

# Meeting record

**Regarding:**

Magna Park Lutterworth Community  
Liaison Group

**Date:**

Tuesday 4<sup>th</sup> July 2017 6.30pm

Item	Minutes	Actions
1.	<p><b>Apologies</b></p> <ul style="list-style-type: none"> <li>• Tim Ottevanger – Ashby Parva PC</li> <li>• Chris Faircliffe – Bitteswell Parish Council</li> <li>• Edmund Hunt – Cotesbach PC</li> <li>• Cllr Tony Gillias – Harborough District Councillor</li> </ul>	
2.	<p><b>Agree minutes of 16<sup>th</sup> May 2017 meeting</b> Minutes were taken as read and will be uploaded to the website.</p>	
3.	<p><b>Introductions</b></p> <ul style="list-style-type: none"> <li>• Gwyn Stubbings – IDI Gazeley (GS)</li> <li>• Bruce Topley – IDI Gazeley (BT)</li> <li>• Keith Beard – Savills/IDI Gazeley (KB)</li> <li>• David Eden – Savills/IDI Gazeley (DE)</li> <li>• Mark Kerr – Newgate Engage (Chair) (MK)</li> <li>• Ellie Naismith – Newgate Engage (Secretariat) (EN)</li> <li>• Kate Durrans – Newgate Engage (Secretariat) (KD)</li> <li>• Barbara Dent – Monks Kirkby PC (BD)</li> <li>• Bill Wooliscroft – Monks Kirby PC (BW)</li> <li>• Maggie Pankhurst – Magna Park is Big Enough (MP)</li> <li>• Ian Bentlett – Harborough Magna PC (IB)</li> <li>• Cllr Adrian Warwick – Warwickshire County Council (AW)</li> <li>• Mike Perks – Lutterworth Town Council (MPe)</li> </ul>	
4.	<p><b>Matters arising</b></p> <p>MK ran through the actions from the previous meeting, and reported on the progress made with each of them.</p> <ul style="list-style-type: none"> <li>• The website has now been updated and all the meetings archived and labelled</li> <li>• Updates on meetings with the Warwickshire County Highways Authority have been included at Item 6</li> <li>• Planning related wording on lighting and responding to the application will be issued with these minutes</li> <li>• An update on the lorry park masterplan is included in Item 7</li> </ul>	<p>KD to include link with minutes</p>



	<p>which means that they will need to consider proposed developments across the wider area and supporting infrastructure requirements.</p> <p>AW observed that Duty to Cooperate meant that Warwickshire had taken some of Coventry's housing and employment requirements.</p> <p>GS explained that as part of the Local Plan process HDC will need to formally demonstrate that they have cooperated with neighbouring local authorities. In response to AW, GS stated there were no undeveloped plots at the existing Magna Park.</p> <p>GS explained there was no further expansion allocated for Magna Park in the adopted 2011 Core Strategy. A new Local Plan is on course to be adopted in be autumn 2018 with a plan period 2032.</p> <p>GS added that the IDI Gazeley's representations so far to the HDC Local Plan consultations were the same as the Hybrid Application – to grow the park by 200ha.</p> <p>In response to AW, GS stated none of the Magna Park expansion would encroach on the Warwickshire Green Belt. He noted that a draft of the new Local Plan (Proposed Submission) was due to be considered at the full council meeting on 10<sup>th</sup> July 2017.</p> <p>GS further observed that HDC did not have a 5 year housing land supply, and their continuation without an up-to-date Local Plan leaves them exposed to planning applications on unallocated sites as per the recent approval at appeal for 250 houses to the west of Lutterworth.</p> <p>MPe noted that LTC has supported the development purely on the basis of the infrastructure improvements they would bring.</p> <p>AW acknowledged that more councils should approve and condition applications rather than rejecting them only for them to be approved by an inspector.</p>	
<p><b>6.</b></p>	<p><b>Summary from IDI Gazeley with Warwickshire Highways Authority – Monday 22<sup>nd</sup> May</b></p> <p>GS explained that he had attended a meeting with Ben Simm on 22<sup>nd</sup> May and another on 4<sup>th</sup> July at HDC with a Leicestershire County Highways Representative and a HDC planning officer to ensure cross border transport communication between all local authorities. Discussions were regarding highways and vehicle movements for the Hybrid application and for the S106 contributions or improvements to Gibbett Hill Roundabout.</p> <p>GS stated that there were a number of applications which could deliver the improvements to Gibbett Hill Roundabout through S106 contributions and that whichever was approved first could either fund (in part) or deliver the improvement works. These applications were:</p> <ul style="list-style-type: none"> <li>• Rugby Gateway</li> <li>• Moto Application – M6 (Junction 1)</li> <li>• DIRFT Phase III</li> <li>• DB Symmetry, Symmetry Park</li> </ul> <p>GS noted that the DHL application would trigger an improvement to the Whittle Roundabout but a more thorough improvement would be implemented capable of accommodating the</p>	<p>KD to provide copy of signage audit to members with minutes</p>

	<p>Hybrid application if approved. The possibility of creating a Steering Group like at DIRFT III was also discussed, to focus on the delivery of Highways improvements and provide a mechanism to ensure problems would be solved should they arise.</p> <p>MK explained that S106 was specifically limited to mitigation against the impacts of planning permission development and therefore has to be linked specifically to the development.</p> <p>GS clarified that contributions must undergo a CIL 122 test to ensure they address issues related to the development as follows:</p> <ol style="list-style-type: none"> <li>1. necessary to make the development acceptable in planning terms;</li> <li>2. directly related to the development; and</li> <li>3. fairly and reasonably related in scale and kind to the development.</li> </ol> <p>In response to BW, GS noted that Highways England had not been involved in discussions and that the planning application related meetings were more related to vehicle routing rather than road infrastructure. The A5 Steering Group should provide the forum to join up strategy between County Councillors and Highways England.</p> <p>BW said that he was still in discussion with Warwickshire and Leicestershire MP's to lobby for more involvement from Highways England; discussions have stepped up since the election.</p> <p>GS added that discussion with Warwickshire Highways also covered cross party signage between the two authorities. Consideration was given to the idea of holding a financial bond through the S106 to invest in improved signage if needed in the future.</p> <p>GS explained that IDI Gazeley had carried out an extensive signage audit and provided it to Warwickshire. Further comments on the audit from CLG members should be provided to Ben Simm at Warwickshire County Council.</p> <p>In response to BW, GS stated that the routing map that was provided at the last meeting had not been discussed at their meeting.</p> <p>BT noted that in order for routing in head leases for Magna Park customers to be formally reviewed a letter would be needed from Warwickshire Highways Authority advocating the change.</p> <p>BW will continue to the pursue this.</p>	<p>KD to include audit with minutes</p> <p>BW to report on progress</p>
<p><b>7.</b></p>	<p><b>Update on Magna Park Lorry Park proposals – Friday 30<sup>th</sup> May</b></p> <p>GS stated that plans for the Lorry Park were on-going with potential operators. The already permitted HGV parking scheme was on hold until the decision on the Hybrid application.</p> <p>GS noted suppliers who were involved in the talks:</p> <ul style="list-style-type: none"> <li>• GasRec</li> <li>• Keltruck</li> <li>• Scania</li> </ul> <p>In response to MPe, GS stated that there would be facilities on site to accommodate driver's amenity needs, as well as a centre to HGV driver training facility and maintenance facility.</p>	

	<p>GS added that he is also aware of the Moto application (R17/0011 Rugby Borough Council) for a new service station on Junction 1 of the M6, which appears to include a lorry park and would also help reduce the pressure on HGV parking in lay-by's in the local area and at Magna Park.</p>	
8.	<p><b>Future meeting and speaker suggestions</b></p> <p>IB asked for an update on the approach to Highways England for a speaker to attend.</p> <p>In response, MK stated that this was ongoing.</p> <p>GS agreed this was a good idea and will follow up.</p>	<p>EN/KD to look into Midland Connect Speaker.</p>
9.	<p><b>AOB</b></p> <p><u>Fireproofing buildings</u></p> <p>Following an email from MP, and in response to the fire at Grenfell Tower, discussion was held regarding fire safety of warehouses at Magna Park.</p> <p>MK observed that fire requirements were much less than in residential buildings compared to commercial and hotel developments but following the incident at Grenfell this should now change.</p> <p>BT explained, the external cladding envelope systems used on IDI Gazeley buildings at Magna Park, Lutterworth are either a composite cladding panel which consists of an insulation core, bonded to and encapsulated by metal sheets, or built up cladding which consists of two skins of metal sheet with insulation between.</p> <p>The manufacturer of the insulated composite panels specified for the earlier units at Magna Park were Luxalon – Hunter Douglas, on more recent units composite panels manufactured by Kingspan were also approved for specification and use on units at Magna Park.</p> <p>The cladding systems that are specified are insurance approved to the Loss Prevention Certification Board (LPCB), Loss Prevention Standards (LPS) or FM Global (FM). These are insurance certifications and covers that are recognised by the World's leading regulatory authorities, Industry and Governments to set the standards needed to ensure that fire and security products and services perform effectively. These certifications offer independent, third- party approval confirming standards have been met and continue to be met and have become Internationally recognised marks of trust'</p> <p>This certification will mean that the Panels will not propagate, nor add to the spread of fire and in certain applications can also provide levels of fire resistance and insulation. In addition, the cladding type used has always been designed to meet the relevant Building Regulations Approved Document B. This requires that all large single storey buildings for industrial or storage use over 20,000 square metres must have sprinklers fitted, be compartmentalised or have a fire engineered solution approved by building control.</p> <p>Furthermore, all units at Magna Park Lutterworth are connected to a central sprinkler system.</p> <p>Therefore, the current IDI Gazeley specification is robust and designed to meet all applicable fire safety standards. In summary all buildings constructed at Magna Park will have received</p>	<p>Share lighting document to members</p>

	<p>final completion certificates by Building Control which provides formal evidence that the building works have been approved and that the works have been carried out in accordance with the Building Regulations.</p> <p><u>Magna Park Newsletter</u></p> <p>EN explained that an update newsletter would shortly be issued to the local community. As part of that, a section on the CLG and to report on progress. This article would be comprised two interviews, one with GS and one with another member of the CLG.</p> <p>EN asked for members of the group who were interested to get in touch.</p>	
<p><b>10.</b></p>	<p><b>Date of next meeting</b>  Tuesday 3<sup>rd</sup> October 2017</p> <p>The date was approved and the meeting closed at 19:50.</p>	