

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

**Cover Report and Summary:
Amended Application, Update of the
Environmental Statement and Supplemental
Information**

21 April 2016

CONTENTS

1	THE 15/01531/OUT AMENDMENT, ES UPDATE AND SUPPLEMENTAL INFORMATION	3
	Introduction.....	3
	The Information Notified	3
	The Scope and Structure of this Cover Report	4
2	THE AMENDMENT TO THE HYBRID PLANNING APPLICATION.....	5
	The Provisions for Amending a Planning Application.....	5
	The Amendment to Retain Bittesby House	5
	The Reasons for the Amendment to Retain Bittesby House	6
	The Amendment to the Planning Application	8
	The Benefits for the Development	12
3	UPDATES OF ES CHAPTERS 9 AND 11	15
	Introduction.....	15
	Landscape and Visual Effects	15
	Heritage and Archaeology	17
4	CLARIFICATION AND RESPONSE TO THE REVIEW OF LANDSCAPE IMPACTS	18
	Introduction.....	18
	The Clarifications and Other Responses to TLP	18
5	SUPPLEMENTAL TRANSPORT ASSESSMENT	23
	Introduction.....	23
	The Supplemental Transport Assessment	23
6	THE TRAFFIC SURVEY REPORT	25
	The Survey.....	25
	The Findings.....	25
	Next Steps.....	26
7	THE CASE FOR THE GRANT OF PLANNING PERMISSION.....	27
	The Context: the Implications of the DHL Supply Chain Planning Permission	27
	The Case for the Grant of Planning Permission.....	30

Appendix 1: Amended Submission Plans 15/01531/OUT

Parameter Plan 1 (amended) 364734-18

Parameter Plan 2 (amended) 3657-36-0

Landscape Masterplan (amended) MPL 410-AL-A01-MP-0-001

Illustrative Masterplan (amended) MPL 410-AL-A01-MP-0-001

Overlay of submitted and amended illustrative masterplans 3657-41-\$

1 THE 15/01531/OUT AMENDMENT, ES UPDATE AND SUPPLEMENTAL INFORMATION

Introduction

- 1.1 This report introduces and summarises the following in respect to IDI Gazeley's planning application to extend Magna Park (15/01531/OUT):
- i. the separately submitted minor amendment made on 21 April 2016 to the planning application;
 - ii. the further additional information provided in support of the application.
- 1.2 The application is supported by an Environmental Statement, and this further information is provided voluntarily by IDI Gazeley in accordance with Regulation 22 of the Environmental Impact Assessment Regulations (EIA) 2011 (as amended). Regulation 22 obliges Harborough District Council (HDC) as planning authority to notify this additional information to all those who have an interest, or who have expressed an interest, in the planning application, and to give them not less than 21 days to make any representations they may wish on this additional information.

The Information Notified

- 1.3 IDI Gazeley published a Public Notice notifying the submission of the following further information on 21 April 2016 in the Harborough Mail and the Lutterworth Mail:
- i. The amendment to application 15/01531/OUT to allow for the retention of Bittesby House as follows:
 - a) Amended 1 APP form for the two changes to the development description:
 - "demolition of existing buildings" is amended to read "demolition of Lodge, Emmanuel and Bittesby Cottages"; and
 - the maximum quantum of distribution warehousing is reduced to "up to 419,800 sq m" from "up to 427,200 sq m".
 - b) Amended submission plans:
 - Parameter Plan 1 (364734-18) which shows the siting, extent and use of each development parcel. The amendment creates a new parcel that retains Bittesby House, the principal outbuildings and grounds; and reduces the area of Parcel I – proposed for distribution warehousing use (B8) – to 4.76 ha (from 6.03 ha) and the quantum of distribution floorspace to a maximum of 23,100 sq m (from 30,500 sq m).
 - Parameter Plan 2 (3657-36-06), which shows the maximum heights of new buildings and the restrictions on the siting of yards, is amended to show the new parcel for Bittesby House and the change in the extent of Parcel I.
 - The amended illustrative masterplan (3657-33-11)
 - The amended landscape plan (MPL 410-AL-A01-MP-0-001)
 - Overlay of submitted and amended illustrative masterplans (3657-41-\$).

- c) To assist the understanding of the hybrid application (15/01531/OUT), an overlay of the permitted DHL Supply Chain application (15/00919/FUL) on the amended Illustrative Masterplan.
- ii. Updated ES chapters to take account of the amendment to retain Bittesby House and its grounds:
 - a) Chapter 9: Landscape & Visual Effects
 - b) Chapter 11: Heritage & Archaeology
- iii. The clarification sought by The Landscape Partnership (TLP) on behalf of HDC in the comments on the submitted ES Chapter 9 together with responses to a number of the points made by TLP.
- iv. A Supplemental Transport Assessment to respond to Highways England's Technical Note 5.
- v. The Traffic Survey Report which sets out the findings of an Automatic Traffic Count survey in eight locations around Magna Park carried out over the two weeks, 24 hours per day, between 2 March and 15 March. The survey was undertaken to establish whether the shift changeovers at Magna Park coincide with an increase in traffic flows through local villages and Lutterworth town centre.

The Scope and Structure of this Cover Report

1.4 This report is structured as follows:

- Section 2 sets out and explains the amendment to the planning application to allow for the retention of Bittesby House;
- Section 3 provides a non-technical summary of the updates to Chapters 9 and 11 of the ES;
- Section 4 summarises the clarification of the landscape and visual impact evidence requested by TLP together with responses to a number of the points made by TLP in their response on the submitted ES chapter 9;
- Section 5 summarises the response to Highways England's Technical Note 5;
- Section 6 summarises the findings of the Traffic Survey Report; and
- Section 7 concludes with an account of how the amendment to the planning application and the further information provided on 21 April 2016 bear on the case for the grant of planning permission.

1.5 Appendix 1 to the Cover Report provides:

- A3 versions of the plans submitted at scale to amend the planning application (listed at 1.3.i.b above)
- A3 plans to assist the understanding of the amendment (listed at 1.3.i.c above).

2 THE AMENDMENT TO THE HYBRID PLANNING APPLICATION

The Provisions for Amending a Planning Application

- 2.1 The provisions for amending a planning application prior to its determination are set out in National Planning Practice Guidance (Paragraph: 061 Reference ID: 14-061-20140306) as follows:

“It is possible for an applicant to suggest changes to an application before the local planning authority has determined the proposal. It is equally possible after the consultation period for the local planning authority to ask the applicant if it would be possible to revise the application to overcome a possible objection. It is at the discretion of the local planning authority whether to accept such changes, to determine if the changes need to be reconsulted upon, or if the proposed changes are so significant as to materially alter the proposal such that a new application should be submitted.” Revision date: 06 03 2014

- 2.2 HDC have accepted the amendment to the application.

The Amendment to Retain Bittesby House

- 2.3 The amendment to the planning application:
- i. retains Bittesby House together with its principal outbuildings, grounds and trees to leave a 35-60m buffer between the House and the maximum extent of Parcel I;
 - ii. reduces the area of the distribution warehousing Parcel I to 4.76 ha (from 6.03 ha) and the maximum size of the built quantum to 23,100 sq m (from 30,500 sq m);
 - iii. reduces the area of warehousing development within the application site as a whole to 82.24 ha (from 83.51 ha) – 60.38 ha after allowing for the 21.86 ha parcel for DHL Supply Chain¹ which HDC has already resolved to permit subject to the S106 agreement; and
 - iv. reduces the quantum of distribution warehousing within the application site as a whole to 419,800 sq m (from 427,200 sq m) – 318,956 sq m after allowing for the DHL Supply Chain building.
- 2.4 While the amendment to retain Bittesby House compromises the commercial value of the Parcel I, that compromise is no longer sufficient to justify, primarily on heritage but also on landscape grounds, the demolition of Bittesby House. Although Bittesby House is a non-designated heritage asset of local interest, the Level 4 Survey evidence makes a connection between (the oldest part of) Bittesby House and the Bittesby Deserted Medieval Village Scheduled Monument (SM). That connection makes Bittesby House part of the

¹ The site of the DHL Supply Chain application (15/00919/FUL) site totals 55.41 ha; of this total, the area of the DHL Supply Chain demise is 21.86 ha – and is exactly the same area as Parcel G in the hybrid planning application (15/01531/OUT). The rest of the 55.41 ha DHL Supply Chain application site is made up of 1.16 ha of internal access corridor; 12.59 ha of structural landscape/amenity land; 6.58 ha of public highway; and 13.22 ha of land that is already part of Magna Park.

setting of the SM and a contributor to its significance. There is therefore a compelling case for amending the application to retain Bittesby House.

The Reasons for the Amendment to Retain Bittesby House

- 2.5 The Level 4 Survey of Bittesby House was commissioned by IDI Gazeley with the objective of providing a full historic buildings record of the House and its outbuildings in advance of the original proposal to demolish the buildings.² Up to that point, the best available evidence provided no convincing basis for connecting the SM to the largely 19th C building; instead the evidence showed that the house was of local interest only, principally for its connection to John Charles Bond (1856-1933), an eminent Leicestershire surgeon who was born in the house.
- 2.6 Set against that evidence were the gains entailed in the demolition of the house and its outbuildings for the following:
- i. the efficiency with which the site could be laid out for the arrangement of uses, its operation for distribution warehousing and the quantum of development that could be accommodated; plus
 - ii. the contributions to achieving the other objectives for the site's development:
 - the preservation of the SM and what the evidence at the time showed was its setting;
 - the greatest feasible protection, given the principal use of the site, of the site's main landscape features and view corridors;
 - significantly increasing (over its use for arable agricultural) the site's bio-diversity;
 - significantly increasing the public's access to the site and improving the links with footpaths and bridleways outwith it; and
 - removing from the developable area *and* from arable agricultural use the most sensitive area of the site archaeologically. The evidence showed that the below ground artefacts in this part of the site (now the Parcel given to meadowland) do relate to the SM, contribute to its significance and form part of the setting of the SM.
- 2.7 The optioneering work, having regard to all these considerations, came out in favour of the demolition of Bittesby House as the best, albeit still a compromise, solution to achieving all of the objectives for the development.³
- 2.8 The evidence on Bittesby House uncovered by the Level 4 Survey, however, reversed that balance. The Level 4 Survey established a narrative link between the desertion of the Bittesby medieval village and the construction, albeit much later, of Bittesby House (the

² IDI Gazeley's 3 March 2016 issue of further information issue included the Level 4 Survey report, a summary of it in the Cover Report, the updated ES Chapter 11 (Heritage & Archaeology Chapter 11) and Desk Based Assessment.

³ The optioneering work in respect to Bittesby House is set out in the submitted Design and Access Statement (DAS) at Section 5.2.23 and in the submitted Planning Statement at Section 6, paragraphs 6.39-6.44.

oldest part of the house); and Historic England and LCC Archaeology are convinced by that evidence. It follows that Bittesby House contributes to the significance of the SM.

- 2.9 The Level 4 Survey triggered the following process leading up to IDI Gazeley's decision to retain Bittesby House:
- i. A discussion of the findings of the Survey by IDI Gazeley with Historic England, LCC's Principal Archaeologist and HDC at a meeting on 11 April. The principal conclusion of the discussions was that, although IDI Gazeley's heritage specialists (CgMS) remain of the view that any link between Bittesby House and the SM is tenuous, the two statutory consultees are convinced by Level 4 Survey narrative: there has been a continuous settlement of the parish that links Bittesby House to the SM.
 - ii. A review of the optioneering work we had carried out prior to the 2 October 2015 submission of the planning application (referenced here in Footnote 3).
 - iii. The suggestion at the same time by HDC's case officer – in line with the best practice obligations placed upon local planning authorities by the National Planning Policy Framework (NPPF)⁴ – that we explore an amendment to the planning application to retain Bittesby House (broadly in line with what had been Option C in the submitted Design and Access Statement), together with confirmation that Historic England and LCC's Principal Archaeologist would support the amendment.
 - iv. The decision by IDI Gazeley to amend the planning application to retain Bittesby House in the ways submitted and described here.
- 2.10 Once IDI Gazeley made that decision, the detail of the proposal was worked up with the aim of achieving the following further objectives:
- the inclusion with the house of:
 - the important outbuildings in the retained area, together with the use of the existing yard for parking for the buildings' future use;
 - as much of the grounds of Bittesby House as technically possible;
 - as many of the existing trees as possible;
 - the retention of existing views towards Bittesby House;
 - an optimal visual relationship between Bittesby House and the SM, the retained buildings and their grounds;
 - the use of the retained building and its existing landscape to help screen the new warehousing buildings from their impact on the view from the SM (view 7 in ES Chapter 9), particularly during the period when the new planting will still be establishing;
 - the use of the physical (visual), plus the potential for a functional, relationship of Bittesby House to the "Hub" (the site of the Logistics Institute of Technology, Innovation Centre and estate office with its Local Heritage Centre) and to the Country Park – with a view to the options for re-using Bittesby House;

⁴ NPPF paragraph 187 states that local planning authorities "should look for solutions rather than problems"; and that "decision takers at every level should seek to approve applications for sustainable development where possible" and "work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area."

- the retention of as much of the avenue of trees as possible, including the limited area of ridge and furrow that remains in the avenue (the only part of the application site in which there are any earthwork ridge and furrow remains);
- a minimal impact on Parcel I – both the quantum of floorspace lost and the compromises needed to the layout of the Parcel; and
- minimal change to the access arrangements for the site as a whole as well as to Bittesby House and Parcel I.

2.11 The submitted amendment achieves all but one of these objectives – the retention of the whole of the avenue of trees and the remaining area of ridge and furrow. The discussion below explains.

The Amendment to the Planning Application

2.12 Appendix 1 provides A3 plans of the amendments to the application. The excerpts below in Figures 2.1-2.5 show the detail.

2.13 Figure 2.1 shows an excerpt from amended Parameter Plan 1. The plot of the retained Bittesby House is shaded yellow-green at the top of (the lavender-shaded) Parcel I.

Figure 2.1: Excerpt from amended Parameter Plan 1 – Bittesby House and reduced Parcel I



2.14 Figure 2.2 shows an excerpt from the amended landscape masterplan: Bittesby House is accessed from the principal transport corridor and is screened by a mix of retained existing trees, together with new trees and other planting from the (scaled down) Parcel I and its car park. The arrangement allows for the existing yard to be used for park in a suitably landscaped setting. As shown in more detail in Figure 2.4, part of the tree-lined avenue is retained.

Figure 2.2: The amended landscape masterplan: Bittesby House and grounds retained



2.15 Figure 2.3 shows the extent of the buffer between Bittesby House and the curtilage of Parcel I (60m from the building and 35-40m from the car and HGV parks).

Figure 2.3 The amended illustrative masterplan: Bittesby House and the buffer zones



2.16 Figure 2.4 shows the amended masterplan overlaid on the Tree Survey plan (provided in the ES, October 2015, Volume 3, Appendix F.6). The amendment to retain Bittesby House allows 14 existing trees to be retained (including about 5% of the L-shaped avenue of trees

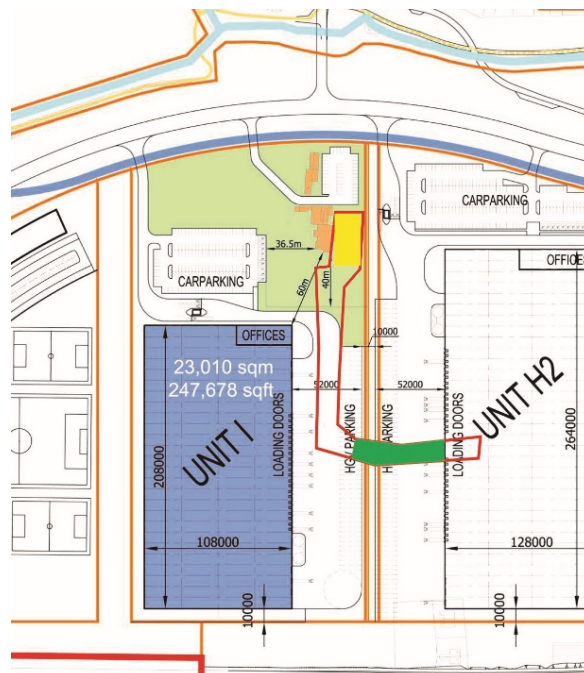
shown in Figure 2.5): one Category A tree, six Category B trees and seven Category C trees.

Figure 2.4: Bittesby House: the retained trees



2.17 Figure 2.5 shows the boundary of the tree lined avenue and remaining ridge and furrow overlaid onto the amended illustrative masterplan.

Figure 2.5: The tree-lined avenue (edged red) and remaining ridge and furrow (shaded green)



The avenue

- 2.18 While there is inherent value in the trees that make up the tree-lined avenue, the principal interest of the avenue is its coherence as a landscape feature. The landscape feature would be lost. The better trees in the avenue, however, are the trees most distant from Bittesby House: the Category A and B trees are concentrated in the “elbow” and short section of the L-shape where the remaining part of the ridge and furrow; while the long section of the L closest to Bittesby House contains mainly Category C trees.
- 2.19 The preference of Historic England, other things being equal, is to retain the ridge and furrow. But Historic England also take the view that the isolated remnant has little heritage value, most particularly as it is divorced from any meaningful context (the avenue was probably planted in the early part of the 19th C).
- 2.20 These considerations were set against the implications for the wider development and its viability of retaining the avenue. As Figure 2.5 shows, both the avenue as a whole and the small area of remaining ridge and furrow (shaded green) lies across a large part of both distribution warehousing Parcels I and H. As Figure 2.5 illustrates, retaining the avenue as a whole would both effectively remove Parcel I from distribution warehousing use and substantially reduce the developable area of Parcel H; retaining just the section with the ridge and furrow would affect both parcels and also remove any context. The losses to the developable areas of H and I could not be made up by increasing the developable area in another part of the site without, at the same time, sacrificing the achievement of still more important objectives for the site’s sustainable development.
- 2.21 Thus the consequence of retaining the avenue and ridge and furrow would both compromise the masterplanning of the site and entail a very substantial reduction in the proposed quantum of warehousing floorspace. The consequence in turn would to undermine the viability of the whole of the development. The quantum of warehousing space and the market appeal of the offer (i.e., the size, configuration and layout of the distribution parcels, their accessibility and their relationship to operations in the existing Magna Park) is what makes the development viable. The value of the warehousing is what makes it feasible for IDI Gazeley to give 44.36% of the site to the Country Park, meadowland and other publicly accessible open space and green infrastructure (i.e., 102.95 ha of the full 232.1 ha Zone 1 site⁵); to invest in the public’s access to this land and to enrich its biodiversity; and to coordinate and deliver the other uses which capture the cluster value of the extended Magna Park (the Logistics Institute of Technology (giving South Leicestershire its first further and higher education institute, the Innovation Centre, the Railfreight Shuttle and Terminal and the Driver Training Centre).
- 2.22 The balance of all of these considerations led us to conclude that the disadvantages of retaining the avenue would significantly outweigh the merits. Historic England’s priority is the retention of Bittesby House itself; and, in landscape terms, the loss of the tree-lined

⁵ The make up of the 232.1 ha Zone 1 site is: 1.27 ha Bittesby House and grounds; 82.24 ha distribution warehousing; 102.95 open space, structural landscape, footpaths and bridleways; 6.58 ha Hub with the LIT campus, Innovation Centre and estate office with the Local Heritage Centre; 2.68 ha Holovis expansion; 1.71 ha reed beds / biodiscs; 15.40 ha internal road corridor, buffer landscape and SUDS; 9.15 ha land in the public highway; and 10.12 ha land within Magna Park now (including part of the Mere Lane lagoon area, the Services Farm and the Argosy Way area and south/east of Mere Lane).

avenue is at least partly compensated by the very substantial net gain in proposed tree planting both in the immediate area of Parcels I and H and across the site as a whole. The new trees, in time, will become Category A trees; and these will also have the additional value of compensating for the Category C trees for which there is no replacement plan with the ending of the High Level Stewardship Scheme in 2017.

The Benefits for the Development

- 2.23 The principal benefit that follows from the retention of Bittesby House is the preservation of its contribution to the significance of the Scheduled Monument.
- 2.24 There are also other benefits, as follows:
- Bittesby House is a visible artefact of the narrative of the site’s continued use following the desertion of the medieval village. That visibility contrasts with the below ground, buried, archaeology. Thus its visibility assists the public’s appreciation of the SM and its wider landscape context.
 - The retention of the trees around Bittesby House (and the retention of Bittesby House itself) helps to contain the visual impact of the warehouse buildings at Parcels I and H on views towards Bittesby House. The 14 trees (1 Category A tree, 6 category B trees and 7 category C trees) will also reduce the visual impact during the construction phase with no time delay in that area for the proposed new tree planting to mature.
 - Because Bittesby House is located on the “elbow” between the site of the new Magna Park Hub (the site of LIT, estate office – and unless it is moved to Bittesby House – the Local Heritage Centre) and the concentration of proposed small business space (the Innovation Centre and Holovis expansion building), its retention creates a range of opportunities to improve the functional as well as the visual relationship between these and between these and the Country Park. Candidate uses include further facilities for LIT, more workspace, public amenities to support the Country Park and a home (instead of the new estate office) for the Local Heritage Centre.
- 2.25 From a wider perspective, the retention of Bittesby House – with its candidate future uses – reinforces IDI Gazeley’s original vision for a development that will open the whole of Magna Park, its assets and opportunities to the communities it neighbours and affects. That vision is:
- An exemplar, on the international stage, of a sustainable distribution park that captures the social, economic and environmental advantages of a logistics cluster for local communities as well as for the industry and its employees.*
- 2.26 Overall, the retention of Bittesby House results in a loss from Parcel I of 7,400 sq m of distribution floorspace. The effect is to reduce the maximum quantum of distribution floorspace for which planning permission is sought to up to 419,800 sq m (from the submitted maximum of up to 427,200 sq m).
- 2.27 The maximum land area given to distribution warehousing is amended to up to 82.24 ha from up to 83.51 ha in the submitted application.

- 2.28 Of the total area of the application site for distribution warehousing (82.24 ha), HDC has already granted planning permission for the DHL Supply Chain facility on the 21.86 ha parcel that in this application is Parcel G.⁶
- 2.29 In effect, therefore, this amended hybrid application seeks planning permission for the speculative development (as opposed for a named occupier) for distribution warehousing of the remaining 60.38 ha after allowing for the DHL Supply Chain parcel. In floorspace terms, the further quantum of warehousing after allowing for DHL Supply Chain is a maximum of 318,956 sq m (i.e., 418,900 sq m less the 100,844 sq m for DHL Supply Chain).
- 2.30 It is this speculative quanta – 60.38 ha and 318,956 sq m – that is comparable to the 53.6 ha / 278,709 sq m, also additional to the DHL Supply Chain facility, that is proposed by db symmetry to create a second distribution park to the south (application 15/00865/OUT).⁷ The quantitative difference in the warehousing proposals between the IDI Gazeley and db symmetry schemes is just 6.78 ha / 40,247 sq m – equivalent to (probably) no more than one, and possibly two, warehouse buildings. The proposals for symmetry park, however, include no other uses than warehousing (save for an HGV park which IDI Gazeley's application also proposes).

⁶ HDC resolved to permit Application 15/00919/FUL, subject to the S10, on 28 January 2016.

⁷ 53.6 ha is the sum of the warehousing development parcels in the symmetry park parameter plan (15/00865/OUT, 13-107 Rev R)

3 UPDATES OF ES CHAPTERS 9 AND 11

Introduction

- 3.1 The retention of Bittesby House changes the assessments of the impact of the application proposals on the environment in terms of:
- landscape and visual effects (Chapter 9 of the ES); and
 - heritage and archaeology effects (Chapter 11 of the ES).
- 3.2 Updates of both chapters to take into account the amendments to the planning application are submitted separately. This section provides a short non-technical summary of the updates to those chapters.

Landscape and Visual Effects

- 3.3 The scope of the updated landscape effects assessment has been informed by a review of potential changes with the retention of Bittesby House, outbuildings and grounds (as shown in the plans in the Appendix to the Cover Report and excerpted in Section 2 Figures 2.1-2.5), and is limited to a consideration of changes to judgements associated with direct effects on the low lying clay vale arable farmland landscape type which lies within the Upper Soar Landscape character area and falls within the Zone 1 application site.
- 3.4 There would also be some indirect effects on the Soar tributary flat floodplains and terrace landscape type. These, however, are considered to be limited and not to affect previous judgements, having regard to the intervening railway, woodland blocks and the other proposed changes around Bittesby House. We take the same view of the anticipated indirect effects on the High Cross plateau offsite to the west of the A5. There are also no effects anticipated on the Lutterworth Lowlands Character Area. The judgements on these also remain unchanged. The scale and nature of effects are also not anticipated to change judgements previously reached regarding the level of landscape cumulative effects.
- 3.5 The update to ES Chapter 9 finds and concludes as follows with regard to the retention of Bittesby House, its principal outbuildings, grounds and the 14 trees shown as shown in Figures 1-5 in Section 2 of this Cover Report:
- The degree of earthworks, principally fill, previously anticipated to create a level platform for Parcel I to the east would now be limited with the retention Bittesby House. The footprint of construction activity will be reduced on the site and within this landscape type. Creation of an additional attenuation area would be limited to former arable land set away from Bittesby House to the north-west.
 - Therefore, a reduction in the scale of adverse effects on the landscape and existing positive features during construction would be anticipated. The changes to the scheme have provided an opportunity to conserve some trees of value and to maintain a built feature that will contribute positively in terms of a sense of place. The positive influences of the retention of the Bittesby house and existing mature trees are also considered to extend beyond the low lying clay vales landscape type into the Soar tributary flat floodplains and terrace landscape type, including the Bittesby Scheduled Monument to the north and east.

- These effects are considered to give rise to a reduction in the size/scale of effect anticipated that would reduce the previous judgement of the scale of effects, at a site level, from high adverse to high to medium. The changes, however, are not considered to be great enough to alter judgements regarding the geographic extent (medium) or the duration of construction effects (medium) across the whole of the low lying clay vale landscape type in Zone 1 of the application site.
- Therefore, the overall magnitude of construction effects on the landscape of the low lying clay vale farmland is considered to remain as high at the Site level as the scheme updates are not considered to be a large enough positive change to alter judgements previously reached regarding the level of landscape effect. The level of landscape effect judgement therefore would remain as locally significant (moderate to major adverse), at the site level in the construction stage.
- During construction, the size/scale of visual effect on users of the permissive right of way and permissive open access land represented by view 7 (see the submitted Chapter 9) would be reduced in a southerly direction where Bittesby House and trees in the vicinity would now be retained. These features would also now partially filter views toward Parcel H beyond and some of the construction activity at lower levels including along the A5. These changes to the scheme are anticipated to have the effect of reducing the scale of effect to medium adverse from medium to high. However, the geographic extent of visible activity is anticipated to remain as medium to high adverse, given the widespread nature of activities and the visibility of building works and cranes at higher levels beyond the Bittesby House and in the wider scene. The duration of effect would also remain the same. Therefore, during construction, despite a reduction in the scale of construction effect experienced from view 7, this is not anticipated to change the conclusions previously reached regarding magnitude (medium to high) nor the judgement regarding level of effect which would continue to be major to moderate and significant at this stage.
- During operation, the changes to retain Bittesby House, surrounding trees and immediate grounds would conserve these elements of local distinctiveness that contribute positively in terms of visual amenity. Through the incorporation of extended grounds an open setting will be conserved to the north, and lines of sight maintained between a part of the Bittesby Deserted Medieval Village Scheduled Monument (SM) and between parts of Mere lane and the house. An additional new landscape framework established between the house and adjacent logistics building parcels will establish by the mid-term to provide further containment between the house, its grounds and adjacent parking areas and building units. An open landscape setting will also be maintained in the adjacent valley bottom to the east.
- During operation in the short term, the presence of Bittesby House and mature trees in the vicinity would reduce the scale of adverse visual effects in a southerly direction experienced from view 7. Bittesby House would remain as a feature of the view and existing large scale trees will provide some filtering of the view beyond to Parcel H. The shortening of Parcel I and the associated building has the effect of reducing the apparent height of the building ridge line from this angle of view. There would therefore be positive visual effects arising from the retention of these features.

- The change in scale of adverse effects is noticeable but together with the geographic extent of the view affected, is not anticipated to reduce enough to change the submitted judgements on the magnitude of effect (high to medium) in the short to medium term. This is principally due to the limitations to the establishment in the short term of new planting in the surrounding area, including alongside Parcels I.
- However, in the mid-term, once the new landscape framework has established around Parcel I and in the LIT Parcel E, the magnitude of visual effect, with the addition of the retention of Bittesby House and the large scale trees around it, is anticipated to reduce from medium to medium to low adverse.
- Therefore, locally significant adverse effects during operation continue to be anticipated in views experienced from the *worst case* location at viewpoint 7 until the mid-term. Thereafter, visual effects are still considered to be not significant, and would be anticipated to reduce from moderate to moderate to minor adverse, from the worst case location represented by view 7 with the retention of Bittesby House and trees in the vicinity. The visual effects would also continue to be not significant from elsewhere, where there is currently permissive access in and alongside the SM.

- 3.6 Given this assessment, the only residual level of effect that will change is the level of visual effect associated with walkers on a permissive path and permissive open access land, represented by View 7 in the vicinity of the SM. The amendments to the application (the retention of Bittesby House, principal outbuildings and grounds) would reduce effects by the mid-term from moderate to moderate to minor adverse.
- 3.7 By year 10, with the retention of the Bittesby House and the existing and developing landscape around it, these effects are judged to be not significant by year 10 in line with the submitted ES.

Heritage and Archaeology

- 3.8 The update of ES Chapter 11, Heritage and Archaeology, finds and concludes as follows as a result of the amended proposal to retain Bittesby House and its principal outbuildings and grounds is as follows:
- The impact of the amended development on Bittesby House is no longer large adverse, but instead minor adverse;
 - The significance of the impact is minor rather than moderate; and
 - No change in mitigation is required – save to provide the Level 4 Survey as part of the historic record.

4 CLARIFICATION AND RESPONSE TO THE REVIEW OF LANDSCAPE IMPACTS

Introduction

- 4.1 The Landscape Partnership (TLP) provides HDC with specialist advice on landscape issues to assist its assessment of the planning application, and has reviewed the submitted ES Chapter 9 (landscape and visual impact) and its appendices. This section of the Cover Report provides a non-technical summary of the response to TLP's review together with the clarifications sought by TLP. A separately submitted report by Nicholas Pearson Associates (NPA; also notified on 21 April 2016) provides the full detail of the clarifications and responses.
- 4.2 The scope and methodology of the submitted ES on the scheme's landscape and visual effects was agreed with TLP in advance of the conduct of the ES. TLP have participated in all of the pre-application meetings in which landscape issues were discussed, as well as in the post-submission meeting with LCC's footpath officer on the assessment of the visual experience of users of the site's existing public rights of way and the permissive routes.⁸

The Clarifications and Other Responses to TLP

- 4.3 The principal points in the clarifications and other responses by NPA to the TLP review are, briefly, as follows:
- i. TLP suggests that the impact of the application proposals on the Green Belt in Rugby (on the other side of the A5) is material in planning terms. There is, however, no basis in planning policy – either in the development plan (HDC's Core Strategy) or in the National Planning Policy Framework (NPPF) – for construing any impact from development outside the Rugby Green Belt as a "harm" (or a benefit) to that Green Belt. TLP have misconstrued what NPPF paragraph 88 means by "other harm".
 - ii. TLP's assessment of the proposal against criteria set by HDC's 2001 saved Local Plan policy EV/7 (sic)⁹ should also be set aside. HDC did not consider, saved policy EV/5 to be relevant to the determination of the DHL Supply Chain application, and it is not relevant here:
 - Saved policy EV/5 (control of development in the countryside) pre-dates the NPPF by some 11 years and is significantly out of step with its provisions. The Secretary of State obliges HDC to read its saved policies alongside more up to date national policy; NPPF para 215 explains that the weight to be given to policies adopted before the NPPF must be according to the degree of consistency with the policies.
 - Saved policy EV/5 is inconsistent with the NPPF to a significant degree, as is the more up to date Core Strategy Policy CS17 – which HDC acknowledge in its

⁸ IDI Gazeley's response to the Footpath Officer's initial comments was published on 3 March 2016, and forms part of the documentation on HDC's website for this planning application.

⁹ TLP meant EV/5 (the references to EV/7 are a typo).

Committee Report on the DHL Supply Chain application. There is no basis in up to date national policy for a blanket constraint on all development in the countryside (other than, as EV/5 and CS17 would have it, for a narrow range of largely agricultural uses).¹⁰

- obliges HDC to. EV/5 is inconsistent to a significant degree with the NPPF which post-dates HDC's Local Plan (e.g., NPPF paragraph 28), and NPPF paragraph 215 accordingly obliges HDC to accord little weight to the conflict with it. That inconsistency explains why HDC did not consider saved policy EV/5 in its committee report on the DHL Supply Chain application. Core Strategy CS17 serves a similar purpose to saved policy EV/5, but it too preceded the NPPF and is inconsistent with it. Finally, Thus TLP's assessment of the application proposals against saved policy EV/5 is not material and should be set aside.
- iii. The width of tree planting varies between 10 metres and 25 metres in off-site planting belt areas.
- iv. TLP, though correct in assuming a 10 year construction period, do not appear to recognise that the development will be *phased* over the 10 years. Thus large parts of the site will remain untouched for years. That fact means that mitigation planting can begin at year one on the more sensitive and later parts of the site so that, by the time the construction begins in these areas, there will have been 8-10 years of mitigating planting growth. IDI Gazeley is content to accept a condition that obliges, for example, the northern part of the site to be developed last and that the mitigation planting in this area be implemented in year 1. There is, in this area, already a substantial buffer between the closest warehouse development Parcel L and the White House Farm complex; and the open space and long views are maintained where there are direct views from the properties. As a consequence, NPA stands by its judgments.
- v. TLP would appear not to have considered, in reaching a view on the levels of sensitivity of the views experienced by users of some footpaths, the intervening features that already moderate the views at issue – including the A5 (already visible and busy), the disused rail line through the site and the existing Magna Park buildings and the effects of distance. As a consequence, NPA stands by its judgements.
- vi. The retention of Bittesby House and the trees will further reduce the magnitude of adverse effects from view 7 (from the SM) in the short term; and bridleway users would also experience some beneficial effects in the short term. In the longer term, the mitigation planting will confer further beneficial effects.
- vii. NPA consider TLP to have overplayed the effects on the Upper Soar landscape during construction and operation because TLP do not take into account key moderating factors:
 - the intensive arable production of much of the site that has had some notable and detrimental effects on the landscape;

¹⁰ Nonetheless, as the submitted Planning Statement sets out in full, the application proposals contribute to most of the objectives for the narrow range of development which CS17 allows in the countryside.

- the effect of the disused rail line on the sensitivity of the landscape, which has also truncated the SM and this part of the Soar tributary flat floodplains and terrace;
- the fact that the application proposals wholly avoid the most sensitive parts of the Soar tributary flat floodplains and terrace, including the SM and the large areas of land adjoining it;
- the fact that the geographic extent of the indirect effects of the construction works on the Soar tributary flat floodplains including the SM are limited by the containment afforded by the valley bottom location, railway embankment and existing tree belts; and
- the impact of the busy A5 on the character and sensitivity of the western parts of the Upper Soar low lying clay vale farmland and Soar tributary flat floodplains and terrace.

4.4 NPA also disagree with some of TLP's views on the cumulative impact of the hybrid proposals. NPA consider the cumulative impact of the hybrid application with the *committed* developments to be not significant by the mid-term; but that the combination with symmetry park would trigger some significant adverse effects.

- 4.5 Further to NPA's clarifications and responses, we also note that TLP, in reaching their judgment on the landscape relative merits of an extension to Magna Park versus a second and separate distribution park to the south, seem not to have accounted the following:
- i. Though the extension to Magna Park is larger at 211.56 ha (excluding 9.15 ha within the public highway, the 10.12 ha that is already within Magna Park's footprint – part of the Mere Lane lagoon, the services farm and other land to the south/east of Mere Lane – and the 1.27 ha Bittesby House demise), the areas given to distribution warehousing, by far the main impact on the landscape, are not significantly different. TLP would not appear to have compared like with like.
 - ii. 102.95 ha of the 211.56 ha Magna Park extension site is given to countryside and structural landscape: 48.7% (the landscape buffer alongside the internal highway is additional to the structural landscape this figure accounts for).
 - iii. 82.24 ha of the extension site is given to warehouse development – 38.2% of the 211.56 ha site – in Parcels G-L (35.4% of the full 232.1 ha in the application red line). Parcel G is 21.86 ha, and is already permitted for DHL Supply Chain (subject to completing the S106 agreement). The remaining distribution Parcels H-L together total a maximum of 60.38 ha (for up to 318,056 sq m).
 - iv. The comparable figures for warehousing development at symmetry park (i.e., development in addition to DHL Supply Chain) are a maximum of 53.6 ha and up to 279,708 sq m (53.6 ha is 68% of the 79 ha symmetry park site, a figure that excludes the land needed for symmetry park in the public highway).
 - v. Thus the maximum difference in the quantum of additional distribution warehousing between the two schemes is 6.78 ha and 40,247 sq m – typically amounting to one or perhaps two warehouse buildings. While the Magna Park extension also includes the

Hub with the LIT campus and Innovation Centre, these lie low within the landscape; and the Holovis expansion buildings are in the lee of the now permitted DHL Supply Chain building. The area of the site proposed for development including these parcels rises from 82.24 ha to 91.5 ha.

- vi. The landscape proposals for the extension to Magna Park (which build on and extend Magna Wood to wrap the whole of the park in a publicly accessible green envelope) will very significantly enrich the site's biodiversity over its present use and *increase* the public's access to the site. The proposals (through the S106) also protect and manage this land in perpetuity both for its biodiversity and habitat value and for public access, not just replacing but substantially adding to the extent of the area that has benefited from the High Level Stewardship Scheme that comes to an end in 2017.
 - vii. The 25.4 ha of the symmetry park scheme that is not given to warehousing parcels is allocated to internal highways and structural landscape. The symmetry park scheme offers no public access to the land within the scheme that is not developed for warehousing or reserved for internal highways.
 - viii. TLP appear not to acknowledge, or account in the Magna Park proposals' favour, that the Soar Valley tributary is retained in its existing course and placed at the centre of the 42 ha Country Park and alongside the 28 ha meadow. (The proposals now also retain further parts of the setting of the SM and now also the contribution of Bittesby House to that setting.)
 - ix. TLP however note, in favour of symmetry park, that the proposal retain the watercourse in its existing setting – but do not acknowledge that it is only part of the watercourse and its existing setting that is retained. The symmetry park proposals move the remainder of the water course to a new alignment and *fill in* a large part of the affected valley in order to level that land for development.
- 4.6 NPA, further, do not consider that TLP's conclusions on the level cumulative effects of the hybrid proposals with symmetry park would change due to the order in which, if both were consented, the developments would be constructed.
- 4.7 Thus, in these instances too, we take the view that TLP have overplayed the differences in the landscape effects of the two applications. To conclude that the extension to Magna Park is de facto more harmful due to its greater size is to overstate that difference. To ignore the fact that the symmetry park proposal removes a large part of a local watercourse and valley and re-introduces a watercourse in a wholly new setting while filling the rest, and while failing to acknowledge that the IDI Gazeley scheme conserves the tributary valley watercourse and enhances it with new wetlands is inexplicable.
- 4.8 Finally, TLP will need to consider further its commentary that contrasts the cumulative landscape effect of the IDI Gazeley scheme with symmetry park to take into account the amendment of the application to retain Bittesby House and the benefits that follow for the setting of the SM and views from it towards Parcels I and H.

5 SUPPLEMENTAL TRANSPORT ASSESSMENT

Introduction

- 5.1 Highways England, in Technical Note 5 on the hybrid planning application raised the points and requested the information below:
- Amended geometric parameters at A5 northern access roundabout.
 - Assignment of Logistics Institute trips at A5 northern access roundabout.
 - A5 Gibbet Hill roundabout – cost sharing agreement.
 - A4303/ A426 roundabout – queuing to M1 Junction 20.
 - Scale and size of HGV Training Centre.
- 5.2 We address each in the supplemental transport assessment.

The Supplemental Transport Assessment

- 5.3 It was reported in paragraph 4.4 of the Supplementary Transport Assessment (STA) that there were a number of errors identified in the original measurements of the geometric parameters at the proposed A5 northern access roundabout. The most significant error related to the entry radius which had been measured incorrectly on each entry arm. Minor changes to other parameters were also made and a comparison of the original and revised measurements was set out in Table 4.1 of the STA. All subsequent ARCADY analysis was based on the revised measurements. No changes have been made to the design of the A5 northern access roundabout which was included as Appendix E in the original Transport Assessment for the hybrid application.
- 5.4 The expectation is that LIT will be signed via the A5/ Mere Lane roundabout for traffic approaching from both directions on the A5. This is to avoid potential conflict with the four units in the north western corner of the site. However it is acknowledged that some visitors approaching the Logistics Institute on the A5 from the north may choose to ignore the signage, turn left at the proposed northern access roundabout and drive southbound within the site to reach the Logistics Institute.
- 5.5 To represent this potential situation, a sensitivity test has been undertaken whereby all traffic associated with the Logistics Institute with an origin or a destination to the northwest has been reassigned via the northern access roundabout. ARCADY has been rerun on this basis and the northern access roundabout is predicted to operate within capacity during both peaks. During the AM peak a maximum RFC of 0.69 is predicted on the A5 northern arm while during the PM peak a maximum RFC of 0.59 is predicted on the A5 southern arm. Predicted queue lengths are two vehicles and one vehicle respectively. The revised ARCADY output is attached.
- 5.6 In relation to Gibbet Hill, IDI Gazeley have agreed with HE that a satisfactory resolution can be achieved by the S106 either through a capped sum contribution to a specific scheme pro rata to the anticipated share of the application's estimated peak hour impact, or through a condition that places a cap on the quantum of development that can be occupied before a suitable improvement scheme is in place to which IDI Gazeley contribute proportionately.

Once contributions are agreed and secured it would be up to Highways England in consultation with other highway authorities to decide when to implement the scheme.

- 5.7 Further discussions are underway, but the already submitted (3 March 2016) Supplementary Transport Assessment (STA) sets out the ARCADY results at the A4303/ A426 roundabout and indicates that the junction would be operating within capacity in 2026 with the proposed development and with the agreed junction improvements. A maximum queue of 31 vehicles is predicted on the A4303 east arm.
- 5.8 This arm is of concern to Highways England because excessive queuing could extend to affect the operation of M1 Junction 20. However when spread over two lanes, a queue of 31 vehicles would extend to around 90 metres. The distance between the A4303/ A426 roundabout and M1 Junction 20 is around 350m and therefore the queue on the A4303 east approach should not extend to the Motorway junction even if queues were to form unequally on the approach.
- 5.9 The HGV Training Centre is proposed to the south of the A4303 and would lie between the gatehouse, the railfreight shuttle terminal and the HGV parking area. It would occupy an area of 0.427 hectares and provide 16 car parking spaces. There would be a small two storey office within the gatehouse to administer and manage the training facility. As its name suggests the purpose of the facility is to train drivers to allow them to acquire a HGV licence to drive legally on the public highway. Given the size of the facility and the limited car parking, the peak hour trip generation associated with this use will be small and unlikely to have a material impact on the surrounding highway network.

6 THE TRAFFIC SURVEY REPORT

The Survey

- 6.1 IDI Gazeley commissioned AECOM to undertake Automatic Traffic Counts (ATC) at eight locations surrounding Magna Park near Lutterworth between Wednesday 2 March and Tuesday 15 March 2016 to provide 24 hour data for a continuous two week period. The sites were:
- Site 1 – Highcross Road, Claybrooke Magna
 - Site 2 – Woodway Lane, Claybrooke Prva
 - Site 3 – Lutterworth Road, Ullesthorpe
 - Site 4 – Ullesthorpe Road, Ashby Parva
 - Site 5 – Mere Lane, Ullesthorpe
 - Site 6 – Ullesthorpe Road, Bitteswell
 - Site 7 – A426 Rugby Road, Lutterworth
 - Site 8 – Coal Pit Lane, Willey.
- 6.2 The primary purpose of the surveys was to establish whether an increase in traffic volumes on roads that pass through some local villages, particularly those situated to the north of Magna Park coincides with the main shift changeovers at Magna Park. Residents of Ullesthorpe, Bitteswell and Ashby Parva are especially concerned about the impact of Magna Park and there is a local perception that large numbers of employees cut through these villages to avoid travelling through Lutterworth and on the A4303 as part of their journey to and from work.
- 6.3 Vehicles were classified based on axle length although for the purposes of analysing traffic patterns during the shift changeover. Vehicle types were also combined in the analysis to show the general trend for all vehicles.
- 6.4 To provide an indication if routes prohibited by the routing agreement are being used by significant numbers of HGVs, the ATC data was classified by vehicle type to allow the number of HGVs to be identified. Although this does not provide a direct link to Magna Park, it does provide a basis for establishing if there are higher than expected volumes of HGVs which could be an indication of the breach of the agreement.
- 6.5 The full survey and analysis of the findings is provided in a report also published on 21 April 2016.

The Findings

- 6.6 The data collected on the A4303 just to the east of Magna Park clearly identifies spikes in demand at 6am, 2pm and 10pm confirming that flows on roads immediately adjacent to the Park are influenced by the shift changeover.
- 6.7 However, at all sites to the north of Magna Park including at sites close to the villages of Ullesthorpe, Bitteswell and Ashby Parva, there was no evidence of a significant increase in traffic to coincide with the shift changeovers at Magna Park.

- 6.8 This indicates that Magna Park employees are *not* routinely using the minor roads to the north of the Park to travel to and from work.
- 6.9 The ATC data also allowed the number of HGVs to be identified, and it is also clear that there are very few HGVs using the minor road network to the north of Magna Park. The expectation is that the vast majority of the very few HGVs that were recorded were not related to Magna Park and would have had a legitimate reason to be using these roads.

Next Steps

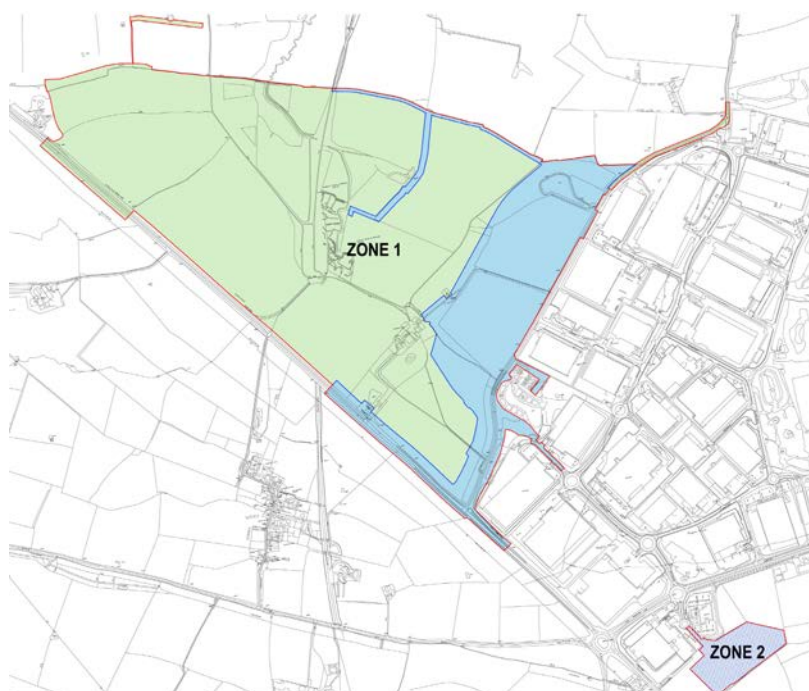
- 6.10 There is also a perception that large numbers of heavy goods vehicles (HGVs) use the minor road network to the north of Magna Park and that the majority have either an origin or destination at the Park. To investigate this perception further, IDI Gazeley has committed to undertaking Automatic Number Plate Recognition (ANPR) surveys during April 2016. The ANPR survey, which will last for one complete week, will identify if HGVs that are related to Magna Park are using roads that are prohibited through the Magna Park Routing Agreement. The results of this survey will be reported in a separate report that will be prepared following completion of the ANPR survey at the end of April.

7 THE CASE FOR THE GRANT OF PLANNING PERMISSION

The Context: the Implications of the DHL Supply Chain Planning Permission

- 7.1 The amended planning application is for up to 419,800 sq m of distribution floorspace on parcels totalling 82.24 ha out of the full 232.1 ha proposed extension site to Magna Park. The full site, however, includes land that is already within Magna Park's footprint (10.12 ha – the Services Farm, land south/west of Mere Lane/around Argosy Way and part of the Mere Lane Lagoon area), land in the public highway (9.15 ha), and the retained Bittesby House and grounds (1.27 ha).
- 7.2 Excluding these areas – i.e., land that is “new” and in the countryside – the hybrid application site is 211.56 ha. Of this 211.56 ha, 102.95 ha – 48.67% – is given to open space that is also publicly accessible.
- 7.3 The 82.24 ha in the six parcels (G-L) allocated for distribution warehousing accounts for 35.43% of the full 232.1 ha site and compares to the 44.36% of the full site that is given to accessible open space. If the Hub and Holovis Parcels are also added, the share of the full site given to development (91.5 ha) rises to 39.42% (cf the 44.36% given to open space). Parameter Plan 1 (in Appendix 1 to this report) shows the location and extent of the Parcels.
- 7.4 Figure 7.1 below shows, shaded blue, the part of the application site that has been granted planning permission for the DHL Supply Chain facility (subject to the completion of the S106). The whole site totals 55.41 ha which (like the full 230.3 ha Zone 1 extension site) includes existing parts of Magna Park (10.12 ha) and land in the public highway (6.58 ha).

Figure 7.1: The DHL Supply Chain planning permission overlaid on the full extension site



- 7.5 The demise for DHL Supply Chain – Parcel G in the hybrid application – is 21.86 ha. The remainder of the 55.41 ha blue-shaded area (the area of the DHL Supply Chain application site) is accounted by: a) 10.12 ha that is already part of Magna Park (the Mere Lane lagoon, Services Farm, land to the south and west of Mere Lane and Argosy Way); b) the 1.16 ha internal access corridor (which also provides access to Bittesby House); c) 15.69 ha of structural landscape, footpaths and bridleways; and 6.58 ha of land in the public highway (Mere Lane and A5).
- 7.6 Thus, of the six parcels G-L for distribution warehousing in the amended hybrid planning application, Parcel G at 21.86 ha already has planning permission for DHL Supply Chain. The further increment of distribution warehousing for which planning permission is sought – i.e., that is additional to the permitted quantum – is a maximum of 60.38 ha in five parcels together totalling up to a maximum of 318,956 sq m for speculative warehousing development (speculative because the occupiers are not yet known).
- 7.7 The additional 60.38 ha of land and 318,956 sq m for additional distribution development compares to extend Magna Park beyond the DHL Supply Chain site compares to the additional 53.6 ha and 278,709 sq m sought to create a second distribution warehousing park to the south (symmetry park).
- 7.8 The grant of planning permission for the DHL Supply Chain is material to the planning case for the hybrid application for a number of reasons:
- It is accepted that Core Strategy policies CS7h (preventing further expansion of Magna Park beyond its existing footprint) and CS17 (preventing development in the countryside other than for a narrow range of principally agricultural purposes) are inconsistent with the provisions of the NPPF to a significant degree. As a consequence, very little weight can be given to these parts of the development plan in the planning determination.
 - The principle of the acceptability of extending Magna Park has been established.
 - The market's need for additional distribution floorspace is accepted, as is the suitability of an extension to Magna Park to meet that need.
 - It is accepted that DHL Supply Chain could in principle meet its needs elsewhere in the East Midlands, but its preference is to expand at Magna Park where it already has three operations, and environmental and economic efficiency advantages
 - It is accepted that an extension to Magna Park makes use of the park's existing infrastructure and builds on its critical mass of existing employees – with commercial gains for occupiers and environmental gains in the wider public interest.
 - It is accepted that the single management of the extended Magna Park creates the opportunity both to coordinate these efficiencies and environmental gains (e.g., more efficient use of HGV fleets, more attractive bus services that will benefit from the shorter journey times through the extended park, the take up of car sharing schemes) and to redress existing concerns (e.g., the impact of the existing park's lighting).
 - The impact of the DHL development on the SM amounts to less than substantial harm, and that this harm is offset by the benefits of the development in the public interest.
 - The impact of the development on Bittesby House is acceptable.

- The demolition of Lodge and Emmanuel Cottages is acceptable.
- The fact that the low level of unemployment locally is not a reason to discount the value of the jobs created by the scheme in the balance of considerations.
- The residual highways impacts after the improvements are acceptable.
- It is accepted that the DHL Supply Chain proposals accord with:
 - the relevant parts of the development plan that are consistent with the provisions of the NPPF.
 - the relevant parts of the NPPF and thus constitute sustainable development in the terms of the NPPF taken as a whole.

7.9 The grant of permission for the DHL Supply Chain means that the full extension will add incrementally, albeit cumulatively, to the already permitted development proposals.

7.10 What remains to be permitted, having regard to these established principles, are:

- the northern roundabout on the A5;
- the internal highway corridor;
- the further 60.38 ha of land given to distribution warehousing for a further 318,956 sq m of buildings;
- the 42 ha Country Park and the 28 ha meadowland, together with the realignment and landscape improvements to the public rights of way and the making permanent of the currently permissive footpaths and bridleways, with both aligned to link with the wider network;
- the up to 3,700 sq m Logistics Institute of Technology and its campus, to give Harborough (and South West Leicestershire) its only further and higher education institution and applied research facility, with its emphases on industry collaboration for the education and research programmes, “work while learning” and dual use of LIT’s campus facilities with the community – with an estimated 400 on-site student head count on site (equating to a throughput of c 1,000 individuals per year taking courses/gaining qualifications/pursuing degrees etc in any year) and c 85% in the 18+ age group and a high proportion already in work (including within Magna Park);
- the up to 2,300 sq m Innovation Centre to provide easy-in, easy-out space for small and medium-sized businesses, both providing opportunities to capture the commercial potential of the LIT’s applied research output and filling a gap in the local property market;
- the up to 7,000 sq m building to allow Holovis, a hugely successful local high tech business, to expand on site;
- the Local Heritage Centre to exhibit and interpret the site’s history – making use of the very significant new information put together from the site work (the historic buildings record, the archaeological work and related surveys and the archive IDI Gazeley hold on the Bitteswell air field); and
- the demolition of the existing buildings other than Bittesby House and its outbuildings in line with the amendment to the planning application.

The Case for the Grant of Planning Permission

- 7.11 As the Planning Statement submitted with the application in October 2015 sets out, the application proposals constitute sustainable development in the terms of the NPPF. To the extent that the Harborough District Core Strategy 2011-2028 is consistent with the NPPF, the application proposals accord with it and are wholly in accordance with the relevant provisions of the NPPF and the related national planning guidance.
- 7.12 The application proposals generate significant economic as well as social and environmental benefits. We understand that HDC's evidence base on the need in the county for additional distribution floorspace is being refreshed. In that context, we stress that the hybrid application contributes, including the DHL scheme, 82.2 ha to that need if the one-off, single user, requirement for DHL Supply Chain is included.
- 7.13 It should not be, however, as their need might have been met anywhere in the region..
- 7.14 If the already permitted DHL Supply Chain scheme is excluded (as it should be) the amended application proposal contributes 60.38 ha to the need.
- 7.15 Moreover, the application site extends an existing park: that is, it makes use of the Magna Park's existing infrastructure and would be brought within Magna Park's single management. That fact makes it feasible (as the application proposes) to capture, deliver and manage the scale advantages of the extended park for occupiers (e.g., efficient use of HGV fleets), their employees (career ladders, job security, on the job training, professional qualifications, access to alternatives to single car use etc) and for the community (LIT, the jobs, the country park, the protection in perpetuity of the currently only permissive bridleways and footpaths, the conservation of the scheduled monument).
- 7.16 For example, the fact that the existing Magna Park and the proposed extension share the existing and proposed highway infrastructure will allow bus services to enter the park at one end and exit at another to pick up passengers rather than loop back on themselves through the park. The result is maximised passenger pick up and reduced journey times – making it much more likely that the proposed bus services will be commercially viable. The two new bus services introduced this spring will serve the existing park (one to Leicester and one to Rugby) and its c 9,300 employees. The extension would make those services more viable still because of the reduced running time through the park and the greater number of employees.
- 7.17 The application's economic, social and environmental benefits have been pursued in tandem to capture the gains that only an extension to Magna Park on the scale proposed is capable of securing and which the proposals promote. Chief among those benefits are the delivery of what would be the only further and higher education institute in Harborough (and in South Leicestershire) targeted on a growing, increasingly skilled and economically critical sector to the UK which is also uniquely important to the future prosperity of the local area and county.
- 7.18 As the environmental evidence demonstrates, the proposals cause no harm that would significantly and demonstrably outweigh those benefits. The amendment of the planning application to retain Bittesby House protects its contribution to the significance of the SM,

and confers a range of further benefits for the realisation of the vision for the scheme and the local communities which, with the industry, lie at the heart of that vision.

7.19 Thus, as the documents accompanying the application show, there are no reasons why planning permission should be withheld.

APPENDIX 1
AMENDED SUBMISSION PLANS (A3)



- Legend:**
- Planning Boundary
 - Parcel Boundary
 - Redirected Watercourse
 - Existing Watercourse
 - Water attenuation Zones / Wetlands
- ZONE 1: B8, B1, D1 AND PUBLIC OPEN SPACE (OUTLINE)**
- Structural Landscape - Parcels A1, A2, A3
 - Principal Access Corridor - Parcel B
 - Bittesby Country Park - Parcel C
 - Bittesby Deserted Medieval Village Schedule Monument
 - The Meadow Land - Parcel D
 - Magna Park Hub - Parcel E
 - Small Business - Parcel F
 - B8 Storage & Distribution and ancillary office (B1) - Parcels G, H, I, J, K, L
 - Reed beds & Bio-discs - Parcels M1 & M2
 - Bittesby House & Grounds
- ZONE 2 - RAILFREIGHT SHUTTLE TERMINAL, HGV PARKING AND HGV TRAINING CENTRE (DETAILED)**
- Railfreight Shuttle Terminal

PARAMETER SCHEDULE - ZONE 1

<p>PARCELS A1, A2, A3 - STRUCTURAL LANDSCAPE</p> <ul style="list-style-type: none"> • Parcel Area: up to 32.51 Ha • to include: footpaths, bridleways, cyclepaths, service routes, verges, swales/ watercourses/ ponds and supporting landscape • landscape corridor widths: 10m min between Parcel L&M2 and from 20m to >25m elsewhere <p>PARCEL B - PRINCIPAL ACCESS CORRIDOR</p> <ul style="list-style-type: none"> • Parcel Area: up to 34.67 Ha • to include: main road, footpaths, bridleways, service routes, verges, swales/ watercourses/ ponds and supporting landscape <p>PARCEL C - BITTESBY COUNTRY PARK</p> <ul style="list-style-type: none"> • Parcel Area: up to 42.32 Ha • to include: public footpaths/bridleway (with some sections repositioned), watercourses, wetlands, strategic attenuation basins and Medieval Village of Bittesby <p>PARCEL D - THE MEADOW LAND</p> <ul style="list-style-type: none"> • Parcel Area: up to 28.12 Ha • to include: existing permissive and a public bridleway <p>PARCEL E - MAGNA PARK HUB</p> <ul style="list-style-type: none"> • Parcel Area: up to 6.58 Ha • Proposed Use: D1 Logistics Institute of Technology + B1(a) & D1 Estate Office + B1 (a) & (b) Innovation Centre • Maximum floor area - National Centre for Logistics Qualifications (D1): up to 3,700 sqm (GIA) • Maximum floor area - Innovation Centre (B1a, B1b): up to 2,325 sqm (GIA) • Maximum floor area - Estate office (B1a, D1): up to 300 sqm (GIA) • Max unit height: up to 125.00m AOD • Unit FFL: up to 110.5m(NW) and up to 113.00m (NE) <p>PARCEL F - SMALL BUSINESS</p> <ul style="list-style-type: none"> • Parcel Area: up to 2.68 Ha • Use: B1 (a) & (b) - Holovis • Maximum floor area: up to 7,000 sqm (GIA) • Max unit height: up to 122.5m AOD • Unit FFL: up to 111.5m <p>PARCEL G</p> <ul style="list-style-type: none"> • Parcel Area: up to 21.86 Ha • Use: B8 Storage & Distribution and ancillary office (B1) • Maximum floor area: up to 100,844sqm (GIA) • Max unit height: up to 142.6m AOD • Unit FFL: up to 119.6m 	<p>PARCEL H</p> <ul style="list-style-type: none"> • Parcel Area: up to 13.85 Ha • Use: B8 Storage & Distribution and ancillary office (B1) • Maximum floor area: up to 69,850 sqm (GIA) • Max unit height: up to 139.00m AOD • Unit FFL: up to 120.5m <p>PARCEL I</p> <ul style="list-style-type: none"> • Parcel Area: up to 4.76 Ha • Use: B8 Storage & Distribution and ancillary office (B1) • Maximum floor area: up to 23,100sqm (GIA) • Max unit height: up to 135.50m AOD • Unit FFL: up to 119.00m <p>PARCEL J</p> <ul style="list-style-type: none"> • Parcel Area: up to 5.19 Ha • Use: B8 Storage & Distribution and ancillary office (B1) • Maximum floor area: up to 28,000sqm (GIA) • Max unit height: up to 130.70m AOD • Unit FFL: up to 114.20m <p>PARCEL K</p> <ul style="list-style-type: none"> • Parcel Area: up to 28.57 Ha • Use: B8 Storage & Distribution and ancillary office (B1) • Maximum floor area: up to 163,000 sqm (GIA) • Max unit height: up to 132.70m AOD • Unit FFL: up to 114.20m <p>PARCEL L</p> <ul style="list-style-type: none"> • Parcel Area: up to 8.01 Ha • Use: B8 Storage & Distribution and ancillary office (B1) • Maximum floor area: up to 35,000 sqm (GIA) • Max unit height: up to 132.20m AOD • Unit FFL: up to 115.70m <p>PARCEL M1 - Reed beds and Bio-discs</p> <ul style="list-style-type: none"> • Existing Rees beds and Bio-discs plot expanded • Parcel Area: up to 0.58 Ha <p>PARCEL M2 - Reed beds and Bio-discs</p> <ul style="list-style-type: none"> • Parcel Area: up to 1.13 Ha
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AREA SUMMARY - ZONE 1 (GIA)

• RED LINE AREA:	232.10 Ha
• Bittesby Country Park:	42.32 Ha
• Bittesby House & Grounds	1.26 Ha
• Meadow Land:	28.12 Ha
• Other open space, structural landscaping and access:	67.18 Ha
• Storage & Distribution (B8):	up to 419,800 sqm
• Logistics Institute of Technology and campus(D1):	up to 3,700 sqm
• Estate Office, conference facility and heritage exhibition(B1a, D1):	up to 300 sqm
• Innovation Centre (B1a, B1b):	up to 2,325 sqm
• Holovis (B1a, B1b):	up to 7,000 sqm

ZONE 2

- RAILFREIGHT SHUTTLE TERMINAL
- HGV PARKING
- HGV TRAINING CENTRE
- SUBJECT TO DETAILED PLANNING APPLICATION

Notes:
 Dimensions must verify all dimensions on site before commencing any work or stop drawings. This drawing is not to be scaled. See legend drawings on sheet 3657-36 for details.
 All dimensions are subject to site conditions and shall be subject to detailed planning application.
 All dimensions are subject to detailed planning application.
 All dimensions are subject to detailed planning application.



- Legend:**
- Planning Boundary
 - Parcel Boundary
 - No Yard Zone / HGV circulation only
 - No Yard Zone & no HGV circulation
 - Max Unit Height - up to 122.5m AOD
 - Max Unit Height - up to 125.0m AOD
 - Max Unit Height - up to 130.7m AOD
 - Max Unit Height - up to 132.2m AOD
 - Max Unit Height - up to 132.7m AOD
 - Max Unit Height - up to 135.5m AOD
 - Max Unit Height - up to 139.0m AOD
 - Max Unit Height - up to 142.6m AOD
 - Bittesby House & Grounds

BUILDING HEIGHT AND YARD RESTRICTIONS - ZONE 1

- PARCEL E - MAGNA PARK HUB**
- Max unit height: up to 125.00m AOD
 - Unit FFL: up to 110.5m(NW) and up to 113.00m (NE)
- PARCEL F - SMALL BUSINESS**
- Max unit height: up to 122.5m AOD
 - Unit FFL: up to 111.5m
- PARCEL G**
- Max unit height: up to 142.6m AOD
 - Unit FFL: up to 119.6m
 - Yards to be positioned on NW & SE elevations only.
 - Carparking only to SW elevation
 - Offices to face Principal Access Corridor
- PARCEL H**
- Max unit height: up to 139.00m AOD
 - Unit FFL: up to 120.5m
 - Yards to be positioned on NW & SE elevations only
 - Carparking only to NE elevation
 - Offices to face Principal Access Corridor
 - Where parcels subdivided into plots, min. 10m landscape zone will be introduced between plots.
- PARCEL I**
- Max unit height: up to 135.50m AOD
 - Unit FFL: up to 119.00m
 - Yards to be positioned on SE elevation only
 - Carparking only to NE elevation
 - Offices to face Principal Access Corridor
 - Where parcels subdivided into plots, min. 10m landscape zone will be introduced between plots.
- PARCEL J**
- Max unit height: up to 130.70m AOD
 - Unit FFL: up to 114.20m
 - Yards to be positioned on NW elevation only
 - Carparking only to SW & SE elevations
 - Offices only to SW elevation / western end of the unit.
 - Where parcels subdivided into plots, min. 10m landscape zone will be introduced between plots.
- PARCEL K**
- Max unit height: up to 132.70m AOD
 - Unit FFL: up to 114.20m
 - Yards to be positioned on NW & SE elevation
 - Hgv circulation only to NE elevation
 - Carparking only to SW elevation
 - Offices to face Principal Access Corridor
 - Where parcels subdivided into plots, min. 10m landscape zone will be introduced between plots.
- PARCEL L**
- Max unit height: up to 132.20m AOD
 - Unit FFL: up to 115.70m
 - Yards to be positioned on SE elevation
 - No yard or regularly circulating traffic on NW elevation
 - Carparking only to SW elevation
 - Offices to face Principal Access Corridor

ZONE 2

- RAILFREIGHT SHUTTLE TERMINAL
- HGV PARKING
- HGV DRIVER TRAINING CENTRE
- SUBJECT TO DETAILED PLANNING APPLICATION

