



**MAGNA PARK** Lutterworth

**DHL SUPPLY CHAIN: Design and Access Statement**

**June 2015**

# 01

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*" DHL is one of Magna Park's 25 blue chip companies and is the global market leader in the logistics industry. DHL commits its expertise in international express, national and international parcel delivery, air and ocean freight, road and rail transportation as well as contract and e-commerce related solutions along the entire supply chain. "*



## 01. INTRODUCTION

This Design and Access Statement (DAS) has been prepared to fulfil the requirements for a DAS for developments classed as “major” by Statutory Instrument 2013 No 1238 of the Town and Country Planning (Development Management Procedures) (England) Order 2010 for development.

### 1.1 The Design and Access Statement

#### 1.1.1 The DAS duty:

- sets out the steps taken to appraise the context for the development;
- explains how the context has been taken into account in the design of the proposals;
- explains the principles and concepts applied to the design of the development;
- explains how relevant policies have been taken into account;
- summarises the consultation undertaken and how pre-application advice and the views of the public have been taken into account in the design of the proposals; and
- identifies the key issues related to design and access and shows how they have been taken into account by the application proposals.

### 1.2 The Planning Application

#### 1.2.1 The DAS is submitted in support of the planning application on land immediately adjacent and linked to Magna Park, for:

- the construction of a 100,844 sq m logistics/ distribution facility with ancillary B1 office space, gatehouse, associated vehicle fuelling and washing facilities
- structural landscaping
- drainage and water management infrastructure including attenuation ponds and water treatment and waste management facilities
- rooftop solar photovoltaic panels
- HGV, car and cycle facilities
- fencing and security infrastructure
- the associated highway layout within and around the site
- alterations to existing vehicular and pedestrian access
- creation of a new A5/Mere Lane roundabout and partial dualling of the A5
- public transport infrastructure, including bus stop and lay-by
- the necessary enabling works, including the demolition of the Emmanuel and Lodge Cottages.

*“A ground breaking initiative that serves as a model for distribution park development across the globe”*



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The Design and Access Statement (DAS)



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## 01. INTRODUCTION

### 1.3 DHL Supply Chain

**1.3.1** The application proposals have been specified by and are designed to meet, in compliance with relevant policy and best design practice, the specific needs of DHL Supply Chain for whom IDI Gazeley will build the facility.

**1.3.2** DHL already occupies four distribution warehouses at Magna Park, together totalling 55,319 sq m and employing some 700 people (rising to over 1,000 with seasonal variations). The new distribution operation will employ another 1,250.

**1.3.3** DHL is one of Magna Park's 25 blue chip companies and is the global market leader in the logistics industry. DHL commits its expertise in international express, national and international parcel delivery, air and ocean freight, road and rail transportation as well as contract and e-commerce related solutions along the entire supply chain. DHL operates a global network of more than 220 countries and territories and employs around 315,000 people worldwide, providing its customers with superior service quality and local knowledge to satisfy their supply chain requirements.

**1.3.4** DHL anchors its social responsibility in its corporate strategy – with undertakings in environmental protection, education and training, community outreach and charity and disaster management.

**1.3.5** DHL's wish is to meet its expansion needs at Magna Park in preference to alternative sites that have similar location advantages. DHL's choice constitutes an unequivocal endorsement of Magna Park based on its experience of the park, and is an endorsement both of the quality of Magna Park (its operational efficiency, the quality of its management and its appeal as a place to work) and the quality and availability of prospective employees.

### 1.4 DHL Supply Chain's Needs in the Context of the Logistics Sector's Property Needs

**1.4.1** The need to provide DHL Supply Chain with expansion premises should be understood in the context of wider trends in the logistics sector. Those trends and the implications for the application proposals are set out in full in the Strategic Distribution Study prepared for the Leicestershire Local Authorities (HDC was the lead authority for the study) by MDS Transmodal and Savills (and dated November 2014 but published in February 2015). Briefly, with regard to the application proposals, the key points are:

- The sub-region generally and the county particularly has a well-established competitive advantage in the growing, highly productive and uniquely valuable sector to the performance of the UK economy.
- Maintaining and growing this competitive advantage is dependent upon supplying additional sites that meet the sector's property needs (for location, proximity to strategic highways infrastructure, site size and configuration and availability of labour – all factors, subject to the availability of sites, which explain the county's success).
- The sector needs larger and larger warehouse units due to efficiency trends and innovations in the logistics sector, as well as structural changes and geographical shifts globally in the sectors that the UK's logistics serves.
- Leicestershire is especially well located and endowed with the infrastructure to meet the sector's needs for national distribution centres

(i.e., the inherent cost and other efficiencies entailed in having one large warehouse that serves a business's national stockholding and distribution function).

- In the hierarchy of approaches for supplying the sector with the additional property it needs in the county, the report states that the top preference must be to extend existing strategic logistics sites (where there is adequate road capacity serving the site and at adjacent motorway/dual carriageway junctions or capacity can be enhanced as part of any extension).

**1.4.2** Apropos the final point, only IDI Gazeley is in a position to extend Magna Park. Section 2 of the DAS explains why that must be so.

**1.4.3** DHL Supply Chain's needs, and the application proposals to meet those needs, underscore the findings of the Strategic Distribution Study. DHL need a very large warehouse which will be used as a national distribution centre, and they want it at Magna Park because of its proven success as a location, its operationally efficient concentration of like businesses, the quality of the park and its management, and its proximity to an available source of suitable employees.

*“DHL's wish is to meet its expansion needs at Magna Park in preference to alternative sites that have similar location advantages.”*



### 1.5 The Planning Objectives for DHL Supply Chain

**1.5.1** The planning objectives set for the DHL Supply Chain facility reflect the company's needs and have regard additionally to the relevant planning policies (set out in Section 3 of the DAS), the design principles set for the development (Section 5 of the DAS) and the pre-application advice and public engagement where it bears on design and access matters (Section 6).

**1.5.2** The planning objectives were canvassed in draft and refined during the pre-application process and have shaped the evolution of the application proposals. The planning objectives are:

- a site that is connected physically and functionally to Magna Park via the park's existing infrastructure
- a scheme that continues the development and environmental quality pioneered by Magna Park
- a facility that fits into and are unobtrusive in the landscape, taking the minimum land necessary

- a facility that is operationally efficient while also achieving the highest practicable standards of environmental sustainability
- improvements to the affected permissive footpaths and bridleways and to the public's access to the site's informal recreation amenities
- improvements to the junction of Mere Lane with the A5, both to improve the safety and efficiency of that junction and to relieve congestion pressures at the junction of the A5 with the A4303 (Coventry Road)
- improvements to pedestrian, cycle and public transport access to the site and its connections with the rest of the park and wider site
- no increase in the extended park's light pollution
- noise levels, even for the most noise sensitive locations, that are below the Lowest Observed Adverse Effect Level threshold set in accordance with National Planning Practice Guidance.

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DHL Supply Chain's needs in the context of the Logistics Sector's property needs.



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## 01. INTRODUCTION

### 1.6 The Relationship of the DAS to the Other Submission Documents

1.6.1 The DAS is one of the suite of documents submitted in support of the planning application for the DHL Supply Chain facility, as follows:

- the scale drawings that provide the details of the development, landscape and access proposals for which planning permission is sought;
- Environmental Statement prepared in compliance with the Environmental Impact Regulations 2011 which:
  - addresses the potential of the application proposals to have significant environmental effects, both during construction and on operation, in respect of the landscape (including visual and artificial lighting effects), ecology, the management of water, heritage, transport, ground conditions, noise and air quality
  - proposes the mitigation – incorporated in the design proposals and other undertakings – needed to reduce adverse effects to acceptable levels;
- Transport Assessment and Travel Plan;
- Flood Risk Assessment;
- Climate Change Assessment, which assesses the performance of the proposals against policy CS9 of the development plan;
- Statement of Community Involvement which summarises the public consultation undertaken and the results; and
- Planning Statement, which:
  - sets out the development plan policies at play together with the material

considerations to be taken into account in determining the planning application

- assesses the performance of the application proposals against those policies and material considerations
- concludes with the justification in planning for the grant of planning permission for the application proposals.

### 1.7 Structure of the DAS

1.7.1 The DAS is structured as follows:

- **Section 2** describes Magna Park now – including the nature and scale of the park, its management, its planning history, its environmental credentials, what it contributes now to the economy and local communities, and the initiatives underway and planned to address the concerns of local communities.
- **Section 3** sets out the development planning policies in play together with the principal material considerations – the National Planning Policy Framework (NPPF), the National Planning Practice Guidance (PPG) and the evidence published by the Leicestershire County Council on the need for additional high quality distribution space in the area and the benefits of providing for that need through extensions to existing facilities.
- **Section 4** provides an assessment of the development site and its context from the perspectives of landscape character, arboriculture, ecology, topography, ground conditions, water / hydrology, heritage / archaeology, views, noise, air quality, artificial light, access (vehicle and public) and utilities.

- **Section 5** sets out the design principles and concepts that have been applied in designing the proposals.
- **Section 6** summarises the evolution of the proposals, taking into account the pre-application advice and what we learned from engaging with the public.
- **Section 7** sets out the development proposals – the details of the design of the development and the proposals for renewal energy, lighting design, water management and sustainability.
- **Section 8** sets out the landscape proposals – including the proposals for planting, visual mitigation, biodiversity and habitat creation.
- **Section 9** provides the access proposals – the site and its links to the existing park, the improvements to Mere Lane, the junction with and dualling of the A5, public transport and travel planning and public access (footpath, bridleway, cycle).
- **Section 10** briefly outlines the approach proposed to delivering the development proposals.

### Appendices:

The minutes of the three formal pre-application meetings on the application proposals – 4 December 2014, 9 March 2015 and 14 April 2015 – and those on the access issues with the highways authorities (Leicestershire County Council, Highways Agency and Warwickshire County Council and their consultants) between July 2014 and March 2015 can be found in Appendices 4 and 5 of the PS.



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## The Relationship of the DAS to the Other Submission Documents

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### **About IDI Gazeley**

IDI Gazeley (Brookfield Logistics Properties) is one of the world's leading investors and developers of logistics warehouses and distribution parks with 59 million square feet of premier assets under management and additional prime land sites to develop another 55 million square feet of distribution facilities near major markets and transport routes in North America, Europe and China. As part of Brookfield Property Partners, we belong to one of the world's largest and most sophisticated owners, operators and investors in real estate.

For further information, please visit

[www.brookfieldlogisticsproperties.com](http://www.brookfieldlogisticsproperties.com)

### **About Brookfield**

Brookfield Property Partners is one of the world's largest commercial real estate companies. Our goal is to be the leading global owner, operator and investor in best-in-class commercial property assets. Our diversified portfolio includes interests in over 100 premier office properties and over 150 best-in-class retail malls around the globe. We also hold interests in multifamily, industrial, hotel and triple net lease assets through Brookfield-managed private funds.

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