



MAGNA PARK Extension

HYBRID PLANNING APPLICATION:

15/01531/OUT

**Addendum to the Environmental Statement –
the Grant of Planning Permission for DHL Supply Chain 15/00919/FUL**

Volume 1: Non-technical Summary

1 November 2016

Magna Park Extension: Hybrid Application
15/01531/OUT

**ADDENDUM
to the
ENVIRONMENTAL STATEMENT**

**Volume 1:
Non-technical Summary**

October 2016

FINAL

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NON-TECHNICAL SUMMARY

Introduction

- 1.1 This document is the Non-technical Summary of the October 2016 Addendum to the main Environmental Statement (ES) that was submitted in October 2015 in support of IDI Gazeley's Hybrid application (15/01531/OUT) and updated with further information in February, March and April 2016. The Addendum itself is provided in Volume 2 of this same suite of documents (Volume 3 contains the appendices to the Addendum).
- 1.2 The Addendum sits alongside the main ES and should be read in tandem with it.

The Reasons for the Addendum

- 1.3 The Addendum to the ES is necessitated by, and follows, the grant on 25 October 2016 of detailed (conditional) planning permission for an expansion facility for DHL Supply Chain (15/00919/FUL) that will extend the footprint of Magna Park by 38.71 ha.¹
 - The grant of planning permission for the DHL Supply Chain facility is a material change in circumstances which Harborough District Council (HDC) is obliged to consider prior to its determination of the Hybrid application. As the permission is extant and capable of implementation, considerable weight should be given to that planning permission. The DHL Supply Chain application was advanced separately precisely so it could be brought forward separately.
 - The grant of planning permission is material to the assessment of a number of the environmental impacts of the remainder of the Hybrid application and also bears on the cumulative assessment of impacts.
 - HDC intend to consider the Hybrid application alongside the application by db symmetry for symmetry park (15/00865/OUT) and therefore to compare the two applications. The grant of planning permission is material to that comparison insofar as the applications are comparable.²

The Scope of the Addendum

- 1.4 IDI Gazeley volunteered to provide the additional information for the ES that is provided by the Addendum, and agreed its scope with Harborough District Council (HDC). For the more

¹ See paragraph 1.7 and Footnote 3.

² The two applications are only comparable in that both propose to contribute to meeting the need for additional distribution warehousing in the area. The Hybrid application, after DHL Supply Chain, proposes in Zone 1 a further 318,956 sq m; although the application is in outline, planning permission is sought for a range of details (see paragraph 2.3 in addition to means of access. The symmetry park scheme proposes 278,709 sq m of warehousing to create a second distribution park to the south of Magna Park; the application is in outline, with all matters but means of access reserved. In contrast to symmetry park, the Hybrid application both extends an established, proactively managed, distribution park and includes elements for which there are no parallels in the symmetry park application. These include, in the Hybrid's Zone 1 site the 42 ha Country Park and its network of public rights of way and permissive foot and bridle paths that link the Country Park to the wider network (and to Magna Wood on Magna Park), the Logistics Institute of Technology, the Innovation Centre and the Local Heritage Centre; and in the Zone 2 site for which detailed planning permission is sought, the 140 space HGV Park that will serve Magna Park's existing occupiers as well as those of the proposed extension (the symmetry park 52 space HGV park is for that scheme's HGVs only), the Driver Training Centre, and the Railfreight Shuttle and associated terminal.

significant changes, detailed methodologies were also agreed with Leicestershire County Council (LCC County Highway Authority) for transport and traffic; with The Landscape Partnership (TLP, advisers to HDC) for landscape and visual effects; and with LCC Conservation for heritage and archaeology.

1.5 The scope of the Addendum agreed with HDC was:

- The consideration of each matter covered by the main ES where the evidence shows there to be potential for significant environmental effects.
- The adjustment of the baseline for the assessment of the environmental effects of each matter to treat the DHL Supply Chain scheme (and its mitigation schemes) as a commitment.
- An assessment of the residual impacts of the remainder of the Hybrid application development taking into account the mitigation permitted on site and off site by the DHL Supply Chain development (e.g., the improvement works to the Whittle Junction, the works to the A5).
- An assessment of the cumulative impact assessment (CIA) of the remainder of the Hybrid application with DHL Supply Chain (and its mitigation schemes) as a commitment, with the CIA also accounting for the other agreed commitments plus the proposals for symmetry park (as in the main ES).
- A summary of the changed/revised conclusions and a non-technical summary.

1.6 The effects on hydrology have been scoped out of the Addendum assessment.

The DHL Supply Chain Planning Permission – the Implications

1.7 The planning permission for the DHL Supply Chain application establishes the acceptability in planning terms of the following parts of the Hybrid application:

- The extension of Magna Park to accommodate the additional distribution floorspace needed for the expansion of an existing occupier of Magna Park.³ (The net area of the permitted site, excluding land already within Magna Park and in the public highway, is 38.71 ha, of which the DHL Supply Chain demise accounts for 21.86 ha; the application site totals 55.41 ha including these areas.)
- The parts of the Hybrid planning application accounted for by the planning permission for the DHL Supply Chain development:
 - 100,844 sq m of distribution floorspace, 24% of the 419,800 sq m sought by the Hybrid application as a whole, and leaving the acceptability of the remaining 318,956 sq m
 - 21.86 ha, 26.6%, of the 82.24 ha that the Hybrid application allocates to distribution warehousing

³ The net site area – i.e., the size of the extension to Magna Park – is 38.71 ha, of which the DHL Supply Chain demise accounts for 21.86 ha and the associated on-site infrastructure (access road and new public car park at the Mere Lane Lagoon accounts for another 1.16 ha). The remainder of the 38.71 ha is accounted for by landscaping works.

- 15.69 ha, 48.3%, of the 32.51 ha of structural landscape works proposed by the Hybrid application outwith the 42.32 ha Country Park and 28.12 ha Meadow (and the planting proposals within the parcels allocated to buildings)
 - all of the highways infrastructure necessary for the delivery of the remainder of the Hybrid application (with the sole exception of the second roundabout on the A5 and the improvement scheme for the Gibbet Hill junction), including the extension of Argosy Way across Mere Lane and the new roundabout with it, the additional dualling of the A5 and the roundabout with Mere Lane and the improvement scheme for the Whittle junction (A426/A4303).
- 1.8 The total size of the extension to Magna Park proposed by the remainder of the Hybrid application, after accounting for the DHL Supply Chain site and discounting the parts of the remainder of the Hybrid application site that are already within Magna Park's footprint or in the public highway, is 172.85 ha.
- 1.9 The Hybrid planning application, though in outline for Zone 1, seeks planning permission for the details of the siting, use and extent of each development parcel defined by the Parameter Plan, the maximum built quanta of each built use, the maximum heights of buildings and the restrictions on the orientation of warehousing yards. These details are not assumptions for the purposes of the ES but details for which planning permission is sought.
- 1.10 These Zone 1 details are:
- 60.38 ha in the six further parcels defined by the Parameter Plan and allocated for distribution warehousing, to accommodate a maximum of a further 318,956 sq m
 - 6.78 ha in the 'Hub' parcel to accommodate:
 - a 3,700 sq m development for the Logistics Institute of Technology with its a 1.05 ha playing field for dual use with the community
 - 2,325 sq m Innovation Centre
 - 300 sq m estate office to accommodate the Local Heritage Centre
 - 2.68 ha to provide for a 7,000 sq m purpose-built expansion building for Holovis, a rapidly growing global 'immersive technology'
 - 42.32 ha Country Park, 28.12 ha Meadow and a further 17.31 ha of other publicly accessible structural landscape
 - 14.24 ha of on-site highways works and public car parking (for Bittesby House, the Local Heritage Centre and to support the Country Park)
 - A second roundabout on the A5 in the north of the Hybrid site
 - Improvement works to the Gibbet Hill A426/A5 junction including carriageway widening, improved carriageway markings and the signalisation of the approach and circulatory carriageway of all arms except Gibbet Lane.
- 1.11 Of the total net site area of 172.85 ha, just over half (87.75 ha) is allocated for publicly accessible, biodiversity-enriched, open space.
- 1.12 The remainder of the Hybrid's Zone 2 site is unaffected by the DHL Supply Chain. Detailed planning permission is sought for a 140 space HGV Park with associated LPG/CNG/electric

fuelling and vehicle wash for the existing and extension occupiers of Magna Park, a Railfreight Shuttle service and associated terminal for Magna Park's existing and extension occupiers and a Driver Training Centre.

Socio-economic Effects

- 1.13 With the exclusion of the DHL Supply Chain scheme from the assessment, the quantifiable socio-economic impacts of the remainder of the Hybrid application are reduced only by the quantum of the DHL Supply Chain share of the distribution floorspace and the associated construction, operational jobs and GVA gains.
- 1.14 Excluding DHL Supply Chain, the remainder of the Hybrid scheme:
- creates 4,446 gross permanent FTE jobs directly by the operation of the remainder of the Hybrid development, together with 1,422 temporary jobs during the construction period; and
 - generates £220.7m annually in GVA during operation, plus £56m GVA over the construction period.
- 1.15 The construction employment generates a moderate beneficial effect as it contributes to a 0.6% increase in employment for Harborough residents.
- 1.16 The permanent employment, based on the significance criteria, is a 'Major Beneficial' benefit.
- 1.17 All of the other socio-economic benefits associated with the Hybrid – the Logistics Institute of Technology, Innovation Centre, Holovis expansion, Local Heritage Centre, Country Park, Railfreight Shuttle and Terminal and Driver Training Centre – together with the cluster effects (agglomeration economies) – remain as set out in the main ES Chapter 5 and the associated Economic Case for Magna Park.

Traffic and Transport

- 1.18 The addendum to the main ES Chapter 6 considers the change in the following conditions on the highway network arising from the remainder of the Hybrid application:
- driver journey time and delay;
 - pedestrian and cycle journey time, delay, accessibility and amenity; and
 - public transport.
- 1.19 The DHL Supply Chain scheme delivers an improvement scheme for the Whittle roundabout (A426/A4303) junction that will improve the function of the junction over current and predicted future conditions 'without development'.
- 1.20 The DHL Supply Chain schemes for the A5 deliver consequential improvements for the function of the Cross in Hand A5/A4303 junction. With these consequential improvements as the baseline, the impact of the remainder of the Hybrid application during its operational phase is to create a maximum increase in delay at the Cross in Hand junction on average by 1.8 seconds per vehicle. Based on the significance criteria set out in the main ES Chapter 6, the impact on users of the local highway network is considered negligible.

- 1.21 The remainder of the Hybrid scheme proposes a mitigation scheme at the Gibbet Hill roundabout to offset the effects that could result from the additional generated traffic. The scheme includes carriageway widening, improved carriageway markings and the signalisation of the approach and circulatory carriageways of all arms except Gibbet Lane. The Addendum Transport Assessment (ATA) indicates that the proposed junction improvement will result in significant performance benefits by reducing queues and delays on the critical approach arms – improving conditions over the predicted future ‘without development’ scenario.
- 1.22 The remainder of the Hybrid development is expected to generate an additional 40 trips by bus during shift changeovers. The existing bus services target the shift changeover times and indications are that the service from Leicester is being well used. Therefore additional demand would lead to some crowding of the existing service. The impact on public transport is therefore expected to be of moderate adverse significance. However, discussions with LCC and WCC regarding improvements to the existing bus service are ongoing, and depending on the improvements agreed, the impact on public transport will be reduced and could potentially be beneficial to existing employees at Magna Park as well as new employees of the remainder of the Hybrid development.
- 1.23 With the exception of the short section of Mere Lane between the A5 and the site access where a short term moderate adverse impact on pedestrian and cyclist amenity is expected, no significant environmental effects have been identified during construction.
- 1.24 Pedestrian and cycle facilities will be incorporated into the remainder of the Hybrid development including new footways/cycleways on the main spine road through the development. Secure, covered and well-lit cycle parking facilities will be provided within the car parks of all units.
- 1.25 As part of the DHL Supply Chain scheme, the redundant section of Mere Lane between the A5 and the new access roundabout will be stopped up and reclassified as a footpath. This will provide pedestrians and cyclists with an opportunity to travel along this section of Mere Lane on a traffic free route. This would have a minor beneficial impact for users of this facility and is taken into account in the addendum baseline.
- 1.26 Overall, pedestrian amenity will improve. Although the A5 to the north of the Cross in Hand roundabout will experience increases in HGV traffic of more than 30% this will in part be balanced by the proposed pedestrian and cycleway facility improvements, and the residual impact on pedestrians and cyclists is considered to be negligible.

Noise and Vibration

- 1.27 The calculated operational noise impacts for the Hybrid application development have the potential to vary due to the addition of the traffic movements associated with the DHL Supply Chain development to the committed development movements. With the delivery of the DHL Supply Chain application, the remainder of the Hybrid development has the potential to give rise to a variation in operational noise impacts as a result of increases in noise levels due to increases in noise level due to vehicles on existing public highways such as Mere Lane, A4303 and A5 roadways.

- 1.28 These impacts could potentially occur throughout the operational life of the development, and therefore have been considered in both the short term and long term.
- 1.29 The proposed development has the potential to give rise to the following effects:
- road traffic noise on existing sensitivities; and
 - operational activity noise on proposed sensitivities.
- 1.30 The conclusion of the detailed DHL Supply Chain operational noise impact assessment was 'negligible' and 'not significant'. The conclusion of the overall Hybrid application noise impact assessment was also 'negligible' and 'not significant'.
- 1.31 Given these findings, and taking into account also the distance between that development and the noise sensitive receivers in comparison to the remainder of the Hybrid application site, there are no expected changes to the assessment of the operational activity noise as set out in Chapter 7 of the original ES.
- 1.32 Based on the assessed magnitude of impact, it is considered that the noise impacts due to the road traffic associated with the remainder of the Hybrid development upon existing noise sensitivities is not significant. The noise sources are all similar to that of the existing noise climate.
- 1.33 The magnitude of the potential impacts upon the nearest and most exposed noise sensitive receptors would be limited due to the distances involved and the fact that the introduced noise sources do not have a different character to those already in the area.
- 1.34 The noise impact from road traffic associated with this development is assessed as having a negligible magnitude for Zone 1 and Zone 2 in the worst case. The impacts are considered not significant due to the type of noise source being equivalent to the existing noise climate and the magnitude being considered negligible.

Landscape and Visual Effects

- 1.35 The addendum to the main ES Chapter 9: Landscape and Visual Effects identified changes to the judgments reached in the main ES with adjusted baseline conditions to take account of the granting of planning permission for the DHL Supply Chain scheme. The revised baseline assumes the DHL Supply Chain scheme is built as permitted and operating in 2018, with one year's growth for all of the planting mitigation. The main ES for the remainder of the Hybrid scheme includes the April 2016 update for the retention of Bittesby House together with its principal outbuildings and grounds.
- 1.36 This addendum considers the consequences of the reduction in the size, scale and extent of the remaining Hybrid scheme and the presence of the DHL Supply Chain scheme as part of a new landscape context. The changes to anticipated effects arising from a landscape character and visual perspective are notable because the DHL supply chain scheme includes the largest and tallest single building, at the highest elevation and some extensive infrastructure works, which previously formed part of the full hybrid application scheme.
- 1.37 The key alterations in terms of the landscape sensitivity relate to an increase in the ability of the landscape within the remainder of the Zone 1 Hybrid site to accommodate further logistics development. Despite that, the changes are not judged to be so great in landscape

terms to justify an amendment to the overall landscape sensitivity judgments in the main ES.

- 1.38 With the works for DHL Supply Chain in place, the construction of the remainder of the Hybrid development would have reduced landscape impacts from vegetation clearance, earthworks, building operations (including the use of tower cranes) and from road and landscape infrastructure installation during construction. Whilst the magnitude of some effects would correspondingly reduce, these are judged generally not to be sufficient to justify amendments to the level of effect/significance judgments in the main ES. The exception to this, the site level impacts on the part of the Lutterworth Lowlands to the south east of Mere Lane, would reduce to a 'minor to negligible' level but would continue to be not significant.
- 1.39 With the DHL Supply Chain and its associated infrastructure as part of the baseline, the operational stage of the remainder of the Hybrid application will have reduced landscape impacts from the reductions in the extent of built form, new road infrastructure and operational activity. Again, however, while the magnitude of effects arising from the remainder of the Hybrid scheme would reduce, the overall levels of effect and significance are not considered sufficient to justify changes in the judgments regarding the significance of landscape effects in the main ES.
- 1.40 The visual consequences of the changed baseline with the DHL Supply Chain scheme in place have been assessed using updated photomontages. The main changes in effects during construction relate to the reduced visible scale and extent of construction activity from the remainder of the Hybrid development. The key changes in the daytime include: a reduction in effects on visitors to the Bittesby DMV; on visitors to the Ullesthorpe Windmill; on users of a section of the public bridleway W88 between Willey and Chuckey Hall; and on road users on Mere Lane and road users and walkers/bridleway users reaching the edge of the road side on the southern section of the A5. The key changes at night during construction will be a reduction in the magnitude and level of effects experienced from the remaining hybrid scheme, by people from the community of Ullesthorpe and from road users on the southern section of the A5.
- 1.41 The key changes to the residual effects and their significance during operation in the daytime, with planting at year 10, include: a reduction in effects on visitors to the Bittesby DMV monument; on the community on the eastern edge of Ullesthorpe; on visitors to the Ullesthorpe Windmill; and on users of a section of the public bridleway W88 between Willey and Chuckey Hall and users of Mere Lane.
- 1.42 The key changes to the residual effects during operation at night include a reduction in the magnitude and level of effects experienced by people from the community of Ullesthorpe.
- 1.43 Other visual receptors are considered either not to experience any change in their view or to experience changes which would not be at a level that alter the judgments in the main ES.

Air Quality

- 1.44 The addendum ES re-modelled the operational impacts of increased traffic emissions arising from the additional traffic on local roads due to the remainder of the Hybrid development – with the operation of the DHL Supply Chain as part of the baseline. Concentrations were modelled for 15 ‘worst-case’ receptors, representing existing residential properties where impacts are expected to be greatest.⁴
- 1.45 The findings show that the increase in traffic volumes on local roads will lead to an increase in concentrations of PM₁₀ and PM_{2.5} at all existing receptors (as compared to the future baseline), but that concentrations will remain well below the statutory objectives, and the impacts will all be negligible. In the case of nitrogen dioxide, in 2021, the impacts will be negligible at most receptors, but slight adverse at four of the 15 receptors (Receptors 2, 3 and 4 adjacent to the A5 and 10 adjacent to the B4027), and moderate adverse at Receptor 1, also adjacent to the A5; these predictions are founded on a worst-case assumption that all traffic associated with the fully-operational rest of Hybrid development is on the road in 2021, when in reality, only half of the scheme will be implemented. In 2031, the impacts will all be negligible. In both 2021 and 2031 annual mean nitrogen dioxide concentrations will be well below the statutory objective.
- 1.46 The overall operational air quality effects of the development are judged to be not significant in both 2021 and 2031, and are unchanged from the conclusions described in the main ES Chapter 10.
- 1.47 The DHL Supply Chain scheme puts in place an HGV Routing Agreement that excludes HGVs from using the A426 through the Air Quality Management Area in Lutterworth town centre, and includes arrangements for monitoring (ANPR cameras) and enforcement (fines levied). Any sums raised from breaches of the agreement will be commuted to HDC for investment in their Air Quality Action Plan. The same obligation will be made by IDI Gazeley for the remainder of the Hybrid development.
- 1.48 Measures to reduce pollutant emissions from road traffic are principally being delivered in the longer term by the introduction of more stringent emissions standards, largely via European legislation. The Council’s Air Quality Action Plan will also be helping to deliver improved air quality.

Heritage and Archaeology

- 1.49 The implementation of the planning permission for the DHL Supply Chain will involve the construction of the Hybrid application’s largest and tallest distribution building on the highest part of the overall Hybrid site. The DHL scheme, with its associated infrastructure, lies within 500m of the Scheduled Monument of Bittesby Deserted Medieval Village (DMV). The upper storey of this building will be visible in views to the south-east and south from a small area at the highest point of the DMV at its northern extent. Although the DHL Supply

⁴ The main ES considers 16 receptors (listed in the main ES Chapter 10 at Table 10.3) including Emmanuel Cottage, Receptor 6, which is demolished by the DHL Supply Chain scheme. Receptor 6 is excluded from the modelling for the remainder of the Hybrid development.

Chain scheme will impact upon the heritage significance of the DMV, it will not do so to such a degree as to require reappraisal of its assessed significance in the main ES.

- 1.50 The construction of the DHL Supply Chain building c 75m to the east of Assets A7, A8 and A9, located on the ridge to the north-east of the DMV, will also result in an alteration to the setting of these (below ground) non-designated heritage assets, and to the setting of Bittesby House and Bittesby Cottages in that there will have been an introduction of modern development c 130m north-east of Bittesby House and c 30m south-east of Bittesby Cottages.
- 1.51 The DHL Supply Chain development will not, however, alter the intensive arable regime which will continue to operate across the remainder of the Hybrid site. This regime has a particular impact on the previously unknown heritage assets (prior to the investigations that have accompanied the Hybrid planning application) that are located on the ridge between the DHL Supply Chain site and the DMV. These assets (A7, A8 and A9) comprise a Roman ladder settlement and associated enclosures and demonstrably contribute to the significance of the DMV. Their topographic position renders them particularly vulnerable to erosion by ploughing, and it is likely that the buried remains within the site will be significantly impacted for the foreseeable future by continued intensive agricultural practices. It is known that, since the 1950s, almost all vestiges of the medieval landscape above ground (outside of the DMV) have been destroyed by modern agricultural use of the site.
- 1.52 The Hybrid application removes these assets from intensive arable cultivation and preserves them in situ within the proposed c 28 ha Meadow. The creation of the Meadow and the Country Park and their management will preserve and protect the DMV and associated ladder settlement in perpetuity. This will halt the attrition of the archaeological resource within areas currently ploughed, and the creation and management of the Meadow adjacent to the DMV will enhance the management of the DMV itself.
- 1.53 The main ES established a Medium Beneficial impact on Assets A7, A8 and A9 from the creation of the Meadowland and the removal of the heritage assets on the ridge from arable cultivation. This was a balance between the setting impacts upon the assets during and subsequent to construction of the DHL Supply Chain building and associated infrastructure and the benefits from the archaeology's effective preservation in situ.
- 1.54 With the change in baseline conditions subsequent to the implementation of the DHL Supply Chain consent, the balance shifts such that the creation of the Meadow and the management in perpetuity of the DMV and associated assets will result in a Large Beneficial magnitude of change to these assets.
- 1.55 The setting of the SM at Ullesthorpe will be altered through the introduction of views of the upper storey of the DHL Supply Chain building from the highest point of the designated site (Addendum ES Appendix 3A: Appendix F, View 5aiii). However, the heritage significance of the SM, established in the ES Chapter for Archaeology and Heritage, will remain unchanged.
- 1.56 Ullesthorpe Mill (a Grade II Listed Building) is located in the north part of the Ullesthorpe village. Distant views of the DHL Supply Chain building from the upper two storeys of the

Mill will be seen from its southerly aspect. This alteration will alter the Mill's setting, but it will not impact upon the heritage significance of the building.

Ecology and Nature Conservation

- 1.57 The addendum considers the impact on habitats and species that are known to occur at the site of the remainder of the Hybrid application for the duration of both the construction and operational phases assuming that the DHL Supply Chain development, with all mitigation in place, is operational by 2018.
- 1.58 The landscape scheme for the DHL Supply Chain development will incorporate extensive structural planting including mixed native woodland and scattered trees, enhancing areas of retained woodland. Mere Lane Lagoon within the northern extent of the site is to be retained and Sustainable Urban Drainage (SUDs) incorporated throughout the site. Open space within the northern, western and southern extents of the site is to be planted with a species-rich wildflower meadow mix.
- 1.59 The remainder of the Hybrid site forms a continuation of (from the DHL Supply Chain site boundary) the same habitats and associated faunal species, and the landscape scheme for the Hybrid will also incorporate extensive planting to continue the same high quality of habitat enrichment.
- 1.60 The addendum assessment finds there will be no residual effects on non-statutory designated sites, habitats or fauna resulting from the remainder of the Hybrid application development – either during the construction or operational phases.

Cumulative Impacts

- 1.61 The 55.41 ha site of the permitted DHL Supply Chain scheme lies fully within the boundary of the 230.83 ha Hybrid planning application site. Excluding land already within the Magna Park and the public highway, the net area of the permitted extension to Magna Park totals 38.71 ha. The net area of the extension for the remainder of the Hybrid application is 172.85 ha, of which just over half (87.75 ha) is given to the Country Park, Meadow and other publicly accessible green space.
- 1.62 The main ES for the whole of the Hybrid planning application, submitted in October 2015 and updated with further information in February, March and April 2016, included a cumulative impact assessment (CIA) for the whole of that planning application – that is, an assessment of the cumulative environmental effects of the DHL Supply Chain scheme with what is referred to in this Addendum as the 'remainder of the Hybrid application'.
- 1.63 The CIA for the whole of the Hybrid application also accounted for the cumulative environmental impact effects with 15 committed developments in the area (the list agreed with HDC), together with a further CIA that accounted for these 15 committed developments plus the proposals for symmetry park (as amended in November 2015).
- 1.64 Each addendum to the main ES that is set out here concludes, for the reason set out above, that the cumulative environmental effects of the remainder of the Hybrid application

with the permitted developments, including the DHL Supply Chain scheme, and with symmetry park, will be the same as set out for the Hybrid application as a whole in the main ES.

- 1.65 The sole changes are that the remainder of the Hybrid development excluding the DHL Supply Chain site will have no further impact on the following:
- the former lodge to Bittesby House, a non-designated heritage asset that is demolished by the DHL Supply Chain development;
 - the setting of Ullesthorpe Mill, which will be screened by the planting scheme for DHL Supply Chain; and
 - archaeological Assets A1-A3, A5, A6 and A10 that lie within the DHL Supply Chain site boundary, which are now preserved in situ.
- 1.66 In the operational phase, the main ES considers the cumulative effects to be not adverse for any environmental factor save for Landscape and Visual, Traffic and Transport, and Heritage. In all cases, the cumulative effects are not considered to be significant overall.
- 1.67 The main ES also concludes that the cumulative effects with the symmetry park proposals (in addition to the permitted developments) would not be significantly adverse except on the receptor of the local landscape, as a whole, around Magna Park, where at a local level the landscape effects are considered reduce over time with the establishment of the new landscape framework but remain significant principally as a result of the symmetry park development which would result in permanent loss of a tributary valley feature.
- 1.68 Although it is concluded that there will be significant sequential visual effects in the daytime on road users passing along the A5 and parts of the Coventry Road during construction and in the early years of the development, the combined effects are considered to be not significant in the mid-term.⁵ Night-time sequential visual effects experienced by users from the A5 are considered to be not significant during construction or operation.
- 1.69 The DHL Supply Chain scheme will deliver improvement works to the Whittle junction (A426/A4303) that will improve the operation of the junction over the current and predicted (future) 'without development' conditions under all cumulative impact scenarios.
- 1.70 The remainder of the Hybrid development will deliver improvement works to the Gibbet Hill A426/A5 junction that will also improve the operation of the junction over the current and predicted (future) 'without development' conditions under all cumulative impact scenarios.

Residual Impacts

- 1.71 The residual impacts are the social, economic and environmental effects of the remainder of the Hybrid development that remain post-mitigation.

⁵ See the amended conclusion in the update of ES Chapter 9 in the Clarifications and Supplemental Information addendum that is also published on 1 November 2016. The addendum takes into account (amongst other things) a phasing plan for the planting mitigation that proposes to begin the planting alongside the A5 and in the north of the Hybrid site in the area closest to White House Farm in year 1 of the implementation of the remainder of the Hybrid application. Thus the planting mitigation in the northern part of the site will have some 4-7 years' growth by the time the construction in this area begins.

1.72 These are, briefly:

- Socio-economics:

- 4,446 gross permanent FTE jobs created directly by the operation of the remainder of the Hybrid development, together with 1,422 temporary jobs during the construction period;
- £220.7m annually in GVA during operation, plus £56m from the construction.

These and the other socio-economic benefits associated with the remainder of the Hybrid development remain those in the main ES.

Based on the significance criteria, these benefits are 'Major Beneficial'.

- Traffic and transport:

- The maximum increase in delay at the Cross in Hand junction will increase by 1.8 second per vehicle, a negligible impact;
- The improvement schemes to the Gibbet Hill junctions will lead to performance improvements that are a significant benefit;
- The additional demand for bus services could lead to overcrowding that would be of moderate adverse significance, although depending on the commitments to be made by IDI Gazeley, the impact could be reduced and could potentially be beneficial, including for existing Magna Park employees; and

Overall, though the direct impacts on cyclists and pedestrian amenity will be beneficial, when balanced against the increase in HGV movements, the residual impact on cyclists and pedestrians is negligible.

- Noise and vibration:

Overall, the road traffic noise due to construction and operation is reduced, and remains negligible and not significant in the short and long term. There are no other changes to assessed noise levels during construction and operation.

- Landscape and visual

- Overall, the remainder of the Hybrid development have a lesser impact in landscape and visual terms than the Hybrid as a whole.
- The remainder of the Hybrid scheme is judged not to have significant landscape character effects by the mid-term, and to have a reduced and very limited significant residual visual effects in the mid to longer term.

- Air quality:

- Overall, the impact of the remainder of the Hybrid development on its own is judged to have a lower impact on air quality than the Hybrid as a whole, with still not significant effects.

- Heritage and archaeology:

- There will be no impact on Assets A1-A3, A5, A6 and A10 (as they will have preserved by historic record), or on the Lodge and Emmanuel Cottages which are demolished by the DHL Supply Chain scheme;
- There will be a positive impact on Assets A7, A8 and A9 from the removal of the area from cultivation and the implementation of the proposed landscape management plan.
- The operational and residual impact upon the group value of the assets located on the ridge to the east of the DMV is considered to be large beneficial.

- Ecology and Nature Conservation

There will be no residual effects on non-statutory designated sites, habitats or fauna during the construction or operational phases of the remainder of the Hybrid application (which is no change to the main ES).

Conclusion

- 1.73 The inclusion of the DHL Supply Chain scheme, with all its mitigation, within the baseline for the assessment of the environmental effects of the remainder of the Hybrid development results in reduced impacts on all environmental factors. The greatest changes are to the reduction in the residual effects on the landscape and visual receptors and on heritage and archaeological assets, coupled with the large beneficial magnitude of change to the non-designated heritage assets DMV located on the ridge to the east of the DMV and which contribute to its significance.
- 1.74 No changes however are considered to be so significant as to change the overall judgments. While the remainder of the Hybrid development will result in changes with some adverse impacts, these need to be considered in the temporal and geographic context within which the impacts occur. None is considered to be of more than local significance and all are considered acceptable.
- 1.75 Adverse impacts in the construction period – recognising that construction will be phased – will be short-lived and the overall significance will be low. Similarly, adverse impacts during the operation phase where these are judged occur in limited areas and considered overall to be not significant.
- 1.76 There are also traffic and socio-economic benefits that only the remainder of the Hybrid development will deliver:
- traffic:
 - Gibbet Hill improvements, which will improve the function of the junction over the projected 'without development' conditions; and
 - socio-economic:

- the social benefits⁶ arising from the Country Park (health and well-being, helping to contributing to reducing the district-wide shortage of country parks);
- the economic and social benefits arising from the Logistics Institute of Technology (first further and higher education institute in south west Leicestershire, skills in a growing, increasingly knowledge-based sector for which the area has competitive advantages, applied research in a sector under competitive pressures globally that is also critical to the UK economy), the Holovis expansion (jobs, small business growth in a high technology, knowledge-intensive sector), the Innovation Centre (small business growth, improved survival rates, commercial capture of research innovation), the Local Heritage Centre (education, community outreach, research), the Driver Training Centre (training in a sector of high skill shortages), the 140 HGV Park (for existing and new Magna Park occupiers, with indirect effects on and the Railfreight Shuttle) and the Railfreight Shuttle and associated terminal (on-demand service to increase the take-up of railfreight for existing and new occupiers whose sites offer no land for container storage, using no- and low-carbon traction vehicles to DIRFT and Rugby); and
- the social and economic benefits⁷ of the logistics cluster arising from the concentration of competing, inter-trading and complementary businesses, together with the LIT and Innovation Centre, on a single site, at scale and under the pro-active management of IDI Gazeley to optimise and capture the cluster benefits (agglomeration economies).

⁶ In addition to the associated environmental benefits arising from the very significant increase in biodiversity and the heritage benefits of the preservation and management in perpetuity of the DMV and the archaeology assets that form part of its setting.

⁷ In addition to the environmental benefits that follow from this concentration – e.g.: the reduced resources needed to deliver the remainder of the Hybrid (making use of existing Magna Park land, its highways, services farm and water attenuation and of the infrastructure that will be delivered by DHL Supply Chain, including the improvement works to the A426/A4303 junction and the works to Mere Lane and the A5 – with only the northern A5 roundabout remaining to be delivered) and the scope for operators to optimise the use of their HGV fleets (fuller and therefore fewer HGV journeys).

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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