

WELCOME

db symmetry (formerly Barwood Developments Limited) is pleased to welcome you to view emerging plans for a new logistics park. The project name for the development is 'symmetry park Lutterworth'.

Who is db symmetry?

db symmetry was formed as a UK joint venture through the purchase of a 60% holding in Barwood Developments Limited ("BDL") by Clients advised by Delancey; a specialist real estate investment, development and advisory company. The remaining 40% shareholding was retained by the former Barwood management team.

Barwood Developments Limited was formed in 1996 and remains an owner-managed business with a track record of delivering over 10 million sq ft of logistics warehousing, industrial warehousing, out-of-town retail and mixed-use floorspace. The company has a logistics warehouse landbank it is actively promoting in excess of 1,330 acres with a completed development value in excess of £1.4 billion.

Due to the timing of this public exhibition, and the need to advertise in advance to the local community, notification was issued in the name of Barwood Developments Limited.

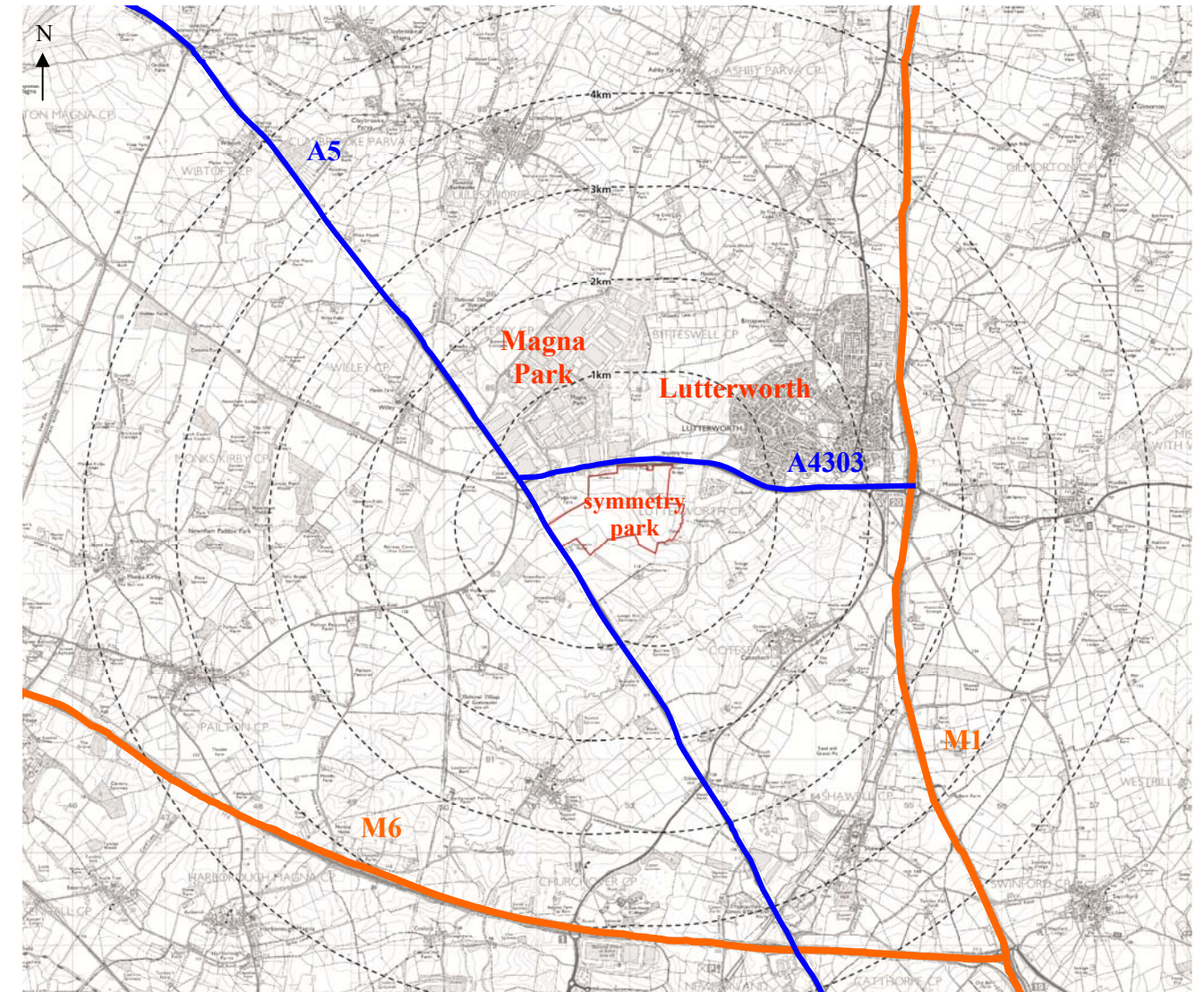
For the avoidance of any doubt, db symmetry and symmetry park Lutterworth, have no connection, association or affiliation with Gazeley or their proposals for the expansion of Magna Park.

symmetry park Lutterworth

The proposals for symmetry park Lutterworth are being brought forward in order to respond to occupier demands for high quality logistics floorspace. One of the driving factors in the demand for high quality logistics floorspace is the rapid growth in internet purchasing for goods. As explained on Board 7, demand dramatically exceeds supply. There is an urgent need for logistics facilities that are well located to the strategic highway network. This location, at the heart of the logistics 'Golden Triangle', adjoining Magna Park will meet occupier requirements as demonstrated by there being no vacant buildings on Magna Park.

Please take the opportunity to speak to the representatives from the project team and complete one of our comment forms.

We welcome your feedback on these proposals.



Site Location Plan

THE PROPOSAL

The proposal is to seek an outline planning permission for up to 278,709 sqm (3 million sq feet) of logistics floorspace, within Class B8 of the Town and Country Planning Use Classes Order 1987, with ancillary Class B2 (General Industrial Development) and Class B1(a) offices, together with associated site infrastructure including a 52 space lorry park, and lorry drivers facilities building.

Boards 4 and 5 show two illustrative masterplan options for these proposals.

Option 1 (Board 4) shows up to 10 units delivering 250,048 sqm (2,691,500 sq ft) of development. The 'Parameters Plan' (Board 3) indicates the proposed 'zones' for development within the site including the likely scale of buildings and the number of units.

Option 2 (Board 5) shows up to 7 units, including a single unit in excess of 1 million sq ft, delivering approximately 262,915 sqm (2,830,500 sq ft) of development.

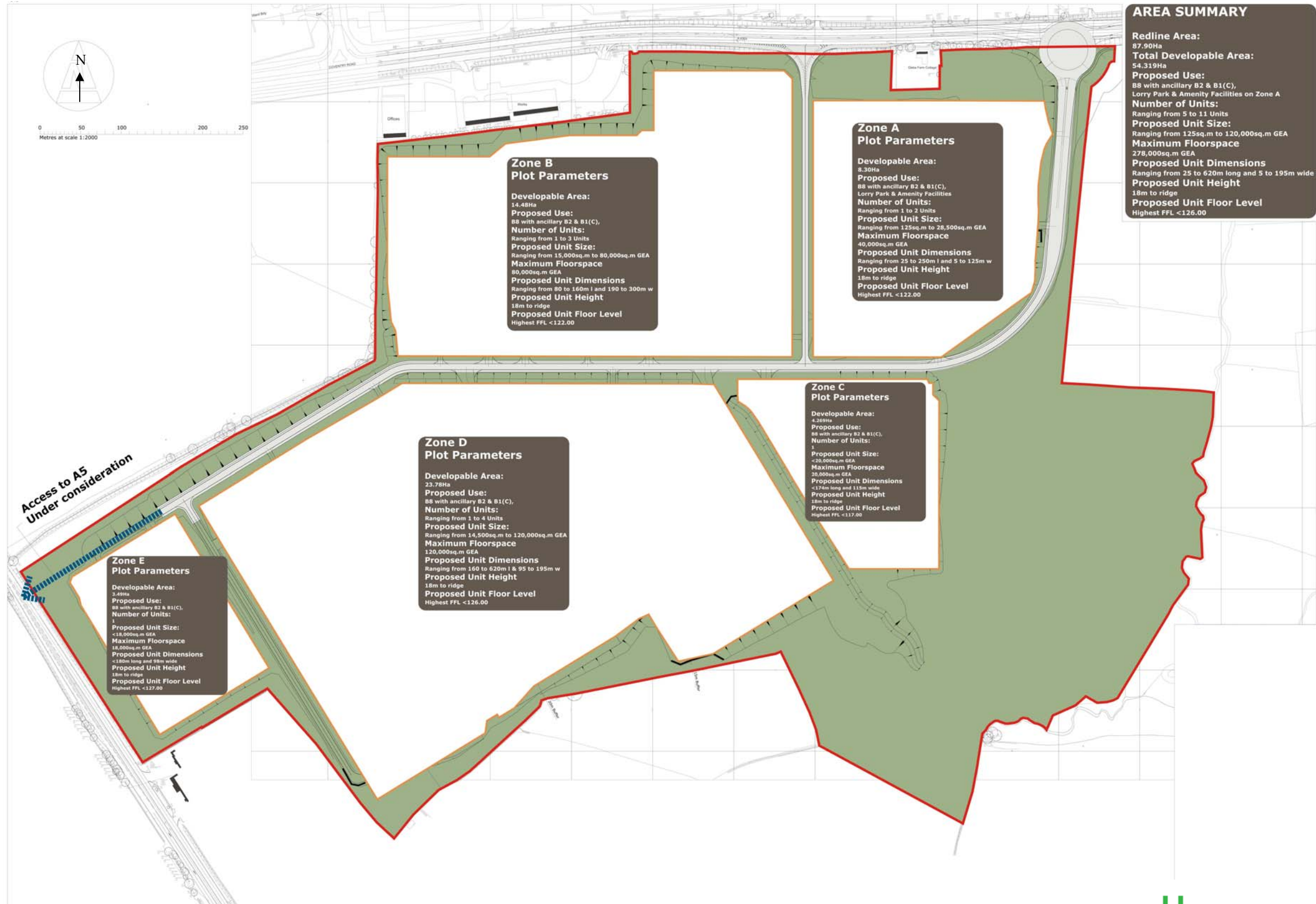
Both illustrative masterplan options anticipate the majority of occupations will take place in response to specific operational requirements, i.e. a building is designed to meet the specific operational requirements of the company in terms of building size, servicing arrangements and ancillary floorspace uses.

db symmetry may decide to construct some floorspace on a speculative basis so the buildings are ready for early occupation by companies that do not have special design requirements to be met.



Red Line Site Context Plan

PARAMETER PLAN FOR ILLUSTRATIVE MASTERPLAN OPTION 1



ILLUSTRATIVE MASTERPLAN 'OPTION 1'



AREA SCHEDULE:

ZONE A	Unit 1:	305,000 sq ft
		28,334 sq m
ZONE B	Unit 1:	395,000 sq ft
		36,695 sq m
ZONE B	Unit 2:	240,000 sq ft
		22,296 sq m
ZONE B	Unit 3:	171,500 sq ft
		15,932 sq m
ZONE C	Unit 1:	205,000 sq ft
		19,044 sq m
ZONE D	Unit 1:	405,000 sq ft
		37,624 sq m
ZONE D	Unit 2:	442,000 sq ft
		41,061 sq m
ZONE D	Unit 3:	193,000 sq ft
		17,930 sq m
ZONE D	Unit 4:	160,000 sq ft
		14,864 sq m
ZONE E	Unit 1:	175,000 sq ft
		16,257 sq m
		52 space Lorry Park
Total GIA		2,691,500 sq ft
Gross Site Area:		217.20 Acres
		87.90 Hectares

ILLUSTRATIVE MASTERPLAN 'OPTION 2'



AREA SCHEDULE:

ZONE A	Unit 1:	1,250,000 sq ft
		116,125 sq m
ZONE B	Unit 1:	205,000 sq ft
		19,044 sq m
ZONE C	Unit 1:	405,000 sq ft
		37,624 sq m
ZONE C	Unit 2:	442,000 sq ft
		41,061 sq m
ZONE C	Unit 3:	193,000 sq ft
		17,930 sq m
ZONE C	Unit 4:	160,000 sq ft
		14,864 sq m
ZONE D	Unit 1:	175,000 sq ft
		16,257 sq m

52 space Lorry Park

Total GIA
2,830,500 sq ft
262,915 sq m

Gross Site Area
217.20 Acres
87.90 Hectares



BUILDING DESIGN

Companies seeking new buildings do so to achieve greater efficiency in their logistics operations. As such, the volume of a building is now almost as significant as the floor area. In order to provide efficiency in stacking arrangements, it is currently envisaged planning permission will be sought for buildings up to 18m (59 feet) to the ridge. A landscape and visual assessment is being prepared to consider the impact of building heights and the extent to which any impacts may be mitigated by new structural woodland planting. Careful consideration to the colour profile of buildings will also reduce their visual impact.

An important feature of modern logistics buildings is the provision of ancillary office floorspace to accommodate the management function of a logistics operation, including highly specialised electronics engineers who maintain the sophisticated logistics systems. The office related floorspace will generally be presented to the road frontage and provide a very high quality building design. Sustainability is a key part of db symmetry's philosophy, and it is a company policy to ensure that its logistics facilities achieve a minimum BREEAM rating of 'very good'.



THE LORRY PARK AND DRIVERS' FACILITIES BUILDINGS

db symmetry has discussed their emerging proposals with Harborough District Council; Lutterworth Town Council, and a number of neighbouring Parish Councils to date. Arising from these discussions is a concern as to the lack of facilities for drivers serving the existing Magna Park. db symmetry understand these genuine concerns from the surrounding community. If a lorry driver has a pre-arranged delivery 'slot', and is travelling some considerable distance say from mainland Europe, it is inevitable that his journey will allow for delays – which may not occur - in order to meet the delivery timetable. Invariably journeys cannot match delivery slots exactly, and hence it is appropriate to provide lorry parking space for drivers awaiting deliveries to occupiers, and facilities for provision of refreshments and sanitary facilities.

db symmetry will commit to the delivery of these facilities through a planning obligation with the Local Planning Authority. This facility thereby avoids the circumstance of lorry drivers waiting on the local highway network in inappropriate locations pending delivery to companies at symmetry park Lutterworth.



The discussions with the councils to date suggest that there has been a low level of community engagement between Magna Park and local communities. db symmetry's approach is to provide funding for local community liaison during both the construction period and when symmetry park Lutterworth is in operation.

THE NEED FOR NEW LOGISTICS FLOORSPACE

The information provided below identifies the scale of demand for large scale logistics buildings – which function as a point of distribution either on a regional or national basis. Individual buildings may be well in excess of 46,452sqm (500,000 sq feet) and require highly accessible locations to the strategic highway network. While some logistics operations may utilise the rail network, rail head connections are not required by the overwhelming majority of occupiers on account of the increased operational overheads, if a rail head is not utilised.

Less than 1% of letting of logistics facilities greater than 9,290 sqm (100,000 sq feet) since 2010 have been rail head related. Nevertheless, symmetry park Lutterworth is well located to the related facility at DIRFT.

symmetry park Lutterworth is superbly well located for ease of access on the strategic highway network. Further information on transport is provided on Board 8.

The requirement for logistics facilities to serve on a regional and national basis is such that it is not feasible for local planning authorities to only allocate land to serve the needs of the local area. These large scale facilities are required to contribute to economic growth within the UK economy.

Employment Opportunities

- Logistics Sector **employs 2.3m** people in the UK and contributes £74.45bn per annum to UK Economy
- **One in 12** people are employed in the logistics sector
- Average of **1 job per 753 sq ft** of logistics space
- **88%** of logistics jobs are **full time**
- **Employment Diversity:** 43% Warehouse Staff / 10% Drivers / 12% Administrative / 9% Managerial / 25% IT, Customer Service, Sales, Engineering
- **22% of UK Apprenticeship** opportunities are within the Logistics Sector (March 14). db symmetry propose to introduce an apprenticeship scheme within the development.
- **Up to 4,000 new jobs** may be created by a **3m sq ft** logistics park at symmetry park Lutterworth
- **Indirect jobs:** people employed in surrounding area by companies who supply services to Magna Park.

Demand and Supply

Demand:

- UK logistics take up in 2013 was **20%** above average long term annual take up
- Retail logistics: Forecast **50m sq ft take up** over the next 5 years
- By **2016** E-commerce will account for 20% of all retail sales in the UK

Supply:

- UK New Build **supply down 71%** from 2009
- Midlands has only **4.5 months' supply** of new logistics space
- Shortage of deliverable logistics sites in East Midlands



TECHNICAL CONSIDERATIONS

Transport

db symmetry acknowledge there is a genuine concern from the surrounding communities as to the potential impact of the proposed development upon the surrounding area and highway network. In short form, can the surrounding highway network adequately cope with the potential increase in traffic – both during construction and when the development is fully operational? As part of the planning application process, db symmetry will prepare a Transport Assessment.

The scope of the Assessment is the subject of ongoing discussions with Leicestershire and Warwickshire County Councils – the local highway authorities, and the Highways Agency, responsible for the motorways and A5.

These highway authorities will need to be content with the Transport Assessment before planning permission is granted. It may indeed be necessary for the development to fund some improvement works to the highway network if these are necessary to accommodate the development traffic.

Logistics parks of this scale operate on a 7 day a week, 24 hour basis – and hence are not suited to locations close to existing residential areas. db symmetry is also considering dedicated public transport arrangements between symmetry park Lutterworth and towns in the local area such as Lutterworth and Rugby to coincide with shift working patterns. A travel co-ordinator will be appointed to encourage journeys to work, other than by private car, and to advise operators and drivers of HGV routing strategies to be agreed.



Landscape and Visual Impact

There are no landscape related planning policies or designations that would, in principle, mean development of the site would be inappropriate. The existing Magna Park units are an established feature within the landscape. The proposed development would not create a significant change to the qualities, character and visual amenity of the surrounding landscape.

The units would reflect the landscape in which they would be situated and would not be inappropriate to their context. The emerging landscape and visual analysis concludes that:

- The proposals would not significantly change the character of the local landscape.
- The proposed units would not be inappropriate to the landscape context.
- The site does not lie within any statutory national landscape designation.
- The site is not in a conservation area and there are no scheduled monuments or listed buildings nearby.
- The site is outside the local ‘separation area’ protected by Policy EV/3 of the Local Plan.
- There are no Tree Preservation Orders (TPO) on the site.
- There are no Public Rights of Way across the Site.

Visual Amenity

The actual zone of primary visibility, which shows where the proposed development would be visible from, is shown in orange on the plan on Board 9.

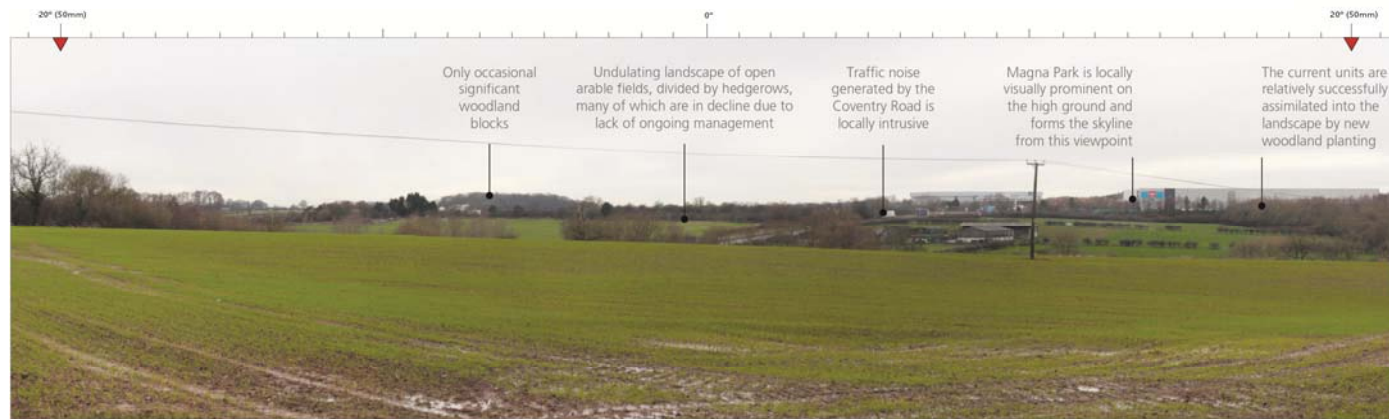
Dashed lines indicate where the units would be screened/filtered by existing vegetation.

The visualisations shown on the next board illustrate ‘before and after’ situations from key viewpoints.

Viewpoints 4, 5 and 6 were identified as being the most sensitive to local communities. Outline (wireframe) images of the proposals within the existing landscape have been created for each of these viewpoints.



VIEWPOINT 4—X35 FOOTPATH JUST WEST OF AZALEA CLOSE



Existing view



Wireline of proposal

Note: Dashed lines would be hidden by existing vegetation, mitigation planting not shown.

VIEWPOINT 5 — X28 BRIDLEWAY JUST WEST OF COTESBACH



Existing view



Wireline of proposal

Note: Dashed lines would be hidden by existing vegetation, mitigation planting not shown.

VIEWPOINT 6 — PROW FOOTPATH JUST NORTH EAST OF

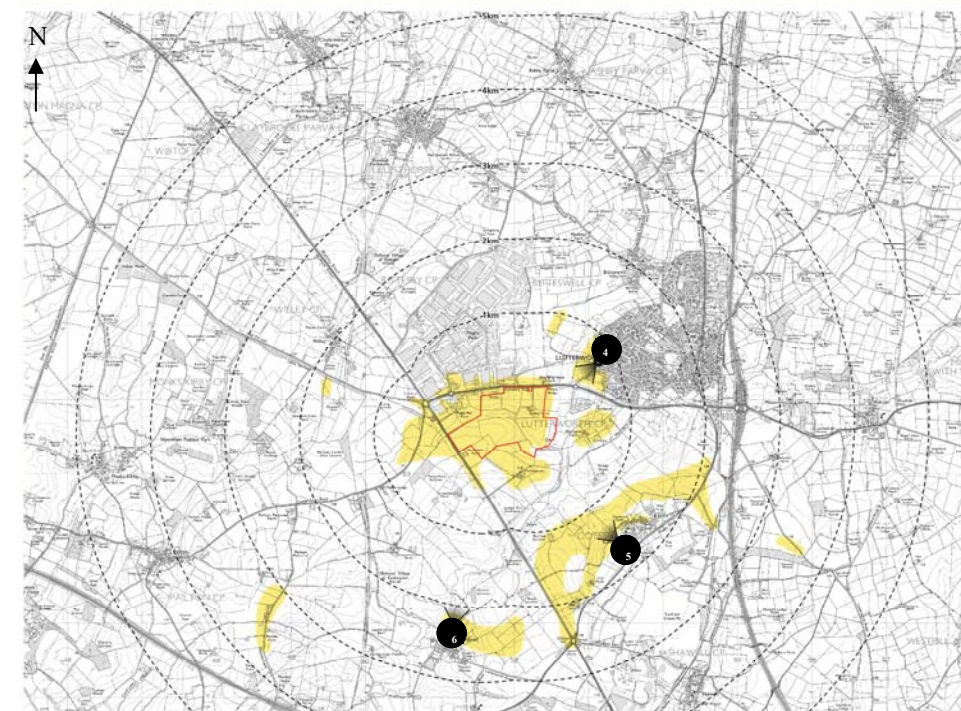


Existing view



Wireline of proposal

Note: Dashed lines would be hidden by existing vegetation, mitigation planting not shown.



Flooding

Whilst a watercourse flows through the site, the site does not fall within existing floodplain as presented on Environment Agency Flood Mapping. The existing watercourse will be routed through the development ensuring that there is no increase in flood risk and this will be undertaken in liaison with the Environment Agency and Harborough District Council.

A genuine local concern is whether, with all the proposed buildings and hardstanding areas, the development will increase the risk of flooding because of increased surface water run-off. As part of the planning application process, a Flood Risk Assessment has to be prepared which will need to demonstrate to the satisfaction of the Environment Agency and Council that the rate of surface water run-off from the development is no greater than from the site as an existing greenfield. In consequence, the planning system protects against the risk of flooding as a consequence of new built development. The strategy is likely to include provision for swales and stormwater attenuation (storage) basins, and will be designed in accordance with Environment Agency and District Council standards.



Red Line Site Context Plan

Other Considerations

In view of the scale of the proposed development, db symmetry will prepare an Environmental Impact Assessment (EIA) to accompany the planning application and submit a comprehensive Environmental Statement (ES). Other considerations that will be addressed in this Assessment will include:

- Air Quality
- Noise and Vibration
- Cultural Heritage and Archaeology
- Ground Conditions
- Ecology
- Socio-economic considerations

The scope of the Environmental Statement is currently being considered by Harborough District Council. An ES can be a document of substantial size. A Non-Technical Summary has to be prepared to accompany the ES which assists in distilling the key issues. It is the purpose of the EIA to establish the environmental impacts that would arise from both the operation and construction of the development; the extent to which those impacts may be mitigated and any residual impacts. The ES will consider the cumulative impact of the proposal with other committed planning development.

Harborough District Council, with its consultees, will consider the EIA and have to undertake the planning balance, weighing the benefits from allowing the development against any residual environmental impacts and any planning concerns raised by the local community.

The planning application and the ES is being prepared on the basis that the District Council may support one major extension of logistics floorspace at Lutterworth, rather than a combination of proposals.

WHAT HAPPENS NEXT?

It is intended that the outline planning application will be submitted to Harborough District Council within the next few months. In preparing the planning application, db symmetry will have regard to the comments expressed by members of the public attending this exhibition. We will provide Harborough District Council with a report that sets out the range of comments expressed at this exhibition.

Thank you for taking the time to attend this public exhibition and should you have any questions please do not hesitate to speak with a representative on hand to answer your questions. Comments forms are available.

If you require further details or wish to keep in touch with the progress of this proposal, please contact Framptons on 01295 672310 or email enquiries@framptons-planning.com.

The exhibition material is available to view on www.framptons-planning.com/portfolio/item/symmetry-park-lutterworth-leicestershire/

You may make your comments online using this weblink.

Thank you for attending.
Date: 23rd, 24th January 2015

