

MELTON BOROUGH COUNCIL

Asfordby Business Park Development Brief



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1

Introduction

- 1.1 The Asfordby coal mine was developed by British Coal between 1984 and 1993 and commenced production of coal in 1994. The mine was the most technically advanced in Britain and was expected to produce over 3 million tons of coal per year. The surface area of the mine covered 141 hectares, comprised of 84 hectares for the deposition of spoil from underground workings and 57 hectares which formed the working pit head, its immediate landscaped surrounds and adjoining railway land.
- 1.2 Following privatisation of the coal industry in 1994, RJB Mining (UK) Ltd became the new owner of the mine. The site remains under the ownership of this company.
- 1.3 On 17th August 1997 the mine closed because of adverse geological conditions that made coal extraction dangerous and unviable. In February 1998 the winding towers together with other buildings and plant were demolished and cleared from the site. A number of buildings and plant with potential for re-use were retained.

Planning Status of the Site

- 1.4 Planning permission for the extraction of coal was originally granted on 17th May 1983 by Leicestershire County Council as the strategic minerals planning authority. A subsequent permission, 92/0428/6 was granted with a condition that requires the restoration of the site to its former condition on the cessation of working and the removal of all buildings, plant and machinery unless otherwise agreed by the County Council.
- 1.5 On 1st April 1999 planning permission 98/0452/6 was granted by Leicestershire County Council for the relaxation of the restoration condition, together with the re-use of several former workshops, stores coal sheds and office buildings for employment (B1, B2 and B8) and leisure uses. The permission was granted for a temporary period of 15 years. Melton Borough Council subsequently granted planning permission on 29th March 2000 for the permanent use of these buildings under reference 00/00077/VAC. A copy of the decision notice is contained at Appendix 1.
- 1.6 On the same date Melton Borough Council also granted planning permission (00/00115/FUL) for the use of a Clean Coal stock shed as a light maintenance depot in connection with the use of the adjoining rail test track by Alstom UK Ltd.

ASFORDBY BUSINESS PARK DEVELOPMENT BRIEF

- 1.7 Many of the existing buildings on the site have been progressively occupied for employment uses since 1998. To date over 80 people are employed at the site.
- 1.8 All applications except for minerals and waste related development within the site defined in this development brief will continue be dealt with by Melton Borough Council as the local planning authority.
- 1.9 All proposals for the restoration of the remaining mine area required under 92/0428/6 will be the responsibility of Leicestershire County Council. RJB Mining Ltd is carrying out restoration works in connection with the planning permission under the auspices of Leicestershire County Council.
- 1.10 Because the site became available for redevelopment after the adoption of the current Leicestershire Structure Plan, and during the final phase of adoption of the Melton Local Plan, the use of the site for employment generating and leisure purposes is not in accordance with the provisions of these plans. Therefore, any proposal to redevelop the whole site will constitute a departure from the current statutory development plan, and will be dealt with under the departure procedure of the Town and Country Planning (General Development Procedure) Order 1995.

Status of Development Brief

- 1.11 Notwithstanding the need to consider the redevelopment of the main part of the site as a departure from the development plan, this brief confirms the local planning authority's intention to see the site redeveloped for permanent employment generating and leisure uses.
- 1.12 This development brief has been the subject of consultations with the local community, Asfordby Parish Council, the owners of the site and with organisations, authorities and other groups that have an interest in the site. Following the consultation process, all representations received were considered by the Council's Planning and Development Committee and revisions made to the draft brief where necessary before it was approved. The representations on the consultation exercise are contained in the separate document "Statement of Consultations and Consideration of Representations".

Reason for Development

- 1.13 When developed and in full production the mine was expected to employ about 1,500 workers. As development began this figure was reduced to 500. When the mine closed 496 persons were employed at the site. The mine was expected to offer significant employment opportunities over the long term that would benefit the local community.
- 1.14 The site has been the subject of considerable investment which has led to the provision of substantial and up to date infrastructure which includes a private sewage plant, electricity sub-stations, water storage and pumping equipment, modern office and workshop buildings and a rail head.

- 1.15 The closure of the mine has resulted in an estimated annual loss of £5 million in the local economy. The redevelopment of the site for employment and leisure purposes will help replace lost job opportunities and limit the economic impact as a result of mine closure. Redevelopment will also maximise the use of the infrastructure and buildings remaining at the site and reduce future demands for employment development on new greenfield sites.

Purpose of the Development Brief

- 1.16 Government advice in Planning Policy Guidance Notes encourages local authorities to prepare development briefs and other supplementary planning guidance that can usefully elucidate and exemplify planning policies so that greater certainty is given to those involved in the design and development process. This development brief intends to establish the main principles for development, and provide as much information on development criteria as possible to enable the effective and speedy development of the site.

Development Objectives

- 1.17 The brief seeks to achieve the following objectives:
- to secure the redevelopment of the site for employment generating and leisure uses;
 - to encourage the use of the adjoining rail track for freight movement;
 - to make best use of existing buildings on the site;
 - to minimise the impact of the site in its landscape setting;
 - to enhance the site through tree planting and landscaping;
 - to secure improvements to Welby Road and other parts of the highway network to cater for the levels of traffic generated by the development;
 - to foster movements to the site by alternative modes of transport to the motor car.

2

The Development Site

Location

- 2.1 Asfordby Business Park is in a rural location to the north of the village of Asfordby Hill and about 1.5 kilometres to the west of Melton Mowbray. There is a direct road access to the site (St. Bartholomew's Way) from the A606 Nottingham Road at the northern edge of Melton Mowbray. Local access is also available to the A6006 Loughborough Road via Welby Road (see Plan No 1).
- 2.2 The site is within easy reach of the A46 (T) road that leads directly onto the M1 Motorway at Junction 21A. The A1 (T) road is about 22.5 kilometres to the east, and the cities of Nottingham and Leicester are within a 30 minute drive time of the site.
- 2.3 A steelworks operated by Stanton plc occupies land adjacent to the east boundary of the site. About 26 hectares of land to the south of the steelworks is allocated for employment development in the adopted Melton Local Plan (see Plan No 3). Stanton plc and British Steel plc own the land with potential for redevelopment.
- 2.4 Part of the deserted medieval village of Welby is located at the north west edge of the development site (see Plan No 3). Beyond the west boundary spoil from the former mine has been deposited as a result of underground working. This area will be reclaimed in accordance with a scheme approved under the permission 92/0428/6. The scheme will include the return of land to agricultural use, areas of woodland, species rich grassland and wetland areas to enhance the ecological quality of the area.
- 2.5 A twin track railway line runs along the east boundary and within the site. The railway was formerly used to transport coal from the mine via a length of test track that provides a link to the main Birmingham to Norwich line that passes through Melton Mowbray. The public footpath E14 to the south of the development area crosses the railway and links Welby Road to Welby Lane at the east boundary of the site.

Main Characteristics of the Site

- 2.6 The site is about 57 hectares in area and comprised of the former pit head, its immediate landscaped surroundings and the adjoining railway. The area suitable for re-use and redevelopment (about 28 hectares) is confined to the operational area of the former pit head (see Plan No 2).
- 2.7 Vehicular access to the site is from St. Bartholomew's Way at the north boundary. This single access point leads on to a circular internal service road that follows the perimeter of the northern half of the site. This area contains a variety of former workshops, stores and sheds, settling tanks, office buildings and other structures and plant. There is also a large car park at the north boundary with some 500 spaces that previously served the whole mine site.
- 2.8 Two former coal stock sheds are located within the southern part of the site and two spur roads that lead from the internal circular road system serve the sheds. Between these buildings there is a former coal preparation plant / building that RJB Mining Ltd is considering the potential of retaining for re-use.

3

Development Guidelines

Development Criteria and Guidelines

- 3.1 The area suitable for redevelopment is naturally divided into two parts by the internal road system (see Plan No 2).
- 3.2 The northern half is about 14.7 hectares in area. Demolition has taken place in this area to remove unusable mining structures and plant. The former mine shafts have been filled and capped. The remaining buildings are worthy of retention and re-use for a variety of employment uses. Some of the buildings are already occupied by small service and storage businesses. A list of these buildings, with floor areas and uses granted under planning permission 00/00077/VAC is contained at Appendix 2.
- 3.3 There is an open area of land that amounts to about 6.0 hectares between the existing buildings where additional development could take place. Most of the open land is hardstanding (4.0 hectares). This part of the site has been partially landscaped and laid out with amenity areas.
- 3.4 The southern half is about 12.9 hectares in area and contains two substantial buildings previously used to store coal. The largest building occupies a position adjacent to the railway line and is some 7,350 square metres in area. The other building is 4,814 square metres in area. There is an area of undeveloped land between and around these buildings which amounts to some 8.8 hectares where additional development could take place.
- 3.5 Notwithstanding the planning permission for the use of the former coal storage buildings for leisure uses, the Council will consider any proposal for the development of land or the change of use of any other existing buildings at the site for leisure uses in accordance with the principles of the sequential test contained in Planning Policy Guidance 6: Town Centres and Retail Developments.

Internal Road Layout

- 3.6 The internal perimeter road acts as a general distributor road for the site. However, it does not conform to the adopted standards of the local highway authority.
- 3.7 There may be a need for the provision of new roads from the existing perimeter road to penetrate and serve the undeveloped areas of the site. Any new or improved roads should be constructed to the standards of the Local Highway Authority as contained in the “Leicestershire County Council Highway Requirements for Development”. The road system will not be suitable for adoption unless it complies with these standards. The maintenance of the internal road network will remain the responsibility of the developer if it is not adopted.

Car Parking and Servicing

- 3.8 According to the Borough Council’s approved car parking standards, the existing car park at the north boundary of the site (500 spaces) could support a total floor area for B1 and / or B2 uses of 25,000 square metres.
- 3.9 The existing buildings suitable for B1 / B2 uses within the northern half of the site together amount to 9,144 square metres of floor space. The existing car park may be used to serve these buildings plus 15,856 square metres of new B1 / B2 floor space. For new floor space beyond this amount, dedicated car parking and servicing facilities will be required in accordance with the Borough Council’s adopted car parking standards. A relevant extract is contained at Appendix 3.
- 3.10 The existing car park is considered too distant to be of practical use for development in the southern half of the site. The development of this part of the site, to include the re-use of the existing buildings, will require dedicated on-site car parking and servicing in accordance with the Borough Council’s adopted car parking standards.

Off-Site Road Improvements

- 3.11 The Melton Local Plan contains a proposal for a bypass around the southern and western edges of Melton Mowbray that will link the A606 from Burton Road to Nottingham Road. Welby Road and St Bartholomew’s Way will form part of the bypass. The southern part of Welby Road will be re-aligned and the remaining length improved to the bypass standard (see Plan No 3). The bypass will be developer funded in association with the development of a new village to the south of Melton Mowbray. At present there is no agreed programme for the construction of the road.

- 3.12 A preliminary analysis has shown that traffic from the site is likely to be similar to the level that was predicted to have arisen from the operation of the mine. However, HGV movements to and from the working mine were governed by a legal agreement that restricted access to the site via St. Bartholomew's Way only. A similar restriction would not be appropriate for the proposed use of the site.
- 3.13 The present condition of Welby Road is inadequate in construction and width to accommodate the type and volume of traffic likely to be generated. However, until such time as the bypass is constructed, works will be required in tandem with the redevelopment of the site, to improve the standard of Welby Road in accordance with the requirements of the local highway authority.
- 3.14 There is a wide range of possible employment and leisure uses that could occupy the site and the relative mix of these is unknown at present. It is not possible to define in this brief the precise nature of any road improvements required, since they will depend on the traffic generating characteristics of particular development proposals.
- 3.15 However, it is likely that measures would take the form of local widening, carriageway strengthening, kerb / footpath provision and visibility improvements. It is envisaged that these works would be carried out essentially on the existing road alignment and wherever possible, confined within the existing highway boundary.
- 3.16 Such works will be provided at the expense of the developer(s) of the site, and secured through a Section 106 agreement under the Town and Country Planning Act 1990.
- 3.17 Subject to the scale of a proposal for the redevelopment of any part of the site, there is likely to be a need for the submission of a Traffic Impact Assessment report and a Green Transport Plan with any planning application.

Bus, Bicycle and Pedestrian Facilities

- 3.18 Employees and other visitors to the site will be encouraged to travel by public transport, bicycle or by walking as an alternative to the motor car. The Borough Council's Parking Standards require secure bicycle parking for 10% of employees. The local planning authority wishes to maximise the potential for walking and cycling to the site from Melton Mowbray. The potential for off-site cycleways and footpaths will be assessed and provisions secured through a legal agreement in accordance with the scale of any development proposed.
- 3.19 The development should make provision for:
- bus penetration and bus stops in appropriate locations;
 - cycleways to the site and bicycle parking;
 - pedestrian links to and within the site.

Public Transport

- 3.20 The nearest local bus route to the site terminates at the north edge of Melton Mowbray. The development site is in excess of a reasonable walking distance (one kilometre) from this point. It may be necessary to extend the bus service to the site in the longer term. The developer of the site may be required to enter into an agreement to contribute to the provision of a regular bus service to the site.

Rail Transport

- 3.21 The railway line at the east boundary was re-established in 1989 to serve the Asfordby coal mine. It is linked to the main Birmingham to Norwich railway line via a rail test track operated by Serco Railtest Ltd.
- 3.22 The transportation of freight from the site by rail will be encouraged, particularly for any warehousing development. Coal was previously transported from the site by means of an unloading facility in the southern part of the site. RJB Mining Ltd has an existing agreement with Alstom UK that allows the use of the rail track for other occupiers and areas of the site.

Building Construction

- 3.23 When the coal mine was developed, particular care was taken to ensure that buildings were constructed of materials that would reduce their visual impact on the wider landscape. Buildings remaining on site are constructed of brick and cladding which is dark brown in colour. In order to maintain the appearance of the site, new buildings should be constructed in similar materials.
- 3.24 The site is particularly visible from viewpoints to the south and east. The former coal storage buildings are the largest on site. These buildings are over 20 metres in height to the ridgelines and have a significant impact on the local landscape. Care should be taken to ensure that any new buildings are not intrusive elements in the landscape by reason of their form, height or appearance.

Outside Storage

- 3.25 Outside storage can detract from the appearance of an attractive and well designed industrial area. Where outside storage areas are proposed, adequate means of enclosure and screening will be required to minimise their impact on the appearance of the development and to maximise security.

Emergency Services

- 3.26 There will be a need to ensure that in the event of accident or fire, free access is available for emergency vehicles to all areas where business activities are carried out. The design of the development should ensure that access to buildings and storage areas are kept clear of landscaping, parking spaces or other features that could prevent or hinder access by emergency service vehicles.

Security

- 3.27 The site has the benefit of 24 hour CCTV security surveillance and a single access point onto the public highway that is barrier controlled. Planning permission has been granted for a new guardhouse at the entrance to the site. Wherever possible, new development should be designed in a way that will deter the potential for crime. By careful consideration at the design stage the potential for theft and vandalism can be reduced.
- 3.28 The development should maintain good visibility throughout the site by judicious layout design and use of external lighting. Appropriate internal landscaping and means of enclosure should be included to deter potential intruders. Developers are advised to contact the Leicestershire Constabulary Architectural Liaison Officer for detailed guidance on security measures.

Internal Landscaping

- 3.29 The northern part of the site has been partially landscaped and laid out with open amenity areas that together amount to some 1.8 hectares in area. Land to the south of the perimeter road that formed part of the original pit-head has not been landscaped.
- 3.30 The existing amenity and landscaped areas within the northern part of the site should be retained and maintained (see Plan No 3). Additional landscaped and amenity areas should be provided throughout the site in association with new development. Layout designs should include amenity open space around buildings and operational areas wherever possible. In choosing plants and trees care should be taken to ensure that planting schemes provide for wildlife. There will be a need for the developer to prepare a comprehensive scheme of landscaping as part of a master plan for the site.

Structural Landscaping

- 3.31 Under an agreement with Leicestershire County Council a scheme of structural landscaping was implemented around the mine and over a wide area of local countryside during its construction. Within the confines of the site and immediately to the west and south of the former working pit head, large areas have been densely planted with woodland type trees that will eventually mature to provide a substantial screen to the development site (see Plan No 3). These areas shall be retained as landscaped areas in connection with the use of the development site and maintained to support and encourage local wildlife.

4

Utility Services

Foul Water Drainage

- 4.1 The site is served by a private sewage plant that has a limited capacity. In the event of the need to increase its capacity, the consent of the Environment Agency will be required for discharges into the nearby Welby Brook.

Surface Water Drainage

- 4.2 Welby Brook is designated as an “ordinary watercourse” that is protected by the Land Drainage Act 1991. The brook runs along the east boundary of the site and has been culverted along its length through the developed part of the site. It continues as an open watercourse to the River Wreake into which it flows. Surface water from the site is taken into the brook by means of a system of channels and outlets within the site.
- 4.3 Over recent years severe flooding problems have occurred down stream, particularly in the residential area of Asfordby Valley. Possible options to reduce the risk of further flooding have been investigated. The options involve works to deepen the watercourse, earth mounding along the brook or use of agricultural land to the north of the village for the storage of floodwater.
- 4.4 The Environment Agency considers that the existing site is contributing to the flooding problem at Asfordby Valley, through the unlimited discharge of surface water from the existing site into the watercourse. Consequently, the Agency requires that redevelopment of the site includes measures to reduce the risk of flooding at Asfordby Valley. It is recommended that where surface water discharges into the watercourse, the maximum outflow rate should be no more than that generated by the original greenfield site run-off. To achieve this, the use of balancing ponds and outflow controls are acceptable to the Environment Agency. Balancing ponds should be designed off-line to avoid maintenance problems, ecological problems and ultimately loss of storage capacity. The possibility of discharging surface water from the site via the existing pipeline that links the site directly to the River Soar should be investigated.

Potable Water Supply

- 4.5 There is an existing supply of potable water to the site.

Gas Supply

- 4.6 Gas can be made available to the development site from the local transmission system that runs close by the site. Transco advises that any off-take from the local transmission system will require a lead-time of at least 12 months.

Electricity Supply

- 4.7 The site has two substantial electricity supplies, one of which is a back up supply. The site has a potential of some 1000 - 2000 kVA of load and there are supply lines to the existing sub-stations on the site. Electricity to the site can be taken from the existing back up supply. Additional development may require the establishment of a number of new sub-stations together with associated low voltage cables to provide individual services.

Light Pollution

- 4.8 Artificial light will be needed for business activities at the development site. To reduce the intrusive effects of artificial light from the development, the following principles should be applied to the provision of all new external lighting:
- it should be the minimum necessary to be effective;
 - energy efficient installations should be used wherever possible;
 - lighting should be designed to limit spillage above the horizontal plane and at a low height wherever possible;
 - floodlighting should be directed downwards;
 - baffles and shields should be installed to protect any nearby residential properties from glare and dazzle.

Noxious and Hazardous Uses

- 4.9 Hazardous substance consent is required for the presence of a notifiable quantity of hazardous substance (such as an explosive or flammable material). Planning permission will not be granted for development where the presence of hazardous substances would give rise to unacceptable risks:
- to the health and safety of persons on or around the site; or
 - that would have an adverse effect on the wider local environment, including the use of nearby land.

Advertisements

- 4.10 The site occupies a rural position in an Area of Advertisement Special Control, where the impact of the development on its wider landscape setting should be minimised. The developer should aim to ensure that signs requiring express consent respect the character of their surroundings. Consent will not be granted for advertisements that have an adverse impact on visual amenities. Signs that do not require consent should be designed to have limited local impact.

Archaeology

- 4.11 The northern part of the site covers the deserted medieval village of Welby. When the mine site was developed, remains were carefully buried and sealed underground in the vicinity of the car park. Any proposals to develop this area will require archaeological assessment and provisions. However, development that could disturb the sealed remains normally will not be permitted.
- 4.12 The medieval village site extends beyond the built part of the development site at the west boundary (see Plan No 3). This area, which is about 3.2 hectares, is grazing land and should be appropriately fenced off and protected from potential disturbance. The redevelopment of the mine site offers potential for the provision of a site interpretation scheme in consultation with the Leicestershire Museums, Arts and Records Service.

5

Format of Planning Submission

- 5.1 A master plan to show proposed roads, plot boundaries and a comprehensive scheme of internal landscaping should be submitted to and agreed by the local planning authority before any proposals are made for the development of the remaining open parts of the site. Such landscaping and associated works should be designed to discharge the outstanding restoration condition on 92/0428/6. Detailed guidance should be contained in the master plan.
- 5.2 Where appropriate, a Traffic Impact Assessment report and a Green Transport Plan will be required before planning permission is granted for any development that will generate significant traffic flows.

6

Contacts and Sources of Information

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1

Location

2

The Site and its surroundings

3

Criteria Diagram



Planning Permission
00/00077/ VAC



Planning Permission

2

Schedule of building uses under planning permission 00/00077/VAC

| Building | Area of Building | Use |
|---|------------------|--------------------|
| Dry Store | 240sq m | B1and B2 |
| Workshops | 4,125sq m | B2 |
| Office, Welfare Block Canteen, Medical Centre, Control Room Complex | 4,610sq m | B1 |
| Rescue Room | 169sq m | B1 and B2 |
| Run of Mine Stock Shed | 4,814sq m | B2 and Leisure |
| Clean Coal Stock Shed | 7,350sq m | B2, B8 and Leisure |



Extract from Melton Borough Council’s Adopted 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 Asfordby Business Park site 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.

| Total Spaces | Disabled Provision (Minimum) |
|---------------------|-------------------------------------|
| 10 -20 | 1 space |

ASFORDBY BUSINESS PARK DEVELOPMENT BRIEF

| | |
|----------|----------|
| 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 adopted Parking Standards with the inclusion of additional text relating specifically to the Asfordby Business Park site.

Table of Standards

| LAND USE CLASS | FULL CAR PARKING STANDARD | BICYCLE PARKING STANDARD |
|--|---|---------------------------------------|
| CLASS A1: SHOPS | | |
| Up to 99sq m | 2 spaces | 1 space / 10 employees (min 1 space) |
| CLASS A3: FOOD & DRINK | | |
| Restaurants, Public Houses & Licensed Clubs (Public Area only) | 1 space / 4sq m + 1 staff space / 40 seats or 40sq m | 1 space / 10 employees (min 1 space) |

ASFORDBY BUSINESS PARK DEVELOPMENT BRIEF

| | | |
|---|--|---|
| CLASS B1: BUSINESS | | |
| Offices, R & D, and Light Industry | 1 space / 50sq m servicing by agreement | 1 space / 200sq m + 1 space / 10 employees (min 1 space) |
| CLASS B2: GENERAL & SPECIAL INDUSTRY | | |
| General & Special Industry | 1 space / 50sq m servicing by agreement | 1 space / 10 employees (min 1 space) |
| CLASS B8: STORAGE OR DISTRIBUTION | | |
| (a) Over 235sq m | 1 space / 100sq m servicing by agreement | 1 space / 10 employees (min 1 space) |
| (b) Up to 235sq m | 1 space / 50sq m servicing by agreement | 1 space / 10 employees (min 1 space) |
| CLASS D1: NON RESIDENTIAL INSTITUTIONS | | |
| Surgeries & Clinics | 1 space / staff member + 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) |
| CLASS D2: ASSEMBLY & LEISURE | | |
| Places of Assembly | 1 space / 10sq m | 1 space / 40 seats (min 1 space) |

