Leicester and Leicestershire Strategic Distribution Study: Update and Refresh of Outputs and Conclusions

Scope B

A Technical Report prepared for Harborough District Council

September 2016

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1. INTRODUCTION

MDS Transmodal and *Savills* were commissioned in December 2013 by the *Leicester and Leicestershire Housing Planning and Infrastructure Group (HPIG)* to undertake the *Leicester and Leicestershire Strategic Distribution Study (SDS*). The main objectives of the study were to enable a better understanding of the strategic distribution sector and objectively determine future need, together with managing change and supporting sustainable economic growth. HPIG represents the county's local planning authorities, *Leicestershire County Council* and the *Leicester and Leicestershire Local Enterprise Partnership (LLEP)* on spatial planning matters.

The study was undertaken in three phases, as follows:

- Part A: Review and Research;
- Part B: Planning for Change and Growth; and
- Part C: Developing a Strategy for the Distribution Sector in Leicestershire[1].

An interim report covering Part A of the study was presented to HPIG in Spring 2014. It essentially presented a 'baseline' position with regards to the distribution sector in Leicestershire. A second interim report covering Part B of the study was presented in early Summer 2014. It concerned planning for change and growth, and included land use forecasts for the strategic distribution sector in Leicestershire and the East Midlands alongside recommended broad areas where future demand would be best located.

A Final report (Part C) was agreed in late 2014, which took into account and was supported by the findings of Parts A and B. It developed a recommended strategy designed to maintain and enhance the county's established competitive advantage and enable growth for the strategic distribution sector in Leicestershire.

Harborough DC is in the process of developing a new local plan, and as part of this process an *Options Consultation Paper* (OCP) was published in September 2015. Referencing the findings of the Leicester and Leicestershire SDS, the OCP presented three potential options with regards to providing additional land for strategic distribution in the district. All three potential options involved sites adjoining or close to the existing Magna Park strategic distribution development. As the OCP states, these were put forward "as these offer a range of potentially deliverable alternatives adjoining this established development. We will consider other opportunities that may come

[1] The main study area, the county of Leicestershire, is the same as that covered by the LLEP. In local Government terms, the study area comprises the City of Leicester unitary authority along with those parts of the county administered by Leicestershire County Council and the seven district councils. As per the initial study reports, for ease and consistency 'Leicestershire' is the term used throughout this document to refer to the LLEP area and these local authorities on a collective basis.

forward during the period this new Local Plan is under preparation. The options reflect those sites for which planning applications have either been submitted or are envisaged" (OCP, Para 132).

Now Planning, acting on behalf of property developer IDI Gazeley (the developer of the Magna Park strategic distribution site), submitted a response to the OCP in October 2015. A number of concerns were raised in the response, including the ongoing absence of a robust assessment of the district's employment land needs (the SDS was purely focused on the strategic distribution sector) and a lack of collaboration with other authorities under the Duty to Co-operate principle.

Alongside the OCP and to also inform the new Local Plan development, an *interim Sustainability Appraisal (ISA)* was published. This did not specifically include a sustainability assessment of the three afore-mentioned potential options with regards to providing additional land for strategic distribution in the district. At the time, this omission was justified on the basis that it was considered beneficial to gather further evidence to support such an assessment. Subsequently, a second *interim sustainability appraisal report (ISA2)* was published by Harborough DC in February 2016, which aimed to address this omission. ISA2, which supplements the earlier ISA, sets out a discussion of alternatives (including consideration of each option individually and in combinations) followed by a sustainability appraisal. It was intended that the findings of ISA2 would feed into the new draft Local Plan preparation, as well as informing decisions on any subsequent planning applications. The ISA2 also references the findings of the Leicester and Leicestershire SDS.

Harborough DC subsequently undertook a consultation exercise on its ISA2. As part of that exercise, *Now Planning* (again on behalf of property developer IDI Gazeley) submitted a response to Harborough DC in February 2016. In particular, the Now Planning response makes a number of observations and comments on the outputs and conclusions contained in the Leicester and Leicestershire SDS reports. It highlights what it regards as weaknesses in the methodology adopted and places a different interpretation of some of the conclusions reached.

Alongside the new Local Plan preparation process, *Harborough District Council (DC)* have received a number of planning applications for large scale B8 development, notably from developers IDI Gazeley, ProLogis and DB Symmetry. Three of these applications essentially reflect the potential options outlined in the OCP. Two of the applications are by IDI Gazeley, and involve what they consider as extensions to the existing Magna Park. The third application (DB Symmetry) is located close to but south of Magna Park.

The combination of the above developments has necessitated an update (re-fresh) of some of the outputs contained in the Leicester and Leicestershire SDS reports, together with a requirement for clarifications on number of the conclusions reached and recommendations. As a result, MDS Transmodal were commissioned in June 2016 by Harborough DC to undertake further consultancy work related to these updates and clarifications. Three separate but inter-linked scopes of work were subsequently drafted by Harborough DC, namely:

- Scope A: Clarifications on conclusions and recommendations;
- Scope B: Update and re-fresh of outputs and conclusions; and
- Scope C: Wider market developments and implications for Leicestershire.

This document forms the formal written report covering Scope B. The Terms of Reference for Scope B are presented in Appendix 1. Separate reports have been prepared covering Scopes A and C respectively, and each document can be considered a 'stand-alone' report (albeit there are references to data or conclusions contained in the other reports). However, all three reports will feed into the new draft Local Plan preparation, as well as informing decisions on subsequent planning applications.

This Scope B report, which should be read in this context, addresses the following issues, namely:

- An update/re-fresh of the land use demand forecasts and site supply data presented in the Leicester and Leicestershire SDS;
- To distil and apply the spatial recommendations of the Leicester and Leicestershire SDS to Harborough district, with particular emphasis on advice covering Local Plan policy preparation; and
- Clarification on the recommended next steps for Harborough DC following completion of the Leicester and Leicestershire SDS.

2. LAND USE FORECASTS AND SITE SUPPLY – UPDATE

The main aim of this section is to review and refresh the land-use forecasts undertaken for the Leicester and Leicestershire Strategic Distribution Study (SDS).

The Leicester and Leicestershire SDS concluded that the key to maintaining the East Midlands' established competitive advantage in the logistics sector (and by extension Leicestershire) is the continued development of new commercially attractive sites, a significant proportion of which will need to be directly rail served. To quantify this in land-use terms, the SDS undertook a forecast of future demand for new-build large scale warehousing across the East Midlands region and Leicestershire sub-region (Part B and Final Report). The outputs from this forecasting exercise, as they apply to Leicestershire, are reproduced in the table below.

Table 2.1: Total Gross New-Build Floor Space and Associated Land Requirements to 2036 (high replacement scenario)

	000s sq m			
Year	2021	2026	2031	2036
Leicestershire				
Replacement build	675	900	1,260	1,643
Growth Build	87	136	185	244
Total	**762**	**1,036**	**1,445**	**1,886**
Land required (ha)	**191**	**259**	**361**	**472**

Source: MDS Transmodal forecasts from Leicester and Leicestershire SDS 2014
Land required - floor space is 40% of plot footprint

The total gross warehouse new-build which can be expected up to 2036 in Leicestershire is in the order of 1.9 million square metres for the high replacement scenario. It is important to note that the forecast was an estimate of *total gross warehouse new-build* to 2036. While planners often consider 'net change' in floor space (new floor space – floor space demolished), for warehousing the gross new-build rate is the more important figure as, in many cases, new capacity will need to be accommodated at new sites. Also note that the 'Land Required' figure is not an estimate of the quantum of new land that needs to be brought forward by 2036; it is simply an estimate of the land required to accommodate the floor space forecasts on the basis that a warehouse occupies 40% of a plot footprint. The current supply at suitable existing sites with B8 consents and sites in the planning pipeline were subsequently considered (see below).

By way of summary, the Leicester and Leicestershire SDS forecasts took into account the fact that demand for new-build warehousing is a combination of two factors, namely:

- The requirement to continually replace existing warehouse capacity which is 'life expired' (replacement build); and
- The need for additional floor space to handle long-term growth in traffic volumes (growth build).

The 'replacement build' element of the total gross new-build forecasts accounted for the following:

- The need to continually replace existing warehouse capacity which has become physically or functionally obsolete;
- The trend towards distributors occupying larger units to gain economies of scale; and
- Changes in market conditions over time, which means occupiers will seek new facilities in 'the best locations' in order to enhance competitiveness e.g. re-locating to rail-served sites.

The forecasts assumed that 73% of the existing warehouse stock in the East Midlands (and by extension Leicestershire) will be 'replaced' due to one of more of these reasons by 2036. This figure took into account the current time-frame (25-30 years) over which the major developers are known to depreciate their warehouse assets (Paragraph 4.4 of Part B Report). However, the SDS report also acknowledges that existing buildings beyond this point in time may often by re-furbished and then re-let follow the existing occupier departing for a replacement new-build unit (rather than being demolished).

It is also worth re-iterating that the forecasts have been undertaken on the basis that existing distribution centre occupiers in Leicestershire and the wider East Midlands will commission their new warehouse facilities in broadly the same location as their redundant building i.e. they do not re-locate to the competing regions or ports (Paragraph 4.10 of the Part B report)

The growth build element was estimated using the MDS Transmodal GB Freight Model. Forecast growth in traffic to Leicestershire distribution centres was subsequently converted into floor space using generally accepted factors which relates tonnes to square metres (the 'growth build' element). This was then added to the 'replacement build' element to calculate total gross new-build for Leicestershire.

The forecasts also considered a scenario where the rate of replacement begins to slow compared with historical trends. This 'low replacement scenario' assumed that around 50% of the existing stock will require replacement up to 2036. However, for the reasons presented in at Paragraph 4.21 of the Leicester and Leicestershire SDS Part B report, the 'high' replacement scenario (reproduced above) should be considered as the preferred option going forward for planning purposes.

The proportion of the forecast gross new-build likely to demand a plot at a rail-served site was subsequently considered. Currently, only around 6.5% of the regional floor space capacity is directly rail-served. The only rail-connected building in Leicestershire is the new M&S NDC at East Midlands

Distribution Centre near Castle Donnington. However, the Leicester and Leicestershire SDS concluded that we should expect a much greater proportion of the future new-build to locate at rail-served sites across the region taking into account national planning policy which is encouraging major freight activity to locate at rail-served sites (for sustainability and commercial reasons) and commercial trends within the logistics sector itself (Part B Report, Paragraph 5.8).

Leicester and Leicestershire SDS therefore concluded that it will be warehousing units above 25,000 square metres that will benefit from or be of a nature to be attracted to sites with rail terminal facilities. This is supported by data in the Scope A report (Section 5) which shows the size of the units being planned for the three new SRFIs currently proposed for the East Midlands region (East Midlands Intermodal Park, East Midlands Gateway and Rail Central) and the expanded DIRFT SRFI (DIRFT Phase III). With one or two exceptions, all of the units planned are greater than 25,000 square metres.

Analysis of VOA records shows that around 58% of regional floor space is in units greater than 25,000 sq m. We therefore applied this figure to the forecast demand going forward i.e. 58% of future forecast demand locating at a rail-served site. On that basis, the preferred high replacement scenario suggests *274ha of rail-served land* will need to be developed by 2036 across Leicestershire. By a process of deduction, the preferred high replacement scenario suggests *198ha of land at non rail-served sites* will need to be developed by 2036 across Leicestershire.

Having reviewed the methodology and assumptions adopted in the forecasts together with the outputs (gross new-build and land required), we are confident that they still represent a robust forecast of expected future new-build rates across Leicestershire. To reiterate the clarification presented in the Scope A report (Section 3), the forecast figures should be viewed as minimum requirements going forward in order that a geographical spread of commercially attractive sites is always available across the county; it is not a maximum cap or target. The comments clarifications presented in Section 5 of the Scope A report are also relevant to the above. However, we have subsequently reviewed the assessment of current supply at existing sites with B8 consents or sites in the planning pipeline.

Supply at Rail-Served Sites

Table 5.3 in the Leicester and Leicestershire SDS Part B Report (subsequently reproduced at Table 2.7 in the Final Report) presents expected site supply to 2036 (either with B8 consents or seeking/awaiting consents) for rail-served sites across the East Midlands. Table 5.4 in the Leicester and Leicestershire SDS Part B Report (subsequently reproduced at Table 2.8 in the Final Report) subsequently compares expected site supply with the forecast demand figures. There are no changes to report to the site supply figures indicated, and hence no changes to the forecast shortfall for rail-served plots. The only amendment to note is that the East Midlands Gateway SRFI at

Kegworth has since received planning consent from the Secretary of State by means of a Development Consent Order. The table below therefore remains the position with respect to future demand and supply in Leicester at rail-served sites.

Table 2.2: Forecast Demand and Supply to 2036 for Leicestershire – Rail-served Sites

	ha			
Year	2021	2026	2031	2036
Rail Served Leicestershire				
Supply - Land planned for rail-served sites	159	159	159	159
Forecast demand - high	111	150	209	274
Shortfall - high	48	9	-50	-115

Source: Leicester and Leicestershire SDS 2014 (MDST and Savills)

For completeness and related to the above, the updated position with respect to the various SRFIs planned for the East Midlands is presented in Appendix 3. The preferred high replacement scenario therefore still suggests that around *115ha of new land at rail-served sites* will need to be brought forward by 2036 once existing consents and potential sites are accounted for. This suggests *one further SRFI* will need to be brought forward within Leicestershire up to 2036 (and towards the end of the planning period considered), given that the SRFIs currently planned for the region are in the 100-150ha size range.

It is worth noting that, under the Planning Act 2008, rail-served strategic distribution facilities greater than 60a (SRFIs) are now classed as *Nationally Significant Infrastructure Projects (NSIPs)*. Consequently, planning consent is sought via a Development Consent Order (DCO) rather than from a local planning authority. DCOs for SRFIs are granted by the Secretary of State for Transport following an independent examination and recommendation by the Planning Inspectorate. Under the DCO process, promoters of SRFIs are required to consult local authorities at various stages of the application. As outlined in the Leicester and Leicestershire SDS Part A Report (Section 7), the Secretary of State will use the *National Planning Statement for National Networks* as the primary basis for making decisions on DCOs.

Supply at Non Rail-Served Sites

Table 5.6 in the Leicester and Leicestershire SDS Part B Report presented expected site supply to 2036 at road-only connected sites in Leicestershire. This was prepared by *Savills*, who were jointly commissioned with MDS Transmodal to undertake the SDS. As part of this commission, Savills were asked to provide an update and re-fresh with respect to the information shown in Table 5.6 together with adding any appropriate new sites which have since been granted B8 consent or being considered by the planning system (i.e. incorporate developments since the data was compiled in 2014). It should be noted that this factual data supply task was Savills only contribution to this commission (Scopes A, B and C). They have not undertaken any further analysis and nor are they party to any of the conclusions reached. The table below shows the current position (start of June 2016) with respect to sites with B8 consents.

Table 2.3: Existing Road-only Sites with B8 Consents in Leicestershire

Scheme Name	District	Developer/ Owner	Remaining (ha)	Floorspace Available (sq. m)	Comments
Optimus Point, Glenfield Road, Leicester (J21A, M1)	Blaby	Wilson Bowden/M&G Real Estate	9.49		Two speculative units with full planning permission for B1(c), B2, B8 under construction on plots 50 and 60 - 14.76 ha: Optimus 205 (25,705 sq. m) and Optimus 276 (19,057 sq. m) (ref. 14/1062/1/PX). 8.2 ha site for 25,548 sq. m unit pre-let to Boden in February 2016. Unit of 2,787 sq. m on plot of 1.0 ha let to Everards (ref. 15/0818/RM).
New Lubbesthorpe, Blaby (M69/M1, J21)	Blaby	Hallam Land Management	21.00	56,700	Outline planning permission granted as part of Lubbesthorpe SUE (ref. 11/0100/1/OX). Total employment land 21.0 ha: 14.2 ha B8 (56,700 sq. m); 1.9 ha B1 (7,600 sq.m); 4.9 ha B2 (19,700 sq. m). Not currently marketed. New bridge over the M1 under construction - completion due August 2016.
Barwell West, Hinckley	Hinckley & Bosworth	Taylor Wimpey/ Barwood/ Aignscough	6.20	24,800	Resolution to grant outline planning permission for B2/B8 as part of Barwell SUE. M69, J2: 8km to the south. Adjacent to existing Moat Way employment area. Local employment site. Not currently being marketed.

Logix Distribution Park (aka Hinckley Commercial Park)	Hinckley & Bosworth	Goodman	0.00	0	No land remaining at Hinckley Logistics Park.
Interlink 130 (formerly Prime Link), Bardon (J22, M1)	North West Leicestershire	Wilson Bowden/Goodman	0.00	12,077	Unit complete. Available to Let. Site area 2.75 ha.
Interlink 225 (formerly Maximus 22), Bardon (J22, M1)	North West Leicestershire	First Industrial	0.00	20,903	B8 unit under construction. Available to Let. Site area 5.86 ha.
Sawley Crossroads, north of A50, Castle Donnington (J24, M1)	North West Leicestershire	Wilson Bowden	0.00	60,000	Planning ref. 15/00015/FUL. Full planning permission for B8 unit of 56,711 sq. m for Aldi Regional Distribution Centre. Outline consent for additional B8 use up to a maximum of 60,000 sq. m – allocated to Aldi expansion and therefore not available.
Ivanhoe Business Park, Ashby-de-la-Zouch	North West Leicestershire	Clowes	0.81	3,252	Outline planning permission for B1, B2 and B8. J13, A42: 3.2 km. J22, M1: 17.7 km. Terrace of units currently under construction. Plans for further speculative office development. Maximum industrial floorspace capacity remaining 3,252 sq. m.

Leicester Distribution Park, Sunningdale Road, Leicester	Leicester City	Blackrock / Graftongate	17.74	89,446	Outline planning permission granted April 2015 (ref. 20142237) for 89,466 sq. m of B2/B8 floorspace. Partial redevelopment of Sunningdale Industrial Estate. LCC estimate a net loss of floorspace 29,633 sq. m and no net gain of employment land. Maximum unit size 83,333 sq. m.
Mountpark, Bardon (Little Battleflat Farm, Beveridge Lane, Ellistown) (J22, M1)	North West Leicestershire*	Mountpark	0.00	42,017	Unit 1 - 116,667 sq.m - pre-let to Amazon. Unit 2 (34,945 sq. m) & 3 (7,072 sq. m) under construction.
Watermead Business Park, Phases II and III, Syston	Charnwood	Raynsway Properties	tbc	tbc	Outline planning permission for B1/B2/B8 on a 15.7 ha site.
Midas 22 (former Nailstone Colliery), Nailstone (J22, M1)	Hinckley & Nuneaton / North West Leicestershire	Curtis Hall	55.00	92,903	Outline planning permission for up to 92,903 sq. m. Reserved matters planning permission for 3 units of 33,259 sq. m, 34,395 sq. m and 25,455 sq. m (ref. 14/00951/REM). Pre-commencement conditions satisfied. Site can accommodate up to 116,129 sq. m, subject to planning.
Total			**110.24**	**402,098**	

*Source: Savills * Part of site lies in Hinckley and Bosworth district*

Data up to date at time of production (start June 2016)

Overall, it would appear that there is around 110ha of land with B8 consents across 6 sites currently available in Leicestershire. On closer examination, however, the Barwell West site does not in our view fully meet the site identification and assessment criteria detailed in the Leicester and Leicestershire SDS (Final Report, Section 3.2). In particular it is poorly located with respect to the national motorway network (circa 8km to the M69 via the A47 and A5) and the plot sizes do not appear to be strategic in nature (at least 3ha allowing an individual unit of 9,000sq m or more). We would therefore discount this from the analysis, suggesting an existing site supply quantum of around 104ha. Midas 22 and Leicester Distribution Park are new sites when compared with Table 5.6 from the SDS. The revised position with respect to future demand and supply in Leicester at non rail-served sites is shown in the table below.

Table 2.4: Forecast Demand and Supply to 2036 for Leicestershire – Non Rail-served Sites

	ha			
Year	2021	2026	2031	2036
Non Rail Served Leicestershire				
Total Supply - Available at current sites	104	104	104	104
Forecast Demand - high	80	109	152	198
Shortfall – high	24	-5	-48	-95

Taking into account sites with existing B8 consents, there is a short-fall in appropriate sites over the long term. The preferred high replacement scenario suggests that at least 95ha of new land at road only connected sites will need to be brought forward within Leicestershire up to 2036. The other point to note is that, with the exception of Leicester Distribution Park, all the sites are offering units with floor space in the 20-35,000 sq m range. As will be discussed in Section 3 below, ensuring a sufficient quantum of land with an appropriate geographical spread is always available is only part of the equation; plots with a variety of sizes and the capability of accommodating very large scale units circa 100,000 sq m should also be available.

The table below shows sites currently being considered by the planning system (start of June 2016).

Table 2.5: Road-only Sites in the Planning Pipeline in Leicestershire

Scheme Name	District	Developer/ Owner	Land (ha)	Floorspace (sq. m)	Comments
Magna Park extension (Land at Mere Lane, Bittesby)	Harborough	IDI Gazeley	21.86	100,844	Outline planning application with part full planning. Full planning application (ref. 15/00919/FUL). Gross site area 55.16 ha. Proposal for new distribution facility for DHL Supply Chain to be brought within existing Magna Park management regime. Decision pending.
Magna Park extension	Harborough	IDI Gazeley	61.64	326,250	Outline planning application (ref. 15/01531/OUT). Warehousing 83.5 ha (including DHL Supply Chain site). Decision pending.
Symmetry Park (Land adj. To Glebe Farm, Coventry Road, Lutterworth - Magna Park)	Harborough	DB Symmetry	53.57	278,709	Outline planning application (ref. 15/00865/OUT) for 278,709 sq. m of B8 floorspace. Maximum unit size 116,128 sq. m. Gross site area 88.67 ha. Decision pending.

West Loughborough	Charnwood	William Davis	16.00	64,000	Resolution to grant outline planning permission for a total 16 ha of mixed employment land as part of the West of Loughborough SUE.
Broad Nook Garden Suburb, Rothley	Charnwood	Palmer Tomkinson Trust / Cooper Family	13.50	54,000	Direction of Growth in adopted Charnwood Core Strategy. Consultation masterplan shows 15 ha total employment land. Charnwood states 13.5 total.
Total			**166.57**	**823,803**	

Source: Savills

Data up to date at time of production (start June 2016)

Overall, it would appear that there is around 166ha of land across 5 sites currently being considered by the planning system in Leicestershire for strategic distribution. However, closer examination suggests the two sites in Charnwood (West Loughborough and Broad Nook) should be discounted from the analysis. Both sites are proposing small-medium scale mixed employment, rather than large scale B8 (strategic distribution). Neither is offering large plots that will be required by the market, and they do not conform to the site safeguarding advice presented in the Leicester and Leicestershire SDS Final Report (Section 3.7). Both sites are also located close to residential areas. We would therefore discount these sites from the analysis, suggesting that around 137ha of new land could be brought forward for strategic distribution.

Further, it should also be noted that both the Gazeley and DB Symmetry proposals are offering a range of plot sizes from 3.5ha to 28ha. As noted above, this contrasts with the existing site supply which, with one exception, is only offering plots at the lower end of the size range.

It should be noted that since the production of the analysis above, it is understood that Harborough DC have granted planning consent for the IDI Gazeley development at Mere Lane, Bittesby (just over 21ha).

3. HARBOROUGH DC LOCAL PLAN IMPLICATIONS

The main aim of this section is to distil and apply the spatial recommendations of the Leicester and Leicestershire SDS to Harborough district, with particular emphasis on advice covering Local Plan policy preparation.

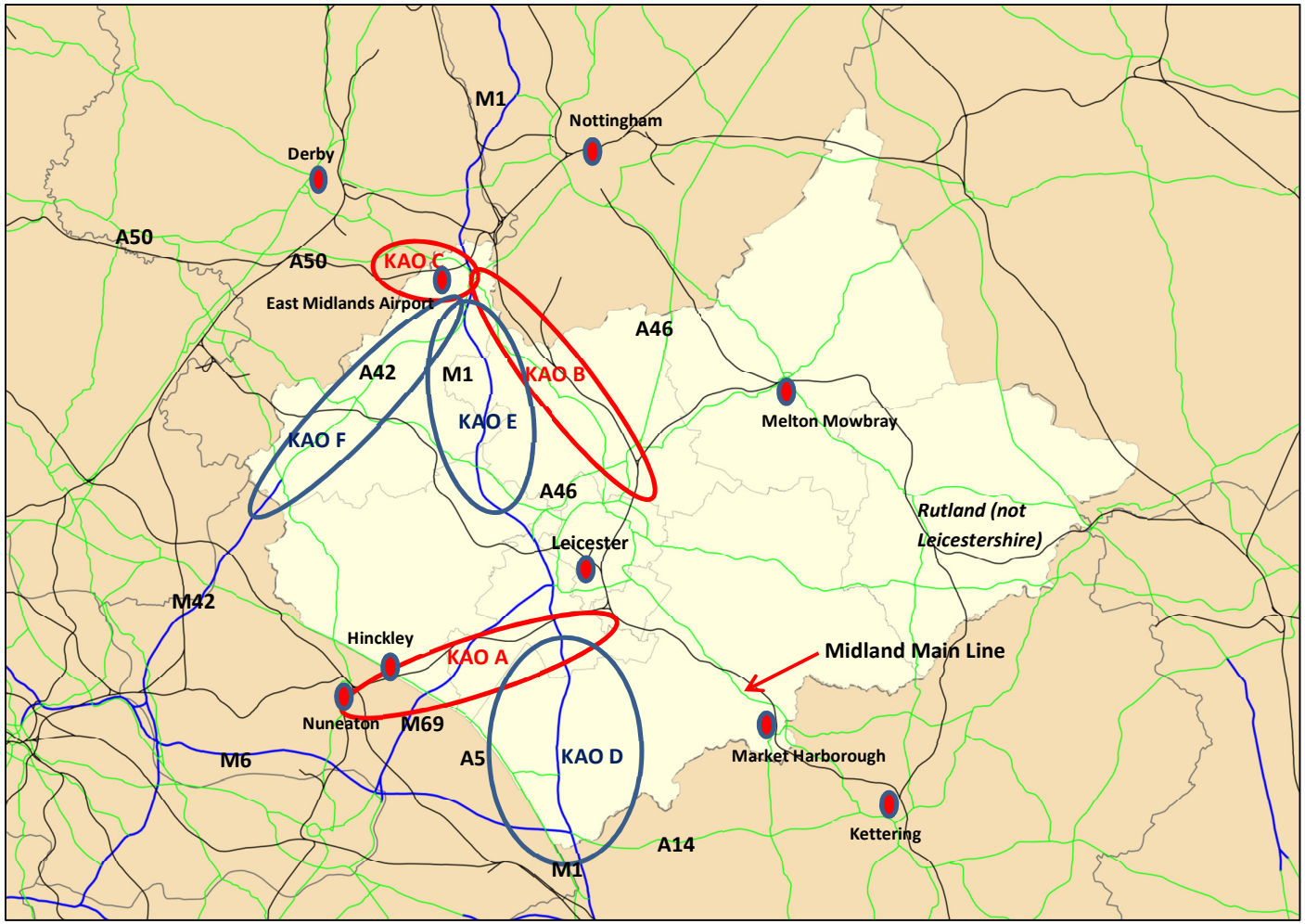
As concluded at Paragraph 3.13 of the Leicester and Leicestershire SDS Final Report, the conclusions with respect to the quantum of land required for strategic distribution (which are 're-freshed' and represented in Section 2 above) should be considered central to the drafting of local plan policy. The analysis has identified need to bring forward appropriate new strategic distribution sites by 2036.

Further, the Scope A document clarified (and confirmed) that these demand forecast figures should be viewed as minimum requirements going forward in order that a geographical spread of commercially attractive sites is always available. In practical terms, the quantum of land allocated to strategic distribution should always exceed expected demand in order to maintain a competitive market; multiple strategic sites with vacant plots at different geographic locations should always be available. The demand figures should therefore not be viewed as 'targets' or maximum levels of provision which should not be exceeded. In addition, ensuring a sufficient quantum of land with an appropriate geographical spread is only part of the equation; plots with a variety of sizes and the capability of accommodating very large scale units circa 100,000 sq m should also be available.

The Leicester and Leicestershire SDS identified a number of 'Key Areas of Opportunity'; it is broadly within these identified key areas where individual sites commercially attractive to the logistics market are likely to be located (Part B Report, Section 6). The recommended strategy (Final Report) concluded that these are the key areas where a strategy for growth should be allocating new sites to meet the identified land shortfall, through a pro-active search for sites alongside a 'calls for sites' process with the commercial property sector. The 'Key Areas of Opportunity' (KAO) are illustrated on the map below; those enclosed in red are key areas of opportunity for both rail-served and road only connected sites, while those enclosed in blue are key areas of opportunity for road only connected sites. It is also important to note that the SDS Final Report recommended new road-only connected sites should be brought forward within at least two 'Key Areas of Opportunity' simultaneously in order to provide the market with the required geographical choice.

Map: Key Areas of Opportunity

(NB: Boundaries of key areas are not definitive and are shown for indicative purposes only)



Key Areas of Opportunity (KAO) – road linked

Key Areas of Opportunity (KAO) – both rail-linked and road only connected sites

The main conclusion to be drawn with respect to Harborough district is twofold; namely:

- A 'Key Area of Opportunity', *KAO D*, has been identified across Harborough district; and
- That we are only concerned with non rail-connected strategic distribution sites.

Given the identified need, new sites for strategic distribution should therefore be brought forward within *KAO D* as part of a Harborough Local Plan strategy for growth, albeit this should also be alongside appropriate sites being brought forward in other key areas of opportunity to provide the market with its required geographical choice (see Section 4). As illustrated on the map above, the 'Key Areas of Opportunity' recommended for rail-connected sites do not cover Harborough district. *KAO D***,** the area which primarily encompasses Harborough district, is recommended for road-only connected strategic distribution sites. The SDS did note that while upgrades are planned for the Midland Main Line over the coming years (electrification and loading gauge enhancement), the Midland Main Line corridor south of Leicester (to Market Harborough) should be ruled out as a Key Area of Opportunity due to its poor road connectivity. Further, rail-served sites are inherently large[2] (more than 60ha), and such sites would therefore be taken forward as Nationally Significant Infrastructure Projects rather than through the Local Plan site allocation process.

In spatial terms, *KOA D* covers the areas south of Leicester to the east of the M1 corridor and between the A5 and the M1 (to the west of the M1 corridor). Given the site identification and assessment criteria, strategic sites would be expected to be located reasonably close to and therefore served from the M1 and A5, along with the A4303 and A426. It was noted in the SDS Final Report that the western side of the M1 to the north of Lutterworth was currently poorly served with regards to connections to the highway network (M1). The SDS Final Report therefore concluded 'a strategy for the strategic logistics sector should, amongst other things, seek to develop and deliver highway schemes to improve connectivity to the strategic road network alongside the releasing of sites for strategic logistics in this key area of opportunity' (Paragraph 4.33 Final Report).

At this stage, it is worth re-iterating the guidance contained within the National Planning Policy Framework (NPPF). The key points are:

- A presumption in favour of sustainable development should be seen as a golden thread running through plan-making. Local planning authorities should positively seek opportunities to meet the development needs of their area, and local plans should meet objectively assessed needs;
- Local planning authorities should plan proactively to meet the development needs of business. Local plans should proactively drive and support sustainable economic development, should take account of market signals and set out a clear strategy for allocating sufficient land which is suitable for development in their area;

[2] Larger sites generate more rental income, required to fund the higher infrastructure costs incurred at rail-served sites

- Inappropriate development is, by definition, harmful to the Green Belt[3] and should not be approved except in very special circumstances. Local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt is clearly outweighed by other considerations;
- Local Plans should encourage the effective re-use of land that has been previously developed.
- Local Plans should plan positively for the development and infrastructure required, be based on co-operation with neighbouring authorities, and allocate sites to promote development and flexible use of land, bringing forward new land where necessary; and
- Adequate links to the road networks are essential.

In summary, a clear business development need for further strategic distribution facilities has been identified in Leicestershire, and by extension Harborough district (SDS and re-fresh above). The NPPF clearly requires that authorities should plan proactively to meet those development needs, in this case a strategy which will allocate sufficient land which is suitable for development, most likely via a revised Local Plan. Greenbelt (or land with a similar local designation) should be avoided unless exceptional circumstances can be demonstrated. Land which has previously been developed should be allocated ahead of greenfield sites.

Firstly, the NPPF clearly implies that existing appropriate strategic distribution sites within *KAO D* should be safeguarded, with suitable plots re-allocated for new strategic distribution buildings once existing units have reached the end of their economic and/or operational life.

The Leicester and Leicestershire SDS recommended that a criteria based approach should be adopted when identifying and assessing potential new sites for strategic distribution. Road-only connected sites considered to be appropriate for hosting strategic distribution are those which meet the following criteria:

- Good connections with the strategic highway network – close to a junction with the motorway network or long distance dual carriageway. Motorway/dual carriageway junctions and the approach routes should have sufficient network capacity;
- Appropriately located relative to the markets to be served;
- Is sufficiently large and flexible in its configuration so that it can accommodate the size of distribution centre warehouse units now required by the market;
- Is accessible to labour, including the ability to be served by sustainable transport, and located close to areas of employment need; and
- Is located away from incompatible land-uses.

The rationale underlying these criteria are discussed further below.

[3] There are technically no Green Belt designations in Leicestershire, only Green Wedges locally designated

Likewise, Leicester and Leicestershire SDS recommended that new road-only connected sites be identified and allocated in the following sequential order, namely:

- The extension of existing strategic distribution sites;
- Identifying suitable new strategic distribution sites on previously developed land which meet the site selection criteria; and
- Identifying suitable new strategic distribution sites on greenfield land which meet the site selection criteria.

Section 2 of the Scope A report describes and defines what should be regarded as an extension of an existing site. The Leicester and Leicestershire SDS also recommended that new strategic distribution sites:

- Should be reserved for B8 uses only;
- B1 uses will not be acceptable except for ancillary offices to a warehouse;
- Production and processing with substantial elements of storage and distribution should be permitted; and
- Should have a minimum unit size of 10,000 sq m (plots of 3ha or more).

Local Plan Policy Advice

Given the above, a future Local Plan policy with respect to the strategic distribution sector could be drafted along the following lines.

A clear business development need for further strategic distribution facilities has been identified in Leicestershire. Harborough district encourages the sustainable development of new non rail-linked strategic distribution sites within the Key Area of Opportunity *KAO D* as outlined in the Leicester and Leicestershire SDS. *KOA D* covers the areas south of Leicester to the east of the M1 corridor and between the A5 and the M1. Strategic sites would be expected to be located reasonably close to and therefore served from the M1 and A5, along with the A4303 and A426.

New strategic distribution sites within *KAO D* which are considered to be appropriate for hosting strategic distribution are those which meet the following criteria:

- Good connections with the strategic highway network – close to a junction with the motorway network or long distance dual carriageway. Motorway/dual carriageway junctions and the approach routes should have sufficient network capacity;
- Appropriately located relative to the markets to be served;
- Is sufficiently large and flexible in its configuration so that it can accommodate the size of distribution centre warehouse units now required by the market;

- Is accessible to labour, including the ability to be served by sustainable transport, and located close to areas of employment need; and
- Is located away from incompatible land-uses.

Existing strategic distribution sites within KAO D which meet the above criteria should be safeguarded, with plots re-allocated for new strategic distribution buildings once existing units have reached the end of their economic and/or operational life.

New sites within KAO D should be identified and allocated in the following sequential order, namely:

- The extension of existing strategic distribution sites which meet the site selection criteria;
- Identifying suitable new strategic distribution sites on previously developed land which meet the site selection criteria; and
- Identifying suitable new strategic distribution sites on greenfield land which meet the site selection criteria.

New sites within KAO D should be reserved for B8 uses only and with a minimum unit size of 10,000 sq m. Class B1 uses will not be permitted, and production and processing buildings only allowed where there is likely to be substantial elements of storage and distribution.

Strategic Distribution Sites – Key Design Characteristics

Commercially attractive strategic logistics sites are considered to be ones which meet the following criteria:

- Good connections with the strategic highway network;
- Appropriately located relative to the markets to be served;
- Is sufficiently large and flexible in its configuration so that it can accommodate the size of distribution centre warehouse units now required by the market;
- Is accessible to labour, including the ability to be served by sustainable transport, and located close to areas of employment need; and
- Is located away from incompatible land-uses.

Highway Connections

For operational and environmental impact reasons, a commercially attractive strategic logistics sites must have good access to the highway network. This effectively means being located adjacent to a junction on the motorway or long-distance dual carriageway network (e.g. A14) which has sufficient capacity available, or within a few kilometres of such a junction via a high quality single/dual carriageway road capable of accommodating significant volumes of HGV traffic (in terms of quality

and capacity available). Developers or planners assessing a site would need to demonstrate that this is the case, and the precise means of doing this will vary from site to site (albeit using recognised highway capacity analysis techniques). Goods vehicles should not have to pass through residential streets or past areas where high volumes of pedestrians can be expected e.g. near a school.

In addition, the size and configuration of new strategic distribution sites should incorporate internal estate roads of a high-quality design that enables HGVs to circulate freely and efficiently. Access and egress at individual units should be designed so that HGVs waiting to enter do not prevent the free circulation of traffic. Ideally, where space allows, HGV parking areas should also be incorporated into the design of new sites.

Appropriately Located Relative to Markets

This criteria is essentially self-explanatory - it is important that strategic logistics sites are well located relative to their intended markets. This enables the efficient and sustainable operation of inbound and outbound transport services.

Sites intending to serve regional markets (i.e. RDCs) will need to be located close to the main conurbations of Britain, in order to minimise re-distribution transport costs. This is where the main end-delivery points are located (normally retail outlets), and being in such a location allows the efficient operation of HGV equipment. Logistics operators will seek to achieve (on average) at least two delivery trips within a driver's shift (effectively four delivery trips per day per HGV given night time operation).

Developments serving a national market (i.e. NDCs) generally require a central location in relation to the main origins and destinations of cargo, which normally means the deep sea container ports and Channel ports and RDCs in most other regions. This offers the ability to round-trip a HGV within a driver's shift limit. In the case of rail-served sites, this means being located on a railway route which has the ability to receive/despatch full length trains direct to the deep-sea container ports, the Channel Tunnel, the north of England and Scotland, without the need to use long circuitous routes.
plots with a variety of sizes and the capability of accommodating very large scale units circa 100,000 sq m should also be available.

Large and Flexible Configuration: Warehouse Units

Ensuring a sufficient quantum of land with an appropriate geographical spread is only part of the equation, and new strategic logistics sites should be capable of accommodating the very large scale distribution centres that are be required by the market. The size of a strategic logistics site (in terms of overall size and individual plots) and its configuration is therefore an important factor.

Evidence from recent consents and applications clearly indicates that commercially attractive strategic logistics sites must be large enough and flexible in their configuration so that they can provide a variety of plot sizes, some with the ability to accommodate very large warehouses up to 100,000 square metres in size. In practice this means sites with regular shaped plots ranging from 3ha (for a 10,000 sq m unit) to over 25ha (100,000sqm) on the basis that floor space is around 40% of total plot footprint. This is evidenced by the analysis presented in Scope A on the size of units being planned for the four SRFIs in the East Midlands. This is reproduced in Appendix 2 of this report together with the proposed plots planned for the Magna Park extensions (Gazeley and DB Symmetry).

As noted above, plots at a strategic distribution site should have a minimum unit size of 10,000 sq m (plots of 3ha or more). The configuration of sites should also be flexible to allow large plots to be sub-divided into multiple smaller plots, or vice versa so that a number of small plots can be combined to form one large plot. As noted above, strategic distribution sites should be large and flexible in their configuration to allow high quality internal estate roads and ideally HGV parking areas.

Labour Supply

Distribution activity can be labour intensive (see Section 6 below for detail). Despite the automation of many logistics functions, most distribution warehouses still rely on manual labour for many of their activities. These include:

- Using a forklift truck to move pallets of cargo from an inbound HGVs/intermodal units to pallet racks in the correct storage area in the warehouse;
- Inputting data covering inbound cargo into the warehouse's inventory management systems (often undertaken using hand held barcode reading devices);
- Picking goods from storage to the correct order and consolidating them with other goods ready for loading to outbound HGVs/intermodal units;
- Recording the outbound movement of goods on the inventory management system; and
- Loading pallets onto outbound HGVs/intermodal units.

In addition to these tasks, there are the usual administrative jobs associated with large labour intensive industries e.g. Payroll, Human Resources. Drivers for the delivery HGVs based at the warehouse will also be required. Intermodal terminals require gantry crane operators, yard tractor drivers, HGV drivers and security staff. Based on the data in Section 6 below, a logistics site incorporating 200,000 square metres of distribution floor space will require up to 2,000 staff just for the warehousing, plus HGV drivers and employees for the intermodal terminal.

There is no one metric which can be adopted to define simply what is meant by 'located close to areas of employment need'. Just as developers or planners assessing a site would need to undertake junction capacity analysis to satisfy themselves that there is sufficient highway capacity to render a

site suitable for strategic distribution, the same applies to demonstrating that any job vacancies generated by a new development can be filled, thereby rendering the site suitable. Conversely, sites will be unsuitable for strategic distribution where the generated vacancies are unlikely to be filled. The assessment is likely to vary from site to site.

On that basis, located 'close to areas of employment need' could be defined as followed: either the developer or planning authority assessing the site being able to demonstrate using standard economic analysis techniques that, within a reasonable travel to work distance from the site, there will be sufficient labour to fill all the expected job vacancies generated at the site. This will need to account for the fact that a proportion of the employment opportunities generated at a new site may be 'displaced employment' from existing strategic warehouse capacity nearby which is life expired.

Located Away From Incompatible Land-uses

Distribution activity needs to operate 24 hours per day, seven days per week. However there are noise and visual impacts associated with distribution. Where possible, deliveries by HGV are normally undertaken during the night when traffic congestion is minimal. Distribution centres therefore need to be accessed during night time hours. Large flood lights therefore need to be erected. All of these activities, and others which occur, cause noise and visual pollution. Commercially attractive logistics sites are therefore located away from residential areas, for the above given reasons, so that 24 hour operation is possible. Appropriate noise and visual screening may also be required.

4. CLARIFICATION – NEXT STEPS BEYOND SDS

A number of important conclusions can be drawn from the above:

- An identified business need, meaning a continuing requirement to bring forward appropriate new strategic distribution sites to meet the forecast demand;
- The demand forecast figures should be viewed as minimum requirements going forward. In practical terms, the quantum of land allocated to strategic distribution should always exceed expected demand in order to maintain a competitive market;
- It is vitally important that the market in future is offered a geographical spread of commercially attractive sites available to satisfy individual operator locational requirements;
- A *key area of opportunity* has been identified for Harborough district (KAO D). New sites for strategic distribution should therefore be brought forward within *KAO D* as part of a Harborough Local Plan strategy for growth;
- A strategy for the strategic logistics sector in Leicestershire must bring forward new sites within at least two of the *key areas of opportunity* simultaneously i.e. not one after the other; and
- As well as ensuring a sufficient quantum of land with an appropriate geographical spread, plots with a variety of sizes and the capability of accommodating very large scale units circa 100,000 sq m should also be available.

Harborough can plan for new sites within KAO D via its own internal structures and statutory Local Plan processes. However, delivering new commercially attractive strategic sites within at least two of the *key areas of opportunity* simultaneously cannot be undertaken by local planning authorities working alone. The NPPF now places a duty to cooperate on planning authorities when covering issues that cross administrative boundaries, particularly those which relate to the strategic priorities. Given the above, delivering the identified need will require continual long-term strategic and collaborative planning across the county of Leicestershire, and potentially with authorities in neighbouring areas outside the county.

When preparing local plans and policies, in practical terms this means the Leicestershire planning authorities, the County Council and LLEP working together on a long term collaborative basis to allocate appropriate sites within the county to meet the identified shortfall. To clarify the conclusions reached in the Leicester and Leicestershire SDS, that study and this commission should not be viewed as a 'one-off process', and the county's planners will need to take the strategy forward on a long-term basis (and review the strategy periodically).

Section 4.1 in the Leicester and Leicestershire SDS (Final Report) provided advice with respect to this position. It recommended the formation of a *strategic distribution sites selection task group* to identify, discuss and co-ordinate opportunities and determine the most suitable sites to bring forward in local plans. In line with the duty to co-operate principle, it was suggested that this

grouping be formed of the eight local planning authorities, the County Council and the Leicester and Leicestershire Local Enterprise Partnership (LLEP). A senior representative from each of the local planning authorities should be represented on the task group, along with relevant senior representation from the County Council and LLEP.

The suggested remit of the task group was as follows:

- To identify and quantify the amount of land at existing commercially attractive sites that could potentially be recycled up to 2036 for new-build warehousing;
- To identify new sites for development (pro-active approach);
- To issue 'calls for sites' to prospective commercial developers[4];
- To foster a collaborative approach to planning for the strategic logistics sector across Leicestershire and beyond;
- To monitor progress in site allocation and take-up over time; and
- To develop a common position with respect to those large schemes which will be considered via the Development Consent Order process e.g. SRFIs. Such schemes are examined by the Planning Inspectorate, with local authorities being statutory consultees. Input into the examination process potentially will be stronger via an agreed combined approach, rather than authorities acting in isolation.

It was not envisaged that the task group will undertake a 'joint core strategy' approach to planning and the strategic distribution sector in Leicestershire, an approach which has been undertaken in Northamptonshire.

The recommended approach was similar to that adopted by the former *West Midlands Employment Land Advisory Group*. Formed by the now defunct Regional Development Agency/Planning Board but with representatives from most major planning authorities, a collaborative and co-ordinated approach to planning for the strategic logistics sector was developed, including commissioning demand-supply research and other relevant data/evidence. However, the resultant strategy that emerged (including preferred locations for development) was intended to be implemented via individual authority Local Plans across the region, albeit that relevant policies in each of the plans would reflect the collaborative and co-ordinated approach.

Having reviewed the suggested approach outlined in the Leicester and Leicestershire SDS, this would still appear to be the most appropriate way forward for the Leicestershire planning authorities. The conclusions/recommendations outlined in this document and the Leicester and Leicestershire SDS should also be taken forward as part of any Strategic Growth Plan for Leicestershire.

[4] Identifying new sites and a 'call for sites' should be undertaken simultaneously (a twin-track approach).

APPENDIX 1

SCOPE B TERMS OF REFERENCE

B1. ***Refresh of SDSS conclusions & recommendations*** to 2031 / 2036

In the light of updated land supply data (at Oct 2015 – see Attachment 2) and critique of the SDSS made in representations on the Local Plan Options Consultation Paper (OCP Sept 2015) and accompanying Sustainability Appraisal (specifically ISA2) [Attachments 1 & 3, 4, 5, 6]. With particular focus on the robustness of the forecast methodology and its assumptions (incl. replacement demand, maintaining a static share of East Mids floor-space stock, rail-served / non-rail served split, Ha to m^2 conversion).

B2. To distil and apply the spatial recommendations of the SDSS to Harborough district, articulate its most realistic role within the Leicester & Leicestershire area and provide further pragmatic advice on 'reasonable options' to support Local Plan preparation.

This should be done in the light of the context of demand, need and current and growing market pressure from the industry being facing Harborough District and the need to plan positively.

Guidance is particularly sought to strengthen and add to the contents of the existing SDSS study in respect of; location, delivery, and safeguarding the existing Magna Park development including; what opportunities for the reuse of existing buildings and facilities on the existing Magna Park site and potential for the reuse of the land on the existing Magna Park site without the current buildings: with new buildings built to up to date market requirements.

To cover;

- Policy principle / objective
- Spatial distribution, Key Areas of Opportunity (KAoO), fit with sequential approach (incl. definition of a 'satellite site')
- Site selection (in knowledge of current options / additional site proposals) [Illustrative maps of options / site proposals provided at Appendix 1]
- How good is Harborough for delivering warehousing / distribution provision to meet market needs (factors for / against)
- Recycled land, and the quantum of new land required in the context of the opportunity to reuse land in existing warehousing / distribution use (to 2031)
- An analysis of the risks of proceeding in the absence of the SDSS's recommended 'collaborative planning' approach.

B3. Provide further advice to support the preparation of detailed policy/s; to deliver new site allocation/s for strategic distribution, to assess ad hoc proposals for strategic distribution sites (a criteria based policy) and to safeguard the future of the existing Magna Park site (as a dedicated logistics site).

Guidance is specifically sought in respect of;

- Form
- Scale
- Access
- Design

- Any limitation to freedom to change (& why)
- Determining job-creation & economic benefits
- Enabling site re-development for large scale B8

B4. ***<u>To Clarify the recommendation of the SDSS study in respect of the following:</u>*** the extent to which it is the case that the SDSS study is intended to form the first stage of a collaborative process (with the market, and operators within the market) of site identification and analysis in order to identify the best locations to meet the needs for strategic distribution across Harborough District and Leicester & Leicestershire as a whole. Also to contrast this approach with the notion that, it is not for a single authority in the County to make decisions that would affect proper planning at a strategic level on this important matter.

APPENDIX 2

SITE PLOT SIZES

Table: Planned Unit Size at SRFIs in East Midlands

Scheme and Plot/Zone	Approx Proposed Floor Space (sq m)
East Midlands Intermodal Park - Etwall	
Plot 100	93,000
Plot 101	22,000
Plot 102	22,000
Plot 103	22,000
Plot 104	63,000
Plot 105	63,000
Plot 200	33,000
Plot 201	23,000
Plot 202	36,000
Plot 203	35,000
Plot 300	93,000
Plot 301	45,000
East Midlands Gateway - Kegworth	
Zone 1 (up to 2 units)	108,000
Zone 2 (up to 2 units)	98,000
Zone 3 (up to 2 units)	54,000
Zone 4 (up to 2 units)	70,000
Zone 5 (up to 4 units)	112,000
Zone 6 (up to 5 units)	147,000
DIRFT III	
Zone A	35,000
Zone B (1)	34,000
Zone B (2)	34,000
Zone B (3)	40,000
Zone B (4)	26,000
Zone B (5)	23,000
Zone B (6)	76,000
Zone B (7)	71,000
Zone C	17,000
Zone E	43,000
Zone G (1)	62,000
Zone G (2)	85,000
Zone F (1)	75,000

Zone F (2)	25,000
Rail Central – Northampton	
Plot 1	55,000
Plot 2	71,000
Plot 3	59,000
Plot 4	67,000
Plot 5	85,000
Plot 6	72,000
Plot 7	53,000
Plot 8	28,000
Plot 9	57,000
Plot 10	39,000
Plot 11	41,000
Plot 12	27,000
Plot 13	24,000

Source (East Midlands Gateway and DIRFT): Master Plan submissions to PINS
Source (East Midlands Intermodal Park and Rail Central): Consultation website

Table: Planned Plot Sizes at Proposed Magna Park Extensions

Scheme and Plot	Plot Size (ha)
Gazeley Magna Park Extension	
Plot G	21.86
Plot H	13.85
Plot I	4.76
Plot J	5.19
Plot K	28.57
Plot L	8.01
DB Symmetry – Symmetry Park	
Plot A/B	23.36
Plot C	3.84
Plot D	23.12
Plot E	3.25

Source: Planning Application Submissions to Harborough DC

APPENDIX 3

SRFIs Planned for the East Midlands

Scheme name	**East Midlands Gateway**
Developer	Roxhill
Location	Lockington, Leicestershire. Immediately to the north of East Midlands Airport
Railway connections	The site is located to the south of the freight only line running between Stenson Junction (on the Birmingham to Derby line) and Sheet Stores Junction (which is immediately to the west of Trent Junctions on the Midland Main Line). W10 loading gauge – site is on the route between Birmingham and Doncaster which has recently been enhanced by Network Rail (see above). Site will connect with the 'electric spine' route at Trent Junction (see above).
Highway connections	Site is located immediately to the west of and is planned to connect directly with M1 Junction 24.
Size – hectares and floor space planned	Circa 138ha Circa 557,000 sq metres (6 million sq ft).
Planning status	SRFI as defined by the NPS National Networks Development Consent Order (DCO) granted January 2016

Scheme name	**East Midlands Intermodal Park**
Developer	Shepherd Developments and Goodman (joint-venture)
Location	Etwall, Derbyshire Immediately to the south west of A50/A38 interchange.
Railway connections	Site is located a short distance to the west of North Stafford Junction on the Birmingham to Derby line (straddles the main line towards Uttoxeter). Heading east from the site – W10 loading gauge; site connects with the route between Birmingham and Doncaster which has recently been enhanced by Network Rail (see above) Heading west from the site – W7 loading gauge; site connects with the route to Stoke, which is planned to be enhanced to W10 during CP6 (2019-2024, see above). Site will connect with the 'electric spine' route at Trent Junction (see above).
Highway connections	Site is located immediately to the south west of and is planned to connect directly with the A50/A38 interchange.
Size – hectares and floor space planned	Circa 255ha. Circa 555,000 sq metres (6 million sq ft).
Planning status	SRFI as defined by the draft NPS. Development Consent Order application likely to be submitted to the Planning Inspectorate in late 2016.

Scheme name	**Daventry International Rail Freight Terminal Phase III (DIRFT III)**
Developer	ProLogis
Location	Lilbourne, Northants. Site is immediately to the north of the existing DIRFT development, between the A5 (to the west) and M1 (to the east). The proposal is located on the former Rugby Radio Station site.
Railway connections	Site is located alongside the West Coast Main Line (Northampton Loop). W10 Loading gauge.
Highway connections	Site will connect directly with the A5, then 2km to M1 Junction 18.
Size – hectares and floor space planned	Circa 175ha. Circa 700,000 sq metres
Planning status	Circa 38,000 sq me still available on Phase II site. SRFI as defined by the draft NPS. Development Consent Order granted for the scheme in July 2014.

Scheme name	**Rail Central**
Developer	Ashfield Land
Location	Milton Malsor, Northants
Railway connections	Site is located to the north of the West Coast Main Line (Fast Lines), to the west of the West Coast Main Line (Northampton Loop) and to the east of the A43. W10 Loading gauge.
Highway connections	Site will connect directly with the A43, then 2km to M1 Junction 15a.
Size – hectares and floor space planned	Circa 150ha Circa 700,000 sq metres (7.5 million sq ft)
Planning status	SRFI as defined by the draft NPS. Development Consent Order application likely to be submitted to the Planning Inspectorate in 2017.