

WELCOME

db symmetry is pleased to welcome you to view the proposals and provide you with updated information on the proposals for symmetry park, Lutterworth - a new logistics park to the south of Coventry Road, Lutterworth.

Planning Update

A planning application has been submitted to Harborough District Council. (Ref: 15/00865/OUT) with the development described as being:

Outline application for the erection of up to 278,709sqm of Storage, Distribution buildings (B8) with ancillary B1(a) offices, creation of access onto A4303 and emergency services only access onto A5, formation of a Lorry Park, creation of Sustainable Urban Drainage (SuDS) facilities and other associated infrastructure and the demolition of Glebe Farmhouse (Means of vehicular access only to be considered as a matter of detail).

Prior to the submission of the planning application, db symmetry held an exhibition in Lutterworth Town Hall on 23rd and 24th January 2015. It is anticipated that the planning application will be reported to the Planning Committee for determination during the last quarter of 2015.

symmetry park would be developed in response to occupier demand. A grant of outline planning permission would control the scale of buildings, and the pattern of development through a Parameters Plan. The submitted Parameter Plan is shown on Board 5.

Two Illustrative Masterplan options are displayed on Boards 3 and 4. The difference between the two Masterplan options is the opportunity to accommodate a single large building on zones A & B.

db symmetry is aware that objections have been submitted to Harborough District Council from the local community.

The scope of the representations focus upon the following main issues:

- Impact of traffic on the highway network and access arrangements
- Noise, air and light pollution
- No need for more logistics buildings
- Loss of wildlife
- Local infrastructure cannot cope
- Development on greenfield land
- Ineffectiveness of landscaping proposals
- Being too close to residential communities

The purpose of this exhibition is to update the community on this proposal.



Red Line Site Context Plan

HARBOROUGH DISTRICT CORE STRATEGY REVIEW

On the 1st July 2015, the Local Planning Advisory Committee at Harborough District Council considered a report on the ‘New Local Plan Options Consultation’. The proposed plan period is 2011 – 2031. The Report states under the heading ‘Why do we need to provide land for more jobs?’

‘Fewer traditional industries, more office based occupations, technology and changes in working practices have all affected the demand for jobs and the locations, type and amount of land required by business. Harborough has high economic activity rates, low unemployment, and the best skills profile in the LLEP (Leicester and Leicestershire Partnership Enterprise) area. These positive indicators are mirrored in terms of enterprise density and mix and business survival. Enterprise success, though, is highly dependent on out-commuting. The District also has a prominent profile for strategic warehousing, via Magna Park, being part of an area / cluster of areas referred to as the ‘Golden Triangle’ which continues to experience high demand for units over 10,000m².

The previous plan (the Harborough District Core Strategy) set out how Harborough’s employment needs would be met, but was based on old evidence and it did not allocate sites or provide specific policies. Supporting the sustainable development of homes, businesses and industrial units is one of the core planning principles set out in the National Planning Policy Framework.’

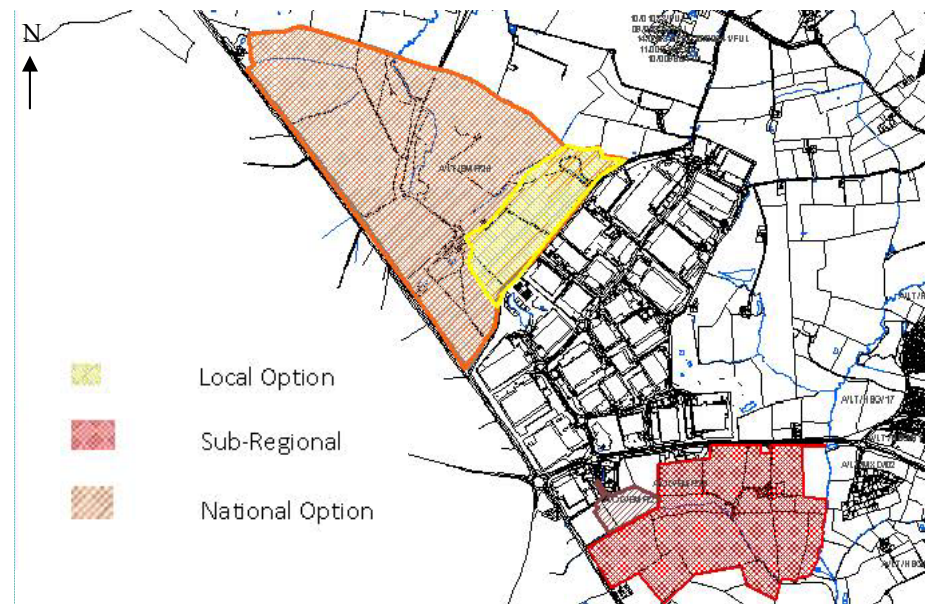
The Leicestershire Strategic Distribution Study recommended that Harborough District needs to contribute as part of the wider Leicestershire sub-region to the provision of:

- 209ha of land at rail-served sites to 2031; and
- 152ha of non-rail served sites to 2031

The Report identifies 3 employment options under the heading ‘Magna Park’, namely:-

- Option A (Local)
- Option B (Sub-Regional)
- Option C (National)

These Options are identified on the plan shown below, that has been reproduced from the Report to the Local Plan Advisory Panel.



Appendix F: Map to illustrate alternative Magna Park Options

Source: Harborough District Council

The Report describes Option B (Sub-Regional) which illustrates the area of land comprised within the symmetry park proposal as:-

Option B (Sub-Regional)

‘This option recognises the unique nature of Magna Park, its success and its potential contribution to meeting future need within the Leicestershire sub-region for Non-Rail served strategic warehousing. Based on developer site proposals, a further phase of 80ha is proposed. This would enable modest growth (in relative terms) at the site, during the middle to end of the plan period (The emerging Local Plan period is 2011 – 2031). The approach would provide some continuity of supply for what is a growing sector.

The site is not rail-served, but is located within one of the 5 ‘Key Areas of Opportunity’ identified by the Leicestershire Strategic Distribution Study and assessed as ‘good’. The feasibility and viability of expansion on this scale is yet to be assessed’.

db symmetry has advised Harborough District Council that if Option A (Local) is selected through the local plan process, then this scale of development could be accommodated within Zones A and B on the submitted Parameters Plan.

It is anticipated that Harborough District Council will commence consultation on the Local Plan Options after summer 2015.

ILLUSTRATIVE MASTERPLAN 'OPTION 1'



AREA SCHEDULE:

Zone A Unit 1:	305,000 sq ft 28,334 sq m
Zone B Unit 1:	456,000 sq ft 42,362 sq m
Zone B Unit 2:	240,000 sq ft 22,296 sq m
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Zone E Unit 1:	176,000 sq ft 17,429 sq m
52 space Lorry Park	
Total GIA	2,790,500 sq ft 259,246 sq m

ILLUSTRATIVE MASTERPLAN 'OPTION 2'



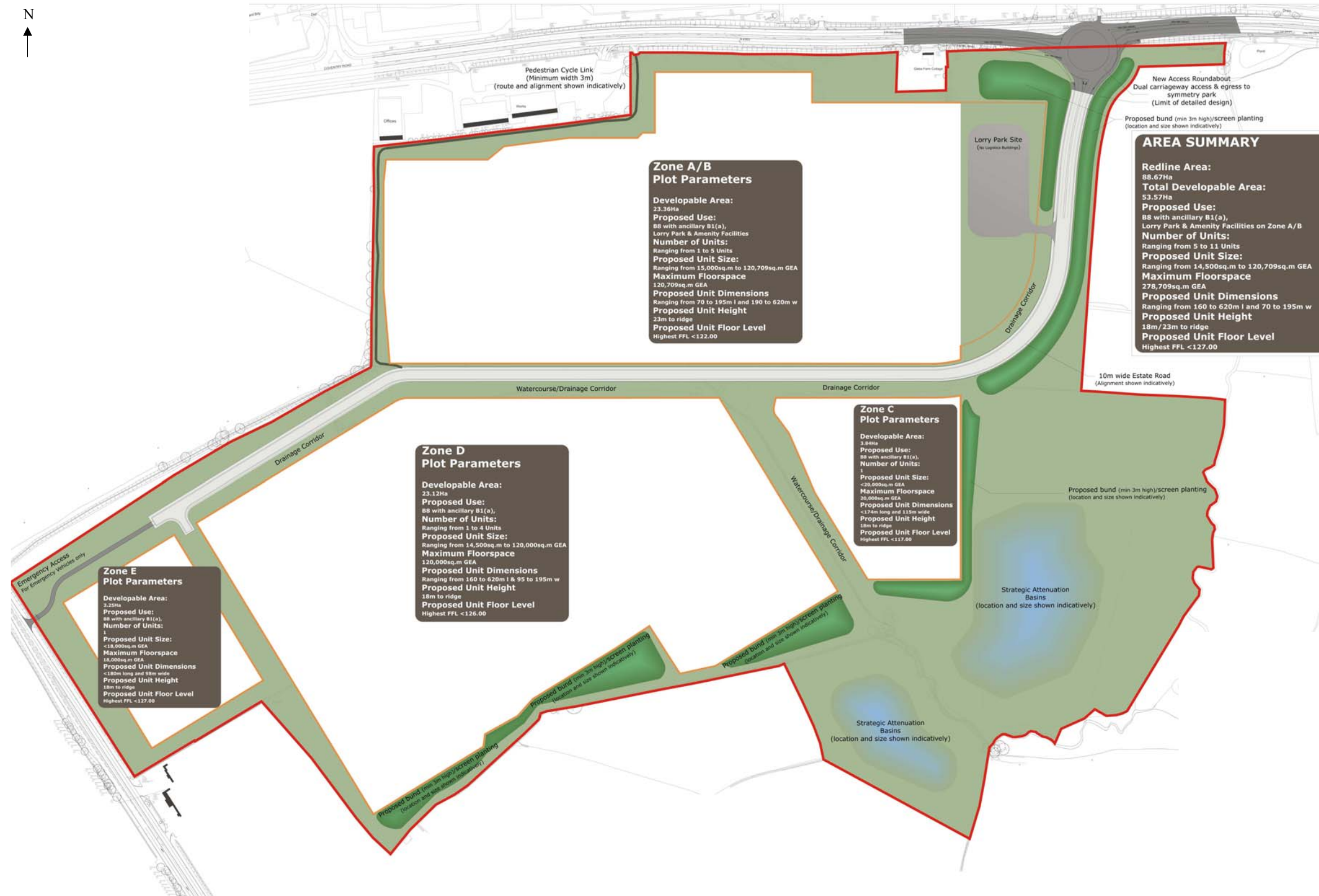
AREA SCHEDULE:

- Zone A/B Unit 1:
1,250,000 sq ft
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PARAMETER PLAN FOR ILLUSTRATIVE MASTERPLAN OPTIONS



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.

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 in response to National Planning Policy that promotes economic growth.

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 3,500 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



TOPIC RELATED UPDATES

Transport

db symmetry recognise that genuine concerns have been raised from within the local community, including comments made by Lutterworth Town Council and Cotesbach Action Group, as to the potential traffic impacts upon the local highway network. The planning test for all developments that generate significant amounts of movement is whether:-

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residential cumulative impacts of developments are severe.

(Source: National Planning Policy Framework, paragraph 32)

Prior to the application being submitted discussions were held with Highways England; and the three County Highway Authorities (Leicestershire County Council (LCC), Warwickshire County Council (WCC) and Northamptonshire County Council (NCC)) with PBA – (the Highway Consultant for db symmetry), to agree the scope of the Transport Assessment (TA). The purpose of the TA is to analyse the impact of the proposed development upon the existing highway network and to identify where it is necessary to make improvements to existing junctions or make financial contributions towards larger improvement schemes. The TA takes into account background growth in traffic flows and committed development (i.e. developments with planning permission but not built out). The TA represents a ‘worst case’ analysis as it makes no adjustments for the measures within the Travel Plan proposed as part of the development, which will encourage travel other than by single occupancy of a private car.

The TA has now been submitted to Highways England (responsible for the A5, M1, M6, and M69) and the three County Highway Authorities for their consideration and comment. LCC has a computer model to assess the traffic impacts of new developments. The modelling was commissioned in April 2015 and is currently ongoing. The anticipated completion is September 2015. Upon receipt of the model results, PBA will review and compare the results against the submitted manual assessment results and liaise with the four highway authorities regarding any review of the proposed off-site highway improvements.

The level of trip generation for symmetry park has been calculated from observations of the trip movements to/from the occupiers at Magna Park. The number of trips has then been calculated for the scale of development as proposed at symmetry park. This survey material provides the data for considering the traffic impact of symmetry park on the surrounding highway network.

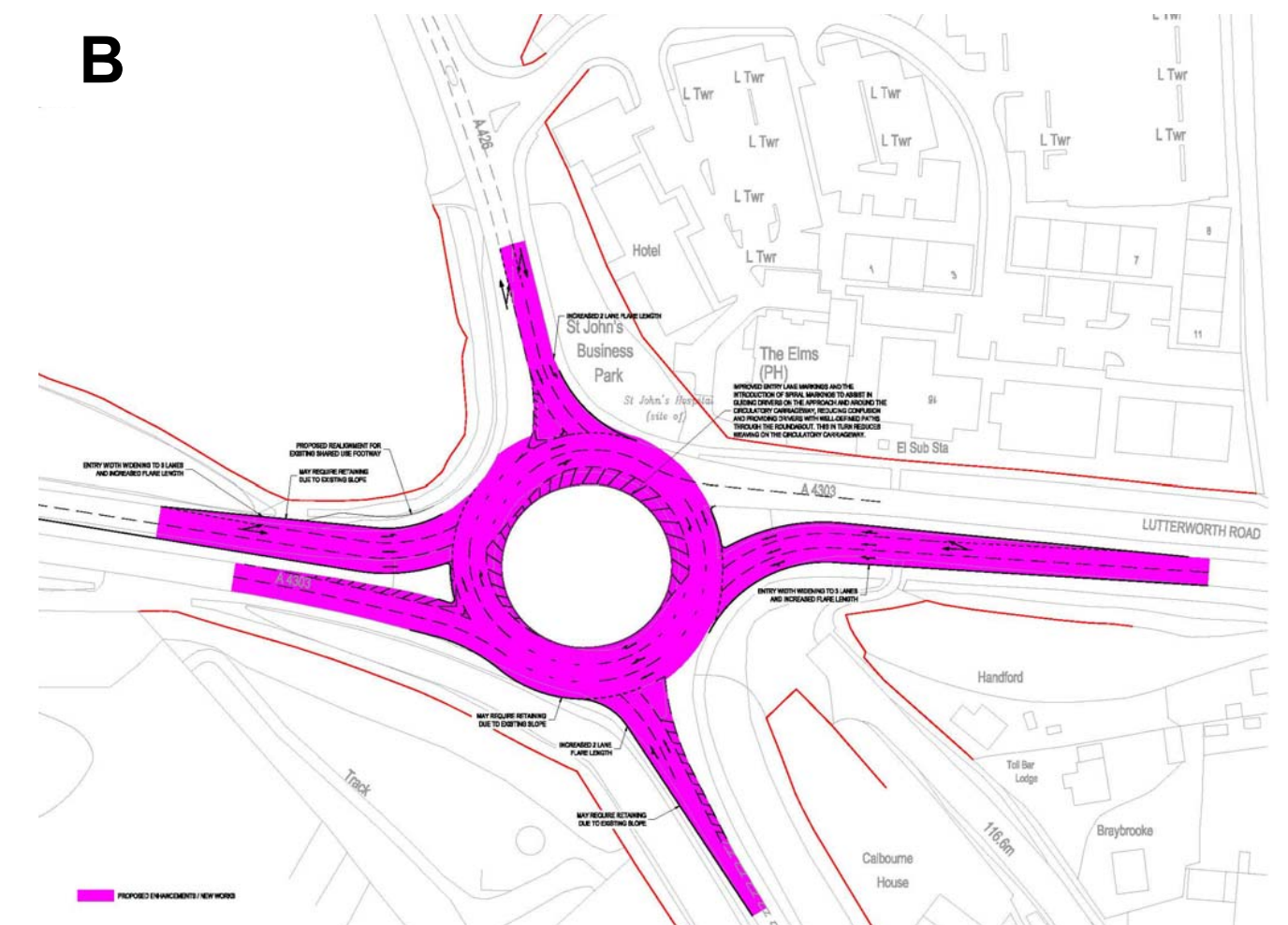
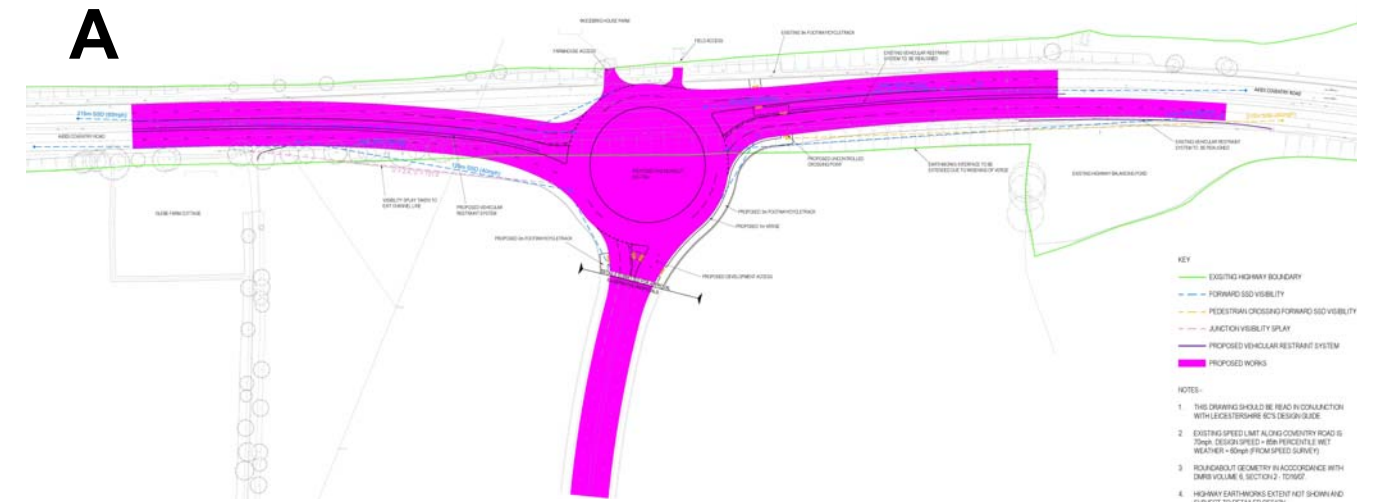
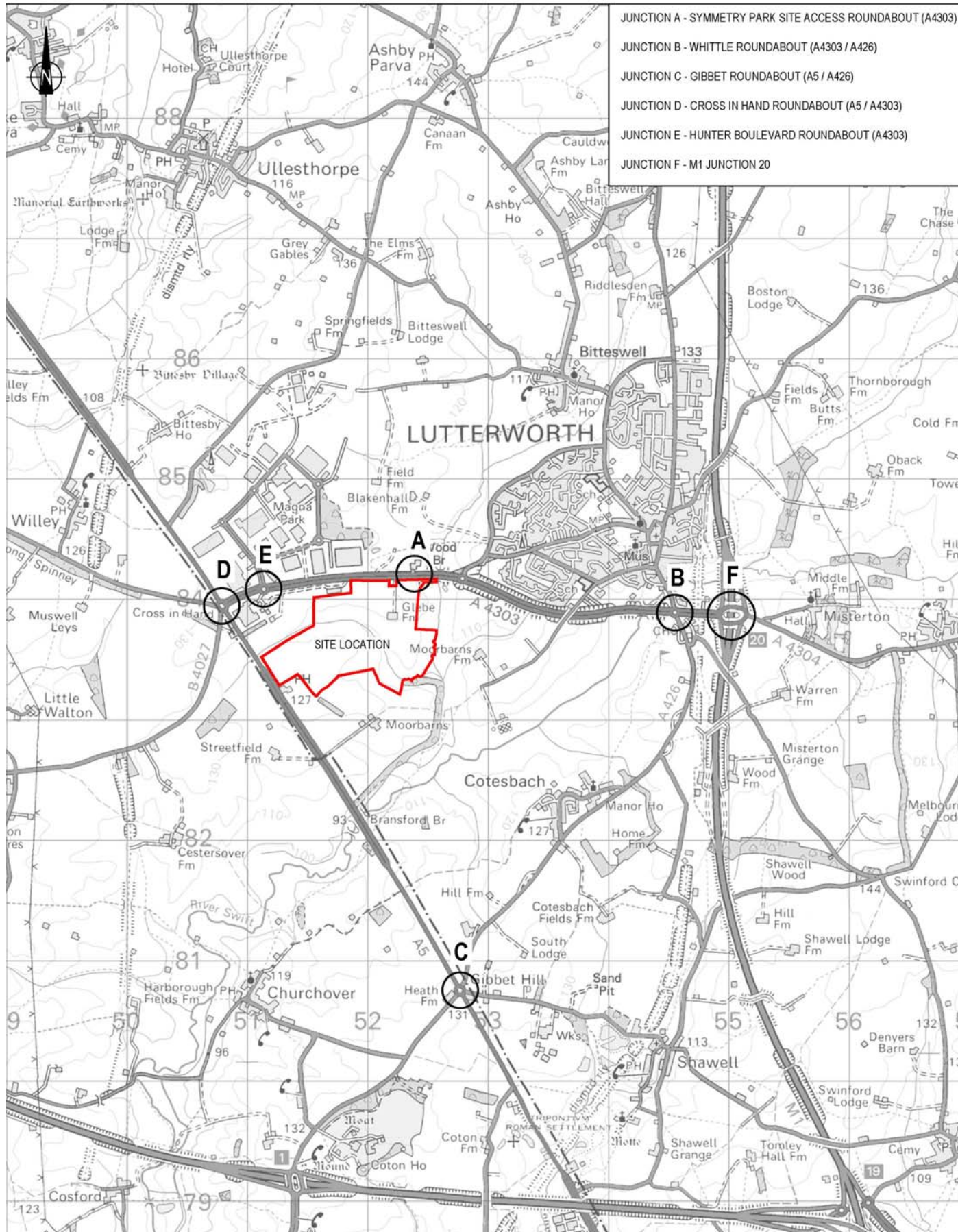
As part of the analysis in the TA, 5 off-site junction mitigation options have been put forward to mitigate the potential impact of the symmetry park development traffic flows. These are junctions labelled B, C, D, E and F which are shown on the plan below. These junctions are:-

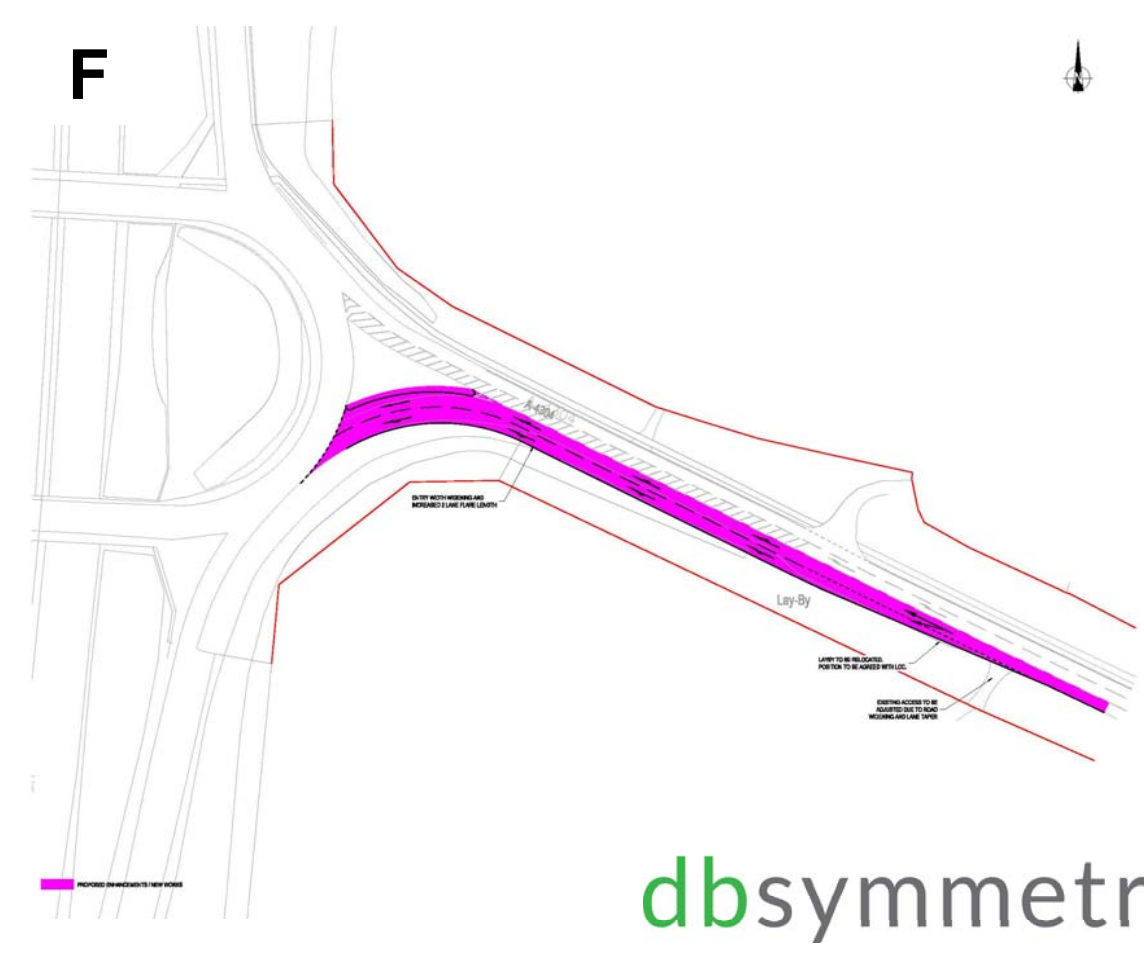
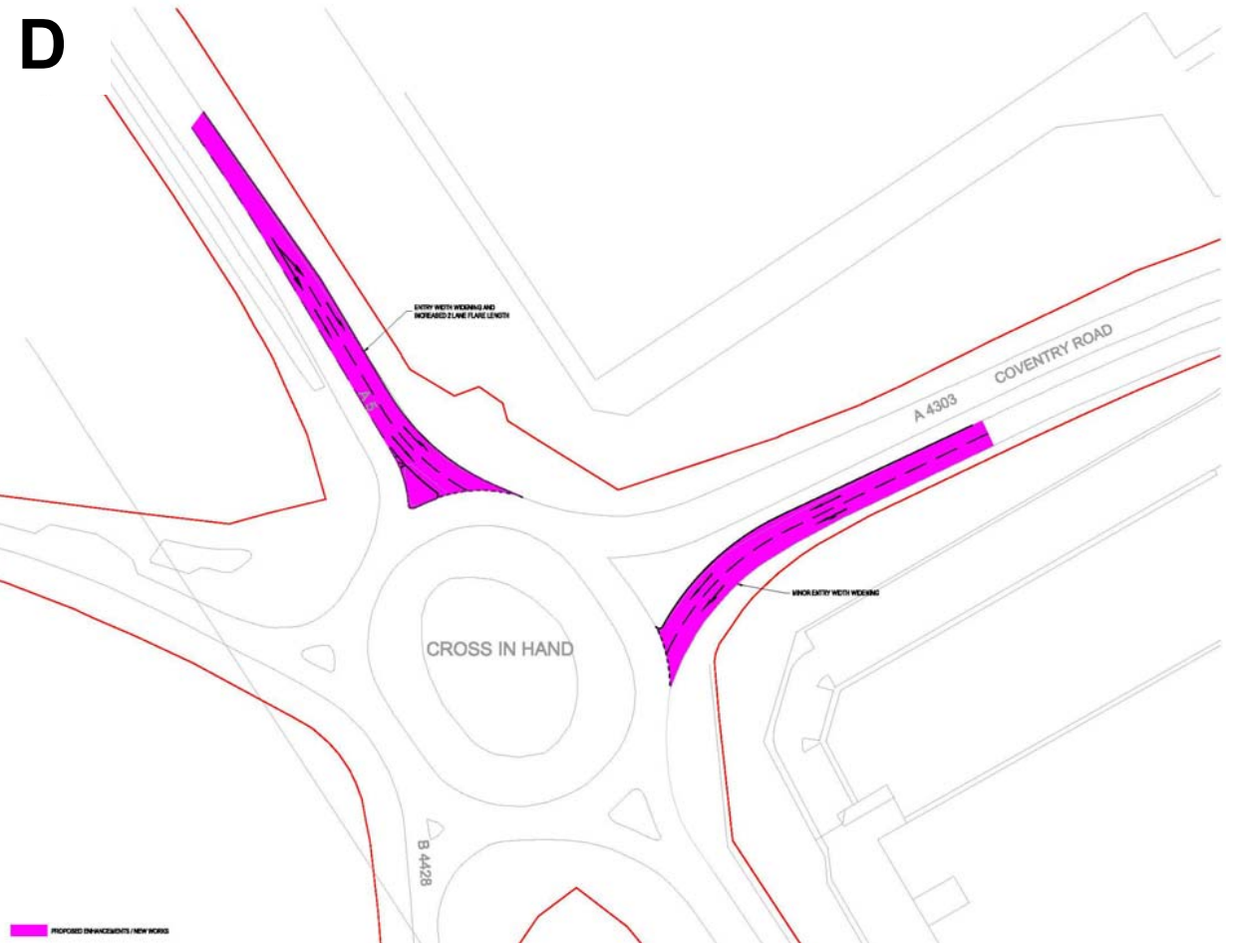
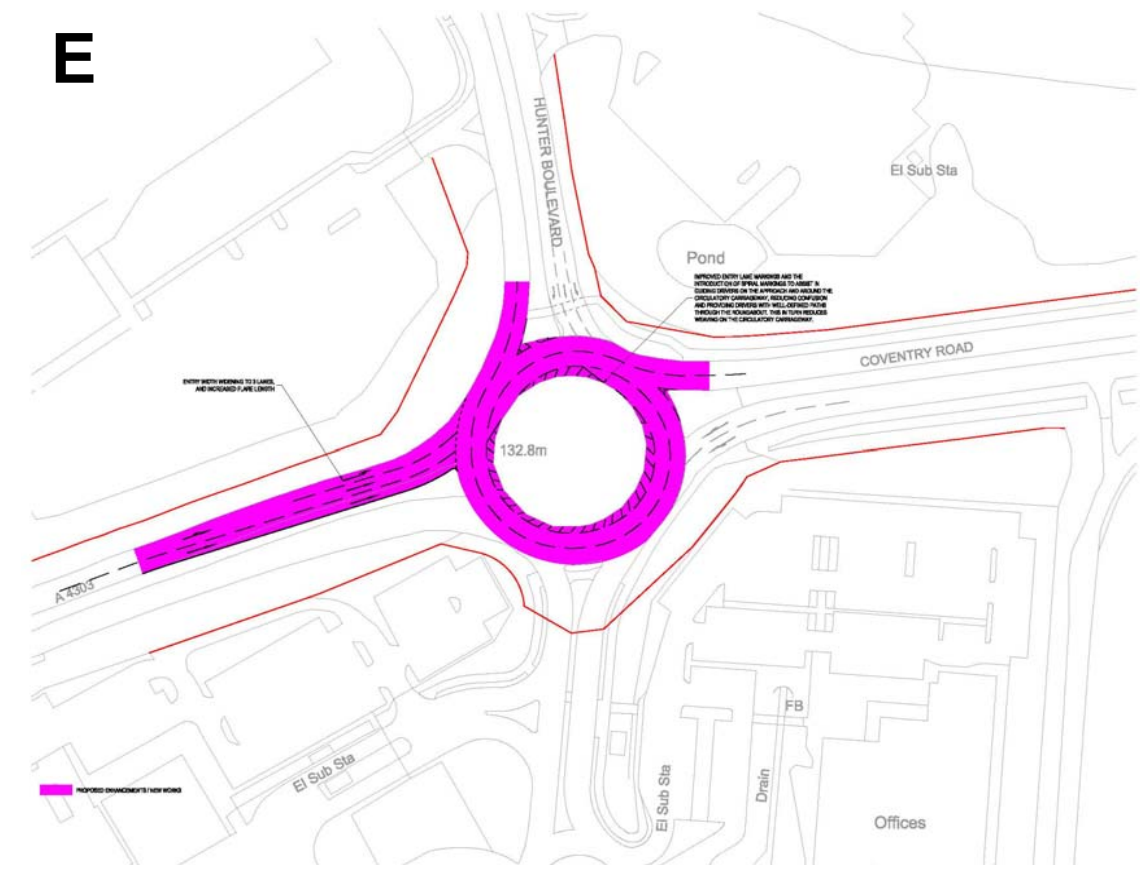
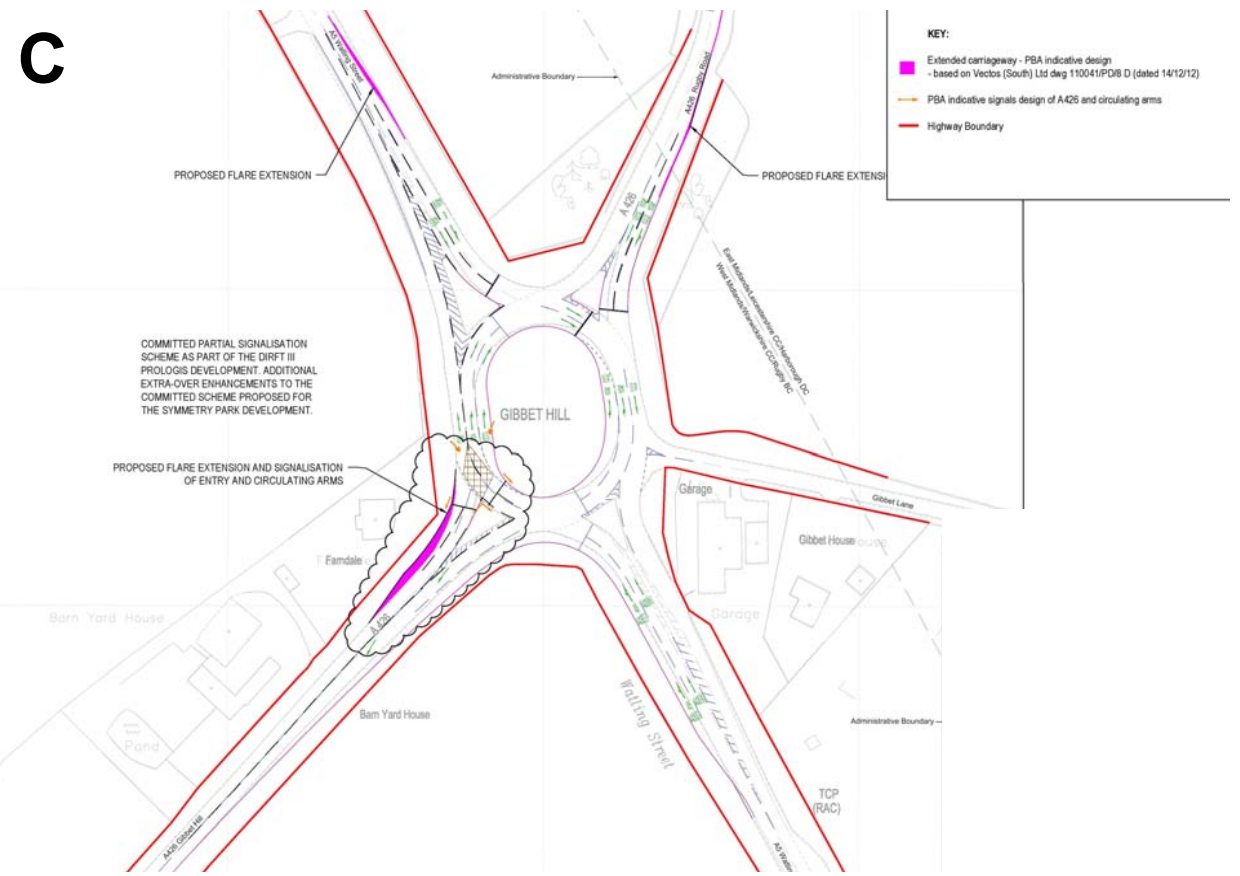
- Junction B - Whittle roundabout (A426/A4303)
- Junction C – Gibbet roundabout (A5/A426) (additional extra-over enhancements to the committed DIRFT III highway scheme)
- Junction D – Cross in Hand roundabout (A5/A4303)
- Junction E - Hunter Boulevard (Magna Park roundabout)
- Junction F – M1 Junction 20

The proposed works at each of these junctions are illustrated on the accompanying plans and shaded pink.

Junction A is the new roundabout proposed on Coventry Road to serve as the direct access to symmetry park.

db symmetry has been requested by the residents at Fairacres to consider the provision of a pedestrian controlled crossing at the A4303/Fairacres/Brookfield Way roundabout. However, after a detailed review of existing conditions, the conclusion was that a formal signalised crossing is neither necessary nor appropriate in this location on Coventry Road given the current speed limit (with reference to design standards). Although not necessary to facilitate the development, the proposals for access nonetheless promote a reduction in speed limit on Coventry Road from 70mph to 50mph between the A5 and the Fairacres roundabout since it is considered a reduction will provide benefits in the area. Any reduction in speed limit would require further discussion with LCC.





Flooding

Whilst a watercourse flows through the site, both Environment Agency Flood Mapping and a further detailed modelling study confirm that the site is largely unaffected by flooding. The existing watercourse will be routed through the development ensuring that there is no increase in flood risk either at the site or elsewhere in the catchment and the design of any modifications will be undertaken with continuing liaison with the Environment Agency and Leicestershire County Council (LCC) – as the Lead Local Flood Authority.

A genuine local concern is whether, with all the proposed buildings and hardstanding areas, the development will increase the risk of flooding downstream because of increased surface water run-off. As part of the planning application process, a Flood Risk Assessment and surface water drainage strategy has been prepared and submitted, which will need to demonstrate to the satisfaction of the Environment Agency and LCC, that the rate of surface water run-off from the development is no greater than from the site as an existing greenfield. In effect, symmetry park will have to control and store storm water within the site boundaries and release it at no greater rate than current levels of discharge. The planning system protects against the risk of flooding as a consequence of new built development both onsite and offsite. The strategy is likely to include provision for swales and storm water attenuation (storage) basins, and will be designed in accordance with Environment Agency and LCC standards.

LCC has responded to Harborough District Council that there are no objections to the principle of symmetry park from a land drainage perspective. A planning condition is recommended that no development takes place until the details of the surface water drainage scheme have been submitted to and approved by Harborough District Council. A consultation response is awaited from the Environment Agency, although discussions with their flood risk team have thus far confirmed that the proposals meet their requirements with regards to flood risk.

Noise

Consultation has been undertaken with the Environmental Health Department at HDC on the scope of the noise and vibration assessment. A computer model has been used to predict future noise levels across the site due to changes in road traffic noise as a result of the development. The assessment for noise and vibration concludes that no targets will be breached with noise mitigation measures in place.

The Parameters Plan (Board 5) identifies the provision for earth bunding around the proposed lorry park; along the eastern boundary of the proposed access road; the eastern and southern boundary of zone C and southern boundary of zone D. These earth bunds will be landscaped with trees including some heavy standard trees of 3-4m in height on planting. These landscaped bunds will be phased as the development proceeds.

Where required, noise attenuation screening will be erected on top of the bunds to maintain appropriate noise levels at nearby residential properties.

Lighting

The provision of external lighting during the construction period and during operation will be controlled by the imposition of a planning condition requiring such details to be approved by the Local Planning Authority. Lighting techniques have moved on since Magna Park was first developed, and now include the use of ‘full-cut off’ luminaires which direct light downwards; reduce the potential for sky glow; and obscure sight of the actual light source. During the construction period adequate lighting will be required to maintain safe working practices, and the Construction Environmental Management Plan will ensure best working practices reduce ‘light spill’. The blank elevations of buildings will only be fitted with intruder sensory lighting. All lighting will be designed so as to minimise the impact on the surrounding area.

Air Quality

The air quality effects associated with the construction and operation of symmetry park have been assessed in full within the planning application. The assessment concludes that the development would not result in any exceedances of nitrogen oxide at selected properties which are adjacent to the road network where significant changes in road traffic are likely to occur.

The Environmental Team at HDC has informed the Planning Department that the Air Quality Assessment is acceptable. The Environmental Team has requested that symmetry park is subject to a routing agreement for HGVs, similar to the existing routing agreement at Magna Park. db symmetry is in agreement to this requirement.

LANDSCAPE AND ECOLOGY

Professional Landscape Architects and Ecologists have been involved in designing the masterplan from the outset. Ecology fieldwork included surveys for: Phase 1 habitat; bat activity and roosts; badgers; otter; water vole; reptile; great crested newt; and aquatic ecology. These surveys have demonstrated that the habitats and species present within and around the site do not pose an 'in principle' constraint to the proposed development. Ecological mitigation has strongly influenced the masterplan as has landscape character and visual amenity, as shown in the Illustrative Landscape and Ecology Masterplan in Figure 1 Board 12.

The iterative design process has defined locations for planted landscape bunds. This new structural planting will be similar to that used to assimilate Magna Park into the landscape. Effective management of new vegetation will ensure that it establishes and matures to its designed height and form which will also maximise ecological value. Figure 2 Board 13 shows section to the east of Zones A/B, through the lorry park, with the bunding and landscaping. This new linear planting will compensate for the loss of field hedgerows and trees in the site centre. Planting will be of mixed, native shrubs and trees including some heavy standard trees of 3-4m in height on planting. While larger trees may be argued to have a greater short term effect in terms of screening the buildings, these are often more difficult and slower to establish and have an increased risk of failure. The smaller stock will establish more quickly and in any event will catch up with the larger stock after a few years such that the perceived benefits are considered to be minimal. Species proposed will be those that currently do well on site and are of most benefit to local wildlife. There will be a mixture of fast growing, smaller species (that provide good height in the early years, such as willow, alder, silver birch and hazel) and slower growing species (that have a greater mature height, such as oak, hornbeam, sycamore and Scots pine).

The watercourse through the centre of the site is being retained and improved and its design has been discussed with the Environment Agency (EA) with the aim of increasing its habitat value from a relatively low value starting point, as demonstrated by aquatic ecology surveys of the watercourse. The watercourse will be more sinuous, with alternate riffles and pools and a gravel substrate beneficial to biodiversity. Tree planting and retention of a 20m vegetated corridor along the watercourse will be beneficial to biodiversity and offset the loss of hedgerow.

Extensive Sustainable Drainage Systems (SuDS) features will attenuate surface water run-off so as not to increase downstream flood risk. These basins would be predominantly dry and planted with a suitable grass and wildflower mix managed for biodiversity. Two smaller areas within these basins would be lined to retain water permanently in order to enhance biodiversity and the wildlife potential. Further enhancement is proposed through the siting of durable bat and bird boxes which would be located on suitable retained trees throughout the development.

The construction works would have a moderate, adverse effect on the 'Lutterworth Lowlands' Landscape Character Area (LCA) and on views from some local public footpaths. However these effects would be local and temporary in nature. Some clusters of dwellings (Brookfield Way; Fairacres Travelling Showmen's site; Main Street, Cotesbach and School Street, Churchover) would experience a moderate to major effect during construction, but temporary in nature. These sensitivities were identified early on in the design process which then focused on designing mitigation for the operations phase. An Ecological Construction Method Statement will ensure that impacts on protected species during the construction phase will be minimised.

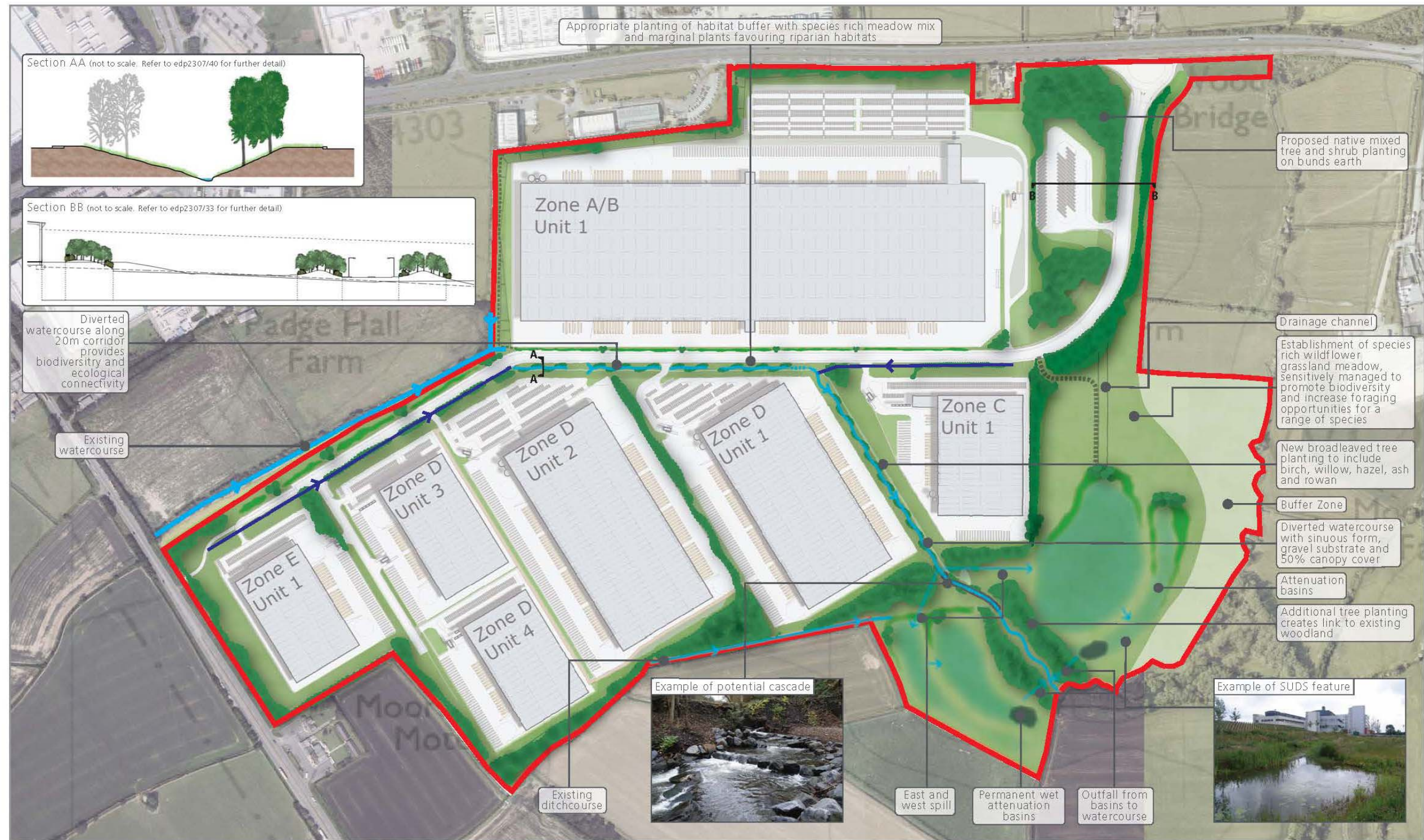
During operations (year 15), the boundary vegetation will have been managed to a size similar to that around Magna Park. A Landscape and Ecological Management Plan will provide a framework for the delivery and establishment of new habitats managed for the benefit of biodiversity in the long-term. The general effect on the local landscape, public views and local dwellings will reduce to a level that is not significant. However, there are a small number of receptors where the change will remain as locally significant:

- Public Bridleway X32 (near Moorbarns Farm);
- Brookfield Way, Lutterworth (and Fairacres Travelling Showmen's site), because the proposed units would occupy a much greater portion of these views; and
- Main Street, Cotesbach, although the proposals would not significantly extend the portion of the panoramic skyline taken up by logistics buildings and the views would not fundamentally change in character.

In summary, the site and proposals are suitable in terms of landscape character, visual amenity and ecology. In general, the proposals will be perceived in the context of the existing accepted urbanising influence of Magna Park and Lutterworth and would represent a well-designed and sensitive development within this established environment.

LANDSCAPE AND ECOLOGY

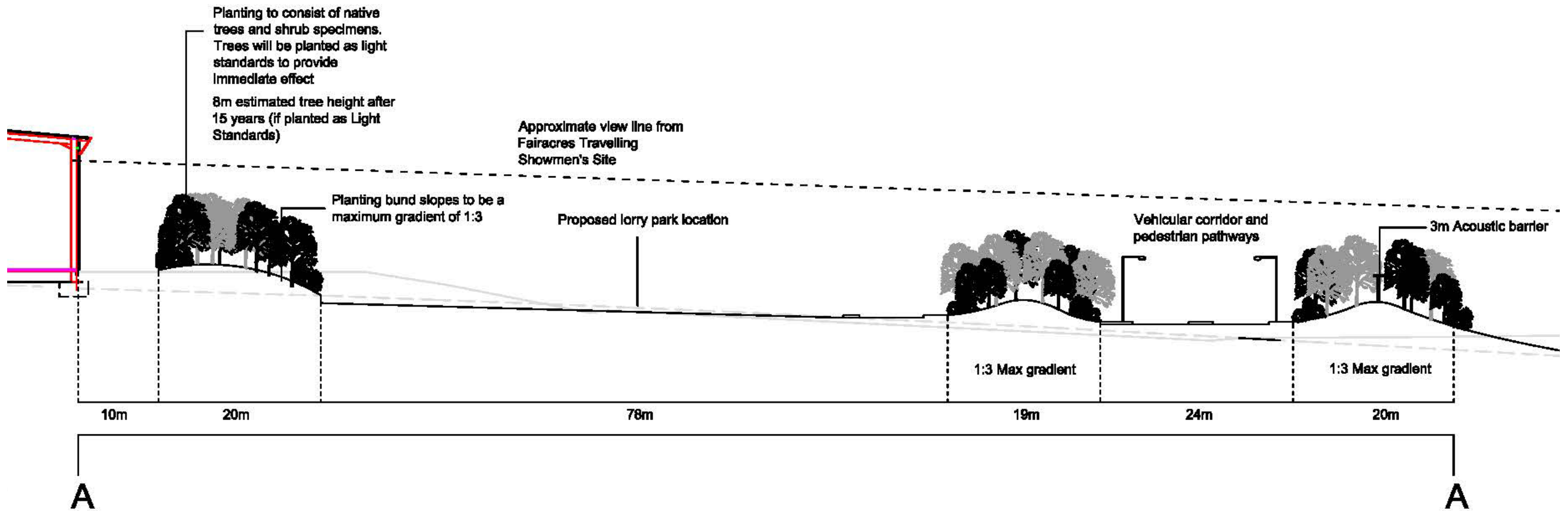
Figure 1



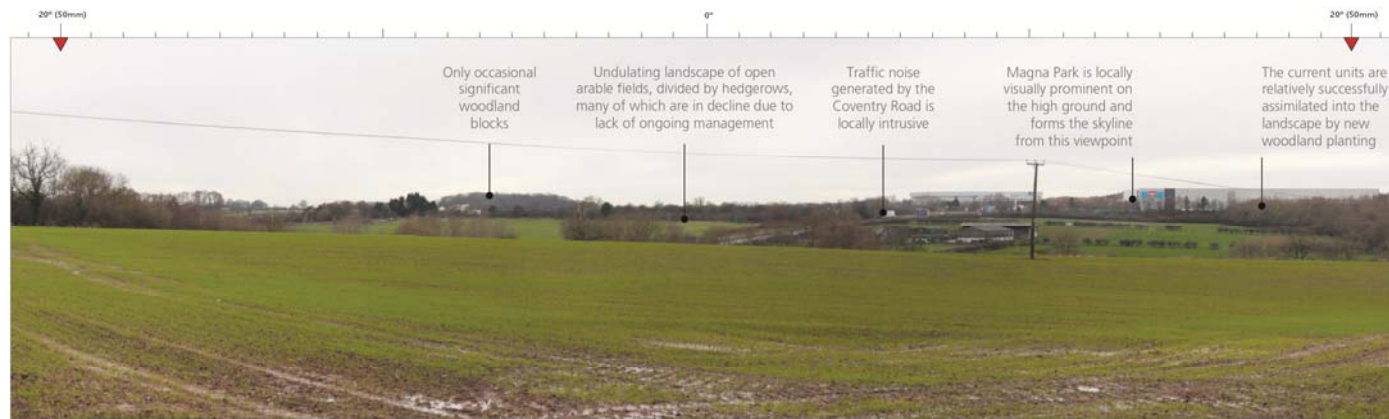
LANDSCAPE AND ECOLOGY

Figure 2

Section A-A



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 CHURCHOVER

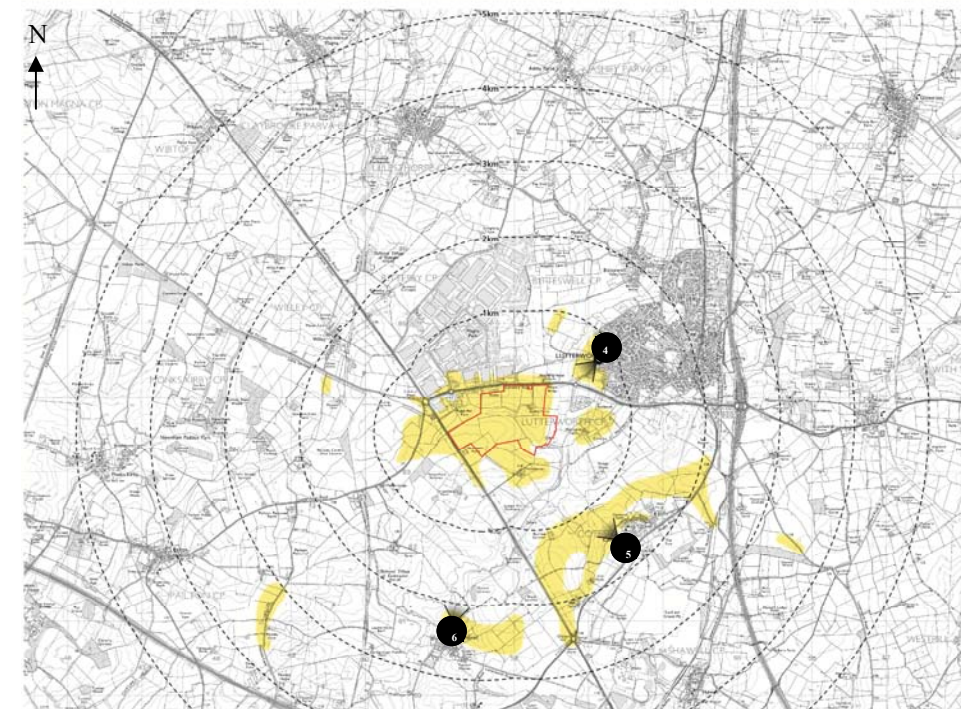


Existing view



Wireline of proposal

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



RELATIONSHIP OF THE SITE TO LUTTERWORTH

In response to engagement with the local community, db symmetry are committed to:-

- **The provision of a lorry park and drivers' facilities**

Pre-application discussions with Harborough District Council, Lutterworth Town Council, and a number of neighbouring Parish Councils revealed a concern regarding the lack of facilities for drivers serving 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 the journey time will have to allow for delays – which may not occur - in order to meet the delivery timetable. Journeys cannot match delivery slots exactly, and hence it is appropriate to provide additional 'off-plot' lorry parking space for drivers awaiting deliveries to occupiers, and facilities for provision of refreshments and sanitary facilities. The phased provision of a lorry park with welfare facilities will serve the occupiers of symmetry park. The annual cost of this facility will be paid for by occupiers of symmetry park – it will therefore be free to use for HGV drivers accessing symmetry park, thus encouraging them to do so. The phased provision will ensure that the full facilities are delivered with the development.

- **The appointment of a Community and Business Liaison Officer**

It is proposed to fund the appointment of a Community and Business Liaison Officer whose responsibilities will be to regularly liaise between the occupiers of symmetry park and the local community, including local businesses, Lutterworth Town Council and the surrounding Parish Councils. This arrangement will provide an effective 'conduit' for community engagement with the evolution of symmetry park.

A role of the Liaison Officer will be to promote further business interaction between the occupiers at symmetry park and local businesses. db symmetry has already commissioned local research that demonstrates many local businesses have commercial links with the existing occupiers at Magna Park. It is believed that a Liaison Officer will be effective in promoting new business and community relationships.

- **Development of a relationship between symmetry park and Sir Frank Whittle Studio School**

db symmetry has begun discussions with Sir Frank Whittle Studio School Lutterworth to promote a close relationship between the occupiers of symmetry park and students at Sir Frank Whittle Studio School. Occupiers will be encouraged to participate with Sir Frank Whittle Studio School for the provision of student placements and apprenticeships as part of their Corporate Social Responsibilities (CSR). The intention is to secure effective linkage between the jobs that will be available at symmetry park and the local community, particularly for young people starting out with their careers.

- **The establishment of a Community Fund**

db symmetry proposes to establish a Community Fund to the surrounding 'host' communities, suggested as being Lutterworth and Cotesbach. The purpose of the Fund is to encourage greater social interaction between the occupiers of symmetry park and the adjoining communities providing a potential source of funds for community led projects.

The Fund will provide an annual source of revenue to support appropriate community initiatives.

CONCLUSIONS

db symmetry acknowledges that large scale logistic buildings cannot be 'hidden' in the landscape in their entirety, and that there will be some transportation impacts arising from the scale of the development.

db symmetry believes that these impacts have been moderated to an acceptable level. The content of the application is now being considered by the Local Planning Authority with the assistance of a wide range of consultees including matters relating to transportation, landscaping, noise and air quality. The technical reports submitted by db symmetry in respect of the application will all therefore be independently scrutinised by specialist consultees.

db symmetry is presently awaiting responses from a number of these consultees to the proposals so as to enable the application to proceed towards determination. db symmetry will be discussing comments made by local residents to these proposals – including responses made to this exhibition - with Harborough District Council shortly.

It is anticipated that if planning permission is granted that the first building construction will take place in 2016. The development will be phased to meet occupier demand.

Your responses are welcome

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

You may make your comments online using this weblink.



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