NORTH WEST LEICESTERSHIRE DRAFT LOCAL PLAN

BACKGROUND PAPER 9

Policy Ec8: Donington Park

1 INTRODUCTION

1.1 This is one of a number of background papers which have been published to support the draft Local Plan. The purpose of these papers is to provide more information in support of Ec8 (Donington Park) than can be included in the draft Local Plan document itself if it is to remain of a manageable size.

2 THE POLICY

2.1 Policy Ec8 sets out the proposed approach in respect of development in the countryside. The policy states:

Policy Ec8: Donington Park

(1) The development of Donington Park as a national and international racing circuit will be supported provided development that gives rise to a material increase in the use of the racetrack or number of visitors:
- **(a) incorporates measures that will reduce the number of local residents affected by noise as a result of the racetrack's operation;**
- **(b) ensures that existing mature trees and woodland are retained and incorporated into a landscaping scheme that mitigates the effects of the development on the local landscape;**
- **(c) is accompanied by improvements in public transport access to the racetrack and other measures that will reduce the impact of event traffic on the local and strategic road network; and**
- **(d) conserves or enhances the site's racing and parkland heritage.**

(2) Within the boundaries of the Donington Park Racetrack, as defined on the Policies Map, development will be limited to:
- **(a) facilities and infrastructure meeting the operational needs of the racetrack including motorsport and spectator facilities;**
- **(b) facilities and infrastructure for driver training and driving experiences;**
- **(c) motorsport ancillary infrastructure where the proposed development has a clear functional relationship with the racetrack and is of a scale that is appropriate to that relationship. This shall include developments associated with the design, racing, testing and maintenance of motorsport vehicles;**
- **(d) landscape works; and**
- **(e) Internal highways and infrastructure**

(3) A western extension to Donington Park will be permitted provided:
- **(a) The development is for facilities and infrastructure for the activities set out above;**
- **(b) Within the site there is no outside racing or testing of vehicles or components;**
- **(c) Buildings are located, oriented and designed to reduce the impact of noise, especially for residents living in settlements to the west of Donington Park; and**
- **(d) There is a landscaping scheme that mitigates the effects of the development on the local landscape.**

3 Location

3.1 Donington Park extends to 275 hectares and lies immediately to the west of East Midlands Airport and close to the M1, A42 and A453. The airport and race track are on a ridge of land running east west with the land falling away to the north and the Trent Valley.

4 Background

4.1 Donington Park has played a significant part in British motor racing history as it was the first permanent road racing course established in the UK. Donington Park's initial layout covered 2 miles using existing farm roads and tracks and the first motor cycle meeting was held on Whit Sunday 1931. In 1933 a hard surfaced 2.5 mile track was opened which was lengthened in 1934 and again in 1937. The 1937 configuration (with the exception of the Pre-WW2 Melbourne Loop) is much the same as the circuit in use today.

4.2 The first "Donington Grand Prix" was held in 1935 and for the following three years hosted this important annual event. The start of the Second World War saw racing end at Donington as the track was requisitioned by the War Office to be used as a transport depot. The Ministry of Defence eventually vacated the site in 1956, but the site was left in a poor state of repair.

4.3 In 1971 Tom Wheatcroft purchased the track and in 1973 acquired the surrounding parkland. The Museum was also opened in 1973. In 1976 permission was granted to redevelop the 2 mile Donington Park road circuit and the first major event was held on 15 May 1977. Since 1977 the primary use of the site has been motor racing. The Pit Garages, Race Control, Media Centre and the Paddock Suite were all redeveloped in the 1990's to bring the facilities up to standard.

4.4 In 2007 the Wheatcroft Family sold a 150 year lease to Donington Ventures Leisure Limited. In 2008 Donington won the right to host the FIA Formula 1 British Grand Prix for 17 years from July 2010. In preparation for this, the site closed in 2009, but the company failed to raise the £135 million needed to stage the Grand Prix and on 18 November 2009 it went into administration. On 7 December the Grand Prix contract was awarded to Silverstone.

4.5 With the financial collapse of Donington Ventures Leisure Limited, control of Donington Park returned to the Wheatcroft family. Following substantial investment, in August 2010 the track passed a crucial safety inspection conducted by the motorsport authorities and Donington Park was then fit for the return of motorsport.

4.6 The ongoing investment required to manage and operate a race circuit to an international standard is significant and without income generation from other uses on site the circuit alone would not be viable. Since 2010 a number of developments have been progressed which contribute to the financial stability of the site. Several significant planning permissions have been granted including the increase in the number of permitted race days, the infield restoration project, the Ritchie auction site as well as regularising various uses of land and buildings.

4.7 In 2014, the Western Paddock became the International Head Quarters for a new electrically powered global race championship- FIA Formula E. The evolution of renewable energy racing cars will bring with it significant investment which the

organisers anticipate will have a significant positive impact, globally, on the acceptance and use of electric cars.

5 Activities

5.1 The central focus has for many years been the race circuit. Donington Park hosts a wide range of national and international race series and is used extensively for vehicle testing and by Track Day Operators.

5.2 The track, associated buildings and infrastructure are contained within a "10 foot wall". Around the margins of that area, mainly to the western, southern and eastern sides there are large areas of grassland mostly used for parking, together with various buildings including a Museum and Exhibition Centre. In addition there are extensive surfaced areas used for a variety of activities. The site has three main access points off the highway network plus a number of lesser access points used as required. Within the 275 hectares there are various areas of woodland, shelter belts and a number of access roads.

5.3 Ancillary and complimenting the race circuit, Donington Park is used by many different businesses for vehicle related activities. This includes vehicle launches by car manufacturers, driver training for trucks, cars and HGV's and various types of off-road and 4x4 use, including a purpose built 4x4 track.

5.4 In 2014, the Western Paddock became the International Head Quarters for a new electrically powered global race championship- FIA Formula E.

5.5 Donington Park has a large Exhibition Centre used for a wide variety of events. These range from trade fairs, conferences, hobby/interest fairs and music concerts. The Donington Museum hosts the world's largest Formula 1 collection together with military exhibits.

5.6 Other activities within the estate include a large off-site long-term car park for East Midlands Airport currently only for valet parking, and a plant and machinery auction site operated by Ritchie Bros Auctioneers. In June of each year Donington hosts the Download Music Concert for Live Nation PLC. There has been a weekly Sunday Market in operation on the tarmac areas to the west of the race track for a number of years.

6 North West Leicestershire Local Plan (2002)

6.1 Local Plan Policy L20 identifies criteria for assessing uses which can be acceptable within the confines of the racetrack, whilst also protecting the character and appearance of the surrounding area:

> POLICY L20
>
> DEVELOPMENT OF LAND WITHIN THE DONINGTON PARK RACETRACK LIMIT, WHICH IS IDENTIFIED ON THE PROPOSALS MAP AND IS OTHERWISE SUBJECT TO THE COUNTRYSIDE POLICIES OF THIS LOCAL PLAN, WILL BE PERMITTED WHERE THE PROPOSAL:
>
> A. IS EITHER ESSENTIAL TO THE OPERATIONAL NEEDS OF, OR HAS A CLEAR FUNCTIONAL RELATIONSHIP WITH, THE RACETRACK;
>
> B. IS COMPATIBLE WITH THE EXISTING CHARACTER AND LANDSCAPE OF THE RACETRACK;

C. IS UNOBTRUSIVE IN RELATION TO NEARBY COUNTRYSIDE;

D. MAKES PROVISION FOR SUBSTANTIAL LANDSCAPING, INCLUDING INTENSIVE TREE PLANTING WHERE THE DEVELOPMENT ADJOINS OPEN COUNTRYSIDE;

E. DEMONSTRATES SATISFACTORY ARRANGEMENTS FOR VEHICULAR ACCESS, WHICH MUST BE VIA THE EXISTING OR ANY REPLACEMENT MAIN SITE ENTRANCE;

F. WOULD NOT ADVERSELY AFFECT TRAFFIC CONDITIONS ON THE LOCAL OR WIDER ROAD NETWORK, OR ENVIRONMENTAL CONDITIONS IN NEARBY SETTLEMENTS, ESPECIALLY CASTLE DONINGTON; AND

G. IN THE CASE OF BUILT DEVELOPMENT, IS SITED IN ASSOCIATION WITH EXISTING BUILDINGS.

6.2 Notwithstanding Policy L20, the whole of the site lies within the Countryside policy area where development is strictly limited in accordance with Local Plan Policy S3. Parts of the circuit are in the East Midlands Airport Public Safety Zone, which restricts the uses and development within that area.

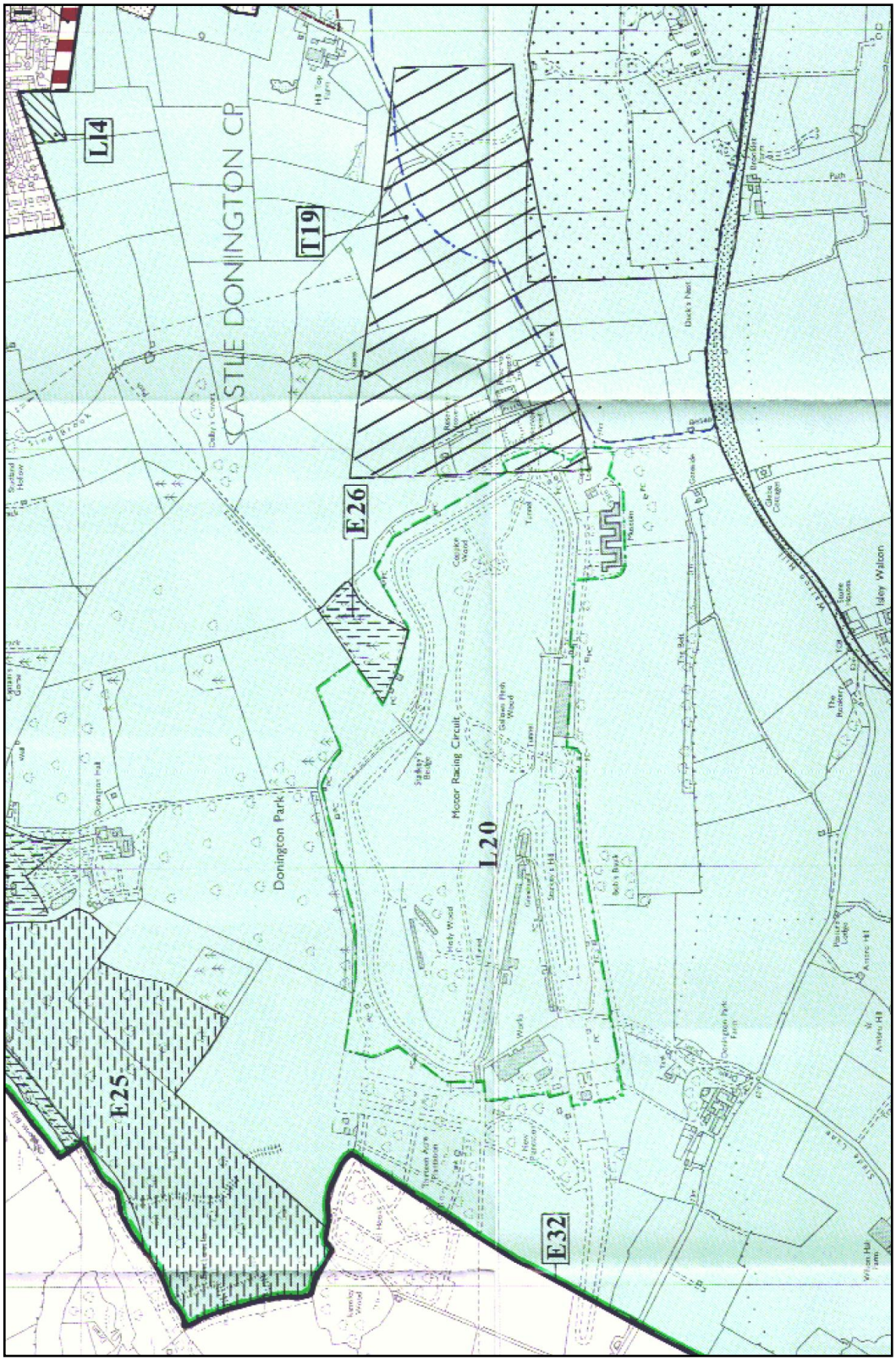

FIGURE 1: NORTH WEST LEICESTERSHIRE LOCAL PLAN 2002: PROPOSALS MAP EXTRACT SHOWING DONINGTON PARK

7 North West Leicestershire Core Strategy

7.1 On 24 June 2013 the North West Leicestershire Core Strategy and associated documents were submitted to the Secretary of State. Core Strategy policy CS14 addressed development at Donington Park:

> POLICY CS14: DONINGTON PARK
>
> THE CONTINUED USE OF DONINGTON PARK AS A RACING CIRCUIT WILL BE SUPPORTED.
>
> WITHIN DONINGTON PARK, AS DEFINED ON THE PROPOSALS MAP, NEW DEVELOPMENT WHICH IS ESSENTIAL TO THE OPERATIONAL NEEDS OF THE RACETRACK, AND HAS A CLEAR FUNCTIONAL RELATIONSHIP WITH THE USE OF THE RACETRACK FOR MOTORSPORTS, INCLUDING PROPOSALS FOR THE CREATION OF NEW EMPLOYMENT OPPORTUNITIES ASSOCIATED WITH THE DESIGN, TESTING AND MAINTENANCE OF MOTORSPORT VEHICLES, WILL BE SUPPORTED WHERE THE PROPOSED DEVELOPMENT:
>
> A. IS SATISFACTORY IN TERMS OF IMPACT UPON NEARBY RESIDENTIAL AMENITY AND THE SURROUNDING COUNTRYSIDE; AND
>
> B. DEMONSTRATES SATISFACTORY ARRANGEMENTS FOR VEHICULAR ACCESS AND WOULD NOT ADVERSELY AFFECT TRAFFIC CONDITIONS ON THE LOCAL OR WIDER ROAD NETWORK, OR ENVIRONMENTAL CONDITIONS IN NEARBY SETTLEMENTS.
>
> USES OTHER THAN THOSE THAT ARE ESSENTIAL FOR THE OPERATIONAL NEEDS OF THE RACETRACK WILL ONLY BE SUPPORTED WHERE A MASTERPLAN DESIGNED TO SECURE THE LONG-TERM FUTURE OF THE OF THE RACETRACK HAS BEEN PREPARED AND AGREED WITH THE COUNCIL, FOLLOWING APPROPRIATE CONSULTATION

7.2 Representations were received from three parties with regard to Policy CS14. Donington Park Racetrack supported to policy subject to greater definition of the policy area on a Proposals Map. South Derbyshire District Council expressed concern over the potential intensification of racetrack use particularly in relation to noise and traffic congestion. The Council was keen to ensure that new development did not lead to any additional detrimental impact on residential amenity. English Heritage was concerned that there was no specific reference to the historic environment and the relationship to Donington Hall in particular.

7.3 The North West Leicestershire Core Strategy was withdrawn in December 2013.

8 National Planning Policy Framework Planning Policy

8.1 National Planning Policy Framework (NPPF) paragraph 28 supports economic growth in rural areas in order to create jobs and prosperity. Existing sports buildings and land should not normally be built on. Planning policies and decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development. Local Planning Authorities should recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established.

9 Planning History

9.1 The Planning History has been broken down into key areas and reference has only been made to the most significant planning decisions. With a site of this scale and complexity there have been a large number of smaller applications relating to day-to-day activities. A detailed planning history focussing on the period after 2001 is set out at Appendix 1.

Motor Racing Circuit and Associated Buildings

9.2 The track was established in 1931 and various consents were granted in 1957 for the reconstruction of the track. The next series of applications were in the 1970s when further alterations and track widening were carried out:

76/1293/7P
Realignment, widening and resurfacing of 2 mile race circuit and erection of ancillary buildings incidental to race track, including pits, trade suites, scrutineering bays, fuel depot and additional toilet blocks etc.

78/1845/7
Alterations, widening and resurfacing work for 0.5 mile extension to existing race track to form a new 2.5 mile racing circuit

9.3 During the 1990's various proposals had been considered to alter the number of race days and to review the noise restrictions. The operation was also subject to enforcement action which was appealed and subsequently approved:

T/APP/G2435/A/89/120864/P6 (enforcement notice appeal)
Retention of buildings, constructions and works without complying with conditions attached to planning permissions 76/1293/7P and 78/1845/7

T/APP/C/95/G2435/639054 (enforcement notice appeal)
Retention of buildings, constructions and works without complying with conditions attached to planning permissions 76/1293/7P and 78/1845/7

9.4 The first application for a new Formula 1 style circuit was made in 2000 although that application was withdrawn. In the early 2000's planning permission was granted for two separate buildings for the maintenance, repair and storage of equipment used on site. More recently these two buildings (known as (a) Launch Pad and (b) The Tayah Georgia Building) have had permissions regularised for alternative uses.

9.5 The "Formula 1" permission relating to the failed 2010 British GP intention was granted in June 2009 (08/01356/FULM). This permission include a revised track configuration, new pits and paddock, medical centre, media centre, club house and in addition a wide range of hospitality buildings.

9.6 In 2011 applications (refs. 11/00568/VCI, 11/00618/VCI, 11/00619/VCI and 11/00620/VCI) were made to extend the number of Race Days from 40 to 60 with the introduction of a specified number of days being limited to various noise levels, the effect of which was to halve the number of "un-silenced" race days to 20. These were granted on a temporary basis in the first instance (for a period of two years) so as to enable their impact to be assessed. Applications 13/00187/VCIM, 13/00186/VCIM,

13/00188/VCIM and 13/00189/VCIM were approved in 2013 to make these changes permanent.

9.7 In December 2013 detailed planning permission was granted for the erection of 10 buildings (9 new plus the Tayah Georgia building) (13/00883/REM). During the processing of the application an agreement was entered into with the Formula E Holdings and the site has become the Head Quarters for this new international race series. They have taken 6 buildings. Two more buildings are occupied by Track Day Operators and one will be Donington Park's own office. Negotiations are ongoing for the final building.

Exhibition Centre

9.8 The Exhibition Centre along with other buildings within the 10ft wall (the former "Corrobox" factory and Rolls Royce building, both now demolished) all have a history of uses associated with manufacturing. The Exhibition Centre has been used for its current use since the early 1980's.

9.9 Since then various consents have been granted to extend and alter the building as well being granted a change of use to allow both D1 (Non-residential institution) and D2 uses (Assembly and Leisure) .

Airport Carparking

9.10 There have been a number of planning refusals, appeals and permissions granted for airport parking uses since the 1980's. The first main consent was granted in 1993 allowing for car parking for the airport from April to October and shortly afterwards extended to November. A number of further applications were approved in 1995 and 2001 allowing year round car parking. Around 1,100 spaces at Donington Park are used for airport parking mainly during the summer peak period.

Auction Site

9.11 Vehicle auctions have been undertaken on the site for many years. Some of these consents relate to the Exhibition Centre. More recently a temporary consent (5 years) has been granted to hold plant and machinery auctions on land adjacent to the Exhibition Centre. The original consent (11/00204/FULM) was for 4 sales per annum and a subsequent application for 5 sales per annum has been approved subject to the completion of a S106 agreement (13/00941/FULM).

Sunday Market

9.12 The use of land for a "Sunday Market" commenced in the early 1980's. There followed a series of enforcement actions and appeals with various refusals and consents being granted. The effect of these various consents has been to permit the holding of a Sunday Market every week subject to various conditions.

Other

9.13 During 1991 two separate applications were refused, appealed and the appeals withdrawn for industrial/ warehousing together with a hotel.

10 Key Issues

Economic

10.1 The Leicester & Leicestershire Enterprise Partnership's (LLEP) Strategic Economic Plan (SEP) outlines a local economic growth strategy and priorities, and forms the basis of negotiating a growth deal with Government for a share of the Local Growth Fund. The SEP prioritises infrastructure investment in five priority Growth Areas, one of which is the East Midlands Enterprise Gateway (EMEG) area. EMEG is centred around East Midlands Airport, within the boundaries created by the M1 to the east, with the A50 and A42 to the north and south. Donington Park is seen as one of the businesses driving growth in the area.

10.2 Donington Park has been an important contributor to the local economy through direct employment, to the importance of generating income for local businesses. During 2012 an estimated 437,000 people attended the many events at Donington Park including participants in motor sport events and attendees at exhibitions.

10.3 There are some 25 full and 65 part-time staff directly employed at the track. In addition, Donnington Park Racing either directly or indirectly employ large numbers of temporary staff to help run events. For a major event such as World Super Bikes held in May or the British Super Bikes in September on the main race days there are up to 700 temporary staff working on site. This includes marshalls, doctors and medical support, security, traffic management, cleaning, catering and a variety of other event staff.

10.4 Around 75 more people are employed by Norton Motorcycles, D&S Event Management, Ritchies and D&J Catering from Donington Park.

10.5 The closure of the track during 2009 and the first 7 months of 2010 in preparation for the aborted FIA Formula 1 British Grand Prix had a significant adverse impact on the local economy. In addition to the loss of direct jobs, hotels, bed and breakfast accommodation, pubs and local businesses were affected by the closure and cessation of visitors to the circuit.

10.6 Over and above direct and indirect employment the immediate area benefits significantly when the track it is full operation. This includes spend by DPR on services required in operating the track. DPR have an extensive list of local and regional suppliers ranging from the supply of construction materials and safety equipment, grounds maintenance, catering and cleaning services for individual events, vehicles, maintenance equipment, clothing and memorabilia suppliers.

Transport

10.7 The circuit is located about 4km from Junction 23A of the M1 and is connected to the M1 and the A42 via the A453. At weekends the traffic flows in its vicinity are particularly high due to the combination of visitors attracted to the circuit and East Midlands Airport. When attendances are expected to exceed 10,000, visitors approaching the site on the A50(T) are signed through Castle Donington to avoid delays building up on the motorway at junctions 24 and 23A.

10.8 From time to time there has been various traffic problems associated with the events at the racetrack. In particular, problems of excessive traffic have affected Castle Donington and, on occasions with very high attendance, there has been severe congestion on the wider network including A453 and junctions 24 and 23A on the M1.

10.9 The nearest train station to Donington Park is East Midlands Parkway, through which East Midlands Trains operate regular trains, but there is no regular bus services linking it to Donington Park.

10.10 Two of the main accesses to Donington Park are on roads subject to weight restrictions. The Highway Authority is unlikely to permit development which is likely to increase HGV movements on a route subject to restrictions.

Noise

10.11 Noise from racetrack activity is controlled by the conditions contained in the current planning permissions (13/00187/VCIM, 13/00186/VCIM, 13/00188/VCIM and 13/00189/VCIM) for the racetrack, and the conditions in a Noise Abatement Notice issued by North West Leicestershire District Council in 2010.

10.12 Motorsport is, by its very nature, a noisy activity and is part of the enjoyment of the sport for many enthusiasts. Therefore the concept behind the conditions are to allow the operators of the racetrack to maximise the business opportunities available to the racetrack whilst limiting the number of events per year which are likely to give rise to local annoyance as well as limiting the duration of noisy events and limiting the noise produced by each individual vehicle during an event.

10.13 In summary these conditions require that:

For 'race days' (generally held on weekends)

10.14 The track may be used for racing and pre-race testing for up to 60 days per year and only between the hours of 9am to 8pm.

10.15 On 20 of these 60 'race days' an unlimited number of vehicles may use the track for racing. There is no limit on the noise levels generated by each of these vehicles. These days are called 'unsilenced race days'.

10.16 On a further 20 of these 60 'race days' any vehicle which exceeds 118 decibels during a static test before the race is prohibited from using the track. There is no limit to the noise made by the vehicle when it is actually racing. These days are called '118dB days'.

10.17 On the remaining 20 of these 60 'race days' any vehicle which exceeds 108 decibels during a static test before the race is prohibited from using the track. There is no limit to the noise made by the vehicle when it is actually racing. These days are called '108dB days'.

10.18 A 'WRC rally' is also permitted to be held on no more than two additional days each year in November/ December.

On track/test days

Noisy test or track days:

10.19 On a further 104 days per year the track may be used by no more than six 'unsilenced' vehicles at a time for 'testing'. In addition, there is no limit to the number of silenced vehicles that can be used in these events. They are only permitted on weekdays between 9am and 5pm. They are not permitted to take place on a day before or after two consecutive race Days. No more than one Noisy track day can take place during any week before or after a weekend when there has been three consecutive Race Days

Quiet test or track days:

10.20 On any other day the vehicles using the track must comply with a drive-by noise limit of 98 decibels. There is no limit on the number of vehicles using the track or the times of use. The noise from vehicles on the track is monitored by a trackside noise meter and where individual vehicles exceed the 98dBA limit they are given a warning and continually monitored and removed from the track if they fail to comply with the limits.

10.21 In theory, activity is permitted at the racetrack every day of the year. Because the conditions are designed to control the frequency of very noisy events and the duration of most other events, there are no specific noise levels which racetrack activities need to meet in local villages.

10.22 The racetrack has published a Noise Management Plan. While publishing and operating the track in accordance with the Noise Management Plan is not a legal requirement, compliance with the plan is a crucial part of the way by which Donington Park Racing can demonstrate it is complying with the planning permissions and with the requirements of the Abatement Notice.

10.23 In the experience of our Environmental Health officers who have monitored noise in the local communities, the noisiest events are unsilenced race days. During these events the noise of racing vehicles will be a dominant external noise, very clearly audible outdoors and possibly indoors as well with windows shut.

10.24 118dBA race days, 108dBA racedays with motorbikes and 'noisy' test days all tend to generate noise. This level of noise is clearly audible, but less likely to be audible indoors unless doors and windows are open. The noise from the 'noisy' track days tend to be described by residents as more of a continuous drone of engine noise, whereas race events consist of periods of more intensive race noise with quiet periods in between.

10.25 108dBA racedays with cars and 'quiet' track days are the quietest events. These tend to generate less noise which means that the noise is just about audible, but is easily drowned out by other background noises such as birdsong and traffic on nearby roads.

Donington Park Liaison Meetings

10.26 This is a meeting between Donington Park Racetrack Ltd, councillors representing Leicestershire County Council, North West Leicestershire District Council, South Derbyshire District Council and all of the parish councils surrounding the racetrack.

10.27 The group started in 2011 and was initiated by Donington Park Racing Ltd. The purpose of the meeting is to provide the operators and representatives of the local community with the opportunity to meet and discuss issues associated with the track to find mutually acceptable solutions.

10.28 Liaison meetings of this type are commonplace for operations which have a significant local environmental impact. It is a formalised way in which there can be an honest and frank exchange of views between the racetrack and the surrounding community based on the reasoning that the impacts will never go away, but that by discussing and understanding all points of view there can be a progressive movement towards finding some common solutions.

10.29 The issue of noise is a standing item for discussion in the Liaison Meeting. This includes a summary of the number of complaints that have been made, what the complaints were about and what has been done in response to them. By analysing trends and taking anecdotal evidence the Meeting seeks to explore possible solutions and to provide feedback on previously agreed actions. It does not provide a solution to all problems, but it does provide a means by which continual improvements can be considered, promoted and reviewed.

Noise Complaints

10.30 Noise from the racetrack has been the source of complaint, particularly in Weston on Trent and less so in Aston on Trent in South Derbyshire for a number of years.

10.31 In 2014 (to November) there were 19 complaints about noise relating to Donington Park. 17 of these were from residents of South Derbyshire. Although there were 19 complaints they related to 17 different days.

Land South of Park Lane, Castle Donington

10.32 In June 2013, planning permission was granted, subject to the completion of a S106 Agreement, for the development of up to 895 dwellings at Park Lane, Castle Donington. The application site is located on the western edge of Castle Donington and extends to approximately 77 ha. The majority of the site is situated to the south of Park Lane and extends southwards to Hill Top. A smaller area of the site is located to the north of Park Lane and extends as far as Back Lane to the north.

10.33 The site currently comprises predominantly arable farmland which rises gradually from the north to the south. The land is subdivided into field compartments marked by boundary hedgerows and trees.

10.34 To the north the site is adjoined by the East Midlands Development Centre (EMDC), which is currently under construction. Nottingham East Midlands Airport and Donington Park are situated to the south and south west of the site respectively. To the east the site adjoins the existing built up area of Castle Donington. Land adjoining the application site to the north of Park Lane was granted planning permission for residential development in May 2009. To the west of the site open land extends towards Donington Park Racetrack and Donington Hall.

10.35 The development proposals are for the provision of up to 975 dwellings, together with associated highway works, including a new western relief road linking Back Lane with

Hill Top, 7.6ha of employment uses (B1/B2/B8), public open space, play areas and strategic landscaping.

10.36 An Environmental Statement considered the likely significant effects of noise in relation to the proposed development. The site is adjacent to the East Midlands Distribution Centre, East Midlands Airport and Donington Park racetrack. The Statement concluded that noise from these operations has the potential to affect the health and amenity of future residents.

10.37 Proposed mitigation in relation to Donington Park includes a range of measures to reduce noise levels within gardens and inside habitable rooms so as to minimise any adverse impacts.

Landscape

10.38 Donington Park lies in the Langley Lowlands landscape character area (Leicester, Leicestershire and Rutland - Landscape and Woodland Strategy 2006). This character area is one of rolling landform dissected by minor watercourses draining northwards towards the Trent or eastwards to the Soar.

10.39 The race track (and airport) is on an exposed ridge of land running east west with the land falling away to the north and the Trent Valley. Away from the immediate surroundings of Donington Park, the motor racing circuit is well screened by the local landform, earth-mounds and tree planting. However, the topography is such that the track lies 40-50 metres higher than Weston on Trent which is on the opposite side of the River Trent and there is no natural barrier between the circuit and the village.

Heritage

10.40 The racetrack dates back to 1931 and is regarded by English Heritage as an important heritage asset due to its history as an early racetrack as well as its association with Donington Park Estate. There are two Listed Buildings within the site itself:

Listed Building	Description	Grade
Coppice Lodge	Former lodge to Donington Park, now offices. Circa 1800. Ashlar. Roof concealed behind battlemented parapet. Small castellated building with circular stair tower to north west corner. Main block is of 2 storeys with moulded strings and 4-centred arches to openings. North and south sides have giant recesses with moulded 4-centred arches, dripmould and 2-light traceried windows to each floor. East front, to drive, is blind except for small door in moulded arch with hoodmould. Former archway over drive has been removed. Tower rises to a third storey and has castellated parapet on corbels, moulded strings, and slit windows with Tudor hoodmoulds. Far side has C20 lean-to and hipped single-storey C20 brick extensions, the latter not of special architectural interest.	II
Starkeys Bridge	Bridge, built as a garden feature. Dated 1834 on tablet over central arch on north west side. Ashlar, slightly rusticated. 3 semi-circular arches on piers with full-height cut waters to both sides. Coped parapet with moulded string. At north east end walls curve out to battered piers, with retaining wall continuing for short distance beyond pier on north side. Bridge terminates abruptly to south west	II

Listed Building	Description	Grade
	at edge of Donington Park race track.	

10.41 Donington Park racetrack was originally part of Donington Hall house and its residential estate. The house was built from c 1790 for Francis Rawdon-Hastings, 2nd Earl of Moira, (created Marquess of Hastings in 1816) in a fanciful Gothic manner by the plasterer and draughtsman William Wilkins. From 1902 Donington was the property of the Gillies Shields family. The hall was requisitioned at the start of World War I by the British government and turned into a prisoner of war camp.

10.42 In 1931, the then owner of the estate, Alderman John Gillies Shields, J.P., agreed to allow Fred Craner use of the extensive roads on the land for motor racing, thus creating the Donington Park circuit. The circuit at Donington Park was closed in 1939 due to World War II, when it was requisitioned by the Ministry of Defence and was converted into a military vehicle depot and storage area.

10.43 With the whole estate needing extensive renovations after the war, the Shields family rented the estate out as farm land. They retained the Hall, which after the Soviet Army ensured a Communist regime in Hungary, became a refugee camp for those who came to the East Midlands. In 1971, Tom Wheatcroft bought part of the estate, including the famous pre-war racing circuit, from the Shields family.

10.44 English Heritage support the continued use of the site as a race circuit but are keen to ensure that development does not have an adverse impact on the setting of Donington Park or other heritage assets.

Safety

10.45 Public Safety Zones are designated areas of land at the end of the runways at the UK's major airports within which development is restricted. This is to control any increases in the number of people living working or congregating in these areas. Government advice is set out in DfT Circular 01/2010 and is designed to prevent new developments that would result in a significant increase in the number of people living, working or congregating in the areas and that over time existing numbers should reduce.

10.46 East Midlands Airport's Public Safety Zones extend over part of Donington Park to the west and a small area on the southern edge of Kegworth.

10.47 The extent of the Public Safety Zones may be reviewed to reflect changes in aircraft technology and changes in the numbers of aircraft movements. Should there be a requirement for a review of the Public Safety Zones, East Midlands Airport will work closely with the Civil Aviation Authority and the Department for Transport.

Appendix 1: Planning History (2001 onwards)

Reference:	Proposal:	Status:	Decision Issued Date:	Link:
01/00827/ADC	Display of six freestanding directional signs	Application Refused	06 Sep 2001	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=summary&keyVal=0100827ADC
01/01087/FUL	Extension and alterations to motor museum	Application Permitted	18 Jan 2002	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=summary&keyVal=0101087FUL
01/01129/FUL	Extension to motor museum to form an exhibition hall	Application Permitted	18 Jan 2002	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=summary&keyVal=0101129FUL
01/01424/ADC	Display of five freestanding directional signs	Application Refused	22-Mar-02	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=0101424ADC

Reference:	Proposal:	Status:	Decision Issued Date:	Link:
02/00413/FUL	Alterations and extension to motor museum to provide an exhibition hall	Application Permitted	24 May 2002	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?previousCaseUprn=200003501209&previousCaseType=Property&previousKeyVal=001191LRLI000&activeTab=summary&previousCaseNumber=000T4BLRBU000&keyVal=0200413FUL
03/00278/FUL	Alterations and extension to existing museum	Application Permitted	04 Mar 2004	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?previousCaseUprn=200003501209&previousCaseType=Property&previousKeyVal=001191LRLI000&activeTab=summary&previousCaseNumber=000T4BLRBU000&keyVal=HAZ0KNLR72000

Reference:	Proposal:	Status:	Decision Issued Date:	Link:
03/00716/FUL	Erection of 25 metre mast and associated cabin and fencing	Application Withdrawn		https://plans.nwleics.gov.uk/public-access/applicationDetails.do?previousCaseUprn=200003505510&previousCaseType=Property&previousKeyVal=0014VCLRLI000&activeTab=summary&previousCaseNumber=000WFSLRBU000&keyVal=HEMFRCLR64000
03/01201/FUL	Erection of covered area for retail and exhibition use during race meetings	Application Permitted	03-Mar-04	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=HIH9SQLR64000
03/01309/FUL	Erection of building for the storage and maintenance of ancillary trackside advertisement hoardings and equipment	Application Permitted	23-Sep-03	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=summary&keyVal=HJI9Y5LR64000
05/00363/FUL	Construction of road bridge (renewal of planning permission ref. 99/0875)	Application Permitted	01-Jun-05	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=summary&keyVal=ICRYEYLRZ5000

Reference:	Proposal:	Status:	Decision Issued Date:	Link:
05/00503/FUL	Demolition of existing pit garages, erection of replacement pit garages, race control and commentators' accommodation, erection of media centre, cladding of existing media centre and extension of paddock area	Application Permitted	07-Jun-05	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=IE7O41LR66000
05/01090/FUL	Demolition of existing pit garages and erection of replacement pit garages, race control and commentators' accommodation	Application Permitted	02-Sep-05	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=summary&keyVal=IJKERLLR66000
05/01579/FUL	Change of use of land for Christmas parties including erection of marquee and car parking areas	Application Refused	07-Dec-05	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?previousCaseUprn=200003505510&previousCaseType=Property&previousKeyVal=0014VCLRLI000&activeTab=summary&previousCaseNumber=000WFSLRBU000&keyVal=IOCR6TLRZ5000

Reference:	Proposal:	Status:	Decision Issued Date:	Link:
08/00086/FULM	Change of use from storage of vehicles relating to vehicle auctions to general car parking	Application Permitted	10 Apr 2008	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?previousCaseUprn=200003505514&previousCaseType=Property&previousKeyVal=0014VGLRLI000&activeTab=summary&previousCaseNumber=000WFWLRBU000&keyVal=JUU8U9LR0BB00
08/00861/VCU	Change of use from storage of vehicles relating to vehicular auctions to general car parking without complying with condition 2 attached to planning permission ref 08/00086/FULM	Application Refused	09 Sep 2008	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?previousCaseUprn=200003505514&previousCaseType=Property&previousKeyVal=0014VGLRLI000&activeTab=summary&previousCaseNumber=000WFWLRBU000&keyVal=K2O1NELR0C100

Reference:	Proposal:	Status:	Decision Issued Date:	Link:
08/01356/FULM	New buildings incorporating pits, paddock, media centre, broadcast centre, race control, medical centre, 3 hospitality suites (one containing ancillary merchandising, bars and restaurants), club house, toilets, temporary grandstands; realignment, widening and extension of existing track, new pit lane; fuel and tyre area, two new vehicle access tunnels, widening of one existing pedestrian tunnel, asphalt and gravel run off areas, hard standing, service roads; barriers, fencing, ancillary trackside development and engineering works	Permit subject to Section 106	26-Jun-09	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=documents&keyVal=K72VBWLR09O00
08/01386/FULM	Erection of temporary grandstands and toilet block and formation of hardstanding	Permit subject to Section 106	26-Jun-09	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=K7FWQGLR09O00
09/00491/FUL	Change of use to form construction plant training facilities for a temporary period during undertaking of construction works at Donington Park Motor Racing	Application Permitted	31-Jul-09	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=KK962ELR0C800

Reference:	Proposal:	Status:	Decision Issued Date:	Link:
	Circuit			
11/00203/FUL	Change of use to motorcycle showroom and training centre	Application Permitted	30-Jun-11	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=LHOOOZLR0DD00
11/00204/FULM	Change of use for a temporary period of 5 years to the sale of plant and machinery by auction	Permit subject to Section 106	27-Feb-12	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=LHOOZ4LR0DD00
11/00568/VCI	Realignment, widening and resurfacing of 2 mile race circuit and erection of ancillary buildings incidental to race track, including pits, trade suites, scrutineering bays, fuel depot and additional toilet blocks etc. approved under planning permission 76/1293/7P without complying with Conditions 10, 11, 13 and 15 so as to enable amended days and hours of use, amended areas of use for the testing, pre-race practising and racing of unsilenced	Application Permitted	09 Nov 2011	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=LO61JQLR63000

Reference:	Proposal:	Status:	Decision Issued Date:	Link:
	vehicles, and amended areas for the collection of entrance and parking fees and the sale of programmes.			
11/00618/VCI	Alterations, widening and resurfacing work for 0.5 mile extension to existing race track to form a new 2.5 mile racing circuit approved under planning permission 78/1845/7 without complying with Condition 2 so as to enable amended areas of use for the testing, pre-race practising and racing of unsilenced vehicles, and for more than six unsilenced vehicles to be operated on the race circuit for the purposes of testing at any time	Application Permitted	09-Nov-11	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=LOWCIDLR0DD00

Reference:	Proposal:	Status:	Decision Issued Date:	Link:
11/00619/VCI	Retention of buildings, constructions and works approved under planning permission T/APP/G2435/A/89/120864/P6 without complying with Conditions 1, 2 and 3 so as to enable amended days of use, amended areas of use for the testing, pre-race practising and racing of unsilenced vehicles, and for more than six unsilenced vehicles to be operated on the race circuit for the purposes of testing at any time.	Application Permitted	09-Nov-11	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=LOWD9ALR0DD00
11/00620/VCI	Retention of buildings, constructions and works approved under planning permission T/APP/C/95/G2435/639054 without complying with Conditions 1 and 2 so as to enable amended days of use, and for use in association with the WRC Rally in lieu of the RAC Rally.	Application Permitted	09-Nov-11	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=LOWDNGLR0DD00

Reference:	Proposal:	Status:	Decision Issued Date:	Link:
11/00897/DEM	Demolition of detached dwelling and associated outbuildings	Prior Approval	01-Dec-11	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=LTES7ILR0EJ00
12/00028/FUL	Retention and extension of building for use for exhibitions, product promotions, training and for other uses ancillary to the operation of Donignton Park Race Circuit, and including extension by 106 Square metres to the Eastern elevation providing a new access to the pits and paddock area, together with improved toilet facilities, a kitchen/bar and storage areas	Application Permitted	27-Mar-12	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=LXJGSALR63000
12/00061/DEM	Demolition of standalone former office building		28-Feb-12	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=LY3PWBLR0DD00
12/00179/FULM	Construction of internal access roads and two areas of hardstanding	Application Permitted	30-May-12	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=LZU69CLR63000

Reference:	Proposal:	Status:	Decision Issued Date:	Link:
12/00271/COM	Reprofile and restore an infield area using pulverised fuel ash and construction waste (Leicestershire County Council Consultation 2012/CM/0093/LCC)		13-Apr-12	https://plans.nwleics.gov.uk/public-access/applicationDetails.do;jsessionid=C93926411D249E294E4A7FAF6A72E656?previousCaseUprn=200003505510&previousCaseType=Property&previousKeyVal=0014VCLRLI000&activeTab=summary&previousCaseNumber=000WFSLRBU000&keyVal=M18PXQLR0DD00
12/00328/FUL	Construction of a purpose built bat barn	Application Permitted	27-Jun-12	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=M2BLOQLR63000
12/00433/FUL	Change of use to form construction plant training facilities	Application Permitted	04-May-12	https://plans.nwleics.gov.uk/public-access/applicationDetails.do;jsessionid=C93926411D249E294E4A7FAF6A72E656?previousCaseUprn=200003505510&previousCaseType=Property&previousKeyVal=0014VCLRLI000&activeTab=summary&previousCaseNumber=000WFSLRBU000&keyVal=M42ERRLR0DD00

Reference:	Proposal:	Status:	Decision Issued Date:	Link:
12/00741/FUL	Erection of temporary office building (Retrospective Application)	Application Permitted	19-Oct-12	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=M9H0DLLR63000
13/00104/OUTM	Erection of ten buildings for uses falling within use classes B1, B2 or B8 (Outline	Permit subject to Section 106	01-Oct-13	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=MDDTXPLR63000
13/00118/VCIM	Change of use for a temporary period of 5 years to the sale of plant and machinery by auction approved under planning permission ref 11/00204/FULM without complying with condition 2 so as to allow year round storage of plant and/or machinery on part of the site	Permit subject to Section 106	01-Oct-13	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=MI3KZXLR63000
13/00186/VCIM	Alterations, widening and resurfacing work for 0.5 mile extension to existing race track to form a new 2.5 mile racing circuit approved under planning permission 78/1845/7 without complying with Condition 2 so as to enable amended areas of use for the testing, pre-race practising and racing of	Application Permitted	06-Jun-13	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=summary&keyVal=MJDVKXLR63000

Reference:	Proposal:	Status:	Decision Issued Date:	Link:
	unsilenced vehicles, and for no more than six unsilenced vehicles to be operated on the race circuit for the purposes of testing at any time.			
13/00187/VCIM	Realignment, widening and resurfacing of 2 mile race circuit and erection of ancillary buildings incidental to race track, including pits, trade suites, scrutineering bays, fuel depot and additional toilet blocks etc. approved under planning permission 76/1293/7P without complying with Conditions 10, 11, 13 and 15 so as to enable amended days and hours of use, amended areas of use for the testing, pre-race practising and racing of unsilenced vehicles, and amended areas for the collection of entrance and parking fees and the sale of programmes	Application Permitted	06-Jun-13	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=MJDVMELR63000

Reference:	Proposal:	Status:	Decision Issued Date:	Link:
13/00188/VCIM	Retention of buildings, constructions and works approved under planning permission T/APP/G2435/A/89/120864/P6 without complying with Conditions 1 and 2 so as to enable amended days of use and amended areas of use for the testing, pre-race practising and racing of unsilenced vehicles	Application Permitted	06-Jun-13	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=MJDVOQLR63000
13/00189/VCIM	Retention of buildings, constructions and works approved under planning permission T/APP/C/95/G2435/639054 without complying with Conditions 1 and 2 so as to enable amended days of use, and for use in association with the WRC Rally in lieu of the RAC Rally	Application Permitted	06-Jun-13	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=MJDVPZLR63000
13/00640/FUL	Temporary permission for the erection of a modular building to be used for the booking in/out of plant and machinery	Application Permitted	11-Oct-13	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=MRIEBSLR63000

Reference:	Proposal:	Status:	Decision Issued Date:	Link:
13/00883/REM	Erection of ten buildings for uses falling within use classes B1, B2 or B8 (Reserved matters to outline planning permission 13/00104/OUTM)	Application Permitted	06-Dec-13	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=MVJ82CLR63000
13/00941/FULM	Change of use for a temporary period until February 2017 to the sale of plant and machinery by auction with up to 5 auctions held per annum	Permit subject to Section 106	10-Jun-14	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=MWRO1GLR63000
13/00965/DEM	Demolition of former ticket office (Prior Notification of Demolition)	Application Permitted	23-Dec-13	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=MX6NK9LR0FU00
13/01015/FUL	Construction of access roads	Application Permitted	21-Feb-14	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=MY5CWVLR63000
14/00242/FUL	Erection of temporary 17m telecommunications mast and associated equipment	Application Permitted	30-Apr-14	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=N2OH5MLR0FU00
14/00516/FUL	Proposed erection of a bat barn	Application Permitted	26-Aug-14	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=N6MU6LLR63000

Reference:	Proposal:	Status:	Decision Issued Date:	Link:
14/00567/DEM	Proposed demolition of the cranter suites (Three-Storey hospitality suites)		04-Jul-14	https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=documents&keyVal=N7CZ00LR0FU00
14/00814/VCIM	Retention of buildings, constructions and works approved under planning permission 13/00189/VCIM without complying with Condition 2 so as to allow motor racing comprising motor vehicle rallies to be held on no more than two days in any calendar year.	Pending Consideration		https://plans.nwleics.gov.uk/public-access/applicationDetails.do?activeTab=dates&keyVal=NB9TABLR63000