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00:06

Thank you. The hearing is now resumed. Can I just have confirmation that the live stream is back running? Yes, thank you. The recording is good. So, Jim is sought.

00:18

Thank you. So item five is evidence based and employment trends.

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So conscious we may have touched upon this earlier. But can we ask the applicant to explain the overall approach to the assessment of the evidence base, and then particularly elaborate on their approach to the supply and demand of industrial floor space in the region?

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Examining authority notes, the applicant has been critical of the local authorities approach to this. And we would like to understand why there's such a disparity between the demand and need figures to satisfy the market forces in the area.

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Canada, there's some representations have suggested the applicants calculations for forecasted new floor space involves double counting, and this creates an inflated forecast a potential need, but the applicant response, please.

01:13

Thank you, sir. Um, as you're, as you're aware,

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everything to do with this question as outlined in documents 16.2.

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I think the first point to make is, is yes, we have used a different methodology to the ice eenie study, which is the sub regional evidence base looking at large units over 10,000 square meters.

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Now that users,

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you know, want to put words in Matt kingdom's mouth, but obviously he uses a number of different methodologies, which are,

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you know, outlined in PPG. The issue that we sort of have in the market realism side is none of these math methods really look at the market to understand market demand, the econometric models, and at best, we would say that they give a baseline level of need, they don't capture the true strength of market demand, they don't capture it all is effectively what we're we're saying. But Eversley, there's, there's a little bit of a difference, you can't it's kind of really read across

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the ice. And he studies numbers with our numbers, because obviously, as I took you through earlier, we use a scheme specific property market area, where they use a sub regional

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approach, which is kind of scheme blind, and it's doing form plan making. Again, we've got no problem with that geography. But we do have slightly two different geographies.

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So to get down, in terms of the methodology, ours is a new methodology, which is being used by other consultants to assess need up and down the country. It's a method that is enshrined and fully endorsed by the British Property Federation. And all of the major infrastructure investor, logistics infrastructure investors in the country, have signed up to the model that is in my report. But effectively, again, we do believe it's NPPF compliant, it uses past trends, but more leasing demand trends. And what our model does, it accounts for

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historic supply shortages, and assesses how much demand was lost, because of that, that can be added to historic trends as a top up. So I'll say that, again, it just it basically, it allows you to estimate how much demand was lost. Due to historic supply shortages, we call it suppressed demand, that can be add to historic net absorption trends to give you a more accurate trend into the future. We also look at trends like E commerce, and everything else. So that that is the way our model it's fully endorsed by others. Yes, it is a new model, but it is being used up and down the country. It was shortlisted for an rtpi award in 2022.

04:15

So yeah, that that's it. I mean, obviously, there's a lot of detail to that. Where I would like to say our model is a bit different. Yes, it is market focused. But every single assumption that goes into that model is clearly evidenced. Whereas you sometimes get things like from the labor demand model like experience and that we all don't know the assumptions behind them. We can't examine them. So we've come up with a model which we believe is more transparent and market facing.

04:44

What would you say that's fairly high level but if you've got any further detailed questions, happy to ask that find that helpful. Thank you. But in terms of the double counting suggestion by I do believe that sir was related to e commerce uplift

05:00

It is certainly there's absolutely no double counting in there. Are we commerce uplift? What it effectively does it a license, if so we use a 10 year look back period, we isolate the take up. So the leases that have been signed from companies in the E commerce related sectors, okay, so we isolate that bit. And then we actually by looking at E commerce projections from things like STATISTICA, and Forrester, we can clearly see what the increase in online spend is going to be in the future. And we can use that to be a bit of a proxy on what the E commerce part of the sector may require in terms of extra floor space into the future. Now, this is different, a lot of people get misconstrued. And look at just online percentages, and what they're missing out online. At the moment, 25% of retail sales is online.

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And people are gone, we were up 30, even mid 30s, during COVID. And now we've dropped a bit. To be honest, we're just in a settling period, we've had COVID, we've had the pasta living crisis, everyone new is involved in E commerce is all think is going to increase in the future. But what I'm trying to say sir, is

06:17

retail that percentage 25%, we are now doesn't actually have to increase for there to be more online need because we're building more houses. So it's it's existing and new houses, which are spending more online. So I just think that seems to get missed out by a lot of people, they just look at that headline percentage, and not the fact that even it stays at 25%. And we're building more houses, but I think most commentators will agree is probably going to reach 50%. At some point in the future, the National Infrastructure commissioned blade is going to be 65% by 2050. So everyone thinks it's going to grow from 25%, or most people will grow from 25% to a higher level in the future. And there's been that's been one of the big growth drivers for logistic sheds. That's a big structural change, it's going to be here for the foreseeable

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fmk.

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All that be consolidated and deadline three of that place.

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Is that anything a local authorities would like to add, given their own evidence base findings and conclusions.

07:29

Thank you, Mr. King, and authorities, perhaps just briefly him and there's an element of apples and pears slightly in the sense that the study areas are different, as we've already discussed the property market area study, the Mr. Power knees lead versus the authority study, which is for the functional the county level, essentially the functional economic area. So inevitably, they'll be different outcome. The methodologies are different. I mean, the methodologies in the authorities to do are more aligned to the national guidance. And the methodology that Mr. Pan is referring to, wasn't in conception at the time that this study was published that the authority study.

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So effectively, that authority studies can be considered sound in terms of the parameters of national guidance, and it does include what we'd say as significant margin

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minus 30 margin for error, a margin for flexibility in the sense that if there is a need over and above the the estimates in in the study, there's an extra 25% of margin, it's accounted above above that. And there that does sort of acknowledged that things like a suppressed market, low vacancies in the market and potential for increased level of delivery in the future.

08:51

So I think that's that's sufficient at this time, I mean, in the round, both of those studies acknowledge the need for the railfreight entertain interchange.

09:05

Yes, thank you.

09:12

So a number of the relevant representations cite the low employment need in the area. The jobs proposed to be created as part of this project are not needed or will generate inward travel from outlying areas. Please get the applicant explain its approach to the analysis of the employment data, where possible, provide updated figures and due course on the employment data for the area.

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Stephansdom is for the applicant. Just to clarify, there are some comments from referring to specific local authorities, unemployment numbers being long, until what do we have responded back to those comments? Is that the study area in terms of where future employees in the project

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It will come from is much broader. So we analyzed these areas and the unemployment levels there. And we found that there is sufficient number of people in order to contribute and become employees on site

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in the local area,

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in the local area in the south area that we have defined in the in chapter seven of the Yes.

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Thank you.

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Anyone else? Like there is

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any issues on the site?

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Thank you. Yes. On checking in on behalf of the authorities. I mean, this is a point that that's been picked up in the representations and authorities forthcoming local impact report. It's a question about how you defined local area that I mean, in terms of Hinckley and Bosworth and Blaby unemployment is fairly low and the number of persons who are available to work now and in the future

11:14

will not be sufficient to meet the requirements of the proposed developments. So the applicant

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in the evidence identifies a much wider catchment area which stretches up to Leicester in the north and beyond and south to Coventry and rugby. So, the question about sustainability and in commuting is one which can be considered at different spatial levels. It's the same if that's the matter is entirely and for Blaby and even for Leicestershire, yes, there will be in commuting there will be a level of a level of living commuting and the assumption broadly speaking is a kind of 30 kilometer or 30 minute drive time travel time as a catchment. I think where that that leads us is to you know the importance of the process and maximizing the opportunity to use local labor to ensuring there is a skills program and a travel program which do seek to the greatest ability utilize local labor and and support those who are unemployed etc in the greatest proximity and that will seek to reduce levels of in commuting which nevertheless will occur from some of those slightly more outlying areas

12:46

Okay.

12:58

Can I ask the applicant a question about market competition between other nearby employ mining sites such as Magna pout or deadlift and what analysis you have undertaken or alternative attractive

13:13

employers?

13:23

sticker I operating in the same market for employees? Yes, thank you, sir. So, in terms of the the market, so, so you're talking from the employee perspective? Yes, sorry.

13:38

I'll defer to Stephanus.

13:42

That is reflected in our assessment in terms of displacement. So, will we anticipate a number of the employees in Hinkley to come from these locations in addition to in commuters as we just discussed

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if a new

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counselor

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a counselor, tourism leader of labor District Council, just quick question if I'm and this is recognized that in Blaby district in Hinkley, we have very low unemployment, so the employees are not going to come from these areas. And I know you've been looking at a geographic radius. Now a lot has been made of saving 83 million miles a year for trucks, how many extra miles you're going to put back on the road. While these people drive into the site. There in mind, obviously, you'd be delays which would have to be taken into consideration. But even if a reasonable percentage of those 10,000 employees drove to the site from a 20 mile radius, you'd be looking at some 50 million miles a year. So what you actually save him bearing in mind you've got to import all the workers from a wider geographic area. In addition to that the

15:00

The trains are running on diesel. So again, you've got to put their emissions back on to what the Lord is using, because it's not an electrified site. So he made a lot of play about this 83 million miles a year saving. But where is the actual miles of safe and and what is the net miles saving? You reckon that this site will generate visibly increased car journeys against a reduction in lorry journeys?

15:29

Applicants like this comment, respond. I think so pull me off the applicant. I think it's one that will take away I think it was something that's relevant for the team that we had here this morning session rather than the one we've got here for this afternoon. So we'll take that away and respond.

15:43

Thank you.

15:48

Libby, District Council. Thank you, Ed Stacy, for Blaby District Council, I just want to point out on it, and it links to discussions we had yesterday about sustainable travel that the council sees this matter as a

really significant issue and has been discussing working skills programs with the applicant, and has been working collectively. So the three local authorities have been together working on a revised and ambitious working skills, sort of framework plan that's been moved out of the requirements and into the section 106 agreement. So that's that we'll be back with the applicants very shortly and hopefully, in front of you in the not too distant future as well. So you can see

16:32

what we hoped for some efforts to bring some of that as much of that employment locally and also to work I guess, at a grassroots level with school leavers, colleges, etc, to try and generate as many employment opportunities in our local areas.

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Definitely, and been very well shown on behalf of Blaby District Council, which is also on the back of that put in reference to paragraph 5.234 of the draft MPs.

16:58

essentially providing a encouragement for applicants to maximize local opportunity, employment opportunities during construction and operational phases.

17:10

Thank you.

17:12

Anybody else like to comment on this issue before we move on to the next item?

17:21

Thank you. So moving on to item six market interest. As we have discussed the need or the lack of it as an important consideration for this examination. Number of relevant representations and submissions have referenced that they don't think there is a need for such a facility in this location because of other such similar facilities and relative close proximity.

17:47

It's also contended that a number of the existing facilities are underutilized.

17:54

It's not at that the applicants have entered into a memorandum of understanding with maritime limited to be the operator of the rail facility subject to a development consent order being granted. However, the examining authority would like to explore what form of marketing has been undertaken to gauge the level of demand for the project. So could the app can please explain the nature of any soft market testing that has been undertaken to date and what the responses have been.

18:26

And Jonathan Wallace for the applicant. So so first of all, can I just elaborate on the memorandum of understanding with maritime, obviously, John Bailey, Managing Director of maritime was here earlier,

that that memorandum of understanding has taken a step for being taken a step further, such as we're now have agreed terms and we're in legals. So we'd hope that in the next I'd say month or so we'll have signed documentation which will be a deal for maritime to operate the

19:01

the rail freight terminal subject to obviously a satisfactory DCO consent. So, and I would emphasize that that is that will be the first rail freight terminal where an operator has been tied up before a consent has actually been granted thereby, very clearly demonstrating the demand for that and the attractiveness of the location. And in terms of marketing,

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as part of our initial site selection, we soft tested

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occupiers on an informal basis of their of their rail requirements. But for those of you who aren't aware, try to we are 100% owned by tax big box REITs. We're the largest UK is largest owner of what we call Big Box warehouses, our average size of units is about 60,000 square meters. And we have about sort of 53 assets in the portfolio with House

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Hold names such as Amazon where Amazon's largest landlord in the UK Sainsbury's, GX and m&s. And as a result of this, we're in a better position than anybody in the industry to gauge interest from occupiers. And the resounding

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albeit informal at this point, because we haven't got a consent. But the feedback is that is that there is the overriding demand for the space for rail connector space in this area. And that's testimony to, obviously, we have to have sign off with a considerable capital expense that we've outlaid, just to get this far. And then furthermore, when we actually press the button, at the all the infrastructure costs just about just under 300 million pounds.

20:48

So get that feedback be consolidated into a written statement for us for that line three, from the mouths? Yes, of course. Okay, thank you.

21:02

So, this is about market dynamics have given marketplace changes could mark it over supply, growing e commerce demand and higher cost of capital, raising interest rates, means slower growth in the sector, and thus a reduced need. Could the application please comment?

21:23

Thank you, sir. We've got a full section in documents 16 To 16 point to about the trends driving this sector. So to answer that question, I think first of all,

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I attend a lot of these similar quite sessions. And one thing I think is important really to get across is logistics is the strongest commercial sector in this country. It has been since the global financial crisis, okay. And

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basically, if you look at England wide,

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it has been below what is the equilibrium level level between supply and demand since about 2013 2014. So for 10 years, this has been an extremely supply constrained market. Despite those those those supply constraints, you'll see a figure in in documents 16.2, it shows that in the last 10 years job growth in industrial logistics has grown 26 by 26%, versus only 14%. For the economy as a whole. Since I wrote my report, a year or so ago, those numbers are now 30% job growth, and uncertain logistics 15% the economy as a whole. So the job growth is growing at double the rate. So it's still growing at double the rate. And it's been supply constrained for the best part of a decade. And here, you are talking about one of the strongest locations for logistics in this country.

22:57

And there is no evidence that I have seen that is telling me anything, the logistics are so integral to this economy, and the way we live our lives as individuals and the way we do business, that makes me think it has anything other than a very strong demand profile into the future.

23:20

So in terms of higher inflation, higher interest rates, are you saying that they don't impact?

23:28

So good question. And of course they do. You know, we're in a cost of living crisis where Bill costs have gone up doesn't matter if you're building a house or building an office logistics, what have you. It's impacting us all, as customers, as developers, is impacting all that, I think, in statistics, so I, with numerous of my samples, colleagues prepare a book called The Big shed briefing multiple times every year, it's it's probably I would say one of the most

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referred to documents in evidence bases such as this, and that kingdom study called up the latest at the time, he was writing his report. So this is the latest one from the middle of this year in the summer show that depart despite coming out of COVID into cost of living crisis. First year, take up the big units over and over sorry, 10,000 square meters,

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has actually gone back to just the pre COVID level. So

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it goes back to the earlier this was the strongest commercial sector since the global financial crisis. And we're in peak macroeconomic headwinds at the moment. And we are still trading around where we were before COVID. To me that says how resilient this sector is, the residential sector is not proving as resilient. So, you know, and obviously, this is a point in time I, personally we should we be planning for sort of an Armageddon scenario.

25:00

Uh, you know, so I think we're in a short term issue here, a lot of our numbers are saying, you know that the future will be brighter once the macroeconomic things ease, and you'll start getting more deals, you know, 2024 will be a lot brighter than 2023 and 2025 will be even brighter again. So I'd say to that, in all the evidence says, bright future, structural and integral to the way we live our lives do business. So I certainly don't see the data supporting that, that queries

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affect you.

25:38

CPRE?

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Yes. It's been a point that's been on my mind for a little while. I mean, obviously, you have to accept that E commerce will grow at this rate, that the suppressed demand

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because our, our sound moving forward, and all the things are upward.

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So I think, you know, I'm not a economist. I do know, I mean, I'm Moment involved in looking at the Wiltshire plan where they're looking at additional logistic fights about what thing they're Cambridge

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economic figures. There are a number of local authorities and bringing sites forward. in Leicestershire. We know that's happening through the this

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plan and its relationship to this is unclear. So I suppose the just the question I have is in terms of the rail side of it, that's one thing. But in terms of the the assertion that this is needed, because there is a shortfall in general, one has to take into account what the local authorities are providing regionally or will be providing region in what will come through local plans.

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And what's based on this study, and it is a this is a bullish impression you're being given. And I just have to say that one has to accept all those bullish arguments

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to agree with it. And that's that's just from our point of view.

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Yes, thank you, with the local authorities like comment on that gives the opportunity to be up against a respond

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like a rope

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like to speak.

27:41

Hi, they're just listening to all the

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answers given to your previous questions by the applicant. Obviously, there is a demand for rail freight that is undisputed across the country, but I'm still not really understanding

28:00

the sounds need for it specifically. Here. Surely, all these undisputable demands are a

28:08

bit of a moot point if the physical constraints of the site just cannot facilitate this sort of development. And in terms of

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macro economic headwinds, which is over my head, the future might look a bit brighter financially for some people, but it certainly doesn't look brighter for those of us that live here. Should this be shoehorned in. Thank you.

28:36

Yes, thank you for that.

28:40

Sean Scott.

28:48

And Shawn Scott, and you talk about the robust demand and that in the area, but what I couldn't find in the application was any kind of analysis showing that you are not taking work away from another s RFI locally. Now, GB maritime operates East Midlands gateway, but it doesn't operate direct. And I would have said there's a lot of cross application between durfte and this potential location. So I would like to

see robust evidence that you're not taking work away from the dirt, because it's one thing to have the demand, but if that's just competition with another one, how does that help in net zero?

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Stability, the applicant?

29:36

I understand the question completely and it's a fair question. The it comes back to what I was saying before about roots and it comes back also to the origins of the schemes and the markets that they serve. durfte was originally as a channel tunnel terminal and designed as sort of as MC six bypass between the areas of Northamptonshire

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that it was serving and national creating national distribution centers to serve the country some of which could then use rail as we have the example of Tesco is doing doing so, the fast moving consumer goods is substantially a European market. And therefore, that the links are predominantly to the European ports Channel Tunnel and domestic services. It's not deep, deep see, the deep sea of the global markets which are going through the major key ports like London Gateway, Southampton, Felixstowe Liverpool. And those markets are usually slow moving goods, still going into the consumer market, but there's a different rate at which they are consumed. So things like white goods and other sorts of products compared with food. And then you have the manufacturing sector as well. And again, those are predominantly coming through the deep roots, so deep sea ports and global trade. So the net result is that we don't compete with Daventry. What we can do for people who are based at businesses based at Magna park for example, is there will be certain routes and European trade that they will do which they will source through durfte. And there will be international deep sea global routes which they will solve through HN RFI.

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Maritime are actually going to be the terminal operator for Northampton gateway. So they are building a network to service a customer base that they have of international clients which John Bailey expressed early. So it is we are very aware that we're not feeding not sorry, we're not taking business away from

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Delft or others we are helping to build an infrastructure that will support the economies here very strongly.

31:43

Thank you,

31:47

CPRE.

31:51

Hello, John Mariette CPRA, Leicestershire. Yesterday, we heard how there was limited scope to expand the road network. And also, the rail network has no signs of any massive increasing capacity either. And yet, we have a logistics industry that seems to be assuming that there are no constraints on either road or rail capacity. And I just seems to be slightly at odds with reality.

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No?

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Uncertain,

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thank you very much counterterrorism leader by the District Council. I don't dispute anything that was heard in the was said in the start of this section about the ever growing need for warehousing. And no one disputes that. But we're not talking here about a warehouse in development. We're talking here about a strategic rail freight interchange. And I think the the statement made actually shows that it's believed to be a warehouse and development not strategic rail now, Mr. Baker wax lyrical not long ago about how we will be exporting through this consolidating exports. But we just had a list of companies very few of whom are exporting anything. So in the

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interest that's been shown in this site, without giving names, which I appreciate you couldn't, but what type of companies have you been talking to? Who will use this to export goods out of the country? And it comes back to the part of my earlier question that was never answered is how many trains will be going out of the site on a daily basis with goods on for export?

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So just just to answer the first point, the first side, Jonathan Wallace tritec symmetry.

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The first query is that we haven't done hard marketing yet. And we haven't had those serious discussions, because because we have no credibility at the moment in order to be deliver to deliver railfreight warehouses for occupiers

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without a DCO consent, so we can have in principle discussions, but there is nothing hard and fast. Neither would you expected, I'm sure.

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And I just pick up that in the context of this, it isn't just for the railroad facility isn't just for those people are under development, it is also for those businesses in the region, which including manufacturers who are in the region who will be able to benefit from it. And it is a very important part of what middle and connect and make UK have identified and it was actually in the statement made in the house by the

local MP that when he has had discussions about inward investment into this country, his question to make UK is where do they go

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and this is

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is exactly the sort of example of where that infrastructure is in place. And we have the consent to build that space, we have an opportunity to attract inward investment in companies that will be supporting our manufacturing base supporting our economy, and can use that network of rail to actually serve as service to those companies and the region across the UK. So it is part of a jigsaw and it is very much a part of an opportunity, which right back in 2014, when this was triggered, as far as I was concerned, when Leicestershire said, we've got a lane route line through here, which has a strategic freight line that has been connected in 2012. We have absolutely no benefit for all that freight that's going through our route. How do we do that they had growth area five in that plan, identifying logistics and automotive as areas that they wanted to go. And I completely understand the point that mirror is a research facility. But off the back of research is the intention that we actually grow our ability to do more automotive engineering and grow that economy, not just sell it sold research internationally. And that is again part of the agenda that right honorable Luke Evans referenced in terms of the way that we grow our economy in this country. And therefore, this is an investment opportunity for such that gives phenomenal infrastructure for the UK going forward. Thank you.

36:26

What about the second part of councilor Richardson's question?

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I thought I had answered the second part, I apologize. Consider Richardson.

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Number of the quantum of trends.

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Whether there was a weather going to be dealing with exports,

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how many check will all the trains trains going out will come going coming in will have to go back? And and therefore there is? No That's dumb. Sorry, I'm not trying to be flippant, I'm just saying that that sorry.

37:02

Well, that's it. Thank you. That is what I said at the outset that when you look at the Midlands economy, as one of the largest manufacturing areas in the UK, where we have a very strong is 46 point 8 billion of exports of from and 30 point 9 billion of that is manufacturing machinery and transport that will be going out on trains that some of that can go out on trains, that is the process that is the prospect. And when

you've got in terms of inputs, it's actually 65 point 2 billion. So you have a proportion there that the will at the moment at the current economy, you have more coming in the going out. But from this region, and it is pretty exceptional. The manufacturing base means that the probability of you using that capacity is very high. So you're looking at something like about a 75% chance of the boxes going out being full.

38:02

Thank you, I think if we can move on to next item on the agenda, potential housing growth and local impacts.

38:13

The proposal seeks consent for 850,000 square meters of employment floorspace as part of our report, we'll need to consider the impacts on the local and regional housing capacity. Whether the proposed development to be permitted.

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Could the applicant explain how it considers any linkages between employment floor space and Housing Works?

38:45

Peter Frampton for the applicant. The effects of this proposal on housing need is addressed in chapter seven of the Ees 7.239 to 7.2 50.

39:01

The conclusion at seven to 57.2 50s. The impact of additional residents, due to the contribution of the proposed development on housing demand is likely to be negligible in the short term resulting in a neutral effect. And we now have the District Council Blaby District Council response at 1020 of their report undertaken by their own consultants stating, it is unlikely that the operation of the proposed development would generate additional pressure on the Leicester and Leicestershire housing market and the county council says in their LIRR seven 140. Should the NH RFI be granted consent. Local authorities in Leicester and Leicestershire would need to consider whether the level of housing provision in the longer term would need to be increased. This consideration is likely to be informed by a

40:00

further updated evidence would inform housing provision post 2036. And, of course, the point I made earlier about the council's own evidence base of the scale of rail related housing need. The council's all agree that that's evidence base for their future plans. And they will need to take on the future development needs that arise from that provision.

40:28

Thank you.

40:32

Thank you. And can I ask the local authorities the same question and how they're linkages between employment floor space and housing Max?

40:41

Thank you yes to respond on Mr. Keegan, on behalf of the authorities.

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We do have some concerns with the applicants sort of methodology in the way this has been considered.

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A separate study called the housing and economic needs assessment has been undertaken, again, by my firm for all the authorities in the county and the LEP.

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And that looked at, effectively the standard methodologies, requirements for the authorities to deliver homes over their planned periods. And there are some calculations within that document which estimate the labor supply that would be generated. And in the round, it's expected that through the standard methodology framework, that the likely outcome is that there would be sufficient labor over the periods of the development to to meet the requirements. There, that includes sort of reflecting on the different relationships between the operational area for jobs that the application at the applicant has identified,

41:56

versus the housing market area of Leicester and Leicestershire, which aren't different, I'm not sure the applicants submission actually resolved some of those issues. But but we have considered those and we think that you know that, that in the round, that's likely to be, there will probably be a balance. I think there are some underlying issues, which I'll just take the opportunity to identify at this moment. One of those of note is affordability of homes. So we can be very simplistic to say that it's like there'll be sufficient labor supply in the round. I think when we look in the details, notably of the income to affordability ratios, in particularly Blaby and Hinkley and some of these are discussed in the local impact report, we find that the expected wages in relation to the sector are likely to be some way below that for home ownership. So therefore, there's going to be pressure on rental markets, leaving Hinkley have had pretty small rental property markets. So we're kind of circled or some way back to an earlier point about the the pressure on housing markets will occur more likely in large urban areas of Coventry, rugby and Leicester, and then the sort of the and commuting effects. And the the mitigation of these issues is challenging in reality, and the issues about skills, skills packages and maximizing sustainability,

43:34

as discussed by one of my colleagues are the offices in terms of the package of section one when I six package really

43:42

are of significant importance.

43:45

I think that there is a further issue there about you know, what kind of skills are exactly going to be required

43:51

at the development in due course, and that absolute, there is some some inconsistency in the applicants assessment of the nature of skills, use one type of skills model for the distribution or model of jobs

44:10

in a trip model, and another to assess what the actual type of effects they think will be that's in the main environmental statement. So it can be difficult to really understand these things. And I think we would encourage in due course, the applicant to to clarify these matters so that the right kind of employment and skills strategy can be developed for the right kind of roles.

44:38

Yes, thank you, the applicant.

44:40

Respond.

44:42

Peter Frampton, on behalf of the applicant from those comments, I just like to have confirmation that the written representation from Blaby District Council is correct. And that's the conclusion that it would unlock the operation of this project.

45:00

Ozel could be unlikely to generate additional pressure on the Leicester and Leicestershire housing market. That's what stated, We're just like you to confirm to the examining authority. That's correct.

45:13

I have already said that based on the information available and that the authorities work to the standard methodology that it appears on balance that additional housing market pressure would not be generated in Leicester Leicestershire area

45:32

for further work may be required to look at that in more detail, but based on the information available, yes.

45:42

Thank you.

45:44

Well, that that leads the examining authority to seek clarity from parties that areas of agreement and disagreement can be highlighted in the statement of Common Ground.

45:55

If it isn't unlikely to be significant pressure on the local housing market, then it follows that there's likely to be more and longer traffic movements to and from the site, which employee related. So when you get to see that assessed in the transport assessment, as discussed yesterday, is received specific hearing on transport and travel.

46:18

Does

46:20

anyone else have comments on this? And frontier?

46:35

Thank you Stuart bike in the hunger parish council.

46:39

That there is a

46:41

sort of

46:43

a slight sort of twist in

46:45

where yesterday's discussion on transport sort of went and some of the information that we've heard today

46:53

that there seems to be sort of a

46:57

an element of the of the sort of the outcome of what has been sort of promoted at the moment in responses, whereby the,

47:07

the impact of some of the

47:11

level of which, excuse me, so I'm struggling to get my words up

47:17

the level of which the the sort of the impact of

47:26

muting will sort of

47:29

knock on and have on the

47:35

excuse me.

47:43

Well, excuse me.

47:49

Would you prefer to

47:53

put it in writing sorry, okay.

47:56

Agape

47:58

CPRE?

48:02

See, one simple point is that the Leicester and having market area covers as far as Northwest left Tisha. So, the question that the Leicester housing market area have sufficient housing doesn't mean it will be supplied close to this earthlite. The question that was that you were asking about commuting levels, it could be delivered within less to housing market area. And if I were the local authority locally, I wouldn't be particularly

48:38

this point saying with the need for more housing,

48:42

but maybe providing other areas such as John Wood, for instance, is one of the places that has recently

48:49

looking at how our housing numbers to meet those

48:54

shortfalls in other parts of Leicestershire so I think the question as to commuting levels as opposed to providing the housing within the housing market area might be one that needs clarification

49:14

something that local authorities would like to come back on

49:38

okay

49:45

so again

49:51

Council provides details of adopted development plan policy, six on supporting strategic employment sites

50:00

In particular for the need a proposed new development support and employment and skills strategy. I

50:08

think we've heard some, some comments today about that. Work is in progress.

50:15

Just like to hear from the applicant, how that's coming along.

50:21

Peter Frampton for the applicant, Mr. Stacy is absolutely correct. We've had various meetings regarding the skills and training strategy. We've put various proposals to labor district, Hinckley and the county. Were waiting on this to Stacey, to respond to us.

50:45

I think I heard that you have that by the shortly I think. And as soon as we've got it, we will respond to it.

50:56

Stacy, Stacy for Blaby District Council just want to

51:01

I guess assist users in in the real sort of headline details of of what that future work and skills request from the council's is going to like in our written representation, just obviously in bullet point format. So obviously the devil is in the detail with this sort of thing. But if you want to know in the rough direction that we're looking at the moment, that's the best place to find it. Thank you. If

51:26

so, in addition, Blaby, District Council of reference policy, CSA, 11, infrastructure services and facilities. The aim of this policy is to support growth and requires new developments to be supported by physical social and environmental infrastructure at the appropriate time in order to meet the needs of the community and mitigate any adverse impacts of development. Given that elsewhere in the local impact report, the council acceptable being neutral impact on local housing provision cancels all councils please confirm they would not be anticipating any significant pressure on local services, such as schools, stuck surgeries, leisure facilities, if the proposal was consented and developed I

52:13

think that's probably a point to be wants to take away and just confirm in writing. So you've got that in the in the examination documents. Thank you.

52:24

Anybody else like to comment on that issue?

52:30

Thank you.

52:33

So again,

52:36

Libby, in their local impact report

52:39

stated that there appears to be misalignment between the housing market area definition and the operational employment study area with no apparent attempt to reconcile this difference. Conclusions arrived at in the environmental statement regarding the impact of demand for workers on housing is in question as stated as minor adverse effect in table 7.26.

53:06

However, work undertaken in this report, as above suggests that the conclusions are likely to be incorrect. So let's acknowledge that the applicant has and respondents pointed definition of the housing market area at some point one nine of chapter seven of the environment or statement, but this this does not adequately respond to the point made please cut the applicant respond to the statement that there is misalignment which leads to incorrect conclusions that may be something you want to take away to respond to.

53:43

Would like to come back in writing?

53:52

Moving on to travelers sites.

53:56

Firstly, it involves the placement of six meter high noise attenuation fence close to the boundary of the acid first traveler site,

54:05

Libby Vista Council State and their local impact report that due consideration has not been given to the local policy context in which the rail freight interchange proposal sets the elaborate that no references made to the planning policy for traveler sites or infos community within the applicant equalities. Impact Assessment. Can the applicant explain how the proposed development will impact the traveler community around us and fares and how the scheme is consistent with the principles and the policy for traveler sites.

54:42

Thanks to Apple Mail for the applicant, I think that's one we'll take away and have to respond to I'd expect that will be Mr. Connolly who will respond to that it was of course here this morning is no longer here for this afternoon session.

54:57

Finally, in risk

55:00

Active green space,

55:03

number of relevant representation to be incredibly critical of the applicants approach to the assessment and provision of green space due to the proposed loss of part of Burbridge common

55:13

and the applicant explain their green space strategy to help support the proposal and mitigate against any impact linking to the local authorities greenspace assessments or strategies were appropriate

55:27

that the applicants response first.

55:36

Again, sir, I think that's when we'll have to take away with Mr. Connolly being the appropriate person. Can I just would you mind just repeating the question again, so that we know sit down correctly in terms of what's required?

55:47

Okay,

55:49

so a number of the relevant representations have been critical of the applicants approach to the assessment and provision of green space due to the proposed loss of part of Burbidge comm.

56:01

Can the applicant explain a green space strategy to help support the proposal and mitigate against any negative impacts? Also linking to the local authorities green space assessments or strategies where appropriate?

56:25

Thank you so I can clarify. I think the point on loss of verbiage common

56:32

again, the only the only development activity that's proposed within the common, you may recall is the connection that's been provided from the Broadway network on the site into the Broadway network in the common and and that, that that small section of linkage so that's that's the only loss of common that's been talked about here.

56:51

Or if it's not, then it doesn't exist.

56:54

So we will take the other points away and come back to you. Thank you.

56:59

Anything BlueBee would like to say in response?

57:06

Okay.

57:09

Is there anything anyone else would like to raise on the site and before we move to next actions, next steps and actions?

57:22

which case I'll hand over Mr. Harun?

57:28

Thank you, Mr. sord. Number of actions here mainly for the applicant for deadline three. As always, we'll provide a detailed breakdown of the action points for all interested parties. But key actions for the applicant include a short review paper on the what the ramifications are for Hinkley with regard to market needs assessment statement on the main alternative studies and an indication of the reasons for the outcomes choices.

57:53

Arise planning statement providing updates on relevant policy positions.

57:58

The submission of a plan highlighting the geographical area of search in relation to the property market area,

58:04

the market demands document will be reissued using metric measurements.

58:10

further clarification will be provided in relation to potential occupiers aspirations in relation to large units.

58:18

There's a update to be provided in relation to supply and demand of industrial floor space in the region.

58:26

An update to be provided in relation to the net mileage savings that the site will generate.

58:32

We have an update in relation to market testing, including soft market testing that has been undertaken to date.

58:40

The applicant is to provide an update in relation to the alignment of the housing market area definition and the operational employment study area.

58:48

The applicant is to provide an update in relation to the impacts on the traveler community and its assessment in relation to the green space strategy. And in addition, local councils also provide clarification clarification sorry, in relation to caches on local services. And that's by deadline three as well.

59:04

Are there any comments on these?

59:07

Thank you. So just pull mail for the applicant that was referenced a number of times from a saw to a consolidated notes. I'm just wondering in terms of the actions that you've listed out there, what the contents of that consolidated note is or you contend to leave it to us to present it in the best way possible. And if we can consolidate some of these items together to provide sort of an overarching statement, on have on need, kind of that that's what you're looking for to present it and the way you you best see fit. Thank you.

59:40

Thank you. Well, I'll hand back to Mr. Jackson. Thank you, everybody, for your patience. This afternoon. Thank you, everybody for the last two days. Obviously we're back tomorrow morning with an open floor hearing and then in the afternoon with a compulsory acquisition hearing.

59:56

But apart from that, thank you everybody for your contributions they may

1:00:00

stimulating and really useful to us and on that basis today's hearing is now closed