



MAGNA PARK Lutterworth

DHL SUPPLY CHAIN: Design and Access Statement

June 2015

02

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Magna Park was developed on the site of the former Bitteswell Aerodrome where Wellington Bombers were stationed during World War 2. Hawker Siddeley also had a factory next to the airfield, where Vulcan bombers were built and tested during the 1960's.



02. MAGNA PARK NOW

Magna Park Lutterworth was established in 1988 and is the largest dedicated distribution park in Europe and IDI Gazeley's flagship development. The park is located in the far south west of the administrative area of Harborough District and lies on the A5 between the M1, M6 and M69 motorways.

2.1 Magna Park

2.1.1 There are 25 blue chip companies on the park who together operate 31 distribution warehouse buildings totalling 771,750 sq m together with the 8,185 sq m headquarters for George (the clothing division of Asda). Of the 31 distribution buildings, 17 (68% of the park's warehouse floorspace) are national distribution centres (NDCs) and 14 (32% of the warehouse space) are regional distribution centres (RDCs). The 25 companies together employ about 9,300 people, with a still higher number during peak seasons (e.g., Christmas).














2.1.2 Magna Park commands rents comparable to the best rents achieved by the few properties in the golden triangle with similar location and quality advantages. Occupiers also pay a service charge for the management and maintenance of the park's common parts and for its central foul water management and sprinkler system. Companies' willingness to pay reflects the prestige conferred by the "G Brand", the match between the operators' and IDI Gazeley's corporate responsibility charters and the value returned to the businesses in the park's operational advantages: the single management, the large landscaped plots, the purpose-designed, well-maintained and uncongested streets, the water rates savings that follow from the central services

farm, and the park's appeal as a place to work which assists occupiers in competing for the best labour.

2.1.3 IDI Gazeley is one of the foremost pioneers of environmentally sustainable warehouse development in Europe, North America and China, with over 25 years' experience, holdings valued at \$3.6 bn and a track record of delivering over 250 million square feet of innovative warehousing, distribution and manufacturing facilities for more than 900 customers in major markets and transport routes around the world. The firm is one of the world's leading investors and developers of logistics real estate, providing unmatched expertise with a focus on customer service to developments in North America, Europe and China.

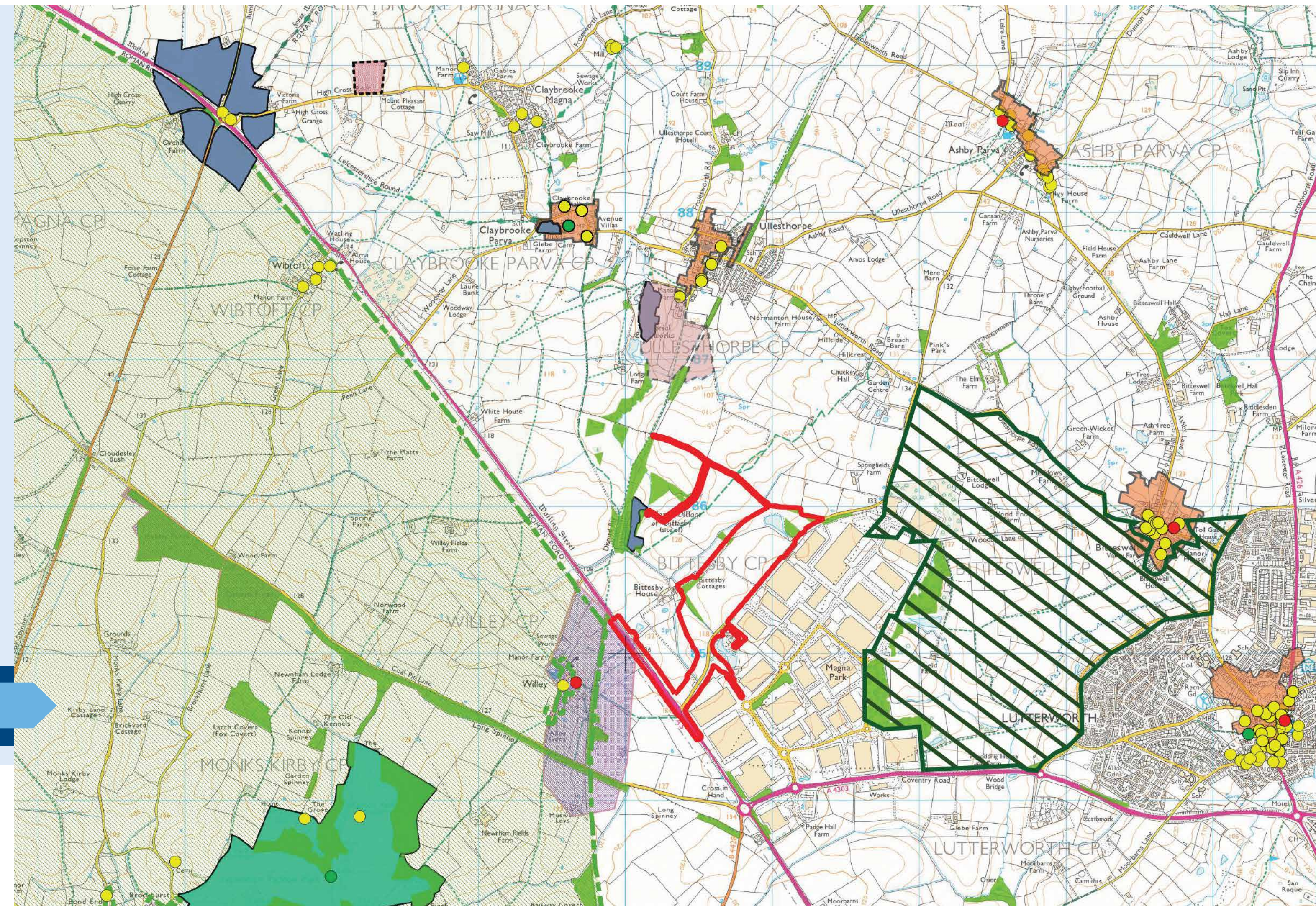
2.1.4 IDI Gazeley is overseen by Brookfield Property Partners, a \$121 bn owner, operator and investor in best-in-class real estate around the globe. IDI Gazeley is a cornerstone for Brookfield Logistics Properties becoming the leading global logistics property company with a passion for service and excellence.

Key to Map

	Development Boundary
	5 x 5 km
Listed Buildings	
	Grade I
	Grade II
	Grade II*
	Park and Gardens
	Access Land
	Scheduled Monuments
	Green Belt
	National Forest Inventory
	Borough of Rugby Council Green Infrastructure Network
	Conservation Areas
	Separation Areas

MAGNA PARK Lutterworth

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02. MAGNA PARK NOW

2.2 Planning History

2.2.1 Magna Park was developed on the site of the former Bitteswell Aerodrome in two main phases. Harborough District Council granted outline planning permission for the first phase in 1987, and the Secretary of State for the Environment for the second phase in 1992.

2.2.2 The Secretary of State (SoS) called in the planning application for the second phase for his determination partly because of what the SoS referred to as its "perceived" conflict with the provisions of the then development plan – a conflict the SoS disputed.¹ The SoS found that although the first phase was a conspicuous feature in the relatively open landscape, the second phase would be incremental in its effect on the visual appearance of the area; that, once matured (10 years), the landscaping would largely screen the expansion; that the park's comprehensive plan, layout, planting, individually landscaped plots and buildings were of a high quality; that this high quality would be emulated in the second phase; that the park's visual impact, light, noise and traffic were capable of mitigation; that it would be "quite wrong" to take a purely local view of the park's impact on the labour market; and that the development would deliver significant economic and employment benefits.

2.2.3 The first phase of Magna Park delivered Magna Wood on the north of the park (some 1 million trees were planted and there are permissive public footpaths and a cycleway) and the Mere Lane Lagoon (the park's attenuation lake) on the west side of Mere Lane. The Mere Lane Lagoon, like Magna Wood, is a public amenity – a fishing lake and rich wildlife and biodiversity resource which is also accessible by permissive footpath and bridleway.

2.2.4 The second phase delivered the Lutterworth bypass (A4303 – the Coventry Road), the continuation of the A427 dualling as far as Magna Park and the HGV Routing Agreement, all of which were secured by the Section 106 Agreement between IDI Gazeley and Harborough District Council. The A4303 routes traffic away from Lutterworth town centre, and the Routing Agreement directs HGV traffic to the strategic highway network and away from Lutterworth town centre and other settlements. IDI Gazeley ensures operators strictly enforce the Agreement.

2.2.5 Conditions on the planning permission for the second phase required, for the development to be acceptable, low level cut-off lighting. The SoS accepted that noise (arising from on-site activity and additional traffic on the highway) is a very subjective matter with some more susceptible to being annoyed than others. However, he concluded that it was unlikely that noise would be a justifiable cause for complaint – given the distance of Magna Park from the closest housing, the extensive earth shaping proposed and the evidence that the additional traffic noise would be imperceptible to the human ear and in any case the bypass would incorporate noise attenuation measures.

2.2.6 Magna Park's first buildings were completed in 1988 and the last in 2007. Only Plot 2110 – the site of the former George HQ (a two storey 3,515 sq m office building) – remains undeveloped, but solely because of its size (the 9,669 sq m warehouse the site can accommodate is too small for the market). Very recently, IDI Gazeley has been able to add to Plot 2110 an area of land on an adjoining plot to create a site large enough to accommodate a 16,723 sq m distribution warehouse for which a planning application was submitted in April 2015.

2.2.7 With the exception of Plot 2110, Magna Park is fully developed and has been since 2007. Without land to extend the park, IDI Gazeley is unable to respond even to its existing occupiers' expansion needs. Costco, as a consequence, is leaving the park and is expanding at Crick instead.

2.2.8 The constraints to the park's expansion impose cost penalties on the park's businesses and employees as well as on the local economy. Businesses which wish and could expand experience operating inefficiencies, employees lose jobs or suffer added travel costs, and local businesses lose their custom.

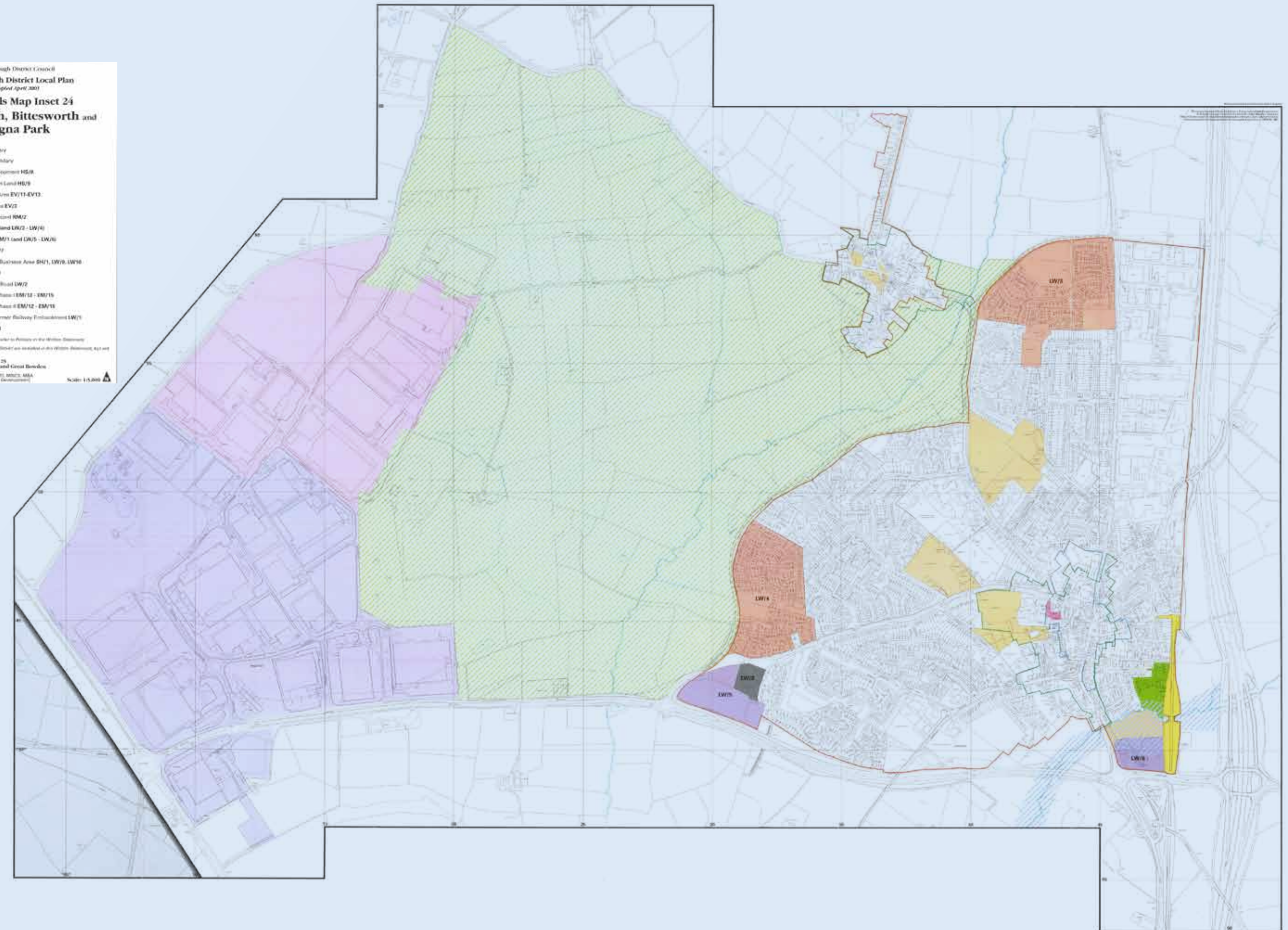
¹ The SoS's power to call in for his determination planning applications that are departures from the development plan was removed when Communities and Local Government Circular 02/2009 came into force.



“Magna Park's first buildings were completed in 1988 and the last in 2007.”

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02. MAGNA PARK NOW

2.3 Magna Park's Landscape

2.3.1 The landscape master plan for Magna Park was developed in the late 1990s at a time when many UK landscape sustainability themes and values were still developing and evolving. Indeed many of the early UK landscape integrated design thoughts based on sustainable eco services systems and cyclical management systems were founded in a few benchmark projects such as Stockley Park Heathrow (mostly completed in 1998). In many ways the existing Magna Park landscape has much in common with the infrastructure landscape associated with Stockley Park and indeed was designed by the same companies.

2.3.2 The plateau location of the formal airfield site is now entirely encircled by dense woodland and hedgerow planting. To the east of the site Magna Wood comprises of a planted artificial ridgeline, grassland fairways and several man-made lakes that are an integral part of the site's run-off water management system. To the west the filter beds and ponds of the sewerage services farm provide ecologically rich area and habitat zone that supports a colony of great crested newts.

2.3.3 Internally, the landscape of Magna Park comprises wide tree lined boulevards with wide grass verges and separated pedestrian pavements leading to junctions marked by landscaped roundabouts with individual signature planting. Building units and service yards located alongside these roads are heavily screened behind clipped hedgerows and planted earth bunds.

2.3.4 The landscape attributes of the park can be summarised as follows:

- high investment in planting including extensive and dense shrub beds, hedges and mature tree planting
- landscape planting maintained, managed and valued appearance
- extensive and meaningful areas of ecological planting and wetlands around perimeter
- building mass generally screened within park and around edges
- roadways generally uncluttered
- simple connecting road network and internal plot arrangement.

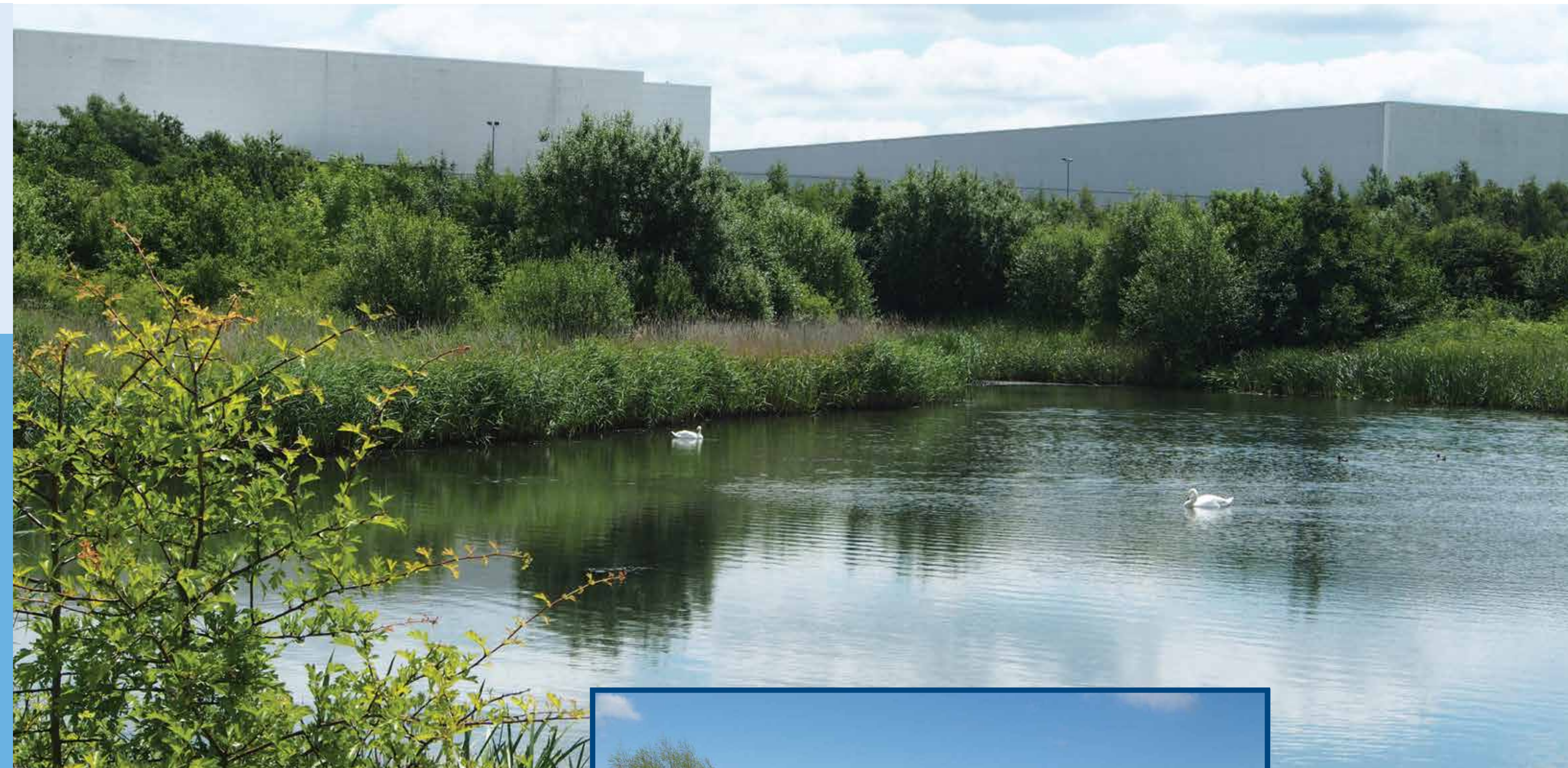
2.4 Magna Park's Management

2.4.1 Magna Park is a privately owned dedicated warehouse distribution estate where the common parts are owned by Gazeley UK Ltd / IDI Gazeley. Magna Park Management Ltd runs the park for the blue chip logistics businesses which own or occupy the units and ensure it is an exemplar park for distribution worldwide.

2.4.2 The estate roads are built to adoptable standards and are maintained to very high standards along with the landscaping and all other services for the customers of the park. The services farm at Magna Park treats the foul water in an environmentally sensitive way via bio-discs and reed beds. Magna Park Management has long worked closely with the Environment Agency to ensure the high standards are maintained, and will be working with the newly established (April 2015) Lead Local Flood Authority.

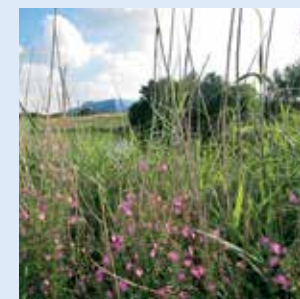
2.4.3 The gas and sprinkler services are also provided from the services farm via a hydrant main through the common parts of the estate, a service that delivers occupiers a commercial water rates savings.

"...high investment in planting including extensive and dense shrub beds, hedges and mature tree planting with landscape planting maintained, managed and valued appearance."



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Magna Park's Landscape



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02. MAGNA PARK NOW

2.5 Magna Park's Environmental Credentials

2.5.1 Magna Park set a new standard for environmental sustainability in the logistics market. Though of its time, its environmental credentials remain at the top of the logistics property market that IDI Gazeley pioneered.

2.5.2 Layout, buildings, common services

The park is laid out in individual secure landscaped plots accessed by a common highways infrastructure from the A4303. The plots share a common services infrastructure which includes a sewage farm (bio-discs, reed beds) and common sprinkler system. As far as practicable, buildings are arranged on site to optimise thermal properties and natural daylight.

Each successive building constructed since 1988 has improved on its environmental credentials.

2.5.3 Landscape and ecology

The landscape makes a major contribution to the park's environmental sustainability as well as to its operational efficiency and appeal to employees. Magna Park's landscape is characterised by:

- very substantial investment in planting including extensive and dense shrub beds, hedges and mature tree planting
- "signature" planting schemes that mark the roundabout junctions
- extensive and meaningful areas of habitat and ecological zone planting around perimeters
- significant areas of woodland planting around the perimeter of Magna Park including Magna Wood – in total over 1 million trees have been planted across the park estate

- wetland and lake areas as an integrated part of the site's run-off water management system
- building mass generally screened within park and around edges.
- simple connecting road network and internal plot arrangement.
- roadways that are generally uncluttered to form tree lined boulevards with wide grass verges that separate pedestrian pavements from the carriageway
- building units and service yards located alongside these roads are heavily screened behind clipped hedgerows and planted earth bunds
- care for the maintenance and management of the landscape, including the management of the woodland.

There is a substantial population of great crested newts with carefully protected and maintained habitat.

Travel Planning

2.5.4 Magna Park is a well-established distribution park that has evolved over many years and as such there is an existing level of infrastructure that is available to new or expanding companies locating at the site. For instance there is an existing bus service at Magna Park that provides direct links to Lutterworth and Hinckley and connecting services to Leicester, Rugby and Market Harborough. Bus stops are provided throughout the Park on Hunter Boulevard and on Wellington Parkway.

2.5.5 Although the setting of Magna Park limits the potential to encourage large numbers of

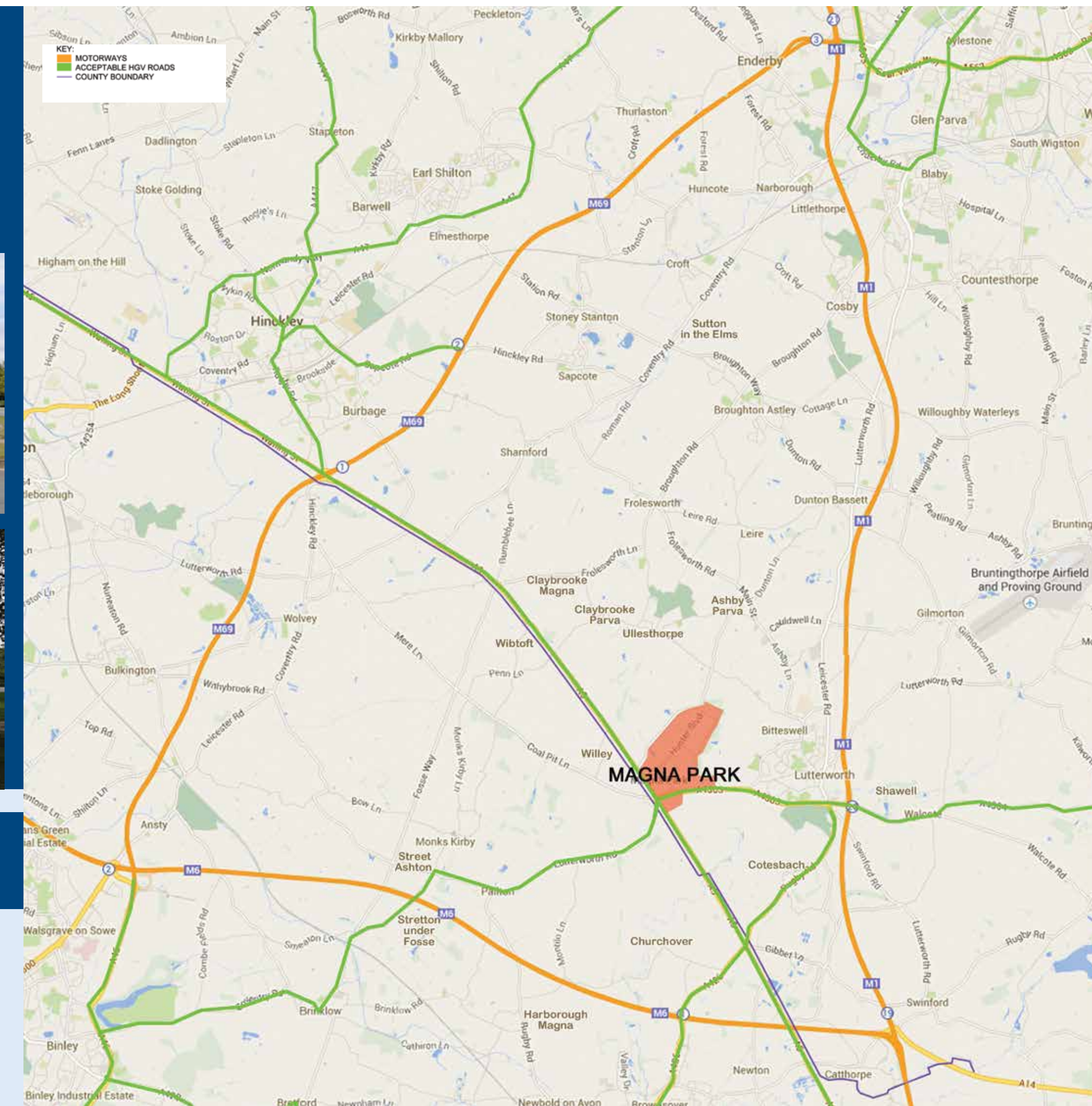
cyclists, some employees choose to cycle to work. The greatest potential for cycling is trips to and from Lutterworth and there is a segregated signed route that runs on the north side of the A4303 (funded and delivered by IDI Gazeley as part of the Lutterworth bypass). Via this route Magna Park can be reached in less than five minutes, which is within comfortable cycling distance.

2.5.6 Walking is also a possibility for some people via the same route and within Magna Park there is an integrated network of footways and regular crossing points, dropped kerbs and tactile paving. These also provide safe and direct pedestrian routes to bus stops and other areas of Magna Park.

Routing Arrangement

2.5.7 All HGV movements generated by Magna Park are subject to a routing agreement between IDI Gazeley and HDC. The details are set out in the Section 106 Agreement and are provided to all occupiers at Magna Park. The routing agreement is strictly applied and as far as practicable ensures that all HGVs avoid sensitive routes through local villages and Lutterworth town centre.

" All HGV movements generated by Magna Park are subject to a routing agreement between IDI Gazeley and HDC."



MAGNA PARK Lutterworth

HGV Routing Plan

02. MAGNA PARK NOW

2.6 People's Concerns and IDI Gazeley's Response

2.6.1 The first and second phases of Magna Park have delivered the mitigation required by the conditions on the planning permissions. The Lutterworth bypass (with its segregated cycle lane and footpath) and the further dualling of the A247 (both then long-standing Leicestershire County Council schemes) are in place, the Routing Agreement is in place and is rigorously enforced, Magna Wood has matured and the park is heavily screened by the earth shaping and planting, and the lighting in the second phase comprises, in line with the condition on the planning permission, cut-off luminaires.

2.6.2 Nonetheless, Magna Park continues to cause concerns for some. Those concerns – drawing on what IDI Gazeley learned during the extensive engagement with local communities (see the separately submitted Statement of Community Involvement) – can be grouped under four main headings:

- doubts that a road-based distribution facility can be sustainable;
- the job quality of the logistics sector and the limited local value from the park;
- the park's traffic impacts; and
- the park's light and noise pollution.

2.6.3 The prospect of the park's expansion triggers further concerns for landscape, ecology and public access to the affected land.

2.6.4 IDI Gazeley's response in each case is summarised below. IDI Gazeley have made significant efforts in recent years to meet local people, communities and stakeholders and now do so regularly. IDI Gazeley's aims are to assist understanding of the logistics sector and provide facts on Magna Park, to listen to concerns and what people want, and to take the action that it can both to redress concerns and to deliver the benefits that local people value.

2.6.5 What IDI Gazeley can do with the existing park is, however, limited to the parts of the park the company owns or controls: the park's streets and their lighting; Magna Wood and Mere Lane Lagoon; the public footpaths and cycle ways through the park; and the park's central services farm and sprinkler system. IDI Gazeley own only two of the individual plots – Plot 2110 which is not yet redeveloped following the relocation and expansion of the George headquarters to their A4303 site in the park (see Section 2.2 of the DAS for an explanation of the details) and Plot 4400 which IDI Gazeley recently acquired from Costco who are leaving the park so they can expand. All of the other plots are owned either by the occupying company or a financial institution.

2.6.6 Thus any change in occupiers' behaviour that is wanted by local people and is not already secured by the original planning permissions is beyond IDI Gazeley's direct control. Nonetheless, IDI Gazeley manages the park in close collaboration with the park's occupiers. The 25 blue chip companies all have strong corporate responsibility charters and share IDI Gazeley's commitment to being a good neighbour to local communities.



"Magna Park's competitiveness reflects Harborough's advantages..."



MAGNA PARK Lutterworth

People's Concerns and IDI Gazeley's Response

2.7 People's Concerns and the Facts on Magna Park

The logistics sector and the sustainability of road-based distribution

2.7.1 The logistics sector – the management and movement of the flow of goods between the point of their origin and their point of consumption – plays both an enabling role in facilitating the productivity and growth of the UK economy in an increasingly global production and trading environment and makes a major contribution to wealth creation and employment in its own right. The enabling role means that the more efficient the performance of the logistics sector, the greater the contribution the sector is able to make in turn to the productivity and growth of the national economy (including the pace at which a larger, globally competitive manufacturing sector is able to develop).

2.7.2 Logistics as a sector contributes at present about 9% of the national economy's total gross value-added, some 7% of the country's jobs and is growing, including as a source of full time permanent jobs. On average, output per head (i.e., productivity) in the logistics sector is higher

than output per head in the UK's manufacturing sector. In Leicestershire, some 11% of all jobs are in the logistics sector, and its contribution to GVA is about 30% greater than the contribution of the county's manufacturing sector.

2.7.3 Harborough District lies within the heart of the logistics sector's golden triangle, so-called because it is the UK's most efficient location for the receipt and distribution of goods and related services: it is well endowed with strategic highway (and nearby rail/freight) infrastructure; it is broadly central to the major domestic production sites and to the country's deep-sea and Channel ports; and some 90-95% of the UK's markets can be reached within 4.5 hours' HGV drive time, half the HGV drivers' daily limit, making it possible to serve most of the UK within an HGV driver's shift.

2.7.4 At present, about 11% of all freight handled in the UK is rail-borne – meaning 89% is road-based. While the rail/freight share is forecast to double to 22% by 2043² – an increase that IDI Gazeley is committed to helping to deliver – efficient road-based distribution will remain critical to the sector's environmental sustainability. Already, some 16-17% of trips from DIRFT, just 8

miles away along the A5, are destined for Magna Park (based on a survey by DIRFT's owners, Prologis).

2.7.5 Harborough District has a significant competitive advantage in the logistics sector because of:

- its location (close to the M1, M6 and M69 and on the A5 trunk road, away from the concentrations of population needed to allow for 24/7 operation, and close to DIRFT where 16% of trips are already destined for Magna Park); and
- the quality, suitability and availability of labour to the sector.

2.7.6 Magna Park's competitiveness reflects Harborough's advantages, but additionally – underscored by the park's rents and the values at which the buildings trade – the further efficiencies for the sector's businesses created by the park itself and IDI Gazeley's management of it:

- the quality of the park itself – for ease of operating in the park (wide and well-maintained streets, secure and well-landscaped plots, high quality common

services, well-constructed energy-efficient buildings), the park's appeal as a place to work (making it easier to compete for the best labour) and the association with the brand (top marque in the sector);

- the cost-neutrality of the central services;
- the further efficiencies IDI Gazeley are able to deliver for operators through its, management regime and commitment to meeting its customers ongoing needs.

² Long Term Planning Process: Freight Market Study, Network Rail, 2013



...the quality of the park itself – for ease of operating in the park (wide and well-maintained streets, secure and well-landscaped plots, high quality common services, well-constructed energy-efficient buildings)."

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02. MAGNA PARK NOW

2.8 The quality of jobs at Magna Park

2.8.1 The park's 25 existing occupiers are all UK blue chip companies with a strong commitment to social responsibility – including DHL Supply Chain who will take the facility for which the planning application is being made. Most businesses on the park invest heavily in on-the-job training – across the spectrum of occupations – and the park's staff turnover is low.

2.8.2 The occupational profile of Magna Park broadly mirrors that of the logistics sector overall:

- 28% managers, senior officials, professional and associated professional occupations
- 13% administration and secretarial occupations
- 12% skilled trades, personal, customer service occupations
- 22% process, plant and machine operative occupations
- 25% elementary occupations.

2.8.3 A survey of 16 of 25 of the park's businesses (summer 2013) found that more than 90% of jobs are full-time and that seasonal working is limited largely to the Christmas period and affects the retail businesses only.

2.8.4 Skill levels in the logistics sector are increasing – particularly in sales, IT, engineering and customer services – as the logistics sector becomes still more sophisticated in response to globalising markets and the competitiveness needs of the sector's customers.

The value locally of Magna Park

2.8.5 Magna Park contributes not just to the national and regional economies, but also to the local economy. Over and above the recreational amenities provided by Magna Wood and Mere Lane Lagoon:

- about 1,700 of the park's 9,300 jobs are held by residents of post codes which are wholly or partly within Harborough District
- Magna Park's occupiers contribute about £200 million pounds per year in business rates. From April 2013, Harborough District has been able to retain 80% of the growth in business rates it secures – a "localism" measure introduced by Government to encourage Councils to support economic growth
- IDI Gazeley has set up a Magna Park website with the aim, amongst other things, of providing a communications tool to encourage car sharing by the park's employees, greater use of Lutterworth town centre and higher shares of supply purchases from local businesses
- IDI Gazeley offer the wood collected from the management of Magna Wood to local residents in exchange for a small charitable donation (for the Air Ambulance Service)
- IDI Gazeley hold an annual family day on the park for the surrounding communities – with visits to existing warehouses, children's activities, a hog roast and a chance to meet the IDI Gazeley team and discuss Magna Park

and the opportunities it presents to increase improve the wellbeing of local communities (some 850 attended the first year, and some 1,500 the second)

- IDI Gazeley fund and operate a Community Fund, in its second year of operation and worth £20,000 per year, which is targeted at projects and activities that increase engagement between Magna Park and the community. Projects in the parish boundaries of Ashby Parva, Claybrooke Parva, Claybrooke Magna, Cotesbach, Bitteswell & Bittesby, Lutterworth Town, Ullesthorpe and Willey are eligible. So far the following have been funded:
 - Cotesbach Parish Council (£2,500) for a village pond refurbishment project
 - Lutterworth Community Responders (£1,000) towards new defibrillators equipment
 - Claybrooke Primary School (£2,500) towards a new cover for the school and community swimming pool
 - Lutterworth Little Rainbow's Pre-School playground project (£2,853)

- Sponsored 'Spark Harborough' donating £1,000 cash to the winner of the 'Best Business Growth Idea'
- Lutterworth High School (£2,500) to purchase equipment to set up a new Duke of Edinburgh scheme
- Claybrooke Magna Parish Council (£400) for defibrillator equipment for the village.
- St Leonard's Church, Misterton (£2,500) for an extension to the children's area including a small kitchen and toilet/disabled toilet facilities

The Magna Park Community Fund has been established by IDI Gazeley to support community and voluntary organisations to deliver local projects.

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MAGNA PARK Community Fund

The Magna Park Community Fund has been established by IDI Gazeley to support community and voluntary organisations to deliver local projects.

MAGNA PARK
LUTTERWORTH

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Magna Park's Traffic Impacts

2.8.6 Local people express concerns of three types in respect to traffic effects: a concern that Magna Park HGVs travel through Lutterworth town centre and through other villages; a concern that Magna Park employees travel through villages and Lutterworth town centre; and a concern that the parking up of HGVs in the laybys along the A4303 is due to Magna Park.

2.8.7 Magna Park's HGV routing agreement that directs traffic away from Lutterworth town centre and other settlements is strictly enforced and monitored. The HGV routing agreement will be extended to include the application proposal. Additionally, it is proposed that permanent monitoring sites are set up at sensitive locations to measure any increase in HGVs. IDI Gazeley will prepare a monitoring report every six months, post the reports on the Magna Park website, and share and discuss the results with the appropriate highway authority with a view to identifying any further measures that might be needed.

2.8.8 IDI Gazeley cannot exercise such controls over the employee traffic generated by the existing park. Because the original planning consents were awarded some time ago, there is no means available to IDI Gazeley to require or enforce travel plans for employees of existing occupiers. The DHL Supply Chain application does, however, provides an opportunity to redress the situation. A travel plan is submitted with the Transport Assessment, and the s106 agreement will include provisions for formalising and delivering it by DHL Supply Chain and any successors in title. Included in the travel plan and s106 is a proposal to put in place a routing plan for employee travel – with IDI Gazeley using best endeavours, via advertising the plan with all the park's occupiers and publishing it on the website – that will direct employees away from villages, Lutterworth town centre and Mere Lane.

2.8.9 IDI Gazeley has recently implemented the Magna Park website in part to encourage and enable employees to communicate to identify car sharing opportunities and other forms of transport sharing. As it evolves the website will also include information on public transport services, ticketing arrangements and links to maps showing recommended cycle and pedestrian routes.

2.8.10 Artificial lighting and noise impacts

The existing Magna Park building and street lighting consists of high pressure sodium luminaires mounted on buildings and street lighting columns. The type of luminaire varies throughout the park from angled floodlights in the first phase of the park's development to full cut-off flat glass luminaires in the second. The light reflected from the horizontal surfaces and building elevations (and in some instances highly illuminated buildings) results in a yellow/orange sky glow when viewed from the surrounding villages on nights with low cloud.

2.8.11 Since the planning permissions were granted, lighting technology has advanced very substantially – in improved control, reduced light spill, glare and light pollution and in reduced energy consumption and CO2 emissions.

2.8.12 IDI Gazeley, other than through the voluntary responses of occupiers, has no means of requiring occupiers to replace the lighting fittings and luminaires that are the source of the light pollution. Some operators on the park – most recently Disney – are in the process of modernising their lighting and replacing fittings with low-glare, low reflection, directional light fittings with cut off LED luminaires. As Section 4.2 of the DAS explains, IDI Gazeley propose, to minimise the light impacts of the DHL proposals, both to update the park's street lighting to directional LEDs and pay for occupiers along Mere Lane to install cut-off directional LED lighting on the Mere Lane frontages and yards.

2.8.13 The baseline assessment of the noise impacts of the park confirms the evidence submitted to support the planning application for the second phase of Magna Park and commented upon by the SoS in deciding to permit the extension. Design measures can be incorporated so that noise impacts on the dwellings closest to the DHL Supply Chain site (Springfields Farm, 0.45 km to the north east; White House Farm, 1.7 km to the north west; and Lodge Farm, 1.2 km north by north west) are below the Lowest Observed Adverse Effect Level threshold in National Planning Practice Guidance on noise. Any impact at more distant sensitive locations, for example the villages of Ullesthorpe and Bitteswell, would be further limited due to the increased distance from the site.



02. MAGNA PARK NOW

2.9 IDI Gazeley's Response to People's Concerns

2.9.1 The extension to Magna Park for DHL Supply Chain creates two kinds of opportunity for IDI Gazeley to respond to what local communities have said:

2.9.2 To design the facility for DHL Supply Chain to achieve the highest practicable environmental standards, both to mitigate the risk of adverse environmental impacts (where these exist) from traffic, light and noise, and to achieve higher sustainability standards than those required by HDC's Core Strategy Policy CS9: Climate Change:

- the use of recycled and recyclable materials for the building's construction
- using the roof space for natural light and photovoltaic panels to generate a significant share of the facility's energy from solar energy
- using sustainable urban drainage systems (SuDS) to manage the surface water flows through permeable ground materials and channelling water flows to open water swales planted with native species for habitat and biodiversity and adding to the public open space amenities
- modern light design and the use of LEDs both for the DHL Supply Chain site and the new roundabouts at Mere Lane/A5 and Mere Lane/Argosy Way
- extensive landscape treatment to continue the visual screening approach adopted for the existing park but with a still greater emphasis

on native species, the reinforcement of existing tree belts and hedgerows, habitat and biodiversity

- putting in place a Travel Plan to oblige DHL Supply Chain to put in place measures, enforced through the planning system, to reduce reliance on private car travel to work together with contributions by IDI Gazeley to enhanced public transport services to the park
- extending the HGV routing plan to include the DHL Supply Chain development and adding a preferred routing plan for employees to discourage as far as practicable the use of Mere Lane and travel through villages and Lutterworth town centre
- putting in place improvements to the permissive footpaths and bridleways on and linking the application site to the existing network
- increase the informal recreation amenities at the Mere Lane Lagoon and the public's access to them through both improvements to the site's footpaths and bridleways and the provision of a new public car park in the area.

2.9.3 The expansion also makes it commercially feasible for IDI Gazeley to invest in other measures as follows:

- to take steps to begin to reduce, through the Section 106 agreement, the light pollution caused by the existing park, both through the replacement of the existing street lighting in the park with modern, directional, LED lighting and, with the agreement of the occupiers

on the Mere Lane frontage, to finance the modernisation of the lighting of the facades and yards adjoining Mere Lane, thus reducing the light pollution caused by the existing park

- to put in place through the Section 106 agreement initiatives with DHL Supply Chain aimed at increasing the share of the new jobs that go to residents of Harborough District and the opportunities local business have to supply goods and services to DHL Supply Chain
- to develop further the Magna Park website to the benefit of the park's businesses, employees and local businesses – for example, to provide for advertising by local businesses, to enable public transport operators to advertise for custom aimed at improving services to the park and to increase the use of Lutterworth town centre by employees and occupiers.



" The extension to Magna Park for DHL Supply Chain creates two kinds of opportunity for IDI Gazeley to respond to what local communities have said."

MAGNA PARK Lutterworth

Reducing light pollution caused by the existing Magna Park

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

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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