MAGNA PARK Extension

HYBRID PLANNING APPLICATION:

15/01531/OUT

Addendum to the Environmental Statement

Volume 1: Addendum to the Non-technical Summary

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IDI Gazeley

MAGNA PARK
LUTTERWORTH

IDI Gazeley
Brookfield Logistics Properties

Magna Park Extension: Hybrid Application
APP 15/01531/OUT

Non-Technical Summary: Environmental Statement Further Information

July 2017

CONTENTS

1 THE NON-TECHNICAL SUMMARY (NTS)

Introduction

1.1 This report provides a non-technical summary (NTS) of the further additional information provided in July 2017 support of IDI Gazeley's hybrid planning application to extend Magna Park (App 15/01531/OUT). The planning application is supported by an Environmental Statement (ES). The ES was submitted in October 2015, and has been supplemented by updates, addenda and clarifications since (in February, March, April and November 2016).

1.2 Whether or not an ES is legally adequate must be judged not at the date of its submission but rather at the point of decision. A planning permission cannot be granted unless the decision maker has first taken the environmental information into account (Regulation 3(4)).

1.3 The further information summarised here is provided by IDI Gazeley in accordance with Regulation 22 (1) and (10) of the Environmental Impact Assessment Regulations (EIA) 2011 (as amended).

1.4 HDC wrote to Now Planning Ltd, planning agent for IDI Gazeley, on 17 March 2017 requesting further information on the likely cumulative impacts of the Hybrid application following the recent decisions on two now committed developments in the vicinity of Magna Park:

- the grant of planning permission on appeal in January 2017 for up to 250 dwellings on land at Coventry Road, Lutterworth (15/01665/OUT); and
- the resolution by HDC in February 2017 to grant planning permission (subject to the completion of a S106 agreement) for 9,500 sq m of B1 (offices) and 70 allotments on land south of Lutterworth Road (16/01288/OUT).

1.5 HDC explained that, in its opinion, this further cumulative impact information would be necessary for the submitted ES to be legally adequate. HDC also suggested that the areas that may require further work would be Traffic and Transport, Air Quality and Landscape and Visual.

1.6 Now Planning Ltd wrote in response to HDC on 3 May 2017. Now Planning agreed that there would be a need for further cumulative impact assessment work and that this would be confined to the three areas identified by HDC; explained that account would also need to be taken of the grant of planning permission for the extension to Magna Park (15/00919/FUL) that lies within the Hybrid application; and set out the proposed scope and method to be adopted by the technical experts for each area. The NTS summarises the two addenda and the update to the submitted ES (Chapter 6 - Traffic and Transport, Chapter 9 - Landscape and Visual Effects and Chapter 10 - Air Quality).

1.7 IDI Gazeley is of the opinion that for the ES to be legally adequate further information is also required on:

- the socio-economic effects of the Hybrid application; and
- the greenhouse gas (GHG) effects of the development.

1.8 The need for the update to ES Chapter 5 is triggered by the following:

- the further work on the implementation of the Hybrid application's non-distribution warehousing (B8) uses, including:
    - the updated evidence on the need for these uses together with the benefits – economic, social and environmental – that would follow from their delivery
    - the work by IDI Gazeley, in collaboration with the prospective operating partners for these uses, on their outline business plans
- the publication of the Midlands Engine growth strategy and the role of logistics development in achieving the strategy's objectives
- the 2016 updates of the Leicester and Leicestershire Strategic Distribution Sector Study which confirms that the quantified estimates of the need for additional large scale distribution floorspace in the county and region are all minimum requirements, explains the study's authors' view of why extensions to existing sites are sequentially preferred, and why it is critical to the ongoing competitiveness of the LLEP area that the industry has – at any one point in time – a choice of sites in optimal locations
- the publication in early 2017 of the Leicester and Leicestershire Housing and Economic Development Needs Assessment (HEDNA)

1.9 The need for an update on the impact of the Hybrid proposals on GHG emissions is a response to the fact that the proposals remove some 161.58 ha from agricultural use, and is triggered by the coming into force of the Paris Agreement, to which the UK is a signatory, in November 2016. IDI Gazeley undertook, in the Heads of Terms of the S106 agreement set out in the October 2015 Planning Statement, to ensure that each phase of the Hybrid development is as close to 'carbon neutral' as technologies and commercial considerations make possible. The undertaking is to prepare, for each reserved matters phase of the Hybrid proposals, a 'carbon neutrality innovation plan' (CNIP). The further information provides the 'metrics' that underpin the Hybrid application's GHG mitigation measures, and inform the undertaking for the CNIP.

1.10 The evidence base for the Paris Agreement explains that commercial agriculture (arable as well as pasture) and industry are amongst the highest GHG-emitting land uses. The Hybrid planning application will change the use, on the Zone 1 site, of 149.82 ha of arable land and 11.76 ha of grassland (pasture) to a mix of woodland, wet woodland, shelter belts and orchards (56.66 ha), meadow (38.47 ha), playing fields and allotments (5.27 ha) and 'industrial', including the built non-B8 uses (49.42 ha). The Hybrid application's 'green infrastructure' (Country Park, Meadow and other open space) will function to 'sequester' carbon and, with the emissions saved from agriculture, result in a very significant reduction in the GHGs of benefiting land. Two other measures will also contribute: the undertakings, in respect to the built uses, to use low-embodied carbon materials, optimise the energy efficiency of the buildings, and use PVs to generate a significant proportion of each building's energy needs on site; and the Framework Travel Plan which will result in a very significant savings in vehicle miles and associated savings in emissions (as well as pollutants).

The Further Information and Structure of the NTS

1.11 The summary of the further information is provided here as follows:

- Section 2: Implementation Plan for the Non-distribution Warehousing Uses
- Section 3: Update: the Contribution of the Application Proposals to Reducing Greenhouse Gases
- Section 4: Update to Environmental Statement Chapter 5 - Socio-economic Effects
- Section 5: Addendum to Environmental Statement Chapter 6 - Traffic and Transport
- Section 6: Addendum to Environmental Statement Chapter 9 - Landscape and Visual Effects
- Section 7: Update to Environmental Statement Chapter 10 - Air Quality.

2 THE IMPLEMENTATION PLAN FOR THE NON-B8 USES

Introduction

2.1 The table below summarises the principal elements of the Implementation Plan (IP) for the funding, delivery and phasing of each of the Hybrid Application's non-B8 uses: the Logistics Institute of Technology (LIT), Magna Park Innovation Centre (MPIC), Holovis HQ, Bittesby Local Heritage Centre (LHC), Bittesby Country Park and Meadow, Bittesby House, and the Zone 2 uses – HGV Park, Driver Training Centre and Railfreight Shuttle and Terminal. The Implementation Plan sets out the proposals in full: their rationale in cluster theory, the needs each will meet, the proposals for their funding, delivery and operation, the sustainability benefits – economic, social and environmental – that would follow from their delivery, and the proposals for binding IDI Gazeley to their timely delivery.

The Rationale for the Non-B8 Uses

2.2 The non-B8 uses have been conceived with the objective of creating and capturing the benefits of a logistics cluster. Each non-B8 use, individually, meets evidenced needs that would otherwise be unlikely to be met, either to the same standard, in so optimal a location for their purposes, as valuably to the industry or the local economy, or as soon or at all. Each use is beneficial in its own right, but the greater value lies in their co-location with each other and as part of the concentration, at scale and on a single site, of blue-chip logistics businesses. These competing, inter-trading and complementary businesses share infrastructure, common markets, technologies and worker skills; these together add up to the logistics cluster and the agglomeration efficiencies – for local communities, the park's occupiers and the wider local and regional economies – that follow.

2.3 Critically, these efficiencies and the spillover benefits they generate are much easier to co-ordinate, and more likely to be realised, where a distribution park is in single ownership or management. That is the case here. Their capture is the purpose of extending Magna Park and the reason for including the non-B8 uses that are also proposed.

2.4 The non-B8 uses are feasible because Magna Park already exists. The relationships between IDI Gazeley and the existing businesses are established, and there is a critical mass and established customer base for the new non-B8 uses to build on. The Community Liaison Group is now established and provides a mechanism for ensuring that the new uses respond to the opportunities of being open to local communities and are valued and well-used by them.

2.5 The delivery and ongoing oversight of the non-B8 uses will be the responsibility of the Magna Park Delivery Body (MPDB). The MPDB will have two purposes: securing the timely delivery of the non-B8 uses proposed by the Hybrid planning application; and ensuring the ongoing identification, coordination and optimisation of the cluster benefits that are the purpose for extending Magna Park. The MPDB will finance and appoint a suitably qualified full-time facilitator (or facilitating company) who will responsible for securing the delivery of each use and share with the MPDB the responsibility for coordinating the cluster benefits, ensuring each use achieves its purposes and the park's businesses and the local community benefit as intended. The facilitator will report to IDI Gazeley's Board and work

closely with Magna Park Management Ltd. MPDB will take responsibility for all community liaison, will convene the already established Community Liaison Group and operate the Liftshare scheme that is also already underway.

2.6 IDI Gazeley undertakes to fund the MPDB and the facilitator, agree with HDC the terms of reference for the MPDB within six months of the grant of outline planning permission, and to appoint the facilitator within the following six months.

The S106 Heads of Terms for the Implementation Plan

2.7 The following are unilaterally proposed for delivery via the S106 agreement to be entered into by IDI Gazeley with HDC.

- **To ensure the delivery of the non-B8 uses in line with the further information provided in this IP in Section 2, IDI Gazeley will:**
  - fund the Magna Park Delivery Body (MPDB);
  - agree an operating plan for the MPDB with HDC;
  - appoint a suitably qualified facilitator to take on the day to day duties of the MPDB; and
  - fund the appointed facilitator over the whole of the delivery period for the non-B8 uses.
- **To ensure the delivery of the Logistics Institute of Technology in line with the further information provided in this IP in Section 3, IDI Gazeley will:**
  - finance and deliver the LIT building(s) and campus (playing fields and pitches) to a specification agreed by LIT's partners and secure reserved matters permission for their construction;
  - lease the facilities to LIT partners on commercial terms for the operation of LIT to the detailed development and operating plan to be agreed with LIT's partners within six months prior to the occupation of the LIT; and
  - lease the LIT facility on commercial terms that will oblige the LIT operator to make the campus facilities (playing fields and pitches) available to the community on weekends and outside schools hours and terms.
- **To ensure the delivery of MPIC in line with the further information in this IP in Section 4, IDI Gazeley will:**
  - identify and contract with a delivery partner for the delivery and operation of MPIC;
  - once the delivery partner is under contract, make HDC privy to the business plan for MPIC's operation;
  - finance and deliver the MPIC facility; and

- lease the facility to the operator for on commercial terms that will deliver the objectives for MPIC.

- **To ensure the delivery of the Country Park and Meadow in line with the further information in this IP in Section 6, IDI Gazeley will:**
  - finance and deliver a design scheme, operating, phasing and management plan to be drawn up and agreed with HDC;
  - finance and deliver the conversion of a Bittesby House barn to provide lavatory facilities for Country Park visitors; and
  - finance and deliver a public car park co-located with Bittesby House and the barn conversion for lavatories and for LHC.
- **To ensure the delivery of the Local Heritage Centre in line with the further information in this IP in Section 7, IDI Gazeley will:**
  - design and finance the conversion of a Bittesby House barn to provide the LHC
  - appoint and finance the costs of a museologist for not less than three years commencing six months before the opening of the LHC who will be charged with developing the LHC business plan, including its partnership, community outreach and schools programmes; and
  - finance and deliver the agreed exhibition and LHC's other operating costs for not less than three years.
- **To ensure the delivery of the Zone 2 uses in line with the further information in this IP in Section 9, IDI Gazeley will:**
  - finance and deliver the Zone 2 hardstanding in accordance with the phasing plan;
  - identify and contract with an operator (or operators) to deliver and operate the Driver Training Centre, HGV Park and Railfreight Shuttle and Terminal;
  - agree a delivery and operating plan for the facilities (Driver Training Centre, HGV Park and Railfreight Shuttle and Terminal) with HDC; and
  - lease the hardstanding to the appointed operator on commercial terms.

2.8 These undertakings are in addition to the proposed local labour and supplier initiative (already in the S106 agreement for the DHL Supply Chain scheme – which will be extended to include the whole of the Hybrid development). The undertaking is:

- **To increase the local share of contractor and occupier jobs and procurement,**
  - IDI Gazeley will, at its own expense, prepare and agree with HDC and deliver a Job and Business Strategy (JBS). The JBS will:
    - encourage apprenticeships and the employment of Harborough District residents for the construction and operation of each phase of the development;

- make construction contractors and occupiers aware of the Procurement Programme in order to give local businesses access to opportunities arising from the demolition, construction and operation of each phase of the development;
- provide HDC's list of local businesses to contractors and operators of the development and encourage them to procure local businesses for the construction, fitting out of the premises, the supply and servicing, estate management and operations of the business;
- specify the targets for both the local employment and procurement initiatives and the measures to be taken to achieve the targets;
- monitor the performance of the JBS; and
- every year review and submit a revised strategy as needed to achieve its objectives.

- Following the written approval of the JBS, IDI Gazeley will work collaboratively with HDC during demolition, construction, fitting out and occupation of each phase of development to identify and promote within the local area the employment, training and business opportunities for local residents and businesses.
- Where job applicants meet the essential requirements of any particular advertised role, IDI Gazeley will encourage the contractor(s) / sub-contractor(s) / occupiers to consider applications from all local residents to ensure local people are given the first opportunity to secure employment from the development by way of an agreed Exclusivity Period.
- IDI Gazeley will, in collaborative working with HDC, use reasonable endeavours to ensure that an agreed percentage of the workforce employed in the construction and operation of each phase of the development are local residents (including a minimum of apprenticeships, traineeships and work experience placements).
- IDI Gazeley will make contractors, sub-contractors and occupiers aware of the Local Procurement Programme in order to give local businesses access to opportunities arise from the demolition, construction and operation of each phase of the development. IDI Gazeley will provide HDC's list of local businesses to operators and occupiers for the fitting out of the premises, for supplies and servicing, for estate management and for the operation of each phase of development.
- IDI Gazeley will monitor and report regularly on the number and percentage of local residents employed in the construction and operation of each phase of the development, including the number and percentage employed as apprentices, traineeships and work experience placements.

Table 2.1 Non-technical Summary of the Implementation Plan

The Use's Objectives	Funding and Delivery of the Use	Operational Responsibility	Proposed Phasing Condition	Summary of Social, Economic and Environmental Benefits
Logistics Institute of Technology **Partners: IDI Gazeley, Aston University, NWSL FE College and Holovis**				
▪ Address the sectors skill gaps and shortages – Levels 2-7 and routes to 9 and10 ▪ Professional qualifications ▪ Improve image of the industry ▪ Attract new talent to the sector ▪ Increase sector's knowledge intensity ▪ Exploit co-location with LIT's applied research function: - drive next generation of sustainable, innovative supply chain businesses - transfer research into commercial applications in new and existing businesses ▪ Industry outreach ▪ Fill gap in FE/HEI infrastructure in SW Leicestershire ▪ Dual use of campus with community ▪ Capture cluster potential of co-location with industry, MPIC, Holovis, Country Park	IDI Gazeley will: ▪ fund the facilities' capital costs subject to the academic partners' taking all possible efforts to secure contributions to those costs (from grant, DfT, industry) ▪ design, project manage, construct and deliver the LIT's buildings and campus ▪ lease the buildings and campus to LIT on a peppercorn for a period of not less than 20 years – on terms that oblige dual use of the campus's playing fields and pitches with the community	LIT's academic partners will be responsible for: ▪ LIT's operation, including all operational funding ▪ student fee income – DfE, industry and private; ▪ research income - public grant and industry collaboration ▪ student recruitment ▪ curriculum ▪ course and qualification delivery ▪ applied research ▪ industry outreach IDI Gazeley will be responsible for liaison with Magna Park's operators	▪ Start not later than the completion of B8 development in excess of 194,000 sq m ▪ Build over two years post grant of reserved matters	▪ 83 FTE jobs (management, administrative, industry liaison, academic, and increasing the opportunities for local people to work locally) ▪ SW Leicestershire's first further and higher education institute (making access to level 2-7 courses easier and careers in logistics more appealing) ▪ Significant contribution to improving the logistics sector's image (helping to overcome a key hurdle to its long term competitiveness) ▪ Significant contribution to the sector's upskilling (helping to drive its growing knowledge intensity, increase innovation in the sector and securing its long term competitiveness) ▪ Indirect contribution to increasing the share of the county's workforces with qualifications at NVQ4 and above, raising average incomes and increasing GVA per head (addressing the lagging performance of the county on these measures) ▪ Training, education and work placements for c 1,000 annually: - Seamless progression from Levels 1-7, and routes to masters and PhDs - Higher, advanced and degree apprenticeships - Professional qualifications from CILT (200 pa) ▪ Business support programmes (20 annually with c 35 firms) ▪ Applied research – c 3 programmes annually with industry (increasing innovation, reducing supply chain costs, improving customer service, reducing the sector's environmental footprint) ▪ R&D transfer – c 2 annually (contributing to the creation and growth of SMEs and to existing industry's competitiveness)

The Use's Objectives	Funding and Delivery of the Use	Operational Responsibility	Proposed Phasing Condition	Summary of Social, Economic and Environmental Benefits
Magna Park Innovation Centre:				
▪ Support new start and growing firms in or related to the logistics sector ▪ Capture commercially LIT's research innovations in new, growing small businesses ▪ Capture the cluster advantages of co-location with LIT and MPL's logistics firms ▪ Provide a creative and supportive focus for the Magna Park and Lutterworth business communities ▪ Deepen the knowledge intensity of LLEP area's economy ▪ Improve survival rates of small firms ▪ Capture the cluster potential of co-location with LIT, industry and Country Park ▪ Act as a focus point for MPL community ▪ Plug local property market gap for high quality licenced (easy-in, easy-out) small business office space	IDI Gazeley will fund and deliver MPIC – with the aim of identifying a risk and profit sharing development partner who would lease the building and operate MPIC	Oxford Innovation or other suitably experienced, commercially-focused operator under contract to IDI Gazeley to achieve the MPIC purposes and objectives. Operating income from: ▪ Licence, desk, membership and virtual office fees ▪ Conference fees ▪ Other income	▪ Start not later than the completion of B8 development in excess of 194,000 sq m ▪ Build over two years post grant of reserved matters	▪ 145 FTE jobs by year 3 of MPIC's operation (the creation of new small businesses and supporting the growth of others, and increasing the opportunities for local people to work locally) ▪ 3 FTE jobs in MPIC's operation ▪ c 15 new businesses over 5 years from year 3 of MPIC's operation, with at least half forming part of the logistics sector's supply chain ▪ c 1 new start-up or growth opportunity p.a. from year 3 of LIT's and MPIC's operation ▪ The logistics sector's first dedicated innovation centre ▪ The indirect contribution to improving Harborough district's rate of enterprise growth (now lagging the region and England) ▪ The indirect contribution to increasing the county's knowledge intensity ▪ The provision in Lutterworth of a high quality small business space available to entrepreneurs on licence ▪ Support for Magna Park's and Lutterworth's business community

The Use's Objectives	Funding and Delivery of the Use	Operational Responsibility	Proposed Phasing Condition	Summary of Social, Economic and Environmental Benefits
Holovis Headquarters:				
▪ Enable the expansion of a local high tech business in its established location ▪ Cluster coordination for mutual benefit ▪ Support Holovis as a partner of LIT	IDI Gazeley will: ▪ Lease Parcel F to Holovis ▪ Design and build the building on behalf of Holovis	Holovis	▪ Begun not later than the commencement of Parcel H (in accordance with the Parameter Plan	▪ 150 FTE additional jobs in Holovis by year 3, with potential to create at least 39 more ▪ 100 FTE jobs safeguarded ▪ The enhancement to Holovis's productivity and global competitiveness ▪ The reduction in the environmental costs of Holovis's activities ▪ The operational benefits of engagement with LIT and the rest of MPL's businesses ▪ The gains to Harborough's economy in GVA, high quality jobs and their accessibility by sustainable modes to local people ▪ The gains from co-location with LIT and the rest of the MPL cluster ▪ The retention in the district of a dynamic, knowledge intensive business with significant growth prospects ▪ More opportunities for local people to choose to work locally
Bittesby Country Park and Meadow:				
▪ Contribute to filling district-wide shortage of country park open space, particularly large scale ▪ Preserve and enhance the scheduled monument in perpetuity ▪ Optimise public access – divert as needed public rights of way and permissive paths, and make the permissive accesses permanent ▪ Support the CP with interpretive	▪ IDI Gazeley will design, fund and deliver the CP and Meadow ▪ IDI Gazeley will draw up the planting scheme and management plan	▪ IDI Gazeley through Magna Park Management Ltd will operate and maintain the CP	▪ Submit and agree with HDC, LCC Archaeology and Historic England a design scheme, operating and management plan for the CP and Meadow (including for the preservation of the heritage assets and the provision of public access) within 12 months of the grant of OPP ▪ Phase 1 – start delivery not later than the	▪ The preservation of the scheduled monument and DMV in perpetuity ▪ The preservation in situ of the archaeology underlying the Meadow in perpetuity ▪ The enhancements to public access, including the creation of networks of walks and paths linked to the wider network ▪ The contribution to public health and wellbeing ▪ The contribution to the public's appreciation of the site's heritage assets and the landscape and management approaches which are designed to improve the area's resilience to climate change ▪ A very substantial increase in the Country Park and Meadow site's biodiversity ▪ The net reduction in GHGs from the change of use of the CP and Meadow site from agriculture – equivalent over

The Use's Objectives	Funding and Delivery of the Use	Operational Responsibility	Proposed Phasing Condition	Summary of Social, Economic and Environmental Benefits
facilities and lavatories ▪ Enrich biodiversity ▪ Optimise carbon sequestration ▪ Contribute to public health ▪ Demonstrate contemporary landscape management techniques for biodiversity, CO2e emission reduction and climate change resilience ▪ Involve local groups in the archaeology still to be done ▪ Optimise the opportunities to achieve the CP and Meadow purposes			completion of any B8 development in excess of 194,000 sq m ▪ Phase 2 – start delivery within 1 year following completion of the last B8 unit ▪ Begin the Meadow works in line with the commencement of Phase 2 of the Country Park	20 years to 24,931 tonnes of CO2e (the net effect of the sequestration value of the Country Park and Meadow and the emissions avoided from the change of use from agricultural
Bittesby Local Heritage Centre				
▪ Exhibit and interpret the site's history – as the history of habitation in response to the landscape and the economy that has shaped it (iron age, Roman, medieval, post-medieval to modern agriculture, modern – airfield, the logistics) ▪ Support Key Stage 1 (climate change) and Stage 2 (heritage) curriculum ▪ Involve local groups in the	▪ IDI Gazeley will fund the conversion of a Bittesby House barn and the preparation and delivery of the exhibition materials over a three year period ▪ MPDB will appoint and fund a suitably qualified museologist appointed to deliver a brief agreed with LCC Conservation, Historic England and HDC ▪ The appointed museologist	▪ Appointed museologist	▪ The appointment of a museologist not later than six months in advance of the opening of LHC ▪ Submit and agree the business plan for LHC not later than three months in advance of the opening of LHC ▪ LHC to be operational within 6 months of opening Country Park Phase 1	▪ Increase the public's appreciation of the site's history and heritage ▪ Contribution to schools curriculum at Key Stages 1 and 2 ▪ Provide the heritage industry with a test bed for the holistic approach to landscape management and archaeological preservation ▪ Provide a focus and forum for local groups' involvement ▪ Support for the Country Park ▪ Resource for Holovis and LIT to stimulate new ideas and test innovations, e.g., in how information is presented and displayed

The Use's Objectives	Funding and Delivery of the Use	Operational Responsibility	Proposed Phasing Condition	Summary of Social, Economic and Environmental Benefits
exhibition / events ▪ Support local archaeological research ▪ Educate re modern landscape management ▪ Provide support for the CP	will be obliged to work with local partners (particularly the Lutterworth Museum) and raise funds to maintain LHC beyond year 3			
Bittesby House Re-use				
▪ Conserve and enhance the non-designated heritage asset in its optimal viable use ▪ Signal the material evidence of the narrative relationship with the DMV ▪ Provide a marketing suite at the heart of the extended Magna Park ▪ Provide a meeting place for the logistics industry, professional organisations and interest groups (e.g., the A5 Partnership) ▪ Provide start-up space for LIT, MPIC, LHC	IDI Gazeley will fund and deliver the conversion and fitting out of the building and the landscaping of its grounds. The car park will also serve the Country Park	IDI Gazeley	▪ Not later than the commencement of development in excess of 194,000 sq m of distribution warehousing	▪ The conservation of the non-designated heritage asset ▪ The provision of the focus the industry needs to support collaboration between business, professional bodies and interest groups – at the heart of the golden triangle and in its flagship distribution park.
Zone 2 Uses: Driver Training Centre; HGV Park; LPG/electric Fuelling Station; and Railfreight Shuttle and Terminal				
▪ Provide these facilities for all MPL occupiers ▪ Contribute to regional shortage of truck park facilities	IDI Gazeley will fund and deliver the hardstanding; contract with a suitable operator or operators to deliver the objectives set for the three	The contracted operator(s)	▪ Hard standing element of HGV park to be delivered not later than the commencement of B8 development greater than	▪ 38 FTE jobs ▪ Reduction in the regional shortage of HGV parking facilities ▪ Reduction in the pressure on nearby laybys ▪ CPC training and certification in Category C and C+E HGVs to c 500 drivers p.a.

The Use's Objectives	Funding and Delivery of the Use	Operational Responsibility	Proposed Phasing Condition	Summary of Social, Economic and Environmental Benefits
▪ Reduce call on local SRN laybys ▪ Reduce severe shortage of HGV drivers ▪ Attract a younger cohort to HGV driving ▪ Improve the standard of HGV drivers ▪ Improve the image of the occupation ▪ Work with LIT to innovate approaches to reducing the environmental impact of the industry ▪ Provide an on-demand service to DIRFT and Rugby ▪ Raise the share of MPL's traffics that are rail born ▪ Intensify satellite function with DIRFT Increase take-up of railfreight by MPL occupiers (by reducing costs entailed in timing of pick-ups and storage of containers ▪ Provide the Shuttle service with low or no carbon traction units	uses, and lease the hardstanding to the contracted operator		100,844 sq m GIA (Parcel G)	▪ 38 jobs in the facilities (gatehouse, DTC, HGV Park, Railfreight Shuttle) ▪ Savings of around 200,000 miles a year of diesel emissions through use of the Shuttle ▪ Savings of over 4 million HGV miles a year through the increased take-up of railfreight ▪ A reduction in the shortage of HGV drivers in the sub-region ▪ An improvement in the image of HGV driving as a career ▪ The cost efficiencies to operators of having, on-site, easily accessed high quality training facilities.

3 UPDATE: THE CONTRIBUTION TO REDUCING GHGS

Non-technical Summary

3.1 The update sets out a quantified assessment of the levels of greenhouse gas emissions (GHGs) that follow from the Hybrid application's three principal measures for reducing emissions well below what might be expected in the absence of these measures.

3.2 The assessments were carried out with two purposes: first, to provide the metrics that back up the statements in the various submissions in support of the Hybrid application's 'green credentials'; and, second, to inform the proposed undertakings in the S106.

3.3 The heads of terms of IDI Gazeley's proposed S106 agreement include this undertaking: *IDI Gazeley will at its own expense agree with HDC a Carbon Neutrality Innovation Plan prior to commencing development which shall include for each reserved matter phase of the development initiatives to review the technology and delivery options for on-site renewable energy generation for the development with the object of getting each phase of the development as close to carbon neutrality as feasible commercially and contractually*.

The Hybrid Application's Measures for Reducing GHGs

3.4 The three principal measures for reducing the Hybrid application's carbon emissions are: i., the change of use from commercial agriculture on about half the site to 'green infrastructure' instead; ii., the design approach to the buildings that incorporate energy savings measures together with the on-site generation of a significant proportion of the buildings' energy by PVs; and iii., the savings in vehicle kilometres, and thus the associated carbon and pollutant emissions, of the scheme's Framework Travel Plan.

3.5 Other, significant, measures not covered by the metrics in the Update are:

- the Railfreight Shuttle and the significant savings in HGV kilometres arising both from replacing trips to DIRFT with no/low carbon traction units and from increasing the uptake of railfreight by Magna Park's existing and new occupiers;
- the provision on site of LGP and electric fuelling options for HGVs; and
- a scale and type of job creation – more than 5,700 jobs in occupations that are a good match to the local labour market – that should make a measurable contribution to reducing the district's high levels of out-commuting for work (currently 62% excluding those who 'work principally from home people), with consequent reductions in vehicle kilometres and the associated emissions and pollutants.

Summary of Conclusions

3.6 The assessment concludes the following:

Reductions in GHGs from the change of use:

- **Emissions from the Developed Land Use**: The land use change from the existing agricultural land to a mixture of meadowland, new woodland and industrial development is estimated to result in a total greenhouse gas sequestration of 21,054 tonnes CO2 equivalent3, over a period of 20 years. By far the largest

component is the sequestration of carbon that arises from the land converted to woodland.

- **Emissions from the current commercial agricultural use**: It is estimated that the current agricultural land use results in a GHG emissions of 194 tonnes CO_2 equivalent per year. This is primarily due to direct N_2O emissions from soil fertiliser applied to croplands[1]. Over a 20 year period, the total greenhouse gas emissions would therefore equate to 3,877 tonnes CO_2 equivalent.
- **Net impact of the development:** The net impact of changing the land use (across a 20 year timescale) is therefore 24,931 tonnes of CO2e. This figure is based on the reduction in emissions of 21,054 tonnes CO2e arising from the change in land use and the avoided emissions of 3877 tonnes CO2e that would be expected if current land use was continued. The change relates to vegetated areas only, i.e. the figures do not take into account emissions from industrial activity associated with the new development, but suggest a potential overall reduction in emissions of 628% from the proposed changes in land management.

GHG Reductions in BREEAM Very Good Buildings with Roof-mounted PVs

- **Carbon offset** of 3,363 kilotonnes per annum from 2026 (completed development as a whole) against estimated (TAS TVL-calculated) emissions of 5,989 kilotonnes CO_2 per annum – by adopting the same energy saving measures and PV-generated energy provision as the permitted DHL Supply Chain building (Parcel G)
- **Potential carbon offset** equivalent to, or greater than, the buildings' emissions should it prove technically feasible and commercially possible for all the buildings' energy needs to be met through PV and battery storage.

GHG Reductions from Savings in Vehicle Kilometres from the Delivery of the FTP

- Savings of 55.46 – 67.30 million vehicle kilometres over the 2019-2031 (full occupation) period of the Hybrid development
- Associated savings in emissions and pollutants of:
    - CO_2: 2,319.4 – 2,834.5 kte/annum
    - NO_x: 2,861.1 – 3,595.9 te/annum
    - PM_{10}: 621.7 – 755.9 te/annum
    - $PM_{2.5}$: 340.3 – 414.4 te/annum.

3.7 Overall, even on current commitments, the Hybrid scheme stands to make a very substantial contribution to the national, district and county carbon reduction and clean air targets. That contribution is the consequence of the proposed development mix, the masterplanning approach and high share of the site given to open space and green infrastructure, the landscape design approach including the significant commitment to new

[1] In annual crops where there are no changes to the soil management practices, there is assumed to be no net carbon stock change (in line with IPCC 2006 Guidelines). This is because the surface is assumed to have reached an equilibrium with the atmosphere, and hence carbon losses equal carbon gains.

woodland planting in particular, the commitment to low energy building design and on-site renewable energy generation, and the robust Travel Plan.

3.8 While the development entails the loss of some 208 ha of land in the countryside (the 232.1 ha Hybrid site excluding the land that is already within Magna Park's footprint and land in the public highway), almost half of this 208 ha is given to green infrastructure. The change of use makes a net positive contribution to carbon reduction through the combination of the sequestration value of the woodland and other planting and the savings in emissions which would occur were this part of the site to remain in commercial agricultural use.

3.9 Additionally, the more than 5,700 jobs would be housed in buildings which could, depending on the level of PVs it proves feasible to accommodate, become close to carbon neutral. Thus overall, it could prove possible for the development to become, in line with IDI Gazeley's ambition, carbon neutral or close to it at the level of the site.

3.10 The Travel Plan, on-site LPG/CNG/electric fuelling and the Railfreight Shuttle are all measures that aim – and as the quantified estimates show is possible – very substantially to reduce the GHG emissions and pollutants associated with the scheme's trip generation.

3.11 Finally, the level of job creation – more than 5,700 jobs – is on scale and of a type (occupation and skills levels) that are a good match to the district's labour force, and therefore with the increase in opportunities to work locally, should over time reduce Harborough's high level of out-commuting for work (only 38% of the district's jobs are taken by residents). The consequence would be a reduction in trip-making, both the length of journeys and, with the Travel Plan, the share made by single occupier car use.

The Carbon Neutrality Innovation Plan

3.12 IDI Gazeley are committed to preparing, at each reserved matters stage of the development, a plan for reducing as far as practicable technically and commercially the carbon emissions of that stage. IDI Gazeley's aim is to keep pace with the technical innovations – in building materials, construction methods and energy efficiency, renewable energy generation and fuels, and in landscape design and management for climate change resilience – so that each phase of development will, as far as possible, represent an advance on the previous stage in respect to its impact on climate change.

4 UPDATED ES CHAPTER 5 – SOCIO-ECONOMIC EFFECTS

The Submitted ES

4.1 This updated ES Chapter 5 describes the anticipated socio-economic impacts of the Hybrid application proposals. The assessment is set against a background of support in national and local planning documents as well, as Strategic Economic Plans of the three Local Enterprise Partnerships (LEPs) that cover the surrounding area.

4.2 A baseline study of the local economy identified that HDC functions within the golden triangle, with a large proportion of in-commuting from neighbouring districts to take up logistics career opportunities in MPL (62% excluding those who work mainly from home). The HDC population is ageing, with a relatively high proportion of the population entering the age of retirement, generating replacement demand for labour by employers.

4.3 Logistics is a major sector that is vital to the economic health and employment prospects of the Harborough economy, given: the golden triangle's optimality as a location for logistics the firms; the current and projected growth of the logistics sector; the rising skills levels of careers in logistics; and the significant demand for employers for warehousing space and labour at each skill level.

4.4 The proposed development responds to the area's demographic and employment challenges in: enabling an expansion of logistics activities in MPL resulting in operational efficiencies for occupiers; and in creating employment opportunities at each skill level to attract a diversely skilled and economically active population to HDC, particularly highly qualified and younger age cohorts to satisfy replacement labour demand and result in sustainable growth in the sector.

4.5 The job creation with that of the operational employment of the proposed development amounts to 5,820 with a further 1,634 construction jobs. On the basis of the current share of Magna Park's existing jobs taken by district residents – and without the intervention proposed by the local labour and supplier initiative (see Section 2 of the NTS, paragraph 2.8) – 1,092 of the operational jobs and 287 of the construction jobs are likely to go to Harborough residents, with 3,371 operational and 924 construction jobs to residents of Leicestershire.

4.6 The employment opportunities are created at each skill level result in beneficial impacts to the local labour market.

4.7 The employment opportunities will include temporary jobs, apprenticeships and training opportunities at the construction phase and a new permanent workforce at the operational phase. The variety of occupations matches those sought by the resident labour market.

4.8 These occupations created also include highly valued managerial and professional level employment in logistics sectors, enabling HDC attract a highly skilled workforce to the area. In the long-term this will help encourage HDC's resident population of highly qualified young people to remain in the district and take-up such opportunities rather than commuting. This will be beneficial to the local economy, for instance, through a higher proportion of spending of workers at MPL retained in HDC.

4.9 Table 4.1 below summarises the significance of the potential impacts of the proposed development and mitigation against adverse effects. The further social and economic benefits associated with the non-B8 uses are summarised in the NTS in Section 2, Table 2.1.

Table 4.1 Significance of socio-economic impacts

Phase	Description of Impact	Nature	Significance of impact
Construction	Direct employment generated at the site	Short term	Moderate Beneficial
	Indirect employment generated at the site	Short term	Moderate Beneficial
	Training opportunities for construction operatives	Short term	Moderate Beneficial
Operation	Direct employment in logistics industries	Medium-term	Major Beneficial
	Indirect employment in the in the MPL supply chain	Medium-term	Major Beneficial
	Additional housing and social infrastructure requirements as a result of increased employment at the site	Medium-term	Not significant
	Logistics Institute of Technology	Medium-term	Major Beneficial
Long Term	Labour market impacts opportunities at each skill level; a new permanent workforce created; lower levels of out-commuting.	Long-term	Major Beneficial
	Increased health and well-being as result of take-up of employment opportunities.	Long-term	Minor Beneficial

5 ADDENDUM TO ES CHAPTER 6 - TRAFFIC AND TRANSPORT

Non-technical Summary

5.1 This Addendum Transport Assessment (TA) was prepared to account for the cumulative effects of the Hybrid application with the two further committed developments described in the NTS in Section 1, paragraph 1.4. The cumulative effects with, additionally, the symmetry park proposals were considered as a sensitivity test.

5.2 The assessment was undertaken on the basis that the DHL Supply Chain scheme (15/00919/FUL) is a committed development having been granted planning permission in October 2016. The DHL Supply Chain consent includes all associated highway improvements comprising the new roundabout on Mere Lane linking DHL to the existing Magna Park, the new A5/ Mere Lane roundabout and the capacity improvements at the A426/ A4303 junction (Whittle roundabout). The proposed improvements at the Gibbet Hill roundabout will be triggered by the Hybrid application and therefore do not form part of the mitigation package being provided in support of the DHL Supply Chain scheme.

5.3 The scope of the assessment was restricted to the junctions on the A4303 corridor between M1 Junction 20 and the Cross in Hand roundabout at the A5 (A5/A4303). For completeness assessments were undertaken using both the manual and LLITM traffic forecasts.

5.4 A revised highway impact assessment has been undertaken for three scenarios:

i. The ‘without development’ scenarios include all committed development including DHL Supply Chain;

ii. The ‘with development’ scenarios include all committed development plus the Hybrid;

iii. The ‘with development + symmetry park’ scenarios include all committed development plus the Hybrid plus symmetry park.

Conclusions

5.5 The capacity assessments indicate that with the Hybrid development and the two additional commitments, all the junctions would be operating within capacity using both the manual and LLITM traffic forecasts. This includes the Whittle roundabout (A426/A4303) where it is apparent that the consented junction improvements funded by IDI Gazeley will provide the necessary additional capacity to accommodate the traffic associated with a combination of the committed development and the proposed development.

5.6 With the addition of symmetry park, all the junctions are predicted to be operating within capacity with the exception of the A4303/Coventry Road roundabout. The problem occurs during the AM peak on the A4303 east and Coventry Road arms using the manual traffic forecasts. Using the LIITM traffic forecasts the A4303/ Coventry Road roundabout is predicted to be operating within capacity with the addition of the symmetry park trips.

5.7 Comparing the results of this Addendum with the previous addendum prepared in October 2016, it is apparent that at most junctions on the A4303 corridor the impact of the two recent planning consents is not significant. The only junction where a significant impact is expected is the A4303/Coventry

Road roundabout where typically the RFC on the arms that are predicted to be operating close to capacity increases by around 0.1. This is because for both of the recently consented developments, the A4303/Coventry Road roundabout is the first point of contact with the A4303 corridor and hence where the combined impact is at its greatest.

6 ADDENDUM TO ES CHAPTER 9 - LANDSCAPE AND VISUAL EFFECTS

Non-technical Summary

6.1 The Addendum to ES Chapter 9 accounts for the cumulative landscape and visual effects of the Hybrid application under two scenarios:

i. Scenario 1: the cumulative effects of the Hybrid application in combination with the two further committed developments (described in the NTS in Section 1, paragraph 1.4); and

ii. Scenario 2: the cumulative effects of the Hybrid application in combination both with the two further committed development and with the symmetry park proposals (15/00865/OUT).

Scenario 1: Cumulative Landscape and Visual Effects

6.2 The assessment found that the Hybrid application on its own had no potential for additional cumulative landscape or visual effects in combination with the two additional developments.

Scenario 2: Cumulative Landscape Effects

6.3 The Hybrid Application (including the consented DHL scheme) in combination with the two further permitted schemes and with symmetry park was judged as likely to result increased cumulative effects on the landscape both at the construction and operational stages. However, as the cumulative landscape effects in this area are already judged in the submitted ES to be significant, there is no change to the original conclusion.

6.4 The cumulative effects at construction and operational stages are judged to be as follows:

Construction stage:

- an increase in the magnitude of adverse cumulative landscape effects on the Lutterworth Lowlands and local landscape to the west of Lutterworth; and
- an increase in the level of adverse effects arising from the increased quantum and extent of construction activity alongside the Coventry Road.

Operation stage:

- some increased and more persistent adverse local landscape effects arising principally from the reduction in the extent of the local farmland gap/separation and its contribution to this approach to Lutterworth.

Scenario 2: Cumulative Visual Effects

6.5 In visual terms and during construction, there would be an increased magnitude of adverse cumulative day time sequential visual effects, particularly in winter, on road users on local journeys which include Mere Lane, the A5 to the north and the A4303 (Coventry Road). While this would represent an increase in adverse effects, the effects were already judged to be significant in the submitted ES.

6.6 There would also be an increase in the magnitude of adverse sequential visual cumulative effects on the users of the A4303 during the operational stage. This would now extend into the long term, particularly in winter. Although these additional effects would be confined to a relatively small amount of the sequential view experienced on journeys that the Coventry Road, they would now be significant beyond the medium term because of the perceived importance of the loss of the visual separation and gap between Magna Park and Lutterworth. Depending on the landscape design, the cumulative visual effects could be permanent in places and therefore give rise to some additional significant effects over the judgment in the previously submitted ES.

6.7 At night, given the increased magnitude of change on the western edge of Lutterworth, the cumulative visual effects on residents to the west of Lutterworth are also likely to increase in magnitude and could potentially become significant. That potential will depend on the lighting design of the schemes.

7 UPDATE ES CHAPTER 10 - AIR QUALITY

Non-technical Summary

7.1 The cumulative operational impacts on air quality arising from the additional traffic on local roads due to the Hybrid scheme in combination with the two additional planning permissions (described in the NTS in Section 1, paragraph 1.4), and – as a sensitivity test – also with the symmetry park proposals, were assessed. Concentrations were modelled for 15 worst-case receptors, representing existing properties where impacts are expected to be greatest. In the case of nitrogen dioxide, a sensitivity test has been applied to all scenarios; this is to allow for uncertainty over emission factors for nitrogen oxides identified by Defra (Carslaw, Beevers, Westmoreland, & Williams, 2011).

Conclusions

7.2 The proposed Hybrid scheme will increase traffic volumes on local roads. These changes will lead to an increase in concentrations of PM_{10} and $PM_{2.5}$ at all existing receptors, but all levels are predicted to be well below the objectives, and the impacts will all be *negligible*.

7.3 In the case of nitrogen dioxide, annual mean concentrations are predicted to be well below the air quality objective, with or without the Hybrid proposals, in all scenarios that have been assessed. Assuming the worst-case sensitivity test, the impacts are predicted to be *negligible* at all receptors in both 2019 (Opening Year) and 2022 (Interim Year). In 2025 (Completion Year) there is a *moderate adverse* impact predicted at one receptor (Watling House) and *slight adverse* impacts predicted at three other receptors adjacent to the A5, based on the worst-case sensitivity test.

7.4 The overall operational air quality effects of the Hybrid scheme are judged to be not significant. This conclusion, which takes account of the uncertainties in future projections, in particular for nitrogen dioxide, is based on nitrogen dioxide concentrations being below the annual mean objective in 2019, 2022 and 2025 at all receptors. Whilst *slight* to *moderate adverse* impacts are identified in 2025, these are limited to a small number of locations, and the assessment is founded on conservative assumptions regarding traffic generation, such that all committed schemes are fully operational, and there is an accelerated phasing of the Hybrid scheme.

7.5 It is concluded that there are no air quality constraints to the Hybrid scheme in combination with the committed developments (those already accounted in the submitted ES together with the two additional planning permissions), and that the air quality effects are consistent with all relevant national and local policies.

7.6 An additional sensitivity test was carried out which considered the potential combined effects of the proposed Hybrid scheme and symmetry park, which will generate higher volumes of traffic on the local road network. These changes will lead to an increase in concentrations of PM_{10} and $PM_{2.5}$ at all existing receptors, but all levels are predicted to be well below the objectives, and the impacts will all be *negligible*.

7.7 In the case of nitrogen dioxide, annual mean concentrations are predicted to be well below the air quality objective, with or without the Hybrid scheme + symmetry park, in all

scenarios that have been assessed. In 2019 (Opening Year), *slight adverse* impacts are predicted at a small number of receptors close to the A5, and close to the new access junction to Symmetry Park, on the A4303. In 2025 (Completion Year) there is a *moderate adverse* impact predicted at three receptors adjacent to the A5, and *slight adverse* impacts predicted at four other receptors, based on the worst-case sensitivity test.

7.8 The overall operational effects of the combined schemes are judged to be not significant, for the reasons identified in paragraph 7.4 above.

About IDI Gazeley

IDI Gazeley is one of the world's leading investors and developers of logistics warehouses and distribution parks with 60 million square feet of premier assets under management and additional prime land sites to develop another 45 million square feet of distribution facilities near major markets and transport routes in North America, Europe and China.

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