

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Accept.

**Reason**

For the reasons set out in paragraph 5.390 in the Inspector's Report.

**Proposed Modification**

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None.

**POLICY E/28 - SHEPSHED LORRY PARK, NORTH OF A512, SHEPSHED**

**Inspector's Recommendation**

5.397 *I recommend that no modification be made in response to this objection.*

**CBC Decision**

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Accept.

**Reason**

For the reasons set out in paragraphs 5.393 to 5.396 in the Inspector's Report.

**Proposed Modification**

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None.

**POLICY E/29 - LAND NORTH OF WANLIP ROAD, SYSTON****Inspector's Recommendation**

5.403 *I recommend that no modification be made in response to this objection.*

**CBC Decision**

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Accept.

**Reason**

For the reasons set out in paragraphs 5.399 to 5.402 in the Inspector's Report.

**Proposed Modification**

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None.

**POLICY E/30 - HOME AND TELE-WORKING****Inspector's Recommendation**

5.407 *I recommend that no modification be made in response to this objection.*

**CBC Decision**

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Accept.

**Reason**

For the reasons set out in paragraphs 5.405 & 5.406 in the Inspector's Report.

**Proposed Modification**

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None.

**POLICY E/31 - GENERATION OF SMALL BUSINESSES****Inspector's Recommendation**

5.411 *I recommend that no modification be made in response to these objections.*

**CBC Decision**

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Accept.

**Reason**

For the reasons set out in paragraphs 5.409 & 5.410 in the Inspector's Report.

**Proposed Modification**

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None.

**POLICY E/32 - EMPLOYMENT IN VILLAGES****Inspector's Recommendation**

5.417 *I recommend that Policy E/1 be modified in accordance with FPC 119A.*

**CBC Decision**

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Accept.

**Reason**

For the reasons set out in paragraphs 5.413 to 5.416 in the Inspector's Report.

**Proposed Modification**

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See Proposed Modification M5.3

**POLICY E/33 - PROVISION OF BUSINESS PARKS/KEY EMPLOYMENT SITES****Inspector's Recommendation**

5.423 *I recommend that no modification be made in response to these objections.*

**CBC Decision**

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Accept.

**Reason**

For the reasons set out in paragraphs 5.419 to 5.422 in the Inspector's Report.

**Proposed Modification**

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None.

**POLICY E/34 - LAND AT BROAD STREET, LOUGHBOROUGH****Inspector's Recommendation**

5.435 *I recommend that:-*

- (i) *the Plan be modified in accordance with PC 135 by the insertion of the additional policy "Regeneration Opportunity Site – Land at Broad, Street, Loughborough";*
- (ii) *having regard to my conclusions in paragraph 5.433, the wording of the RJ to the new Policy E/\*\* be modified further by the deletion of the reference to Policy CA/19 and the inclusion of the new and replacement text set out in the Local Plan Sub Committee report of 3<sup>rd</sup> November 1998 (Minute 563);*
- (iii) *the Proposals Map and Key be modified in accordance with PC 135; and*

- (iv) *having regard to my conclusion in paragraphs 5.433, the reference in part (ii) of the Policy to Class A2 of the Use Classes Order be modified to read Class A3.*

**CBC Decision**

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Reject (i) to (iv).

**Reason**

The site has been redeveloped for retail warehousing. A specific policy to promote the site for development is no longer necessary. Nor is it appropriate to seek to safeguard the site as a Primarily Employment Area under the Policy E/8 designation now that the site is no longer in employment use. Therefore, the Policy E/8 designation is proposed for deletion from the site – see Proposed Modification M5.20

**Proposed Modification**

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None