

Meeting Report

Regarding:
Magna Park Lutterworth Community Liaison Group Meeting

Date:
05 July 2016

Attending:

- Nick Reseigh – Claybrooke Magna Parish Council chair (NR)
- Maggie Pankhurst – Magna Park is Big Enough (MP)
- Mike Perks – Lutterworth Town Council chair
- Edmund Hunt – Cotesbach Action Group (EH)
- Chris Faircliffe – Bitteswell Parish chair (CF)
- Gwyn Stubbings – IDI Gazeley (GS)
- Bruce Topley – IDI Gazeley (BT)
- Keith Beard – Magna Park Management Ltd (KB)
- Mark Kerr – PPS (interim chair) (MK)
- Rhian Ellis – PPS (secretariat) (RE)

Apologies:

Anthony Humphries – Willey Parish Council clerk
Gillian MacArthur – Claybrooke Parva Parish Council (GM)
Margaret Wild – Cotesbach Parish Council clerk (MW)

MATTERS ARISING

- 1 Introductions and apologies
In relation to membership of the CLG, it was agreed that organisations that had not responded to the invitation to take part in CLG meetings would be kept on the circulation list for information. MP noted that Ullesthorpe Parish Council may decide to attend future meetings.
- 2 Project update
GS provided an update on the planning application for the DHL Supply Chain facility explaining that due to a procedural issue the application was being re-considered by Harborough District Council's planning committee on 13 July. MP queried if Brexit would have an impact on the planning application for the DHL facility. GS and BT noted that DHL were fully committed to the planning application despite the delay in planning.

GS noted that the hybrid planning application for the expansion of Magna Park is due to be determined by Harborough District Council alongside DB Symmetry's "Symmetry Park" application in September or October.
- 3 Agree CLG Terms of Reference and minutes
The Terms of Reference were agreed by CLG members, with the exception of one amendment (Section 106 conditions would be reported as part of the agenda for each meeting). The minutes from the first meeting in April were also agreed. EH reiterated the potential for the CLG to collaborate with other developers in the area. MK advised that the CLG Terms of Reference and minutes would be published on the Magna Park Lutterworth website (<http://lutterworth.magnapark.co.uk/community>).

ACTION

PPS to update draft Terms with amendment on page one and publish Terms and minutes

4 Issues

At the initial CLG meeting in April members agreed to circulate any issues to be discussed at the following meeting. GS ran through the issues that had been sent and provided responses.

A. *Apparently broken promises:-*

CF noted that a key issue is the need for better communication between Magna Park and the community. It was acknowledged that the CLG would provide an opportunity for better dialogue.

- Provision of sports pitches for local use & Building an hotel.

A leisure and recreational area was approved in 1987 as part of the original Phase 1 masterplan. Subsequent planning permissions were also secured for a hotel at Magna Park. However a hotel was considered unviable at the time and there was a lack of interest from the local community for playing fields due to the remoteness of the site.

As part of the planning permission for Phase II it was considered more appropriate to invest in local leisure facilities. Accordingly c. £1.7m was paid as a contribution to the Lutterworth leisure centre.

- Access to the bunding for local people.

Access to the wood has been provided during Community Fun Days. The woods are also used regularly by the Police Dog Unit and Armed response for training. As part of the current extension proposals IDI Gazeley is looking at how the existing Magna Wood can be linked to the country park to provide wide scale access for local people. Consideration needs to be given to security as well as health & safety and insurance liabilities.

- £40,000 to be spent on reducing light pollution.

All of the original street lighting was replaced some years ago to reduce light pollution – it was suspected that the cost may have been in the order of £40k. The fittings may have been replaced again since then.

IDI Gazeley has recently acquired vacant Costco building. As part of refurbishment works carried out all of the internal and external lighting has been replaced and upgraded. This demonstrates our commitment to reducing light pollution whenever opportunities present themselves.

- £20,000 grant to each local parish on the granting of permission for the Stobart site.

All previous financial contributions to parish councils have been included within s106 agreements and are often necessary to mitigate the impacts of developments at Magna Park.

In relation to the proposed truck park for Stobart on Plot 7330 (11/01757/FUL) a draft s106 agreement was submitted to HDC for consideration. The draft agreement included a "Local Environment Contribution" of £100,000 to ameliorate the environmental impacts of the Development to be paid to the Council to then be paid to 4 Parish Council's and Lutterworth Town Council. HDC did not consider that the obligation complied with the CIL 122 test and the obligations were omitted from the final agreement.

- Effective reduction in the use of private cars.

The current bus service was part funded by Gazeley. The occupiers of some of the later units to be developed were required by the local highway authority to implement travel plans which set targets for reducing dependence on car travel.

In recent months two new bus services have been launched. New bus stops have been installed and a significant investment by IDI Gazeley and LCC has been made to a Magna Park wide car sharing initiative.

- Money to be spent on reducing light pollution after the granting of the DHL permission.

The draft s106 agreement for DHL (15/00919/FUL) carries an obligation to formally agree with the Council a "Lighting Management Plan". The management plan includes an obligation to make retrospective lighting improvements to warehouse units along Mere Lane to include directional, cut-off, LED lighting, including the installation of new light mounts, fittings and LEDs.

- No access to Mere Lane was to be allowed for Magna Park traffic; a condition and agreement which have been honoured for many years. Traffic through the villages will now be allowed/encouraged as part of the ambition to develop along the A5.

There is no condition or agreement in place to prevent Magna Park traffic using Mere Lane. A weight restriction on Mere Lane prevents its use for HGV's.

Magna Park was originally designed not to use Mere Lane as a means of direct access with all traffic to access Magna Park via the A4303. Conditions have been imposed on several past developments adjacent to Mere Lane to prevent direct access being taken from Mere Lane.

As part of proposals to develop along the A5, the current weight restriction on Mere Lane (beyond the new roundabout) will be maintained.

Automatic Traffic Count surveys were carried out along Mere Lane and surrounding villages in June 2013 and April 2016 – on both occasions no evidence of a significant surge in traffic during Magna Park shift turnovers in any village or along Mere Lane.

B. An apparently cavalier/cynical attitude to the planning system:-

- The nine acre site to the North West of Mere Lane was developed without planning permission.

Land developed without the benefit of planning permission is liable to enforcement action from the local planning authority. No enforcement action has ever been received in relation to the balancing pond located to the north of Mere Lane.

- The importing/exporting of large volumes of material was carried out contra to planning conditions.

No surplus material was exported from the site – this continued as a fundamental principle throughout the development of Magna Park for environmental and financial reasons. All the old WW2 concrete runways and tarmac areas were crushed for re-use. All surplus sub soil material was deposited in Magna Wood. The only material imported to the site was for

building purposes. No planning conditions were ever imposed in relation to the movement of materials.

- When George House was redeveloped the lake was conveniently omitted from the plans. When this oversight was pointed out the plans were withdrawn. The lake was then filled in, with complete disregard for wild life. The plans were then resubmitted.

Planning applications for a new George office building (06/01401/FUL) and the redevelopment of George House (06/01399/OUT) were submitted to HDC in September 2006 and both applications were withdrawn on 27th November 2006. This was due to further discussions being required with the highways authority and design concerns relating to the proposed George office building. Planning application 06/01399/OUT was based on two plans – Nos. 2227-133 (Location Plan) and 2227-60 Rev A (Proposed Site Plan).

Revised applications were submitted on 12th March 2007 (07/0414/OUT and 07/00419/FUL) and granted planning permission on 17th August 2008. The permitted revised application to re-develop George House (07/0414/OUT) was granted based on the same drawings Nos. 2227-133 (Location Plan) and 2227-60 Rev A (Proposed Site Plan). All of the drawings and information relating to these applications is available on the HDC website.

The pond was filled in during the demolition of George House and all of the wildlife, mostly fish, was carefully transferred to the lagoon to the east of Harrier Parkway before works commenced under the supervision of an ecologist.

- The bundings were not all built to approved plans. Despite assurances revised plans were not submitted.

The bunding which became known as Magna Wood was the subject of various amendments over the 20 life of the project as would be expected. Calculations of the volume of material changed as the development proceeded. A number of separate planning permissions (including 97/00836 and 99/01219) were obtained and the development ultimately completed in accordance with these. If this had not been the case it would have been open to the local planning authority to have taken enforcement action which they did not.

- When applying for the Stobart site it was stated that the land adjacent to the service area could not be developed because of disturbance to the Great Crested Newts. A short time later this argument seems to have disappeared as it became expedient to destroy most of the wildlife area to provide access DHL site.

The truck park permission granted for Stobart extended to 12.30 acres of hard standing alone (total site 16.63 acres). To extend the HGV yard to the rear of Plot 1500 would have required building over five ponds within an unfenced receptor area for Great Crested Newt's. Pre-application advice received from Natural England and Leics. County Council did not support development of this nature in this location. Hence an alternative location was pursued.

The access road to DHL does not directly affect the great crested newt breeding ponds and is proposed on the other side of the drainage lagoon, which does not support breeding newts. As a consequence the indirect impacts on the receptor area are less and compensatory terrestrial habitat can be provided on adjacent land.

- During the extension of one of the sites on Magna Park many thousands of tons of waste material were added to the bunding to the North of the site. The work to the bunding was undertaken without planning permission and destroyed several acres of wildlife habitat including that of Great Crested Newts.

Several of the individual planning permissions granted required material to be deposited to form Magna Wood. Application reference 01/01652/FUL approved earthworks to remove material from plot 1400 to plot 5410 and 5420 and to form Magna Wood on land to the north of roundabout on Hunter Boulevard.

Plot 6130 is the furthest most building. When granting permission the LPA imposed a condition (No.10) which required "All spoil material produced as part of ground works at the site hereby approved shall be deposited as part of works to Magna Wood".

Planning permissions have been granted for the forming of bunds and no wild life habitat was destroyed during construction of Magna Wood and certainly no GCN habitat as there were no pre-existing water bodies on this area of the old airfield or adjacent land at Fields Farm.

- There was an original condition prohibiting outside storage. Local inhabitants are understandably concerned by the potential fire hazard created by this practice. A considerable amount of outside storage of combustible materials now seems to be taking place.

No conditions of this nature on the original planning permissions granted. If a condition of this nature is imposed on individual units then it is the duty and responsibility of the individual operator to comply. If breaches of specific conditions on named units are taking place this is a matter for the LPA to address with the occupier. Magna Park Management Limited take health and safety very seriously and regularly inspect service yards to ensure good management practices are being adhered to.

1) lighting on the George building. 2 very bright lights shining south/south east along the a5 corridor and towards Cotesbach.

IDI Gazeley would be happy for Magna Park Management to raise this with George to see if a lighting review can be undertaken.

2) screening of the site - never achieving satisfactory levels and the new blue unit is quite exposed as a consequence.

Once the truck park planning permission is fully implemented this will create more substantial screening. The permitted scheme includes for substantial bunding and structural landscaping.

3) the lay-bys along a426 in particular are every Evening full of HGVs. Often generic haulage companies but sometimes ASDA, Stobart and other major magna park hauliers.

This is a common national issue. There are no restrictions on Magna Park HGV's utilizing lay-bys. However with the implementation of the permitted truck park in the future this should alleviate the Magna Park associated HGV's using the lay by.

**PPS to circulate
agenda for next
meeting including
suggested items**

In response to existing issues with HGV routing and traffic, GS said that he was optimistic the new bus services and car sharing schemes at Magna Park would help to address existing traffic issues. EH asked if reporting on bus service usage could be shared with the CLG. GS advised that the service was relatively new but they would be happy to share future reports on usage once they were generated. He added that Magna Park has installed six-five new bus stops on the site and they will be monitoring usage. It was suggested that either the-bus service company could be a potential speaker at a future CLG meeting.

NR asked if it would be possible to improve visual light pollution. KB confirmed that new technology was being used and installed which reduces light reflection on the buildings. He noted that whilst this helps to reduce light spill, there are health and safety requirements that require a certain level of light. CF noted that the light pollution has improved over the years and the CLG could be a forum to discuss future improvements. EH noted there were two bright lights on the George building pointing towards Cotesbach; it was agreed that an update on this issue would be an item on the next agenda.

5 Next meeting

The next quarterly meeting is due to take place on Tuesday 4th October 2016. It was suggested that the local police could present at the next meeting – NR suggested that several queries could be raised including HGV parking along the A5 and how to quickly and easily report offences.

It was agreed that site and routing plans would be tabled at the next meeting for ease of reference.

IDIG to contact local police regarding attendance at next meeting

IDIG/PPS to organise site and routing plans for next meeting