

MELTON BOROUGH COUNCIL

# ABSDA Sub-Depot, Old Dalby Development Brief

---



© Melton Borough Council  
Council Offices  
Nottingham Road  
Melton Mowbray  
Leicestershire • LE13 0UL  
Phone 01664 502502 • Fax 01664 410283  
[www.melton.gov.uk](http://www.melton.gov.uk)

**Approved 3 March 1999**

---



MELTON BOROUGH COUNCIL

# **ABSDA Sub-Depot, Old Dalby Statement of Consultation and Consideration of Representations**

---



© Melton Borough Council  
Council Offices  
Nottingham Road  
Melton Mowbray  
Leicestershire • LE13 0UL  
Phone 01664 502502 • Fax 01664 410283  
[www.melton.gov.uk](http://www.melton.gov.uk)

---

**Approved 3 March 1999**



# Table of Contents

|  |    |  |
|--|----|--|
| <b>SECTION 1:<br/>INTRODUCTION</b>                               |    |  |
| Background   | 1  |  |
| Ownership  | 2  |  |
| Economic Impact  | 2  |  |
| Social Impact  | 3  |  |
| Reason for Development   | 3  |  |
| Key Issues to be Addressed                                       | 3  |  |
| Purpose of Development Brief                                     | 4  |  |
| Status of Development Brief                                      | 5  |  |
| <b>SECTION 2:<br/>SITE AND<br/>SURROUNDINGS</b>                  |    |  |
| <b>SECTION 3:<br/>PLANNING POLICY<br/>CONTEXT</b>                |    |  |
| Sustainable Development  | 9  |  |
| Planning Policy Guidance   | 9  |  |
| Circular 18/84: Crown Land and Crown<br>Development              | 10 |  |
| Regional Planning Guidance for the East<br>Midlands              | 10 |  |
| Leicestershire Structure Plan                                    | 10 |  |
| Melton Local Plan  | 11 |  |
| Planning History   | 11 |  |
| <b>SECTION 4:<br/>DEVELOPMENT<br/>CONSTRAINTS</b>                |    |  |
| Landscape  | 13 |  |
| Ecology  | 14 |  |
| Hazardous Materials/Contamination                                | 14 |  |
| Adjacent Land Uses   | 16 |  |
| <b>SECTION 5:<br/>DEVELOPMENT<br/>GUIDELINES</b>                 |    |  |
| Development Principles   | 17 |  |
| Conversion Potential of Buildings                                | 17 |  |
| New Buildings  | 18 |  |
| Layout   | 19 |  |
| Car Parking  | 19 |  |
| Landscaping  | 20 |  |
| Security   | 21 |  |
| Emergency Services   | 21 |  |
| Building Regulations   | 21 |  |
| Highways   | 22 |  |
| Bus Services   | 23 |  |
| Rail Facilities  | 23 |  |
| Other Links  | 23 |  |
| Amenity  | 24 |  |
| Noise  | 24 |  |
| Light Pollution  | 25 |  |
| Noxious/ Hazardous Uses  | 26 |  |
| Advertisements   | 26 |  |
| Outdoor Storage  | 26 |  |
| Co-ordination  | 27 |  |
| <b>SECTION 6:<br/>SERVICES</b>                                   |    |  |
| Water  | 29 |  |
| Foul Drainage  | 29 |  |
| Electricity  | 29 |  |
| Gas  | 29 |  |
| Telecommunications   | 30 |  |
| <b>SECTION 7:<br/>FORMAT OF PLANNING<br/>SUBMISSION REQUIRED</b> |    |  |
| <b>SECTION 8:<br/>OTHER INFORMATION</b>                          |    |  |
| Contacts   | 33 |  |

---

|  |           |
|--|-----------|
| <b>Abbreviations</b>   | <b>34</b> |
| <br>   |           |
| <b>P L A N 1 :<br/>LOCATION PLAN</b>   | <b>35</b> |
| <br>   |           |
| <b>P L A N 2 :<br/>SITE PLAN</b>   | <b>37</b> |
| <br>   |           |
| <b>A P P E N D I X 1 :<br/>SCHEDULE OF SITE BUILDINGS AND<br/>POTENTIAL USES</b>   | <b>39</b> |
| <br>   |           |
| <b>A P P E N D I X 2 :<br/>EXTRACT FROM MELTON BOROUGH<br/>COUNCIL'S REVISED PARKING<br/>STANDARDS</b>                               | <b>43</b> |
| <br>   |           |
| <b>A P P E N D I X 3 :<br/>TRIP RATE GENERATION</b>  | <b>47</b> |
| <br>   |           |
| <b>A P P E N D I X 4 :<br/>EXTRACT FROM MELTON LOCAL PLAN<br/>(As amended by the List of Proposed<br/>Modifications and Reasons)</b> | <b>49</b> |

---



## Introduction

- 1.1 In April 1998, following a period of consultation, the Minister of State for the Armed Forces announced the closure of the Army Base Storage and Distribution Agency (ABSDA) Sub-Depot at Old Dalby, Leicestershire. Operations at the Sub-Depot are expected to cease by 1 April 1999.
- 1.2 Since the closure announcement, the Ministry of Defence, the Government Office for the East Midlands, Leicestershire County Council and Melton Borough Council have co-operated in the preparation of this Development Brief. The Development Brief provides a planning framework within which alternative uses for the ABSDA Sub-Depot at Old Dalby can be considered.
- 1.3 This Development Brief has been prepared following consultation with local people, Nether Broughton and Old Dalby Parish Council, and with other local groups and organisations. A Statement which sets out the steps that were taken to publicise the Development Brief and the arrangements that were made to give the local community and any other interested parties an opportunity to make comments and to make them aware of that opportunity is available separately. This Statement also sets out Melton Borough Council's consideration of the objections and representations received and the revisions that were made as a result.
- 1.4 This Brief was formally approved by the Borough Council as Supplementary Planning Guidance on 3 March 1999. The Development Brief is an important material consideration in determining future development proposals for the Old Dalby site.

## Background

- 1.5 Old Dalby Station was originally opened in 1940 as an Army vehicle depot but quickly developed into a storage depot for machinery, associated spares and tools. In 1942 with the formation of the Royal Electrical Mechanical Engineers (REME), Old Dalby was used not only for storage but also building, maintaining and repairing vehicles, machinery and equipment. After the war, the Technical Stores Depot (TSD) retained its role in supporting the REME workshop. Following a new management structure and the formation of agencies in the mid-1990s, the Army Base Repair Organisation (ABRO) took over the REME workshops and ABSDA became responsible for the stores depot.

## ABSDA SUB-DEPOT, OLD DALBY

- 1.6 In 1996, ABRO Old Dalby closed. The Old Dalby Station was divided and the ABRO workshop buildings and real estate sold off. The workshop buildings have now been occupied by a variety of private businesses and the former ABRO site is now known as the Crown Business Park.
- 1.7 The remainder of the former Old Dalby Station continued as a Sub-Depot in the Stores Division of ABSDA. However, in 1997 a Storage Rationalisation Study recommended that the ABSDA Sub-Depot at Old Dalby should close. The closure of the Old Dalby Sub-Depot was announced in November 1997 and confirmed in April 1998.

### Ownership

- 1.8 The ABSDA Sub-Depot at Old Dalby is owned by the Secretary of State for Defence (S of SD). The extent of this ownership is defined on Plan 2. The disposal of the site is the responsibility of the Defence Estate Organisation (Lands) (DEO).

### Economic Impact

- 1.9 As at 31 August 1997, the Sub-Depot had 163 employees comprising:

| Posts                           | Employees |
|---------------------------------|-----------|
| NON-INDUSTRIAL                  | 21        |
| INDUSTRIAL                      | 85        |
| DEFENCE FIRE SERVICE            | 29        |
| STORES INSPECTION<br>DETACHMENT | 15        |
| MILITARY GUARD SERVICE          | 13        |

Source: Secretary of State for Defence

- 1.10 Around 70% of these employees live in the local area. Most of the jobs are in the Industrial Grades- people employed as storekeepers and store managers.
- 1.11 It is likely that there will be a significant number of redundancies. In the worst case these have been assessed as 129.
- 1.12 In addition to the direct impact on employees at the Sub-Depot, a variety of goods and services are purchased locally. Consequently, it is estimated that the closure of the Sub-Depot will take approximately £2m per annum of expenditure out of the local economy.

## **Social Impact**

- 1.13 Over the past 50 years strong ties have developed between the Old Dalby Station and the local community. Queensway, a small housing estate to the north-east of the Sub-Depot, originally developed for the purpose of providing housing for personnel employed at the Station. Queensway comprises 96 dwellings that are now private and 54 dwellings that are retained as MOD married quarters.
- 1.14 On the Sub-Depot itself, the Civil Service Sports Club ran The Gateway Club. Membership was restricted, but local people, by invitation, attended various social functions at the Club.
- 1.15 Local football, cricket and netball teams use the sports field on the north side of the camp. Other local sports and social clubs have also used the facilities in the past. The sports field does not form part of this Development Brief and is being offered to the former owner of the land under the Crichel Down rules.
- 1.16 The Crichel Down rules set out the procedures for disposing of surplus Government land. Former owners will, as a general rule, be given a first opportunity to repurchase the land previously in their ownership provided that it has not been materially changed in character since acquisition. The playing fields do not represent a material change in the character of the land and can easily be reverted to agricultural land. Therefore the MOD, in accordance with these rules, must give the first opportunity to the previous owners to repurchase the land.

## **Reason for Development**

- 1.17 The S of SD recognises that the closure of the ABSDA Sub-Depot at Old Dalby may have a significant impact on the local community. It is therefore committed to mitigating adverse economic and social effects by maximising the potential of redundant facilities, while at the same time protecting the environment. This Development Brief has been prepared to ensure that the disposal process takes full account of regional planning guidance and the development plan framework for the area, together with the needs and aspirations of the local community.

## **Key Issues to be Addressed**

- 1.18 The re-use of the existing buildings on the site can have an important role in meeting the needs of the area for commercial and industrial development, as well as for leisure uses. This will reduce demands for new building in the countryside, and avoid leaving the existing buildings vacant and prone to vandalism and dereliction and may help to replace those jobs that will be lost when the Sub-Depot closes.
- 1.19 It is recognised though, that the site is not well served by public transport or readily accessible to a significant local residential workforce. Consequently, the re-use of the site for intensive

activities may not be compatible with the Government's aim of reducing reliance on the private car.

- 1.20 There is also a possibility that the re-use of the site may have a significant effect on the level of traffic already on the surrounding road network, the level of traffic congestion in the area and the environmental setting within which the development and its associated traffic lies.
- 1.21 It is also recognised that when the depot was fully operational (up to 1995), there were strong community links that developed between the Old Dalby Station and local people. It is preferable that some leisure provision is made for the community that the Sub-Depot leaves behind.
- 1.22 The above key issues are examined in detail later in this Development Brief.

### **Purpose of Development Brief**

- 1.23 In general, where Crown land is disposed of, the use of the land which has been carried on by the Crown can be lawfully continued by the purchaser and any buildings erected by the Crown can be lawfully retained. However, Circular 18/84 advises that where the use began during the war period, and that development did not comply with planning control, as appears to be the case at Old Dalby, the development may be open to enforcement action by the Council within the period of five years beginning with the date when the Crown disposes of the land. The Circular also advises that existing uses and buildings may represent a substantial public investment and the public will sometimes best be served by adapting the buildings or modifying the use in some way that will render them acceptable and so avoid wasting a public asset. Melton Borough Council takes the view that the Sub-Depot falls within the spirit of this advice and so the continuation of existing uses of the buildings at Old Dalby by a new occupier in a manner consistent with the policy objectives of this Development Brief may not require planning permission. Where the existing use is to be significantly intensified or materially changed at the Sub-Depot, planning permission will be required in the ordinary way.
- 1.24 This Development Brief will ensure, as far as possible, that the future use of the Sub-Depot site will be in accordance with the current planning and environmental policies for the area.
- 1.25 The ABSDA Old Dalby Sub-Depot Development Brief is a summary statement of Melton Borough Council's planning policy position relating to the site and premises. The Brief states the kind of development that is likely to be permitted, together with known constraints for the guidance of prospective developers, occupiers and other interested parties.

## **Status of Development Brief**

- 1.26 Although this Development Brief has been the subject of public consultation, it does not have the same special status as the Structure or Local Plans (see paragraphs 3.8-3.13). Nevertheless, the Development Brief has been approved by Melton Borough Council as Supplementary Planning Guidance and it is an important material consideration in the determination of planning applications.

**ABSDA SUB-DEPOT, OLD DALBY**

## **Site and Surroundings**

- 2.1 Queensway and the ABRO Sub-Depot at Old Dalby lie between the villages of Nether Broughton and Old Dalby. The site is situated some 11km (7 miles) north-west of Melton Mowbray off a minor rural road connecting the A606 at Nether Broughton to the A6006 at Shoby Crossroads. The A606 and A6006 both connect to the A46 Trunk Road (Plan 1).
  - 2.2 The site (Plan 2) occupies 19.7 ha (48.7 acres) comprising buildings and land forming the ABSDA Sub-Depot, Old Dalby. Access to the site is from Station Road/Old Dalby Lane, which also forms the northern boundary to the site. The Crown Business Park (former ABRO site) bounds the site to the east. To the south lies an area of woodland known as Crompton's Plantation and arable farmland. To the west lies Station Lane, a cul-de-sac serving 10 dwellings, and vacant land relating to the former Melton Mowbray to Nottingham railway line.
-

**ABSDA SUB-DEPOT, OLD DALBY**

# Section 3

## Planning Policy Context

- 3.1 In preparing this Development Brief particular regard has been given to the planning framework created by:
- Government's objectives of ensuring that development and growth are sustainable, and its Planning Policy Guidance notes (PPGs) and Circulars which set out its policies on different aspects of planning National Guidance;
  - The Government's Regional Planning Guidance for the East Midlands Region (RPG8);
  - The Leicestershire Structure Plan; and
  - The Melton Local Plan.

## Sustainable Development

- 3.2 The Government is committed to the principles of sustainable development set out in 'Sustainable Development: The UK Strategy'. The Strategy recognises the important role of the planning system in regulating the development and use of land in the public interest. The Government's PPGs set out the policy framework within which local planning authorities are required to draw up their development plans and take decisions on individual applications to secure these principles.

## Planning Policy Guidance

- 3.3 The Government, in 'Planning Policy Guidance: General Policy and Principles' (PPG1 (Revised)) wishes to concentrate development which generates a large number of trips in places well served by public transport, rather than in out-of-centre locations. It also prefers the development of land within urban areas, particularly on previously developed sites, before considering the development of greenfield sites.
- 3.4 In 'Planning for the Communities of the Future' the Government recognises that while the re-use of previously developed sites is, at first sight, a sustainable option, the re-use of land and buildings is only one aspect of sustainable development. Other aspects relate to the resource
-

and energy implications, including reducing the need to travel. Not all previously developed land is equally attractive to develop in sustainability terms. Therefore, in the case of the ABSDA Sub-Depot at Old Dalby, which is relatively inaccessible by public transport and divorced from centres and local services, it is more sustainable to use the site for medium or low-density development.

3.5 More specifically, in ‘Planning Policy Guidance: The Countryside- Environmental Quality and Economic and Social Development’ (PPG7 (Revised)) the Government advises that the re-use and adaptation of existing rural buildings has an important role in meeting the needs of rural areas for commercial and industrial development, as well as for sport and recreation. There should generally be no reason for preventing the conversion of rural buildings for business re-use provided that:

- They are of permanent and substantial construction;
- Conversion does not lead to the dispersal of activity on such a scale as to prejudice town and village vitality;
- Their form, bulk and general design are in keeping with their surroundings;
- Imposing reasonable conditions on a planning permission overcomes any legitimate planning objections (for example on environmental or traffic grounds) which would otherwise outweigh the advantages of re-use; and
- If the buildings are in the open countryside, they are capable of conversion without major or complete reconstruction.

### **Circular 18/84: Crown Land and Crown Development**

3.6 This Circular provides advice on the management and disposal of Crown Land.

### **Regional Planning Guidance for the East Midlands**

3.7 The Regional Planning Guidance does not add any relevant regional dimension to existing Government planning policy statements.

### **Leicestershire Structure Plan**

3.8 The Leicestershire Structure Plan was adopted in 1994. The Structure Plan’s overall strategy aims to ensure that most new development is located where a realistic choice of transport is or will be made available (Strategic Policy 1). In Melton Borough, the main centre for new

housing, employment, services and leisure development is Melton Mowbray (Strategic Policy 2). Built development in the countryside is generally unacceptable. However, provision may be made for the re-use and adaptation of existing buildings for employment and leisure uses (Strategic Policy 4). Where compatible with other policies, the Structure Plan encourages the fullest use of derelict, vacant and underused land and buildings for development to minimise the quantity of previously undeveloped land taken for development (Environment Policy 13).

- 3.9 The Structure Plan provides for 80ha (198 acres) of employment land in Melton Borough (Employment Policy 1) from 1991 to 2006. Change of use of existing employment land or buildings to other uses will not normally be permitted (Employment Policy 5). In Melton Borough, the Structure Plan places restrictions on the use of employment land for storage and distribution uses (Employment Policy 6).
- 3.10 It should be noted that the Leicestershire Structure Plan is currently under review. The Consultation Draft Structure Plan for Leicestershire, Leicester and Rutland was published in September 1998.

## **Melton Local Plan**

- 3.11 The Melton Local Plan was placed 'on deposit' in 1995 and a public local inquiry into the Local Plan was held in 1996. The Inspectors report on that inquiry was published in February 1998. In the light of the Inspector's recommendations, Melton Borough Council has prepared proposed modifications to the Local Plan. It is expected that the Local Plan will be formally adopted in 1999.
- 3.12 The Melton Local Plan is in general conformity with the Structure Plan. Sufficient provision for housing and employment development is made in and around Melton Mowbray. The Plan also allows for the re-use and adaptation of rural buildings in accordance with national planning policy guidance.
- 3.13 The Melton Local Plan addresses the issues relating to the closure of the ABRO site at Old Dalby where business, general industrial and storage or distribution development will normally be acceptable (Policy EM10). Relevant extracts from the Melton Local Plan (as amended by the Proposed Modifications) can be found at Appendix 4.

## **Planning History**

- 3.14 The planning history of the site is limited as much of the Sub-Depot was built before the need for planning permission. The Sub-Depot has since benefited from Crown immunity from planning control, however the following proposals were submitted to Melton Borough Council under arrangements by which Government Departments consult local authorities about their proposals for development:

**ABSDA SUB-DEPOT, OLD DALBY**

| <b>Planning Reference:</b> | <b>Description</b>  | <b>Location</b>      | <b>Borough Council Comments</b> | <b>Date</b> |
|----------------------------|---|----------------------|---------------------------------|-------------|
| 82/0567                    | NEW COMPUTER BUILDING                                       | BUILDING 3           | NO OBJECTION                    | 25-11-82    |
| 89/0039                    | DEMOLITION OF EXISTING CONSTRUCTION. ERECT NEW POLICE POST. | ADJACENT TO ENTRANCE | NO OBJECTION                    | 16-3-89     |
| 90/0788                    | ALTERATIONS TO FIRE PROTECTION MEASURES                     | BUILDING 5           | NO OBJECTION                    | 19-1-91     |
| 96/0403                    | UPGRADING AND ALTERATIONS TO ENTRANCE                       | ENTRANCE             | NO OBJECTION                    | 6-9-96      |
| 96/0404                    | SECURITY FENCING  | SITE PERIMETER       | NO OBJECTION                    | 6-9-96      |

Source: Melton Borough Council

## **Development Constraints**

- 4.1 There are some 28 buildings on site, including warehouse and office buildings, and a fire station, each of which is numbered (see Plan 2). Appendix 1 contains a schedule of all of the buildings on the ABSDA site, their description and floor space. The schedule also outlines the condition of each building. None of the buildings are of architectural or historical importance.

### **Landscape**

- 4.2 The ABSDA site is located within an Area of Particularly Attractive Countryside, as defined in the Melton Local Plan. The Base is situated at the southern edge of the Vale of Belvoir and is on the lower north-facing slopes of the southern escarpment. The east-facing slopes that edge the Vale are close-by and the Base is visible from Wood Hill on the western side of Old Dalby.
- 4.3 The Base is on an incline that rises some 15 metres from Station Road (80m) to Building 7 (95m) at the southern edge of the site. The former rifle range (Amenity Area 2, Plan2) is higher still, and the slope becomes steeper to the south, rising to heights of around 150-155 metres.
- 4.4 The Sub-Depot's most visible frontage from a public viewpoint is along the north side of the site, which runs parallel to Station Road. There is also a pavement on the north side of the road.
- 4.5 The site is therefore prominent in the local landscape and any development on the site should not exacerbate the Sub-Depot's impact on the surrounding sensitive landscape. Particular care is required to ensure that the impact of development is minimised along the Station Road frontage.
- 4.6 The DEO have recently commissioned an inspection of all the trees on the sub-station site. There are over 200 trees on the Sub-Depot site, including ash, willow, birch, poplar and beech. Most of these trees are on the site's perimeter, helping to screen the Sub-Depot's buildings from important public viewpoints and assisting in assimilating the site into the surrounding landscape.
-

- 4.7 Within the site there are three significant open features. The first, is a semicircular area of amenity land at the entrance to the site (Amenity Area 1, Plan 2), laid to grass with some tree planting. This area enhances the general quality of the business environment and should be maintained. The second area is the former rifle range to the south-east of the site (Amenity Area 2, Plan 2). Although within the Sub-Depot site, the contours and appearance of this area has more in common with the surrounding countryside and should be retained as such. The third area acts as a buffer between Car Park B and the properties on Station Lane (Amenity Area 3, Plan 2). Development on these amenity areas would not normally be acceptable.

## **Ecology**

- 4.8 To the south-west of the Sub-Depot, the railway cutting has been designated as a Regionally Important Geological/Geomorphological Site (RIGS) as well as a Site of Ecological/Geological Interest. Crompton's Plantation, just to the south of the former rifle range (Amenity Area 2), has also been designated as a Site of Ecological/Geological Interest. Development proposals should therefore not have an adverse effect on these sites.
- 4.9 The Leicestershire County Council Museums, Arts and Records Service have no data on the ecological value of the site. However, there could be some ecological or wildlife interest based around:
- The rifle range grassland (Amenity Area 2);
  - The derelict built areas; and
  - Possibly the hedgerows
- 4.10 This is based on the fact that other MOD sites in Leicestershire such as airfields, have proved to be ecologically rich because of their undisturbed nature and lack of agricultural management. Development proposals may have to be modified if any ecological interest comes to light.

## **Hazardous Materials/Contamination**

- 4.11 The MOD has commissioned a Closure Risk Assessment in order to identify the health and environmental safety issues that need to be addressed as a result of the closure of the Sub-Depot. This Assessment identifies the works required to successfully manage these risks. A copy of the Closure Risk Assessment can be made available for inspection upon request.

- 4.12 The MOD has also commissioned a Land Quality Assessment that is in the course of preparation. The report includes a risk assessment of the hazards that have been identified at the site in order to estimate the potential risks to sensitive receptors. The receptor may be human health, a water resource, a sensitive local ecosystem or even future construction materials.
- 4.13 Over the majority of the site hazards were identified in localised or isolated areas. The risks were found to be negligible or low under present site conditions, low or moderate to low during redevelopment where potential contamination in the soil is disturbed as a result of excavation works and again negligible upon redevelopment after minor remediation works have been undertaken.
- 4.14 The Draft Land Quality Assessment considers that many areas of the site are free from significant contamination. Slight contamination by toxic metals and organic chemicals exists in localised areas.
- 4.15 Based on the findings of the investigations carried out, no conditions have been encountered on the site which present a significant threat to its redevelopment. The levels of contaminants at the site are not considered to present any constraint to redevelopment providing limited precautionary measures are adopted.
- 4.16 The Environment Agency advises that there should be no discharge of foul or contaminated drainage from the site into groundwater or surface waters. The Agency adds that only clean surface water from roofs and paved areas may be discharged directly to any soakaway, surface water sewer or watercourse.
- 4.17 Any developer should ensure that there is no discharge of effluent from industrial processes or vehicle washing to the public foul sewer without the prior written approval from the local sewerage undertaker.
- 4.18 It will also be necessary for developers to provide inspection manholes in order that discharges from individual premises or buildings can be inspected and sampled.
- 4.19 The developer should also provide facilities for the interception and storage of contaminated water for fire fighting purposes.
- 4.20 The Environment Agency advises that the site's surface water drainage system has oil interceptors in areas currently used for vehicle maintenance and re-fuelling. However any developer should ensure that these are in a good state of repair, regularly maintained and have sufficient capacity for the areas being drained. It should also be noted that these existing installations do not provide full site coverage and that the Environment Agency will require all surface water drainage from parking areas and hardstandings to be passed through a suitable oil interceptor.

## **ABSDA SUB-DEPOT, OLD DALBY**

- 4.21 It will be necessary for all loading and unloading areas used for delivery and handling of potentially polluting substances to be designated, marked and isolated from the surface water sewer or an acceptable soakaway system.
- 4.22 The fuel depot on the site will be decommissioned on closure and left to the purchaser's discretion whether to reactivate it. Facilities for the storage of oils, fuels or chemicals must be sited on impervious bases and surrounded by impervious bund walls. The volume of the bunded compound should be at least the equivalent to the capacity of the tank plus 10%.
- 4.23 The Environment Agency states that an investigation and recording of contamination should be carried out at the site before development takes place. If contamination is found it will be necessary for the developer to submit detailed proposals regarding how the contamination can be removed, contained, or rendered harmless.

### **Adjacent Land Uses**

- 4.24 There are a number of adjacent land uses that may pose constraints on the re-use of the site and may require additional amelioration measures to be taken.
- 4.25 There are several residential areas close to the site, including 10 houses on Station Lane on the western side of the site, as well as a number of detached properties along the main Station Road to Old Dalby. There is also the Queensway residential area some 500 metres to the north east of the site with approximately 150 houses. The Local Planning Authority will therefore need to carefully assess development proposals to ensure that new uses do not cause a loss of residential amenities, as enjoyed by occupants of existing dwellings in the vicinity.
- 4.26 The existing railway line on the western side of the site is operated as a test track for research purposes. There is an area of derelict railway land between the test track and the ABSDA site.
- 4.27 The adjoining Crown Business Park on the former ABRO site, whilst not completely occupied, contains a range of B1, B2 and B8 uses. A security fence currently separates the Sub-Depot from the Crown Business Park.

## **Development Guidelines**

- 5.1 The operational closure of the Sub-Depot will be on 31 March 1999. By 30 June all buildings will have been vacated. Alienation and handover to DEO will be on 31 August 1999.

### **Development Principles**

- 5.2 Having regard to the Planning Policy Context, in principle, it is considered that the Sub-Depot should be re-used for low to medium density employment generating uses. Generally, Business, General Industrial, and Storage or Distribution uses (Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987) will be encouraged together with some ancillary uses.
- 5.3 Intensive development which encourages a growth in the length and number of motorised trips or that has a significant effect on the level of traffic already on the surrounding road network, will not be acceptable.

### **Conversion Potential of Buildings**

- 5.4 The schedule at Appendix 1 sets out the potential alternative uses for each of the Sub-Depot's 28 buildings. These uses have been determined having regard to:
- The overall development principles;
  - The need to encourage the re-use of buildings by offering a range of alternative re-uses wherever possible;
  - The conversion potential of each building;
  - The need for an appropriate mix and distribution of uses on the site; and
  - The need to ensure that the use of a building is compatible with neighbouring uses, both on and adjacent to the site.
-

5.1 These uses will be further constrained as follows:

- a) At least three of the six existing warehouse buildings (buildings 3, 4, 5, 6, 7 and 8) should be retained for storage or distribution use in order to avoid an over-intensive use of the site that would give rise to a growth in the length and number of motorised trips. The retention of a significant element of storage and distribution uses on the site would also increase the possibility of re-employing store managers and store keepers who have been made redundant as a result of the closure of the ABSDA Sub-Depot, many of whom live locally;
- b) Suitable provision should be made available to the local community for social and recreation use, unless it can be demonstrated that there is no significant demand for such a facility. Provision should be in the form of a building and/or recreation land within or off the site. However, the re-use of buildings for non-residential institutions and assembly and leisure uses (Classes D1 and D2 of the Town and Country Planning (Use Classes) Order 1987) should not be of a scale that encourages significant use from outside the immediate local community (i.e. parish); and
- c) The provision of shop or food and drink facilities (Classes A1 and A3 of the Town and Country Planning (Use Classes) Order 1987) on site should be ancillary to the use of the site as an employment area (together with the adjoining Crown Business Park and Queensway estate). Retail provision that would prejudice the vitality or viability of village or town shops will not be permitted.

5.6 Residential uses on the site are not considered to be appropriate or compatible with current national or local planning policies. Hotels, residential institutions and dwellinghouses (Classes C1, C2 and C3 of the Town and Country Planning (Use Classes) Order 1987) will not be permitted.

## **New Buildings**

5.7 The construction of new buildings, unless they replace existing buildings and are no greater in floor area, will not be acceptable.

5.8 Minor extensions to existing buildings may be permitted.

5.9 Replacement buildings and extensions should be of a form, bulk and general design that is in keeping with the surroundings. The height of replacement buildings, or extensions should be no higher than existing (excludes Building 17).

5.10 Given the site's prominence in the local landscape, particularly when viewed from more elevated positions, the Council is keen to ensure that non-reflective roofing material is used on new buildings and when replacing existing roofs. Coloured cladding for roofs can make a significant reduction in the visual impact of the buildings at the site. Various British Standard

colours in dark grey, slate blue, dark green and brown can harmonise well with the local landscape and can also reduce the apparent scale of large buildings.

## **Layout**

- 5.11 The roadways within the site are not built to the Highway Authority's standards. They will not therefore be adopted and their maintenance will be the responsibility of the site owner(s). Suitable provision for the safe movement of pedestrians within the site will nevertheless be necessary. The proposed uses of the Sub-Depot site is compatible with the adjoining Crown Business Park and it may be advantageous to remove the perimeter fencing which currently separates the sites. This would allow better circulation and cohesion within the site. There should be no access to the site from Station Lane.

## **Car Parking**

- 5.12 Adequate space should be provided within the site to enable all vehicles to park and safely manoeuvre off the public highway and other communal roadways.
- 5.13 The Sub-Depot currently has three main car parking areas with a total of 154 spaces. The area between Buildings 8 and 3 has 40 spaces (Car Park A on Plan 2); the land to the west of Building 4 has 94 spaces (Car Park B on Plan 2); and the land to the north of the Canteen (Building 27) has 20 spaces (Car Park C on Plan 2).
- 5.14 In considering planning applications for the development of the site, Melton Borough Council will wish to ensure that car parking provision is made in accordance with its current car parking standards (see Appendix 2). Consequently, the three existing car parks may not have sufficient capacity to accommodate the entire requirement.
- 5.15 Car Park A is in an ideal location and is well screened on all sides by buildings, and therefore is not visible from Station Road nor the surrounding countryside. The parking area is close to the site entrance and is very accessible to most of the buildings on the site. Car park A should therefore be retained as a key parking area to serve a number of buildings. It may also be possible to enlarge Car Park A to include the current fuel depot area to the north of Building 8.
- 5.16 Car Parking Area B is highly visible from the houses on Station Lane to the west and therefore additional planting will be required on this frontage.
- 5.17 Car Parking Area C is well screened by a row of mature trees on the western side and by buildings on the other sides of the parking area. It is possible to extend this parking area to incorporate adjacent areas of hardstanding.

- 5.18 Developers should consider the safety and security of car parking areas and are referred to the Secured Car Parks Scheme, details of which are available through Leicestershire Constabulary's Architectural Liaison Officer.

## **Landscaping**

- 5.19 The Council wishes that the following areas of trees are retained:
- Mature trees along the western boundary;
  - Trees along the northern boundary between the Main Gate and the Crown Business Park;
  - Trees and hedgerow along the northern boundary along the road frontage;
  - Trees and shrubs together with the lawned area within Amenity Area 1;
  - Trees to the west of Building 27 and the associated area around the building; and
  - Other individual and small groups of trees identified by the 1998 Tree Inspection Report.
- 5.20 The Tree Inspection Report gives further details of individual trees that should be retained and details of those that are dead, dying, dangerous or not worthy of retention. Melton Borough Council will give consideration to making a Tree Preservation Order on the most important trees in anticipation of the land being transferred to a private interest.
- 5.21 Additional tree planting, using native species, will be necessary in some areas, particularly along the western boundary adjacent to Station Lane. Additional hedge planting will be required along the northern boundary adjacent the main road, particularly along the frontage close to Building 4.
- 5.22 There are a number of small pockets of land adjoining existing buildings that have become overgrown. The Council would wish to see that these areas are retained as small amenity areas as they will enhance the appearance of the site.
- 5.23 Before development commences, the developer will need to submit a landscaping scheme and management plan to the Local Planning Authority for its approval. This will need to show what trees and hedgerows are being retained, any new planting which is required and include a maintenance schedule for the long-term management of landscaped and amenity areas.

## **Security**

- 5.24 It is widely acknowledged that the built environment can influence criminal behaviour with many offences committed being aided or occurring through designs that create opportunities

for crime. By carefully considering the development at an early stage in its creation, the potential for unlawful activity can be reduced.

- 5.25 Planning applications will be assessed in order to determine a scheme's ability to reduce the risk of criminal activity, trespass, vandalism and litter through the adoption of appropriate measures at the design stage. The new development should be designed to maximise this potential through appropriate layout design, boundary features and means of enclosure and to minimise detrimental effects on adjoining land or existing development.
- 5.26 Development will not be permitted which includes layout, design and landscape features that would make crimes easier to commit. Developers are advised to contact Leicestershire Constabulary's Architectural Liaison Officer.

## **Emergency Services**

- 5.27 The Leicestershire Fire and Rescue Service advise that it is not necessary to maintain a fire station at the Base as this fire station was purely for army use at the site. Fire cover is based on risk categorisation A to D, A risk forming the highest risk level. The Old Dalby area will be classed as a D risk area.
- 5.28 The Leicestershire Fire and Rescue Service also advise that owners or occupiers of the commercial premises should comply with the relevant legislation for fire safety and other relevant legislation, e.g. storage or use of hazardous materials.
- 5.29 A fire hydrant ring main and a number of underground emergency water supplies currently serve the site. These should be maintained in good working order by the new occupiers or owners for Fire Service use in the event of a fire. The automatic fire alarm systems that are currently installed should be maintained in good working order and if necessary suitably upgraded as required by building use. Developers should consult the Leicestershire Fire and Rescue Service on matters relating to water supplies, building construction and storage risks.

## **Building Regulations**

- 5.30 While not necessary for planning permission, developers should consider the requirements of the following legislation during the process of design and development:
- Building Regulations 1991: A full plans building regulations application will be required for any proposed building work, material alteration, change of use or alterations which affect the means of escape in the event of fire;
  - Leicestershire Act 1985: In addition to the above, Section 53 of the Leicestershire Act may apply. This relates to large storage buildings and, dependant upon the materials

stored, the following precautions may be required- automatic smoke detection, sprinkler systems, increased period of fire separation, and smoke ventilation.

## **Highways**

- 5.31 In assessing the suitability of proposed uses, particular regard will be given to the level of traffic generation associated with the previous Army uses. In September 1997 there were on average 44 two-way daily trips made by heavy goods vehicles (HGVs) of which 20% were 4 Tonne vehicles. There were a further 200 daily trips made by passenger vehicles. Currently, HGV generation is at a similar level, though passenger vehicles are down to some 140 two-way trips per day.
- 5.32 The potential trip generations that might arise from the re-use of the buildings, based on those assumed in Appendix 1, are contained in Appendix 3. This information comes from the nationally recognised Trip Rate Information Computer System (TRICS) by averaging the generations from buildings having a similar floor space. Trip rates can vary according to factors such as individual user requirements, location (urban/rural), region, local competition etc. and are intended to provide initial guidance only. It does nevertheless serve to illustrate that B2 uses generally results in over double the number of trips expected from a comparable B8 use. The table in Appendix 3 shows that it is normally the case that distribution-based warehousing results in a significantly lower number of trips than one which is storage-based, although, the HGV percentage can be much higher with the former.
- 5.33 In consideration of future uses, the Highway Authority will wish to minimise the traffic impact and to ensure that traffic conditions on the surrounding road system are not materially worsened from those that were experienced with the previous Army uses. Traffic impact assessments will therefore be required in respect of the proposed re-use of the buildings.
- 5.34 In view of the sensitive nature of the surrounding rural road network, routing and positive signing arrangements will be necessary to avoid, as far as practically possible, the use of unsuitable minor roads. The site should therefore be given a corporate identify and signed accordingly from the A6006/A46 and B676/A46 junctions via Six Hills Lane and the A606. All HGV's and visitors leaving the site should be similarly signed to turn right to the A606. Directional signs to the site must be agreed and installed prior to any occupation of the buildings.

- 5.35 Given the site's development potential, it is likely that contributions will be required to supporting highway and transportation infrastructure. It is clearly not possible to specify the precise nature or level of contribution to any off-site works without some knowledge of the specific users. Dependant upon the scale of the impact, contributions will be sought towards improvements to address road safety, enhanced public transport provision and pedestrian/cycling opportunities necessitated by the cumulative impact of the development. Traffic calming may be necessary along Old Dalby Lane, Station Road and through Old Dalby village. Nether Broughton and Old Dalby Parish Council have also expressed concerns about the adequacy of Pinfold Corner, Hattons Corner and the Old Dalby Lane/Queensway junction.

## **Bus Services**

- 5.36 Bus provision to the site is poor and well below the standard required to offer a satisfactory service to employees. The nearest bus shelters are approximately 620 metres to the east of the Main Gate, at the junction with Queensway.
- 5.37 There are currently two bus routes that serve the site. Route BT23 is operated by Barton Buses and route LR119 is operated by Lincolnshire Road Car.
- 5.38 On Mondays to Fridays, there are 9 services that start in Melton Mowbray and stop at Queensway; 4 of these services run to Nottingham. There are also 10 services which run from Queensway to Melton Mowbray; 2 start in Nottingham.
- 5.39 On Saturdays, there are 7 services that start in Melton Mowbray and stop at Queensway; 3 of these services run to Nottingham. There are also 7 services which run from Queensway to Melton Mowbray; 2 of which start in Nottingham.

## **Rail Facilities**

- 5.40 There is currently a railway track adjacent the site that is used as a test track. The track is connected to the main Leicester to Peterborough line. Former sidings connected Old Dalby Station to this railway line and it is still possible that Buildings 6 and 7 could be re-used in connection with the adjoining railway line.

## **Other Links**

- 5.41 Where distances exceed 1 mile (about 1.4 km) only a small proportion of people will walk. The only communities within walking distance are Queensway, Old Dalby (about 1km) and Nether Broughton (about 1.6km).

## **ABSDA SUB-DEPOT, OLD DALBY**

- 5.42 Similarly, it is generally recognised that when distances exceed 5 miles (8km) only a small number of people will regularly cycle, even when good facilities are provided. Apart from Queensway, Old Dalby and Nether Broughton, the villages that would fall within this parameter are Upper Broughton (3.5km), Long Clawson (6km) and Asfordby (7km).
- 5.43 The opportunities available to use any form of transport other than the private car are therefore extremely limited. In view of the remote location of the site, a Commuter Plan should be submitted for the larger discrete components setting out practical measures to be undertaken to reduce the use of private cars.

### **Amenity**

- 5.44 Once a planning application is received, careful consideration will be given by the Borough Council to ensure that development will not cause an undue loss of residential privacy and outlook, as enjoyed by the current residents in the vicinity. The Council will also consider whether the proposed use will cause a loss of amenity in terms of generating noise (see below), smell, dust and other pollution.

### **Noise**

- 5.45 The Borough Council has no data relating to noise levels at the site, but Environmental Health Officers have carried out background noise level readings in Old Dalby village which may be used as a base line for imposing maximum noise levels in relation to the re-use of the Sub-Depot buildings.
- 5.46 The ambient noise levels have been determined for weekdays, Saturdays and Sundays, during three specified time periods, i.e. 07.00 to 19.00, 19.00 to 22.00 and 22.00 to 07.00.
- 5.47 Average weekday levels, expressed as LA90, are:

|                |      |
|----------------|------|
| 07.00-19.00hrs | 42dB |
| 19.00-22.00hrs | 38dB |
| 22.00-0700hrs  | 34dB |

- 5.48 Average Sunday level, expressed as LA90, is 34dB over a 24-hour period.
- 5.49 Using BS4142 (British Standard 4142: 1990- 'Method for rating industrial noise affecting mixed residential and industrial areas'), correct LAeq sound levels should not exceed 5dB(A) above the weekday LA90 level between 07.00 and 22.00, and outside those hours and on Sundays, the LA90 is not to be exceeded at all.

- 5.50 In real terms this means that, on weekdays between 07.00 and 19.00, a corrected LAeq of 47dB(A) will be permitted, and between 19.00 to 22.00, a corrected LAeq of 43dB(A) will be permitted.
- 5.51 On Sundays and between the hours of 22.00 to 07.00, a corrected LAeq is not to exceed 34dB(A).
- 5.52 These levels are to be imposed at the site boundary or at the nearest noise sensitive buildings. This is to be specified in each individual planning application, depending on the circumstances.
- 5.53 Any restrictions on hours of operation would depend on the type of business use proposed. If it is an inherently noisy operation, then it may be essential to restrict hours of use, but if the working operations are essentially quiet, it would not be necessary to restrict hours of use. Restrictions on the type of transport entering and leaving the site, with permitted hours of use, could be considered.

## **Light Pollution**

- 5.54 Lighting is needed for the safety of staff and visitors and for the security of the site. However, unsuitable lighting can cause problems of shadowing and intrusion by glare and dazzle.
- 5.55 Artificial light is not classed as ‘development’ and therefore does not require planning permission. However, the structures that contain the lights may require planning permission and therefore some limited control can be provided over new installations. By applying the following principles to such applications, it will be possible to achieve an attractive and safe night-time environment that minimises light pollution:
- All lighting should be the minimum necessary to be effective;
  - Energy-efficient installations should be used wherever possible, with consideration given to the colour of this lighting. High-pressure sodium lights that generate a white light will be preferable to low-pressure sodium (orange) lights;
  - Lighting should be designed to limit spillage above the horizontal plane and should be at a low height wherever possible;
  - Floodlights should be directed downwards onto the target, rather than upwards towards the sky; and
  - Baffles and shields should be installed to protect nearby residential properties from glare and dazzle.

## **Noxious/Hazardous Uses**

- 5.56 Hazardous substance consent is required for the presence of a hazardous substance (such as an explosive or flammable material). The Council will not grant planning permission for development involving the presence of hazardous substances where this would give rise to unacceptable risk to the health and safety of persons on the site or in the surrounding area; or have an adverse effect on the wider local environment including the use of nearby land.

## **Advertisements**

- 5.57 The Council acknowledges the need for advertisements, however there is concern that signs should not be visually intrusive, over-prolific, cause danger to highway safety or lead to a reduction in the quality of visual amenities.
- 5.58 The Town and Country Planning (Control of Advertisements) Regulations 1992 allows certain advertisements to be displayed without the need to gain formal consent from the Council. These advertisements are given ‘Deemed Consent’, providing they comply with the specific requirements of the Regulations. In many other cases it is necessary to apply to the Council for advertisement consent for signs and other advertisements.
- 5.59 The ABSDA site, like the rest of the rural area within the Borough, is within an “Area of Special Advertisement Control”, and therefore there are stricter criteria on when advertisement consent is required.
- 5.60 The Borough Council will not allow unnecessary signs in this rural location and will ensure that any signs permitted respect landscape character and background features against which they will be seen. Illuminated adverts will not normally be acceptable.

## **Outside Storage**

- 5.61 Given the availability of warehouse space, outside storage areas are discouraged, especially as such areas can detract from the character of the local surroundings and affect the visual amenities of local residents. Outdoor storage should be avoided, particularly in the following areas:
- Land adjacent the northern boundary including the current Car Park B;
  - Amenity Area A and land adjacent the Main Gate;
  - Land adjacent the houses on Station Lane (i.e. including land within the former radar testing compound and contractor’s compound);
  - Land adjacent the western boundary; and

- Amenity Area B.

5.62 Any areas used for outside storage should have adequate security measures in place.

## **Co-ordination**

5.63 Planning applications may be received for the whole site, or for individual buildings. In any event, Melton Borough Council will wish to ensure that:

- Prior to the occupation of half the available floor space, provision has been made for social and recreational use (paragraph 5.5b); and
- Before Buildings 4, 5, the former Radar Test Compound or the 'Mowlam' Compound are occupied, additional tree and hedge planting is provided along the western boundary adjacent to Station Lane and along the northern boundary adjacent the main road (paragraph 5.19).

**ABSDA SUB-DEPOT, OLD DALBY**

## Services

### Water

- 6.1 Severn Trent Water states that currently the Sub-Depot is served through a bulk water meter and a network of private pipework which run through the entire site. This is fed through an existing distribution system in Station Road. When the site is sold off, the developer is advised to review the water supplies to the site with Severn Trent Water.

### Foul Drainage

- 6.2 Foul drainage from the site is currently to the public foul sewer. The developer should therefore ensure that the sewerage system and sewage treatment works serving the site have sufficient capacity to accommodate any additional flows, generated as a result of any increased activity on site without causing pollution.

### Electricity

- 6.3 East Midlands Electricity advise that proposals to re-use the site for industrial or warehousing uses are likely to present little problems in respect of electricity supplies. The current site has a potential of some 3,500kVA and high voltage cables cross from the Crown Business Park into a MOD substation. This substation would be disconnected and a number of distribution substations established at strategic locations around the site with individual low voltage services taken into each selected building to meter the customer's load.

### Gas

- 6.4 The nearest Transco main with capacity to supply the site is the 180mm main located on Old Dalby Lane. A governor will be required to supply the site.

## **ABSDA SUB-DEPOT, OLD DALBY**

- 6.5 The heating on the site is currently provided by a boiler-house that will be de-commissioned. The network of pipes used for heating will remain on the site should a developer wish to re-use them.

### **Telecommunications**

- 6.6 British Telecom advises that any major redevelopment would require the local network to be upgraded. Additionally, further network infrastructure may be required on the site.

## **Format of Planning Submission Required**

- 7.1 A Traffic Impact Assessment and a Commuter Plan should accompany planning applications for the re-use of buildings 3, 4, 5, 6, 7, or 8. Proposals that are likely to affect Amenity Area 2, derelict areas or hedgerows should be accompanied by an ecological evaluation.

**ABSDA SUB-DEPOT, OLD DALBY**

## Other Information

8.1 For operational reasons it is reported that the site will not available for inspection until such time as the site is offered for sale on the open market.

## Contacts

|  |   |  |   |
|--|---|--|---|
| <p><b>ABSDA</b><br/>Mrs L Orridge<br/>Property Manager<br/>ABSDA • Store Division<br/>Old Dalby Sub Depot<br/>BOD Donnington<br/>Melton Mowbray • LE14 3NG</p> <p>Telephone: 0115 957 1488</p>                                     | <p><b>British Telecom</b><br/>PJ Thorpe<br/>Access Forecasting Manager<br/>N&amp;S Central Services<br/>PP G1801C<br/>1 St, George's Way<br/>Leicester • LE1 1BA</p> <p>Telephone: 0116 253 4158</p>                                  | <p><b>Crown Business Park</b><br/>The Haywood Partnership<br/>197 Warsash Road<br/>Warsash<br/>Southampton<br/>SO3 9JE</p> <p>Telephone: 01489 573634</p>  | <p><b>Defence Estate Organisation</b><br/>Peter Rushmer<br/>Defence Estate Organisation<br/>Stirling House<br/>Denny End Road • Waterbeach<br/>Cambridgeshire • CB5 9QE</p> <p>Telephone: 01223 255440</p>  |
| <p><b>East Midlands Electricity</b><br/>Mike Ward<br/>Network Business<br/>East Midlands Electricity<br/>Tritton Road<br/>Lincoln<br/>LN6 7RS</p> <p>Telephone 0845 303 3070</p>   | <p><b>Environment Agency</b><br/>Erica Marshall<br/>Area Customers Service<br/>Manager<br/>Lower Trent Area<br/>Trentside Offices<br/>Scarrington Road<br/>West Bridgford<br/>Nottingham • NG2 5FA</p> <p>Telephone 0115 945 5722</p> | <p><b>Government Office for the East Midlands</b><br/>The Belgrave Centre<br/>Stanley Place<br/>Talbot Street<br/>Nottingham<br/>NG1 5GG</p> <p>Telephone: 0115 971 2450</p>                             | <p><b>Leicestershire Constabulary</b><br/>GH Smith<br/>Crime Prevention Officer<br/>Leicestershire Constabulary<br/>East Area Community Unit<br/>Colin Grundy Drive<br/>Off Keyham Lane<br/>Leicester • LE5 1FY</p> <p>Telephone: 0116 222 2222</p>   |
| <p><b>Leicestershire County Council-Ecology Unit</b><br/>Dr A Fletcher<br/>County Ecologist<br/>Holly Hayes Environmental<br/>Resources Centre<br/>216 Birstall Road<br/>Leicester<br/>LE4 4DG</p> <p>Telephone: 0116 267 1950</p> | <p><b>Leicestershire County Council-Economic Development</b><br/>David Clark<br/>Leicestershire County Council<br/>County Hall<br/>Glenfield<br/>Leicester<br/>LE3 8RJ</p> <p>Telephone 0116 232 3232</p>                             | <p><b>Leicestershire County Council-Highway Authority</b><br/>Alan Headley<br/>Leicestershire County Council<br/>County Hall<br/>Glenfield<br/>Leicester<br/>LE3 8RJ</p> <p>Telephone: 0116 265 7187</p> | <p><b>Leicestershire Fire and Rescue Service</b><br/>NC Tunnicliffe<br/>Divisional Commander<br/>Fire and Rescue Service<br/>Headquarters<br/>Anstey Frith<br/>Leicester Road • Glenfield<br/>Leicester • LE3 8HD</p> <p>Telephone: 0116 287 2241</p> |

**ABSDA SUB-DEPOT, OLD DALBY**

|   |   |   |  |
|---|---|---|--|
| <p><b>Melton Borough Council</b><br/>Colin Wilkinson<br/>Manager of Planning Policy and Economic Development<br/>Melton Borough Council<br/>Council Offices<br/>Nottingham Road<br/>Melton Mowbray • LE13 OUL</p> <p>Telephone 01644 502380</p> | <p><b>Nether Broughton and Old Dalby Parish Council</b><br/>Mrs J Ogle Parish Clerk<br/>3 Queensway • Old Dalby<br/>Melton Mowbray<br/>Leicestershire<br/>LE14 3QQ</p> <p>Telephone: 01664 823716</p> | <p><b>Severn Trent Water Ltd</b><br/>David Allin<br/>Severn Trent Water Ltd<br/>Gorse Hill<br/>Anstey<br/>Leicester<br/>LE7 7GU</p> <p>Telephone: 0116 234 0340</p> | <p><b>Transco</b><br/>John Vogt<br/>Transco<br/>Belvoir District<br/>PO Box 563<br/>Aylestone Road<br/>Leicester<br/>LE2 7YP</p> <p>Telephone: 0116 223 3132</p> |
|---|---|---|--|

## Abbreviations

|                  |   |
|------------------|---|
| <b>A1</b>        | Use Class Order 1987- Shops including hairdressers, post offices, dry cleaners, sandwich bars, domestic hire shops.   |
| <b>A3</b>        | Use Class Order 1987- Food and Drink including restaurants, pubs, snack bars, shops for sale of hot food.   |
| <b>ABRO</b>      | Army Base Repair Organisation   |
| <b>ABSDA</b>     | Army Base Storage and Distribution Agency   |
| <b>B1</b>        | Use Class Order 1987- Business including offices, research and development, studios, laboratories, high tech, light industry.   |
| <b>B2</b>        | Use Class Order 1987- General Industrial  |
| <b>B2</b>        | Use Class Order 1987- Storage or Distribution including wholesale warehouse, distribution centres, repositories.  |
| <b>B&amp;CE</b>  | Building and Civil Engineering  |
| <b>C1</b>        | Use Class Order 1987- Hotels including boarding and guesthouses.  |
| <b>C2</b>        | Use Class Order 1987- Residential Institutions including residential schools and colleges, hospitals and convalescent/nursing homes.  |
| <b>C3</b>        | Use Class Order 1987- Dwelling Houses including dwellings, communal housing of elderly and handicapped.   |
| <b>COCH</b>      | Civilian Occupational Health Centre   |
| <b>D1</b>        | Use Class Order 1987- Non-residential Institutions including places of worship, church halls, clinics, health centres, crèches, day nurseries, museums, public halls, exhibition halls, training centres. |
| <b>D2</b>        | Use Class Order 1987- Assembly and Leisure including sports halls and other indoor and outdoor sports and leisure uses.   |
| <b>DEO</b>       | Defence Estate Organisation (Lands)   |
| <b>DFS</b>       | Defence Fire Service  |
| <b>EWC</b>       | Estate Works Consultant   |
| <b>HGV</b>       | Heavy Goods Vehicle   |
| <b>M&amp;E</b>   | Mechanical and Engineering  |
| <b>MGS Lodge</b> | Ministry of Defence Guard Service Lodge   |
| <b>MOD</b>       | Ministry of Defence   |
| <b>POL Point</b> | Petrol Oil Lubricant point  |
| <b>PPG</b>       | Planning Policy Guidance  |
| <b>REME</b>      | Royal Electrical and Mechanical Engineers   |
| <b>RPG</b>       | Regional Planning Guidance  |
| <b>S of SD</b>   | Secretary of State for Defence  |
| <b>TRICS</b>     | Trip Rate Information Computer System   |

**Plan**

**1**

# Location Plan

**ABSDA SUB-DEPOT, OLD DALBY**

**Plan**  
**2**

**Site Plan**

**ABSDA SUB-DEPOT, OLD DALBY**

## Appendix

# 1

## Schedule of Site Buildings and Potential Use

| Bldg. No. | Building Description | Area (m <sup>2</sup> ) | Cubic Capacity (m <sup>3</sup> ) | Offices (m <sup>2</sup> ) | Non-warehouse (m <sup>2</sup> ) | Amenities/Description  | Condition                 | Potential Uses                                    |
|-----------|----------------------|------------------------|----------------------------------|---------------------------|---------------------------------|--|---------------------------|---|
| 3         | Warehouse            | 12,490                 | 37,470                           | 44                        | 1,349                           | Large compartmentalised building. Office accommodation to south & north sides. 3 sets of gents toilets and 3 sets of ladies. Offices in each bay.  | B&CE - Fair<br>M&E - Poor | B2/B8   |
| 4         | Warehouse            | 12,490                 | 37,470                           | 13                        | 510                             | Offices located at both ends of building. Ladies and gents at both ends of building.   | B&CE - Fair<br>M&E - Fair | B2/B8   |
| 5         | Warehouse            | 12,486                 | 37,458                           | 6                         | 315                             | Consists of large storage area, bottom bay fenced off, to restrict access to secure stores. 6 offices, 2 rest rooms and kitchen. Ladies and gents toilets. Totally refurbished 1993, fully fire protected.   | B&CE - Good<br>M&E - Good | B2/B8   |
| 6         | Warehouse            | 9,368                  | 28,104                           | 6                         | 223                             | Building split into two separate sections. Large area to the north consists of 5 offices + rest rooms and ladies and gents toilets. Smaller area, south of building, consists of 1 office and gents toilets. | B&CE - Fair<br>M&E - Fair | B2/B8   |
| 7         | Warehouse            | 9,368                  | 28,104                           | 4                         | 99                              | Consists of 4 offices, 2 rest rooms and ladies and gents toilets.  | B&CE - Fair<br>M&E - Fair | B2/B8   |
| 8         | Warehouse            | 7,250                  | 21,750                           | 6                         | 235                             | Consists of 6 offices, 2 rest rooms and ladies and gents toilets. Well area and loading bay.   | B&CE - Poor<br>M&E - Poor | B2/B8   |
| 17        | DFS Tower            | 21                     |                                  |                           |                                 |  | B&CE - Fair<br>M&E - Good | Only likely to be of interest to specialist users |
| 18        | Fire Station         | 520                    |                                  |                           |                                 | Accommodation includes Kitchen, lounge and sleeping quarters. Appliance bay, watch room and 1 office.  | B&CE - Fair<br>M&E - Good | B1  |
| 20        | Wash bays            |                        |                                  |                           |                                 |  | B&CE - Fair<br>M&E - Fair | B2/B8   |

**ABS DA SUB-DEPOT, OLD DALBY**

| <b>Bldg. No.</b> | <b>Building Description</b> | <b>Area (m<sup>2</sup>)</b> | <b>Cubic Capacity (m<sup>3</sup>)</b> | <b>Offices (m<sup>2</sup>)</b> | <b>Non-warehouse (m<sup>2</sup>)</b> | <b>Amenities/Description</b>   | <b>Condition</b>          | <b>Potential Uses</b>   |
|------------------|-----------------------------|-----------------------------|---------------------------------------|--------------------------------|--------------------------------------|--|---------------------------|---|
| 21               | Offices                     | 274                         |                                       | 9                              |                                      | Range of offices. Small kitchen, ladies and gents toilets.   | B&CE - Fair<br>M&E - Fair | B1  |
| 22               | Offices                     | 140                         |                                       | 5                              |                                      | Range of offices. Small kitchen, ladies and gents toilets.   | B&CE - Fair<br>M&E - Fair | B1  |
| 24               | Boiler House                | 654                         |                                       | 1                              |                                      | Houses boilers that run the depot heating system. 1 office and 1 toilet.   | B&CE - Fair<br>M&E - Fair | May be retained to provide neighbourh ood heating system  |
| 25               | Battery house (inc 25a)     |                             |                                       |                                |                                      | Recharging bays for MHE.   | B&CE - Fair<br>M&E - Fair | B2  |
| 27               | Former canteen              | 740                         |                                       |                                |                                      | Consists of a large dining area, and a separate lounge area. Kitchen area with store cupboards off. Staff office accommodation and rest rooms. Two sets of ladies and gents toilets. | B&CE - Fair<br>M&E - Fair | B1/B2/D1/D2   |
| 28               | Former radar test site      | No info.                    |                                       |                                |                                      |  | B&CE - Fair<br>M&E - Fair | B1.<br>Considerati on should be given to demolition and restoration/ landscaping.   |
| 29               | Former radar test site      | No info.                    |                                       |                                |                                      |  | B&CE - Fair<br>M&E - Fair | Very small building- may be difficult to re-use. Considerati on should be given to demolition and restoration/ landscaping. |

**ABS DA SUB-DEPOT, OLD DALBY**

| <b>Bldg. No.</b> | <b>Building Description</b>         | <b>Area (m<sup>2</sup>)</b> | <b>Cubic Capacity (m<sup>3</sup>)</b> | <b>Offices (m<sup>2</sup>)</b> | <b>Non-warehouse (m<sup>2</sup>)</b> | <b>Amenities/Description</b>   | <b>Condition</b>          | <b>Potential Uses</b>   |
|------------------|-------------------------------------|-----------------------------|---------------------------------------|--------------------------------|--------------------------------------|--|---------------------------|---|
| 30               | Salt shed                           | No info.                    |                                       |                                |                                      |  |                           | Ancillary uses. Consideration should be given to demolition and restoration/landscaping |
| 31               | Former Mowlems offices              | No info.                    |                                       |                                |                                      | Former Dwelling. Two storey. Services have been disconnected. Located within separate compound - could be sold off separately. | B&CE - Fair<br>M&E - Fair | B1  |
| 32               | Former M&E contractor accommodation | No info.                    |                                       |                                |                                      | Building that has separate rooms, used in the past for offices, small storage and rest rooms                                   | B&CE - Fair<br>M&E - Fair | B1/ancillary storage/garaging   |
| 33               | Former M&E contractor accommodation | No info.                    |                                       |                                |                                      | Building that has separate rooms, used in the past for offices, small storage and rest rooms                                   | B&CE - Fair<br>M&E - Fair | B1  |
| 35               | DFS smoke bldg                      |                             |                                       |                                |                                      | Former air raid shelter, to west of bldg 4.  |                           |   |
| 36               | POL point                           |                             |                                       |                                |                                      |  | B&CE - Fair<br>M&E - Good | Fuel depot/B2   |
| 37               | North/west corner bldg 4            | No info.                    |                                       |                                |                                      | Suspect it used to be a Police Hut. Unused.  |                           | Unsuitable for re-use   |
| 38               | Former COHC                         | 183                         |                                       | 15                             |                                      | Small building consisting of variety of different sized offices. Not connected to heating system. Has own bathroom.            | B&CE - Fair<br>M&E - Good | B1  |
| 39               | Former Gateway club                 | 264.5                       |                                       |                                |                                      | Former social clubs, consisting of dance area, stage and bar. Quiet room. Ladies & gents toilets. Stock room.                  | B&CE - Fair<br>M&E - Fair | B1/B2/D1/D2   |
| 40               | "F" car park MGS lodge              | No info.                    |                                       |                                |                                      |  |                           |   |
| 41               | Gate House                          | 88                          |                                       | 1                              |                                      | Refurbished end of 1997. Reception area, office and rest room with kitchen facilities.   | B&CE - Good<br>M&E - Good | A1/A3   |
| 58               | Former indoor range                 | No info.                    |                                       |                                |                                      | EWC recommended the demolition of this building in their last inspection report.   | B&CE - Poor<br>M&E - Poor | B1/B2   |

The details and areas reproduced in this Schedule are indicative and should therefore be interpreted as a GUIDE ONLY

**ABSDA SUB-DEPOT, OLD DALBY**

## **Extract from Melton Borough Council's Revised Parking Standards\***

### **The Parking Standards**

The principal aim of the Council's Parking Standards is to provide for sufficient on-site car parking that is consistent with the need to achieve a reduction in the use of the private motor car in accordance with Government advice. The Standards are therefore designed to control the amount of on-site car parking for most new development and to make development sites more accessible to visitors using alternative modes of transport. The Council's approach involves a combination of:

reduced on-site car parking requirements (as measured against a Full Car Parking Standard); and

the provision of new or improved facilities for alternative modes of transport that are financed mainly through developer contributions.

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

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

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

---

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

## **Developer Contributions**

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

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

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

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

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

## **Car Parking Space Dimensions**

5.0m x 2.5m x 2.0m (headroom)

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

## **Disabled Parking**

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

| <b>Total Spaces</b> | <b>Disabled Provision (Minimum)</b> |
|---------------------|-------------------------------------|
| 10 -20              | 1 space                             |
| 21 – 40             | 2 spaces                            |
| 41 – 60             | 3 spaces                            |
| 61 – 80             | 4 spaces                            |
| 81 –100             | 5 spaces                            |

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

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

## **Disabled Parking Space Dimensions**

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

## **Bicycle Parking**

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

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

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

\* Extract from Melton Borough Council’s Revised Parking Standards with the inclusion of additional text relating specifically to the ABSDA Sub-Depot site.

## Table of Standards

| <b>LAND USE CLASS</b>  | <b>FULL CAR PARKING STANDARD</b>                        | <b>BICYCLE PARKING STANDARD</b>                             |
|--|---|---|
| <b><i>CLASS A1: SHOPS</i></b>                                  |   |   |
| Up to 99sq m   | 2 spaces  | 1 space / 10 employees ( min 1 space)                       |
| <b><i>CLASS A3: FOOD &amp; DRINK</i></b>                       |   |   |
| Restaurants, Public Houses & Licensed Clubs (Public Area only) | 1 space / 4sq m +<br>1 staff space / 40 seats or 40sq m | 1 space / 10 employees ( min 1 space)                       |
| <b><i>CLASS B1: BUSINESS</i></b>                               |   |   |
| Offices, R & D, and Light Industry                             | 1 space / 50sq m<br>servicing by agreement              | 1 space / 200sq m +<br>1 space / 10 employees (min 1 space) |
| <b><i>CLASS B2: GENERAL &amp; SPECIAL INDUSTRY</i></b>         |   |   |
| General & Special Industry                                     | 1 space / 50sq m<br>servicing by agreement              | 1 space / 10 employees ( min 1 space)                       |
| <b><i>CLASS B8: STORAGE OR DISTRIBUTION</i></b>                |   |   |
| (a) Over 235sq m   | 1 space / 100sq m<br>servicing by agreement             | 1 space / 10 employees ( min 1 space)                       |
| (b) Up to 235sq m  | 1 space / 50sq m<br>servicing by agreement              | 1 space / 10 employees (min 1 space)                        |
| <b><i>CLASS D1: NON RESIDENTIAL INSTITUTIONS</i></b>           |   |   |
| Surgeries & Clinics  | 1 space / staff member +<br>2 spaces / consulting room  | 1 space / 10 employees ( min 1 space)                       |
| Day Nurseries  | 1.33 spaces / staff member                              | 1 space / 10 staff ( min 1 space)                           |
| <b><i>CLASS D2: ASSEMBLY &amp; LEISURE</i></b>                 |   |   |
| Places of Assembly   | 1 space / 10sq m  | 1 space / 40 seats (min 1 space)                            |

## Trip Rate Generation

| Building No. | Average 2-way Daily Trips for B1 Use | Average 2-way Daily Trips for B2 Use | Average 2-way Daily Trips for B8(D) Use | Average 2-way Daily Trips for B8(W) Use |
|--------------|--------------------------------------|--------------------------------------|---|---|
| <b>3</b>     |                                      | 1,746                                | 476                                     | 713                                     |
| <b>4</b>     |                                      | 1,746                                | 476                                     | 713                                     |
| <b>5</b>     |                                      | 1,746                                | 476                                     | 713                                     |
| <b>6</b>     |                                      | 1,310                                | 357                                     | 535                                     |
| <b>7</b>     |                                      | 1,310                                | 357                                     | 535                                     |
| <b>8</b>     |                                      | 1,014                                | 276                                     | 414                                     |
| <b>18</b>    | 85                                   |                                      |   |   |
| <b>21</b>    | 45                                   |                                      |   |   |
| <b>22</b>    | 23                                   |                                      |   |   |
| <b>27</b>    | 121                                  | 103                                  |   |   |
| <b>38</b>    | 30                                   |                                      |   |   |
| <b>39</b>    | 43                                   | 37                                   |   |   |

Average percentage HGVs for B2 and B8(W) 10%  
 Average percentage HGVs for B8(D) 27%

B8(W) Warehousing (primarily warehousing)  
 B8(D) Warehousing (primary distribution)

**ABSDA SUB-DEPOT, OLD DALBY**

## **Extracts from Melton Local Plan**

(As amended by the List of Proposed Modifications and Reasons February 1999)

### **Overall Strategy for Development in Rural Areas (Policy OS2)**

Planning permission will not be granted for development outside the Town and Village Envelopes shown on the Proposals Map except for:

- A) Development essential to the operational requirements of agriculture and forestry;
- B) Limited small-scale development for employment, recreation and tourism which is not significantly detrimental to the appearance and rural character of the open countryside;
- C) Development essential to the operational requirements of a public service authority, statutory undertaker or a licensed telecommunications code system operator;
- D) Change of use of rural buildings; and
- E) Affordable housing in accordance with Policy H8

Where such development would lead to the coalescence of existing settlements, planning permission will not be granted.

## **Existing Rural Industries (Policies EM8 and EM9)**

Planning permission will be granted for industrial development within the confines of an existing industrial site outside the Town and Village Envelopes shown on the Proposals Map provided:

- A) The form, scale, design and construction materials of the development are appropriate to the surroundings and would not cause visual intrusion;
- B) There would be no loss of amenities by virtue of noise, smell, dust or the wider operational effects of the development;
- C) Adequate access and parking provision can be made available;
- D) The development would not result in an unacceptable increase in traffic levels;
- E) Landscaping can be provided to reduce the effect of the development in the locality.

Outside the Town or Village Envelopes, the extension of an existing industrial or commercial site will only be permitted where:

- A) The use cannot be accommodated within an existing building;
- B) There are no suitable alternative sites within a Town or Village Envelope;
- C) The proposed development is small in scale;
- D) The form, scale, design and construction materials of the proposed development minimises its impact on the surroundings;
- E) The proposal is in accordance with the other policies of the Plan.

## **MOD Depot, Old Dalby (Policy EM10)**

Planning permission will be granted for Industrial Use Classes B1, B2 and B8 (as defined by the Town & Country Planning (Use Classes Order 1987)) on former ABRO land, Old Dalby as shown on the Proposal Map (former MOD Depot Inset) provided the development complies with the criteria in Policy EM8.

**ABSDA SUB-DEPOT, OLD DALBY**

## **Reuse of Rural Buildings (Policy C5(A))**

Planning permission will be granted to reuse and adapt a rural building for a commercial, industrial or recreational use provided that:

- A) The building is of substantial, sound and permanent construction and if it is in the open countryside, is proposed for reuse and adaptation without major or complete reconstruction;
- B) The form, bulk and general design of the building is in keeping with its surroundings;
- C) Any conversion work respects local building styles and materials;
- D) The traffic to be generated by the new use can be safely accommodated by the site access and the local road system;
- E) The proposed use will not harm the local environment through the creation of noise, dust, smoke, fumes, grit, vibration or any form of water, soil or air pollution;
- F) There is sufficient room in the curtilage of the building to park the vehicles of those who will work or visit there and also to service its use, all without detriment to the visual amenity of the countryside;
- G) No commercial, industrial or recreational activity or storage of raw materials or finished goods is to take place outside the building; and
- H) No new fences, walls or other structures associated with the use of the building or the definition of its curtilage or any sub-division of it will be erected if they would harm the visual amenity of the countryside.

## **Advertisements on Buildings (Policy AD1)**

Consent will be granted for a non-illuminated advertisement or sign on buildings used for business and other commercial or community activities provided:

- A) There would be no adverse effect on the appearance of the building to which it would be applied or the local street scene;
- B) There would be no adverse effect on public safety;
- C) The size, design and scale of the sign would be appropriate to its setting.

## **Advertisements in the Open Countryside (Policy AD4)**

Consent will not be granted for the display of advertisements and signs in the countryside at locations separate from the premises to which they refer or relate unless the advertisements:

- A) Would not cause any adverse effect on the visual amenities of the area;
- B) Would be sited in a location and of a design which respects the local landscape setting, natural contours and other background features;
- C) Would not contribute to a proliferation of advertisements which would adversely affect the appearance of the locality.



