

Appendix B: Applicants Statement of Conformity with draft Policy BE2

Chartered Town Planning Consultants



Our Ref: PIF/gp/PF/9061
(Please reply to Banbury office)

peter.frampton@framptons-planning.com

20th October 2017

Mr M Patterson
Special Projects Officer
Development Management
Harborough District Council
The Symington Building
Adam and Eve Street
Market Harborough
Leicestershire
LE16 7AG

Dear Mark

**TOWN AND COUNTRY PLANNING ACT 1990
SYMMETRY PARK, LUTTERWORTH
APPLICATION REF: 15/00865/OUT**

I write in respect of emerging Policy BE2 'Strategic Distribution' of the Pre-Submission Local Plan that is currently out for public consultation in the context of my Client's proposals for symmetry park, Lutterworth (Application Reference 15/00865/OUT).

The underlying planning objective of Policy BE2, to meet the need for strategic distribution facilities at Magna Park should be given material weight, as this provision is underpinned by a robust evidence base.

I have considered the proposal in the context of the emerging Policy, as follows:

1a: Compliance. Each unit will comprise of at least 9,000m² gross floorspace, and this can be secured via an appropriately worded planning condition if necessary.

1b: Compliance. Each new building will be for Class B8 and ancillary use only, and this can be secured via an appropriately worded planning condition if necessary.

1c: Compliance. An amended wording may be sought to support provision of 'associated development' e.g. for symmetry park, the lorry park and the driver facilities. As the lorry park is to be provided to serve the needs of symmetry park, the scheme complies with the intention of this criterion, with these non-strategic storage and distribution uses being small-scale, proportionate in scale to the strategic storage and distribution use and ancillary to the use of individual plots.

enquiries@framptons-planning.com
www.framptons-planning.com

Deed House, 42 North Bar, Banbury,
Oxfordshire, OX16 0TH
T: 01295 672310 F: 01295 275606

Aylesford House, 72 Clarendon Street,
Leamington Spa, Warwickshire, CV32 4PE
T: 01926 831144

Oxford - Area Office, 4 Staplehurst Office Centre,
Weston on the Green, Bicester, Oxfordshire, OX25 3DU
T: 01295 672310

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2. (floor space) Compliance. My summation of the floor space proposals and commitments is:

15/000865/OUT symmetry park	278,709m ²
15/0153/OUT Gazeley Hybrid	419,800m ²
(Includes the approved floor space of 100,844 sq. m)	698,509m ²

2a. Compliance. symmetry park would form an extension of, or be on a site adjoining, the existing Magna Park development.

2b. Compliance. The Leicester and Leicestershire Strategic Distribution Sector Study (LLSDSS) provides an evidence base as to a substantial need for road and rail based logistics sites. DIRFT is a short road distance from symmetry park, enabling logistics operators to take advantage of rail freight distribution – without being rail connected. Rail connected sites do not suit the locational needs of all logistics operators. It is therefore essential that the market provides choice between rail connected sites and sites that are well located on the strategic road network, such as Magna Park. symmetry park will therefore provide a supporting customer base for the rail freight facilities at DIRFT.

2c. Compliance. The proposals for symmetry park would increase employment opportunities across a range of jobs/skills types for local residents, including training and apprenticeship opportunities. As you are aware, db has completed a Vision Statement with the Sir Frank Whittle Studio School, with the primary objective of improving links between the developers and future occupiers of symmetry park with the School and other schools. These schools are the providers of future employees at symmetry park. I attach this Statement to remind you of the commitment between db symmetry and the Sir Frank Whittle Studio School, which, in my opinion, readily satisfies this criterion.

2d. Compliance. The wording of this criterion is opaque as to its meaning – I anticipate the words ‘other than by the car’ or ‘by a range of means travel’ need to be added. The provisions for symmetry park are in compliance with the purpose of this criterion.

2e. Compliance. The proposals for symmetry park have been assessed by Highways England, Leicestershire County Council Highways and Warwickshire County Council Highways, none of whom consider the proposals would lead to severe traffic congestion anywhere on the nearby strategic and local road network, particularly the A5, whether within Harborough District or outside.

2f. Compliance. Proposals for symmetry park, including detailed strategic landscaping provision and an ancillary lorry parking facility to serve the development will ensure that 24 hour operations do not have an unacceptable environmental, community or landscape impact in the immediate and wider surrounding area.

Conclusions

I conclude that the symmetry park proposals are fully compliant with the underlying planning objective of Policy BE2. With my suggested clarification to the criteria attached to Policy BE2, I submit symmetry park similarly achieves full compliance.