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COMMERCIAL PROPERTY ADVICE



## **SEQUENTIAL TEST : SITE ASSESSMENTS**

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**Land at Wiggs Farm, Station Road, Bardon**

**Full Planning Application for the Erection of a B8 Distribution Hub with Ancillary Offices, Quality Control Office and Canopy, Maintenance Units, and Gatehouse, and Associated Infrastructure and Landscaping**

**On behalf of:**

Barberry Bardon Limited

**Prepared By:**

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Job Ref: P8201

Date: 12<sup>th</sup> May 2025

## **SEQUENTIAL TEST**

**LAND AT WIGGS FARM, STATION ROAD, BARDON**

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**Issued By Delilah Green**

**Signature:**



**Print Name: Delilah Green**

**Date: 12<sup>th</sup> May 2025**

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**Signature:**



**Print Name: Sam Silcocks**

**Date: 12<sup>th</sup> May 2025**

# **CONTENTS**

**1.0 INTRODUCTION**

**2.0 THE APPLICATION SCHEME**

**3.0 RELEVANT PLANNING POLICY**

**4.0 METHODOLOGY FOR UNDERTAKING THE SEQUENTIAL TEST EXERCISE**

**5.0 ASSESSMENT OF SITES**

**6.0 CONCLUSIONS**

## **APPENDICES**

**APPENDIX 1**

**SITE SEARCH SUMMARY TABLE**

**APPENDIX 2**

**MARKETING DETAILS OF SITES IDENTIFIED**

## 1.0 INTRODUCTION

- 1.1 This Sequential Test Site report (“**STS**”) has been prepared by Harris Lamb Planning Consultancy on behalf of Barberry Bardon Limited (“**the Applicant**”) in respect of full planning application for the erection of a B8 distribution hub with ancillary offices, quality control office and canopy, maintenance units, and gatehouse, and associated infrastructure and landscaping (“**the Proposal**”) at land at Wiggs Farm, Station Road, Bardon (“**the Site**”).
- 1.2 This Sequential Assessment has been prepared to demonstrate that there are no sequential preferable sites to accommodate the Proposed Development in accordance with the requirements of policy DM20 of the Hinckley and Bosworth Site Allocation and Development Management Policies DPD
- 1.3 The distribution hub is proposed to provide a new home for Pall-Ex Group (“**Pall-Ex**”). Pall-Ex is one of the UK’s leading palletised freight distribution networks. It forms the largest overall collection of members within the UK. Pall-Ex distributes thousands of consignments every day, through its 130+ network of shareholder members, from a range of industries around the UK and throughout the globe.
- 1.3 Over the past few years, Pall-Ex Group has experienced a period of substantial growth and the company has ambitions to develop and grow significantly.
- 1.4 Pall-Ex’s main hub is adjacent to the Site, on the opposite side of the junction of Wood Road and Station Road. Pall-Ex have outgrown their existing hub and it is not fit for their future (i.e. the existing hub is not designed to meet their unique operational requirements and the Proposal would increase the number of crates they can process from 9,000 to 27,000 a day).
- 1.5 Pall-Ex have been searching for a new home for 4 years. An extensive search, assisted by the industrial agency team at Harris Lamb, was repeatedly hampered because of Pall-Ex’s unique operational requirements which make



them uncompetitive in the open market (i.e. their operational requirements mean that the ratio of floor area to site area is very low compared to what the average B8 occupier would require). This led to the Site being identified to deliver a design and build in conjunction with the Applicant.

## **2.0 THE PROPOSED DEVELOPMENT**

- 2.1 Full planning permission is sought for the erection of a B8 Distribution Hub with Ancillary Offices, Quality Control Office and Canopy, Maintenance Units, and Gatehouse, and Associated Infrastructure and Landscaping (the Proposal). The Proposal will achieve BREEAM Excellent, demonstrating the sustainability of the project.
- 2.2 The Proposal has been designed in collaboration with the end user, Pall-Ex. The nature of Pall-Ex's operation is that they have very specific requirements and designing the scheme with them ensures that this bespoke facility makes an efficient use of the site area, whilst allowing the business to run efficiently and successfully.
- 2.3 The fundamental principle behind the site layout is the requirement for HGV's laden with palletised freight to be processed as quickly and efficiently as possible. A key component of this was designing a scheme that facilitated HGV's driving directly through the centre of the building.
- 2.4 As they progress through the building, forklift operations unload the vehicles, distribute and organising the arriving good, which are then stored then loaded onto waiting HGV's located around the periphery of the warehouse, for their onward distribution throughout the UK. This operational need drives the warehouse plan form, whilst also dictating the surrounding doors and yards areas to the long eaves elevations.
- 2.5 Arriving vehicles begin by pulling clear of the public highway and waiting on the access road. They will then start a one-way journey around the building with multiple queuing and parking areas available around the site. Vehicles drive into the building to be unloaded and then use the side doors to load before completing their journey around the site and leaving the site through the access road.
- 2.6 The hub includes provision for:

- 68 Level Access Doors
- 2 Dock Doors
- 4 Main Entrance / Exit Vehicle Doors
- 201 No. Car Parking Bays
- 156 HGV Parking Bays
- 49 No. EVC Bays incl 13 Accessible EVC Bays
- 12 No. Cycle Space
- 6 No. Motorcycle Bays

2.7 Staff car parks and the offices are located at the site entrance on the north east side to reduce the overlap of commercial and personal vehicles and to ensure non yard staff are kept separate from the operational areas.

2.8 Adequate space is provided around the building for the necessary vehicle manoeuvres. The sizes of these areas are determined by the dimensions of contemporary articulated vehicles and their turning circles with appropriate service yards provided.

### **3.0 RELEVANT PLANNING POLICY BACKGROUND REGARDING SEQUENTIAL TEST ISSUES**

- 3.1 The overall planning policy background relating to the Proposed Development is identified in the accompanying Supporting Planning Statement. Below we focus on those policies that are relevant to the application of the sequential test.

#### **1. Local Plan Policies**

*Hinckley and Bosworth Borough Council Local Plan 2006 to 2026 - Adopted December 2009*

- 3.2 The current adopted plan outlines its approach to economic development in spatial objective 1 but has no specific policy on its approach to economic development borough wide.
- 3.3 The Spatial Objective 1: Strong and Diverse Economy outlines that the focus for new employment will be Hinckley, reflecting its status as a sub regional centre and in Earl Shilton and Barwell to support the regeneration of these areas, with smaller scale employment in the key rural centres to support the rural areas of the borough.

*Site Allocations and Development Management Policies Development Plan Document - Adopted 2016 (“SADMP”)*

- 3.4 The SADMP allocates sites for Employment land and establishes that additional employment provision will be supported in line with Policy DM20.
- 3.5 Policy DM20 states:

***“The development of new employment sites for B1, B2 and B8 uses outside of allocated employment areas will be supported where they stand within settlement boundaries or on previously developed land.*”**

***Proposals which stand outside the settlement boundary and on Greenfield sites will only be found acceptable where it is demonstrated that there are no suitable alternative sites identified sequentially in the following locations:***

- a) Within settlement boundaries;***
- b) On previously developed land;***
- c) Adjacent to existing employment areas;***
- d) Adjacent to settlement boundaries.”***

- 3.6 The policy clearly establishes that permission outside allocated employment areas will only be granted if there is no sequentially preferable sites that are suitable alternatives.

*Hinckley and Bosworth Borough Council Draft Local Plan 2020 – 2039 - Consultation Draft Plan Regulation 18 June 2021*

- 3.7 The emerging plan is at an early stage of preparation and therefore only limited weight can be attached to it.

- 3.8 The Emerging Plan outlines the Council's approach to new employment development:

- 3.9 EP02 New Employment Development establishes:

***“Proposals for new employment development for light industry, general industry, offices, research & development, and storage and distribution uses will be supported within existing employment areas, as identified in the most up to date Employment Land and Premises Study and within designated Enterprise Zones. Such developments will be subject to compliance with all other relevant policies in the Local Plan and national policy. Proposals for new employment development which falls outside of these areas will only be***

***acceptable where it is demonstrated that there are no suitable alternative sites identified sequentially in the following locations:***

- 1. Within settlement boundaries;***
- 2. On previously developed land and premises, i.e., re-using existing buildings, other previously developed land or where the proposal re-develops existing and former employment sites and commercial premises that are no longer fit for purpose;***
- 3. Adjacent to existing employment areas;***
- 4. Adjacent to settlement boundaries.”***

3.10 Again, the policy clearly establishes planning permission outside employment zones will only be granted if there are no sequentially preferable sites that are suitable alternatives.

3.11 However, the application site is allocated as a draft employment allocation in the emerging plan. The site is allocated as EMP1 in *Appendix 3: Regulation 18 Proposed Site Allocations (PDF)* of the Reg 18 Local Plan. The Appendix states that the site is to be allocated for employment uses.

3.12 Therefore, if the emerging plan is adopted a sequential assessment would no longer be required.

## **2. Policies of the Framework**

*National Planning Policy Framework - December 2024*

3.13 The NPPF does not provide any guidance for sequential assessments, but it does support a flexible approach to delivering economic development.

3.14 Paragraph 85 of the NPPF states:

*“Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential. ”*

### **3. National Planning Practice Guidance**

3.15 The National Planning Practice Guidance supplements the policies contained in the National Policy Framework. Whilst the guidance for sequential assessments is focused on town centre uses, we can take some pointers from here about how this sequential assessment should be prepared.

3.16 In summary, the application of the sequential test means:

1. Assessing whether there are any available sites that are suitable and in sequentially preferable locations
2. Acknowledging the market and locational requirements of the uses concerned.
3. Ensuring the assessment is proportionate and appropriate to the given proposal.
4. Being flexible to demonstrate whether more central sites have been fully considered.

#### **4.0 METHODOLOGY FOR UNDERTAKING THE SEQUENTIAL TEST EXERCISE**

4.1 This section outlines the methodology and assessment parameters used to carry out the sequential assessment. The methodology is proportionate to the nature and requirements of the proposal.

4.2 Policy DM20 of the SADMP sets out a sequential approach to considering new employment proposals should be used. The hierarchy in the policy is as follows and to be secure support it needs to be demonstrated that there are no suitable and available sites in sequentially preferable locations:

- a) Within settlement boundaries;
- b) On previously developed land;
- c) Adjacent to existing employment areas; and
- d) Adjacent to settlement boundaries.

4.3 The site is located in open countryside to the south west of the Bardon Hill Commercial Park, which includes Pall-Ex's existing hub. The Site is, therefore, categorised as adjacent to an existing employment area. Henceforth, the application site falls into category c). Therefore, for a site to be sequentially preferable it would need to fall into category (a) or (b).

4.4 Alternative sites in Category (c) would not be sequentially preferable and sites in Category (d) would be lower down the hierarchy. Consequently, alternative sites in Category (c) and sites in Category (d) will be discounted from our search. We have therefore considered alternative sites within categories (a) or (b) and the method employed to determine if they are suitable is set out below.



### **Site to be assessed**

- 4.5 The site search function on the online systems provide a reasonable widespread for units of this size. Whilst this spread is much greater than set out in the Parameters below, which have used these for the starting point for identifying sites to then be assessed against the parameters below. In this context we searched for industrial sites that have units that range from 25,000 – 50,000 square meters or 200,000- 500,000 square foot (as applicable on Proplis) and site areas that range from 10 – 20 hectares or 30-40 Acres (as applicable on Loopnet) The difference in area is because each website's search function had slightly different size parameters as available filters.

### **Search Area**

- 4.6 The development has a specific requirement to be within a certain proximity of the existing Pall-Ex site to ensure it is sustainable for current employees to retain their employment status. Therefore, a radius of 10 miles from the existing Pall-Ex site (LE67 1FH) has been used.
- 4.7 To identify sites within the search area, a search was undertaken using Right Move, Loopnet, Nova Loca and Proplis, which are Property online search sites that are used to identify available properties and land for sale or to rent.
- 4.8 A list of sites found using these search parameters is included at Appendix 1.

### **Assessment Parameters**

- 4.9 Sites have been assessed using the following parameters. These have been derived in consultation with Pall-Ex to ensure they meet their unique requirements, whilst providing an appropriate degree of flexibility:
- Within 4 miles of a junction on the M1, M69 and / or A42
  - The route to the motorway is not through residential areas

- Bus stop within 800 metres of the site
- Within a 10 mile radius of the existing Pall-Ex Site
- Operational requirements:
  - Gross site area needs to be at least 14-16 hectares. The gross area is 14.4 hectares and this has been developed around the operational requirements of Pall-Ex. There is little in the way of flexibility to reduce this, but we have allowed more flexibility for a larger site.
  - Net area between 11.5 and 12.5 hectares. The proposed net area is 11.8 hectares and this has been developed around the operational requirements of Pall-Ex. There is little in the way of flexibility to reduce this, but we have allowed more flexibility for a larger site.
  - The site needs to allow for a central building with lorry bays along both sides. A central route through the building for lorries is also essential for the operational efficiencies needed by Pall-Ex.
  - Circulation areas around the building to allow for movement of the variety of vehicles visiting the site, parking areas and lorries/trailer storage areas needs to be minimum 7 hectares. The proposed Circulation area is 7.38 hectares.
  - Separate from the Circulation areas, a location is needed for 20+ lorries to queue clear of the road when they arrive at the site. In the proposed scheme this is on the access road, which is not included in the Circulation area referenced above.

- Main building – between 31,000 and 33,000 sqm of warehouse space, with between 2,200 and 2,600 sqm of office floor space. The main building in the proposed scheme has 31,726 sqm of warehouse space and 2412 sqm of offices respectively.
- Space for a separate workshop (circa 400sqm) and a gatehouse (circa 35 sqm) is also needed.

## **5.0 ASSESSMENT OF SITES**

5.1 This section lists those sites that were identified within 10 miles of the existing Pall-Ex site and that were within the size areas set out at paragraph 4.5. However, to sieve the results, we have only included those sites that meet as a minimum either the floorspace or site area parameters that are 31,000 sq. meters or 14 hectares in size respectively. Sites that after an initial review did not meet either size requirements have been dismissed. The remaining sites are then assessed for their suitability, availability and viability using the criteria set out above in Paragraph 4.9. A detailed breakdown of all sites found is included at Appendix 1.

5.2 In this context a review of the four sites identified is set out below:

### **Site 1 – Diamantem Park Bardon West Lane Bardon Leicestershire LE67 1FF**

5.3 Site 1 is advertised as an Industrial development for sale. The marketing details available for this site demonstrate the proposal is a Design & Build opportunity of up to 965,165 sq. ft with detailed planning consent in place. The brochure shows that two units are available, referred to as unit one and two.

5.4 Unit one is too large at 47,175 sq. m of floor space and is well in excess of Pall-Ex's needs.

5.5 Unit two provides 36,120 sq. m of floor space so is more in line size wise, but still falls outside of the search parameters. Furthermore, only 1,638 sq. m of office space is available which is too small for our requirement of 2,200 – 2,600 sq. m.

5.6 In addition, whilst the site area is not stated, we have measured the combined site and this is only 16 hectares. When this is split to make the two sites, both sites will fall well below the gross site area within the site search parameters. With a small site area, but a larger building, this also tells us that the

circulations areas will not be sufficient and that it is unlikely that a building could be located centrally with loading doors either side to secure the operational efficiency needed by Pall-Ex.

- 5.7 In light of the above, we consider this site is not a suitable alternative to the assessment site. The site is therefore dismissed on these grounds.

**Site 2 – Unit 4 Griffen Park Peckleton Ln, Desford, Leicester, LE9 9BZ**

- 5.8 Site 2 is advertised as a Light industrial facility to lease. The marketing brochure demonstrates that the site offers a Design and build opportunity partly on previously developed land up to 500,000 sq. ft. Two units are available known as unit 3 and 4. Unit 3 has been dismissed for being well under the site size and floor requirements of the assessment site. Further details can be found in Appendix 1.

- 5.9 Based on the indicative layout unit 4 is situated on 9.75 hectares of land which is well under the size we would need. In addition, as the unit is being marketed at 510,000 sq. ft it is well in excess of what we would need in terms of floor area. Based on the size of the unit the developer is hoping to achieve and site area, it can comfortably be concluded the site would not provide the circulation area we need nor the additional office and warehouse space.

- 5.10 We consider that Site 2 is not a suitable alternative to the assessment site. The site is therefore dismissed on these grounds.

**Site 3 – G Park Ashby De La Zouch, Ashby-de-la-Zouch, LE65 1DA**

- 5.11 Site 3 is advertised as a Distribution warehouse to lease. The marketing details available for this site show that the site has the ability to accommodate build to suit logistics/warehouse opportunities of up to 736,487 sq. ft.

- 5.12 The opportunity offers a choice between two layouts, one that would provide two units and one that would provide one large unit on the site. The single,

large unit would comprise approx. 63,922 sq. m of floor space. which is well in excess of our 31,000-33,000 sq. m requirements.

- 5.13 Within the two units scheme, Unit 2 would not provide enough floor space at 19,290 sq. m.
- 5.14 Unit 1 would offer 36,000 sq. m which is more in line with our requirements. However, this still exceeds our search parameters and the office space of 1,850 sq. m is less than our requirement for 2,200 sq. m.
- 5.15 In addition, the site area for the size of the site available for both units is 15 hectares total. The area where unit one is situated is only 8.5 hectares in size which is well under our requirement for 14 hectares. This indicates there would not be sufficient circulation space on site to meet our requirements. Once the size of unit one is taken away from the site area, we would be left with less than 5 hectares of circulation space.
- 5.16 Therefore, we consider that none of the options at Site 3 are a suitable alternative to the assessment site. The site is therefore dismissed on these grounds.

**Site 4 – XXI, Desford, Leicestershire, Peckleton Lane, Desford LE9 9BZ**

- 5.17 Site 4 is advertised as an Industrial Park to lease. The marketing details demonstrate that 2 units are available that can be subdivided or leased as one large unit.
- 5.18 Both the site area, around 17.5 hectares, and the units on site are well in excess of what would be considered appropriate or in line with Pall-Ex's requirements - Unit 1 offers 58,185 sq. m of floor space and unit 2 offers 54,025 sq. m. In addition, the circulation area would not be appropriate coming to 6.5 hectares for the entire site which would require occupation of both units which would result in an excess floor space of 70,000 sq. m. Ultimately the ratio of available circulation/yard area does not match the size of site or warehouse unit Pall-Ex require.

- 5.19 In regard to the above, we consider it is not a suitable alternative to the assessment site. The site is therefore dismissed on these grounds.

## **6.0 CONCLUSIONS**

- 6.1 This sequential assessment has been undertaken in support of a new distribution hub at Wiggs Farm on Station Road, Bardon.
- 6.2 There are no suitable or available sites that are sequentially preferable. The Sequential Test is, therefore, passed and the proposal accords with Policy DM20 of the SADMP.



# **APPENDIX 1:**

## **Site Search Summary Table**

Site Search Summary: (by floor area)

Site Name	Website	Comments	Sequentially Preferable Location Y/N	Suitable and Available Y/N
Diamantem Park Bardon West Lane Bardon Leicestershire L E67 1FF	Right Move, Nova Loca  Property website  <a href="https://diamantem-park.webflow.io/">https://diamantem-park.webflow.io/</a>	In settlement boundary or PDL- Site is not PDL or in the settlement boundary  Distance from Motorway - 2.5 miles from M1 J22 so within 4 mile minimum  Route to motorway - not through residential area so meets requirements here  Bus stop - Site over 900m away from a bus stop not within 800m limit and contrary to our requirements  Within a 10 mile radius of the existing Pall- Ex Site - Yes  Operational requirements:  The proposal is a Design & Build opportunity up to 965,165 sq. ft with Detailed planning consent in place. (planning permissions granted under 21/00531/HYB)  The brochure demonstrates that two units are available  Unit one is too large at 47,175 sq. m and well in excess of Pall-Ex's needs	N	N

		<p>Unit two provides 36,120 sq. m so is more in line size wise with what we need, however only 1,638 sq. m of office space is available which is too small for our requirement of 2,200 sq. m.</p> <p>The whole site is around 16 hectares so based on the indicative plans each unit and their respective circulation areas will occupy around 8 hectares of land. If unit two is anticipated to occupy 36,120 sq. m this equates to around 3.6 hectares leaving only around 4.4 hectares of circulation space which is well under our requirement.</p> <p>In addition, in regard to the circulation arrangements, there is a not a location or space sufficient for 20 lorries to queue clear of the road when they arrive at the site.</p> <p>In addition, a central route through the building for lorries is not possible at this site</p> <p>Overall, this site does not meet our operational requirements</p>		
Unit 4 Griffen Park Peckleton Ln	Loopnet, Rightmove	<p>In settlement boundary or PDL- Yes PDL</p> <p>Distance from Motorway - The site is located 5.7 miles from M1 junction 21A and 6.4 miles from the M69 junction J3 and therefore does not fall in the within 4 miles requirement</p>	Y	N

		<p>Route to motorway - Route to the motorway goes through the village Enderby so not suitable</p> <p>Bus stop – located over 1,000 m away so not in line with our requirements</p> <p>Within a 10 mile radius of the existing Pall-Ex Site - Yes</p> <p>Operational requirements:</p> <p>The proposal is a Design and build opportunity partly on PDL up to 500,000 sq. ft. Two units are available known as unit 3 and 4.</p> <p>The whole site is 13 hectares and based on indicative plans it looks like the site where unit 4 would be situated would be 9.75 hectares. This is well under the size we would need.</p> <p>There are limited details available but as the unit is being marketed at 510,000 sq. ft it is well in excess of what we would need. Based on the size of the unit the developer is hoping to achieve and site area, it can comfortably be concluded the site would not provide the circulation area we need nor additional office and warehouse space.</p> <p>Overall, this site does not meet our operational requirements</p>		
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<p>Build to Suit Warehouse Opportunity, G Park</p>	<p>Loopnet, Novaloca</p> <p>Agent Website:  <a href="https://www.knightfrank.co.uk/properties/commercial/to-let/g-park-ashby-de-la-zouch-ashby-de-la-zouch-le65-1da/CPD121116">https://www.knightfrank.co.uk/properties/commercial/to-let/g-park-ashby-de-la-zouch-ashby-de-la-zouch-le65-1da/CPD121116</a></p>	<p>In settlement boundary or PDL- No</p> <p>Distance from Motorway - adjacent to the A42 and A511 so meets our requirements</p> <p>Route to motorway - not through residential area so meets our requirements</p> <p>Bus stop – Nearest bus stop on birch road is over 900m away – not in line with our requirements</p> <p>Within a 10 mile radius of the existing Pall-Ex Site - Yes</p> <p>Operational requirements:</p> <p>Site benefits from outline permission and is a Greenfield site outside of Ashby-de-la-Zouch.</p> <p>The opportunity offers two layouts, one that would provide two units and one that would provide one large unit on the site. The large unit would comprise 63,922 sq. m approx. which is well in excess of our 31,000-33,000 sq. m requirements.</p> <p>Unit two of the two units scheme would not provide enough floor space at 19,290 sq. m.</p> <p>Unit one of the two unit option would offer 36,000 sq. m which is more in line with our requirements. However, the office space available is 1,850 sq. m just shy of our requirement for 2,200 sq. m</p>	<p>N</p>	<p>N</p>
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		<p>In addition, in total the site available for both units is 15 hectares and the area for unit one is only 8.5 hectares which is well under our requirement for 14, this indicates there would not be sufficient circulation space on site to meet our requirements. Once the unit is taken away from the site area we would be left with less than 5 hectares of circulation space.</p> <p>In addition, there is not a location or space sufficient for 20 lorries to queue clear of the road when they arrive at the site for any available unit</p> <p>Overall, none of the units on offer meet our operational requirements</p>		
Optimus 277, M1 J21A	Novaloca, Rightmove	<p>25,778 sq. m size unit is too small and well under our requirement of 31,000 sq. m</p> <p>Site is only 5 hectares which is well under the required 14-16 hectares so is not capable of meeting any of our operational requirements and is dismissed</p>	Y	N
Griffen Park, Desford (Unit 1 and 2)	Novaloca, Rightmove	<p>Only unit 2 is left available to let. The floor area is too small at 103,679 sq. ft. (9632 sq. m) so is well under our requirement for 31,000 sq. m warehouse space alone</p> <p>Site is 2.5 hectares so is not suitable for our requirements of 14-16 hectares so is dismissed</p>	Y	N

Griffen Park Unit 3	Rightmove	<p>Design and build opportunity partly on PDL with planning consent</p> <p>Unit 3 is anticipated to be 169,878 sq. ft (15782 sq. m) so is not large enough for Pall-Ex's requirement for a unit of 31,000 sq. m so is dismissed</p> <p>In addition, although there are no detailed plans of the units yet, the promotional brochure indicates that unit 3 is situated on land of approx. 5.5 hectares which is well below our 14-hectare minimum requirement</p> <p>As a result the site is dismissed</p>	Y	N
Mercia Park, J11 M42	Rightmove	<p>The units left to let (1,3 and 5) are 18,580 sq. m, 27,902 sq. m, 27,870 sq. m respectively and do not meet the warehouse space requirement for the assessment site.</p> <p>In addition, the size of the site unit one sits on is only 4 hectares, for unit 3 its 6.5 hectares and for unit 5 its 5.5 hectares. This is well under our site area requirement and therefore these sites cannot offer the circulation requirements we need.</p> <p>As a result the site is dismissed</p>	Y	N
Bardon 320 Mountpark, Beveridge Lane	Rightmove, Novaloca	<p>The unit is slightly too small at 29,505 sq. m</p> <p>In addition, the site size is 5.5 hectares well under our 14 hectares minimum requirement. This site cannot offer the circulation requirements we need</p>	Y	N

		As a result the site is dismissed		
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Site Search Summary: (by site area)

Site Name	Website	Comments	Sequentially Preferable Location Y/N	Suitable and Available Y/N
XXI, Desford, Leicestershire	Rightmove	<p>In settlement boundary or PDL- Yes</p> <p>Distance from Motorway - The site is located 5.7 miles from M1 junction 21A and 6.4 miles from the M69 junction J3 and therefore does not fall in the within 4 miles requirement</p> <p>Route to motorway - Route to the motorway goes through the village Enderby so not suitable</p> <p>Bus stop – located over 1,000 m away so not in line with our requirements</p> <p>Within a 10 mile radius of the existing Pall-Ex Site - Yes</p> <p>Operational requirements:</p> <p>This site comprises two units that can be let as a whole or separately.</p>	Y	N



		<p>Unit one alone delivers 58,185 sq. m of warehouse space and unit two offers 54,025 sq. m. which are both well in excess of our requirements.</p> <p>In addition, there is a circulation area of approx. 6.5 hectares for the whole site (which would require lease of both units combined) which is not sufficient for Pall-Ex's needs. If only one unit was occupied this space would be further reduced. Ultimately the ratio of unit floor area to circulation area does not match our requirements</p> <p>In addition, a central route through the building for lorries is not possible at this site and based on its location within a wider industrial park there is not space for 20 lorries to queue to enter the site</p> <p>Overall, this site does not meet our operational requirements</p>		
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Site Search Summary: (land/ development opportunities)

<b>Site Name</b>	<b>Website</b>	<b>Comments</b>	<b>Sequentially Preferable Location Y/N</b>	<b>Suitable and Available Y/N</b>
Coppice Wood, Melbourne, Derby, Derbyshire, DE73	Rightmove	Wood land – not sequentially preferable	N	N
Appleby Magna, Derbyshire DE12	Rightmove	Green field - not sequentially preferable	N	N

# **APPENDIX 2:**

## **Marketing Details of Sites Identified**



**DTRE   CBRE**

# DIAMANTEM PARK BARDON

**FREEHOLD OR  
LEASEHOLD**

**DESIGN & BUILD  
OPPORTUNITIES  
AVAILABLE UP TO  
965,000 SQ FT**

**SITE PREPARATION  
AND S278 WORKS  
UNDERWAY**

**LE67 1FF**



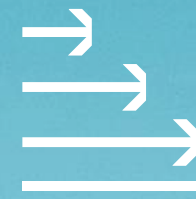


DETAILED CONSENT FOR  
**535,955 & 411,695 sq ft**

WITH ALL PLANNING PRE-COMMENCEMENT CONDITIONS DISCHARGED

CAPABLE OF DELIVERING A SINGLE UNIT OF

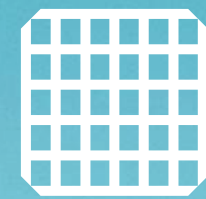
**965,165 sq ft**



TARGET  
EPC A+



TARGET  
BREEAM  
EXCELLENT



100% PV  
COVER ROOF  
CAPACITY\*



10  
MVA



37 ACRE  
COUNTRY  
PARK



2.2KM OF  
WALKING  
ROUTES ON SITE



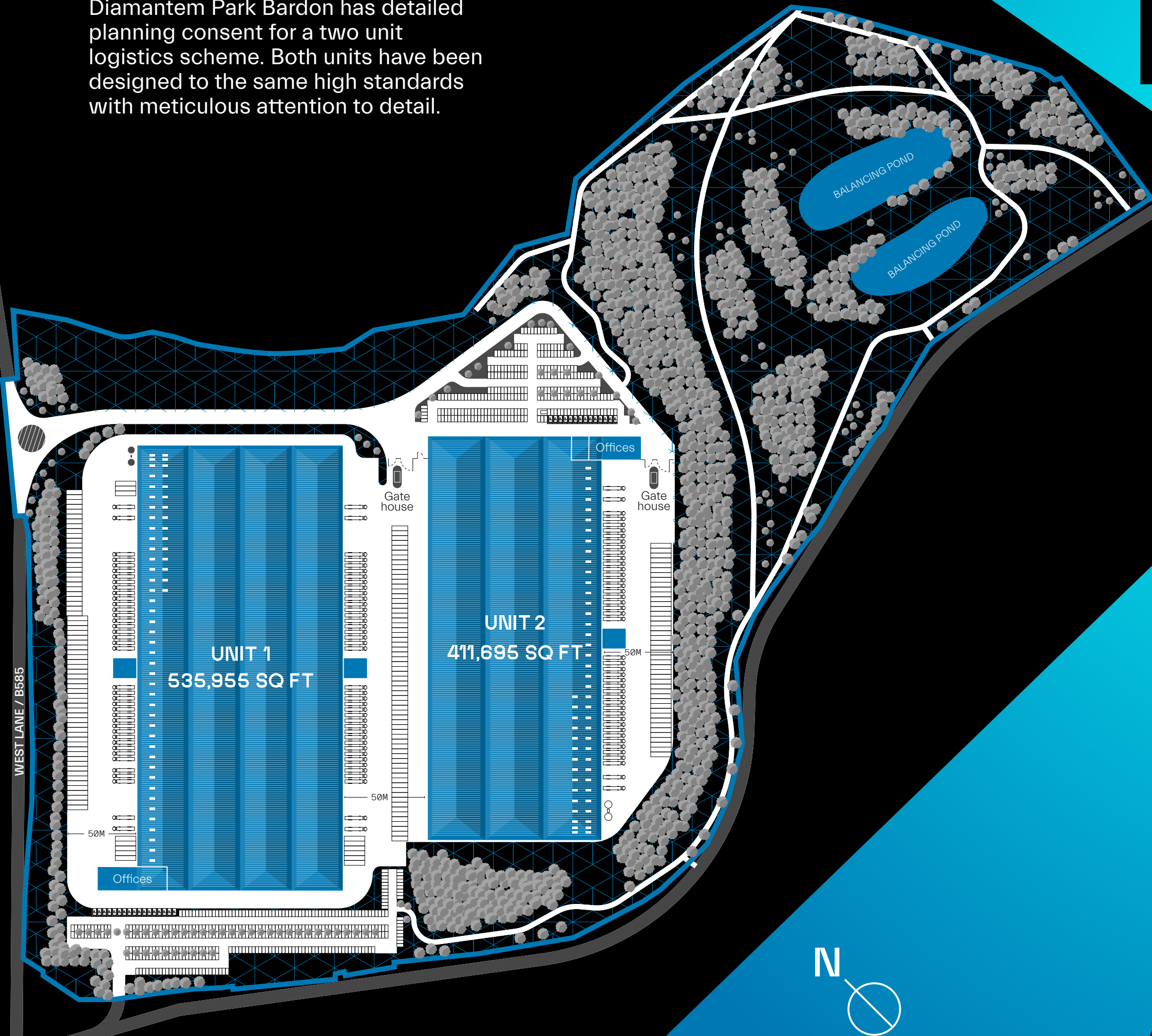
Diamantem Park Bardon offers up to 965,000 sq ft of cutting-edge logistics space, strategically positioned in the prestigious 'Golden Triangle.' This prime location ensures excellent connectivity and places the development among industry-leading occupiers.





# NEXT GENERATION LOGISTICS

Diamantem Park Bardon has detailed planning consent for a two unit logistics scheme. Both units have been designed to the same high standards with meticulous attention to detail.



	CAR PARKING	HGV PARKING	DOCK LOADING	LEVEL LOADING	INTERNAL HEIGHT	FLOOR LOADING	YARD DEPTHS	ROOF TERRACE
UNIT 1	420	149	68	8	18m	50kn/m <sup>2</sup>	50m	Yes
UNIT 2	391	44	37	4	18m	50kn/m <sup>2</sup>	50m	Yes

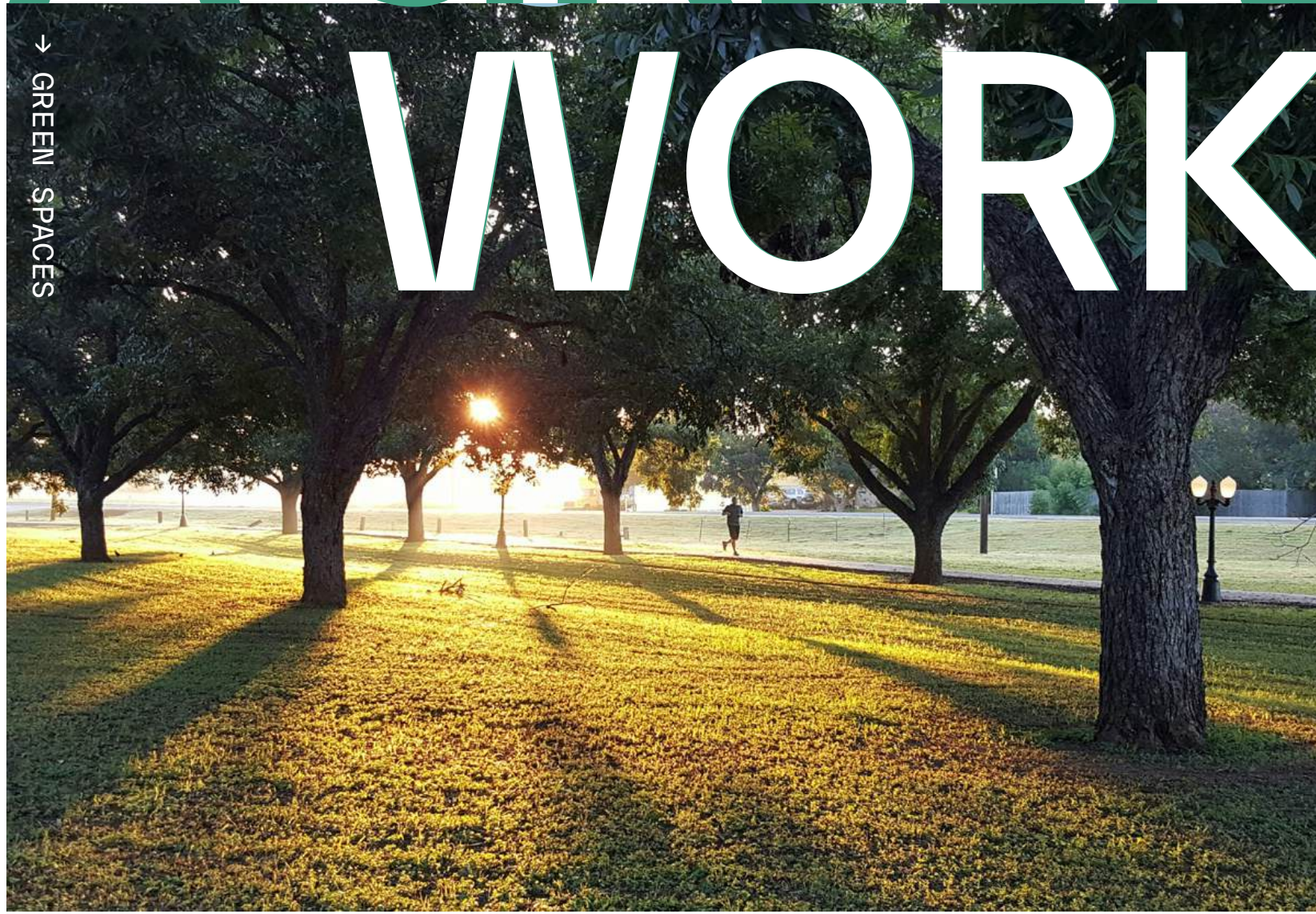
	UNIT 1			UNIT 2	
	Sq M	Sq Ft		Sq M	Sq Ft
Warehouse	47,175	507,790	Warehouse	36,120	388,795
Offices	1,638	17,630	Offices	1,638	17,630
Hub Office	979	10,535	Hub Office	489	5,270
Total (GIA)	49,792	535,955	Total (GIA)	38,247	411,695





# A GREENER WORKPLACE

→ GREEN SPACES



Half of the site is designated as green space and National Forest habitats, enhancing biodiversity in accordance with UK Forestry Standards. This will create a landscaped woodland park for employees and local residents to explore and enjoy.



→ WET WOODLAND

A new landscaped woodland and country park of 37 acres with over 2km of footpaths to enjoy

# DESIGNED FOR WELLBING



- |                             |                    |
|-----------------------------|--------------------|
| 1. NATIVE HEDGEGROWS        | 6. GRASS AREAS     |
| 2. ROOF TERRACES            | 7. ORNAMENTAL AREA |
| 3. WOODLAND AREAS           | 8. BAT HOUSE       |
| 4. NATIONAL FOREST HABITATS | 9. WET WOODLAND    |
| 5. FOOTPATHS OVER 2KM       | 10. PUBLIC ACCESS  |





► A major factor in Diamantem Park Bardon’s success to date is its prime position within the ‘Golden Triangle’ of distribution and logistics. This strategic location ensures excellent connectivity, making it a sought-after hub for businesses in the sector.

MOTORWAY LINKS

The M1 is just minutes away, providing a direct route to London and the North, while the nearby M42 and M6 enhance connectivity to the Midlands and beyond.

■ M69 - 11 MILES

■ M42 - 13 MILES

■ M1 - 2.5 MILES

# PRIME MIDLANDS LOCATION





## LOGISTICS AND SUPPLY CHAIN EFFICIENCY DEPENDS ON LOCATION, AND DIAMANTEM PARK BARDON IS PERFECTLY POSITIONED TO DELIVER.

Just 2.5 miles from Junction 22 of the M1, the development offers seamless access to the national motorway network and is within easy reach of both Birmingham Airport and East Midlands Airport.

Situated just outside Leicester, it sits at the heart of one of the UK's best-connected regions, with direct links north to Nottingham, Sheffield, and Leeds, as well as south towards London.







pal

ChemistDirect  
Powered by Pharmacy2U

amazon

INNOTECH

BUNZL

amazon

P&H

Vistry Group

Eddie Stobart

VS CORPORATION

babcock

HEALY GROUP

antalis

Premier  
LOGISTICS GROUP

babcock

Stanton Lane

West Lane

INTERLINK PARK

# IN GOOD

Bardon is home to some of the largest logistics and manufacturers globally, providing a dynamic hub of logistics innovation.

Join a thriving network of forward-thinking businesses, positioning yourself at the heart of a community that's leading the sector.

# COMPANY





# A DYNAMIC WORKFORCE FUELLING BUSINESS



Leicestershire boasts a dynamic and fast-growing population, with 16 to 29-year-olds making up 26% of the demographic—well above the national average. Leicester itself has experienced a 57% surge in business development over the past decade and a 31% population increase since 2002, securing its place among England’s ten largest cities.

The city is also home to three top universities, attracting 60,000 students each year and producing 21,500 highly skilled graduates. This strong academic presence fuels a talented workforce, supporting Leicester’s continued growth and innovation.

2.8M

WORKFORCE OF OVER  
2.8 MILLION WITHIN  
A ONE-HOUR DRIVE

£25.9B

A £25.9 BILLION ECONOMY  
- THE LARGEST IN THE  
EAST MIDLANDS

540K

540,000 JOBS AND OVER  
46,000 TRADING BUSINESSES  
IN THE CITY AND COUNTY





# POWER CAPACITY 10 MVA



The site has an incoming power supply of 10 MVA which allows the scheme to cater to power-intensive operations.



The units are built with 100% PV Capacity, providing an occupier with the ability to increase the power by a further 2MVA\*.

\*assuming c.200KVA per 100,000 sq ft of roof space, averaged out over the year.



# DIAMANTEM PARK BARDON

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D I A M A N T E M

Diamantem is a global owner, manager, and developer of high-quality real estate assets in the logistics, commercial real estate, and super-prime residential markets.

The portfolio encompasses the entire development process, from strategic land acquisition to the construction of completed assets, across the United Kingdom and Europe.

Construction managed by  
 **mountpark**

Further information - to include energy performance certificates and data site access is available upon request. Dowley Turner Real Estate LLP on its behalf and for the Vendors or Lessors of this property whose Agents they are, give notice that: 1. These particulars are set out as a general outline only for guidance to them as statements or representations of fact, but must satisfy themselves by inspection or otherwise as to the correctness of each of them. 3. No person in the employment of Dowley Turner Real Estate LLP has any authority to make any representation or warranty whatsoever in relation to this property. 4. Unless otherwise stated, all prices and rents are quoted exclusive of VAT. March 2025. Designed by



glp.com/eu

# G-Park

## Ashby de la Zouch

Build to suit  
logistics  
warehouse  
opportunities up  
to 736,487 sq ft

Planning  
Approved



Computer generated image



G-Park Ashby de la Zouch

# G-Park Ashby de la Zouch

## J13/A42, A511

G-Park Ashby de la Zouch is a 48 acre development site which sits adjacent to the A42 and A511 and provides access to the M42 to the South, and M1 (Junction 23A) 10 miles to the North East.

The development has been flexibly designed to accommodate build to suit logistics/warehouse opportunities of up to 736,487 sq ft.

G-Park Ashby's central position in an area in which 90% of the UK can be reached within a four-hour drive makes it easily accessible to all parts of the UK.



High Spec

Highly specified, flexible design purposely designed for logistics/distribution.

Build to suit logistics warehouse opportunities up to **736,487 SQ FT**



Strategic location

**Strategic location**  
Provides access to the M1 (Junction 23A) 10 miles to the North East and the M42 to the South.



Sustainable benefits

**Sustainable benefits**  
Built into every development at no extra cost including rain water harvesting and extensive natural light provision.



Strong labour pool

**Strong labour pool**  
As an established logistics location, Ashby De La Zouch boasts a large and suitably skilled labour force.





G-Park Ashby de la Zouch

A strategic location for logistics

Workforce

Ashby serves as a prime location for logistics, being home to a number of leading occupiers and well known brands including CEVA, Siemens, Howard Tenens, H K Wentworth and Electrolube who all benefit from an abundant local labour supply.

In 2017, employment density in the Ashby area was estimated to be 10.3 workers per hectare (ha), which is substantially higher than across North West Leicestershire and the wider East Midlands confirming its popularity amongst occupiers.

Top three employment sectors:

- Wholesale and retail trade; repair of motor vehicles and motorcycles
- Transportation and storage
- Manufacturing

In 2015, 26,699 commuted into North West Leicestershire to access employment. This shows the District has a wide array of employers, which attract workers from a wide area.

Wage Rates

Labour profile	North West Leicester	GB
Weekly earnings	£496.60	£540.20

Source: [www.nwleics.gov.uk](http://www.nwleics.gov.uk)



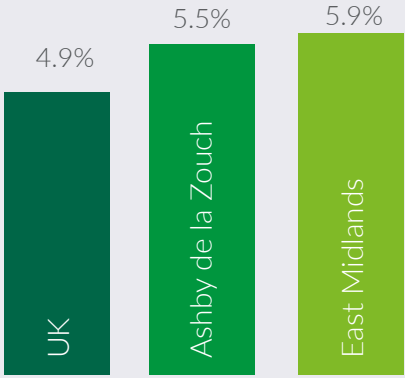
24h access



Strong labour pool



Workforce employed in logistics



Source: Nomis



Unemployment rate in North Leicestershire

3.4%

Of the population of North Leicestershire

Source: Nomis



Wage rates for skilled operatives

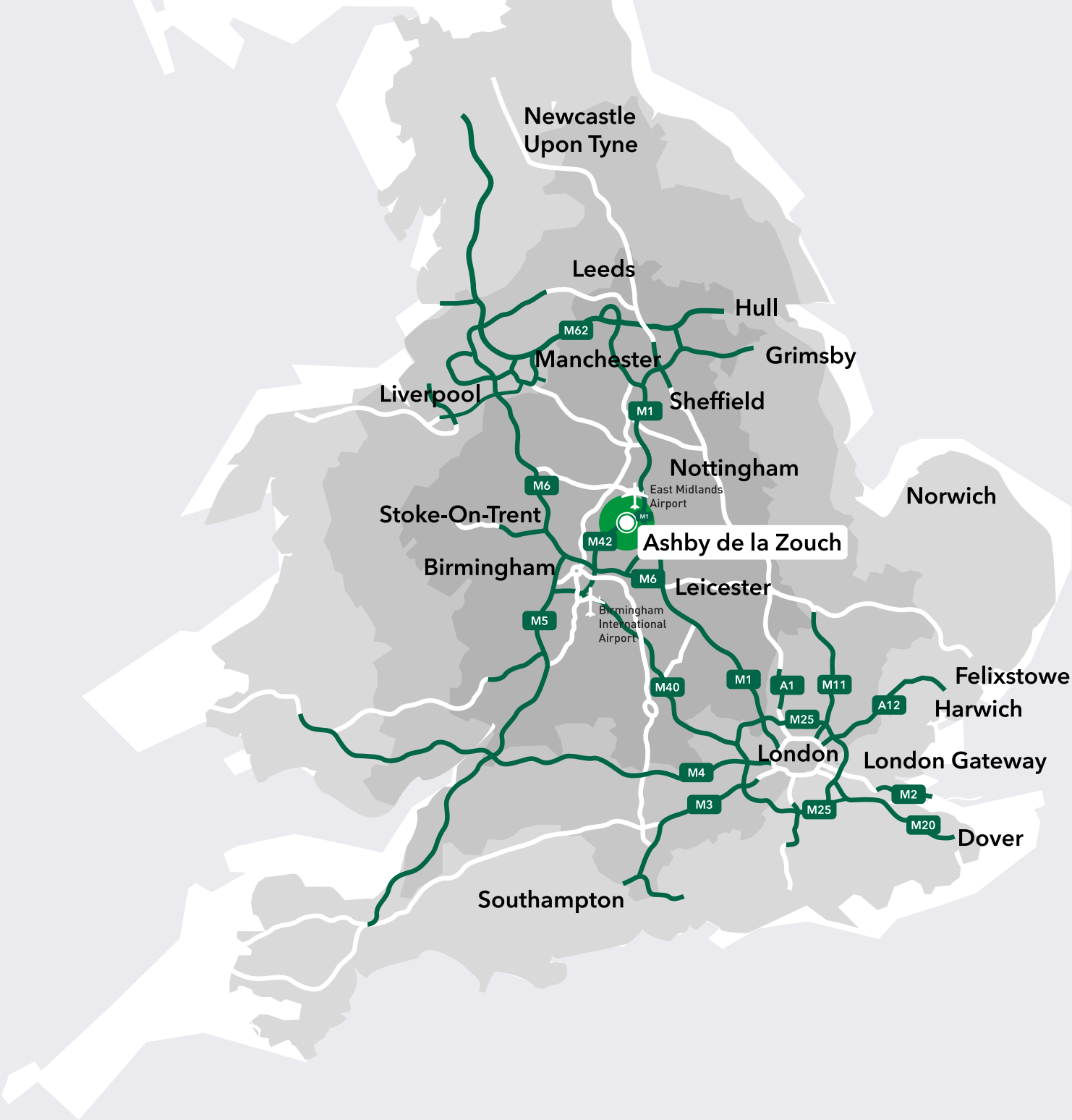
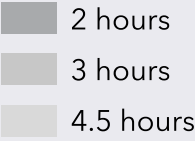


Source: Totaljobs.com and Glassdoor.co.uk



LE65 1TH

HGV Drive Times





G-Park Ashby de la Zouch

# Site plan & spec

18m  
Clear  
Height





# Option 1 - Single Unit Layout



# Option 2 - Two Unit Layout



Schedule of accommodation

**TOTAL  
GIA**  
736,487  
SQ FT

**TOTAL  
GIA**  
68,422  
SQ M

Warehouse	688,050 sq ft	63,922 sq m
Office (3 Floors)	34,444 sq ft	3,200 sq m
Goods In (2 Floors)	6,889 sq ft	640 sq m
Goods Out (2 Floors)	6,889 sq ft	640 sq m
Gatehouse	215 sq ft	20 sq m
Total GIA	736,487 sq ft	68,422 sq m

Key features



Clear height 18m



13 level access



198 HGV parking



66.08 acres  
(26.74 ha)



145 dock doors



555 car parking



Enhanced 2020 spec



50m yard depth

Schedule of accommodation  
Unit 1

**TOTAL  
GIA**  
421,406  
SQ FT

**TOTAL  
GIA**  
39,150  
SQ M

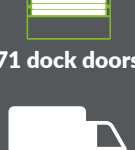
Warehouse	387,500 sq ft	36,000 sq m
Office (3 Floors)	19,913 sq ft	1,850 sq m
Goods In (2 Floors)	6,889 sq ft	640 sq m
Goods Out (2 Floors)	6,889 sq ft	640 sq m
Gatehouse	215 sq ft	20 sq m
Total GIA	421,406 sq ft	39,150 sq m



Clear height 18m



5 level access



71 dock doors



53 HGV parking



340 car parking

Schedule of accommodation  
Unit 2

**TOTAL  
GIA**  
218,291  
SQ FT

**TOTAL  
GIA**  
20,280  
SQ M

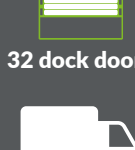
Warehouse	207,635 sq ft	19,290 sq m
Office (3 Floors)	10,441 sq ft	970 sq m
Gatehouse	215 sq ft	20 sq m
Total GIA	218,291 sq ft	20,280 sq m



Clear height 18m



2 level access



32 dock doors



35 HGV parking



250 car parking



# Sustainability as standard



Many of our customers require their warehouse buildings to demonstrate excellent environmental performance.

GLP is now recognised across the world for delivering industry-leading warehouse buildings that continuously exceed our original environmental aspirations, while supporting our customers' business operations in many effective ways.

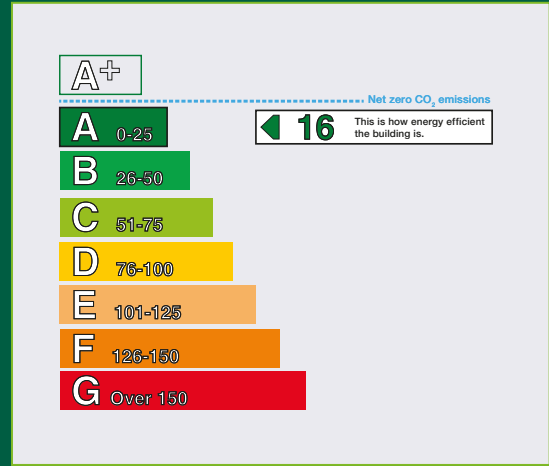
The GLP improved specification includes:

- ✔ BREEAM® Excellent – to all buildings
- ✔ WELL ready
- ✔ LED lighting throughout
- ✔ Low water spray taps
- ✔ 12% less embodied carbon than industry standard
- ✔ 15% less operational carbon in day-to-day operations
- ✔ Provision for electric vehicles
- ✔ Planet Mark offered for first year of occupancy to help manage energy use
- ✔ G-Hive scheme and wildflower planting to improve biodiversity
- ✔ 100% recycled and recyclable carpets
- ✔ Painted using VOC free natural paint

G-Park Ashby de la Zouch  
BREEAM® and energy efficiency ratings



BREEAM® UK New Construction 2018:  
Industrial (Shell and Core)



**Monitoring energy usage**  
Our online energy dashboard can help customers proactively manage their energy consumption.



**Cost-effective**  
We use high-quality materials and sustainable initiatives to add value and bottom-line savings through reduced operating costs.



**Reducing water usage**  
Rainwater harvesting for use in toilet flushing and other non-potable applications.



**Optimising the use of natural light**  
Our triple skinned factory assembled rooflight solution can save up to 13% a year on running costs.



**Recycled & recyclable materials**  
Our initiatives contribute to a greener world and offer distinct advantages to our customers and communities.



**Exceeding requirements**  
GLP is a pioneer in environmentally sustainable 'eco-warehouse' development, setting the industry standard.





# GLP in Europe

**GLP** is a leading global investment manager and business builder in logistics, real estate, infrastructure, finance and related technologies.

Our European operating portfolio consists of more than 4 million SQ M across the strategic logistic markets, which is 98% leased to blue chip customers such as Amazon, UPS and Volkswagen. In addition, GLP Europe has a prime land bank which allows for the development of an additional 4 million SQ M.

GLP operates globally across Brazil, China, Europe, India, Japan, the U.S. and Vietnam. Our combined investing and operating expertise allows us to create value for our customers and investors, and have US\$97 billion in assets under management in real estate and private equity funds. Learn more at [www.glp.com](http://www.glp.com)



**3.9 million sq m  
operating portfolio**



**9 million sq m  
development in 30 years**



**4 million sq m  
development pipeline**



**Strong  
global presence**



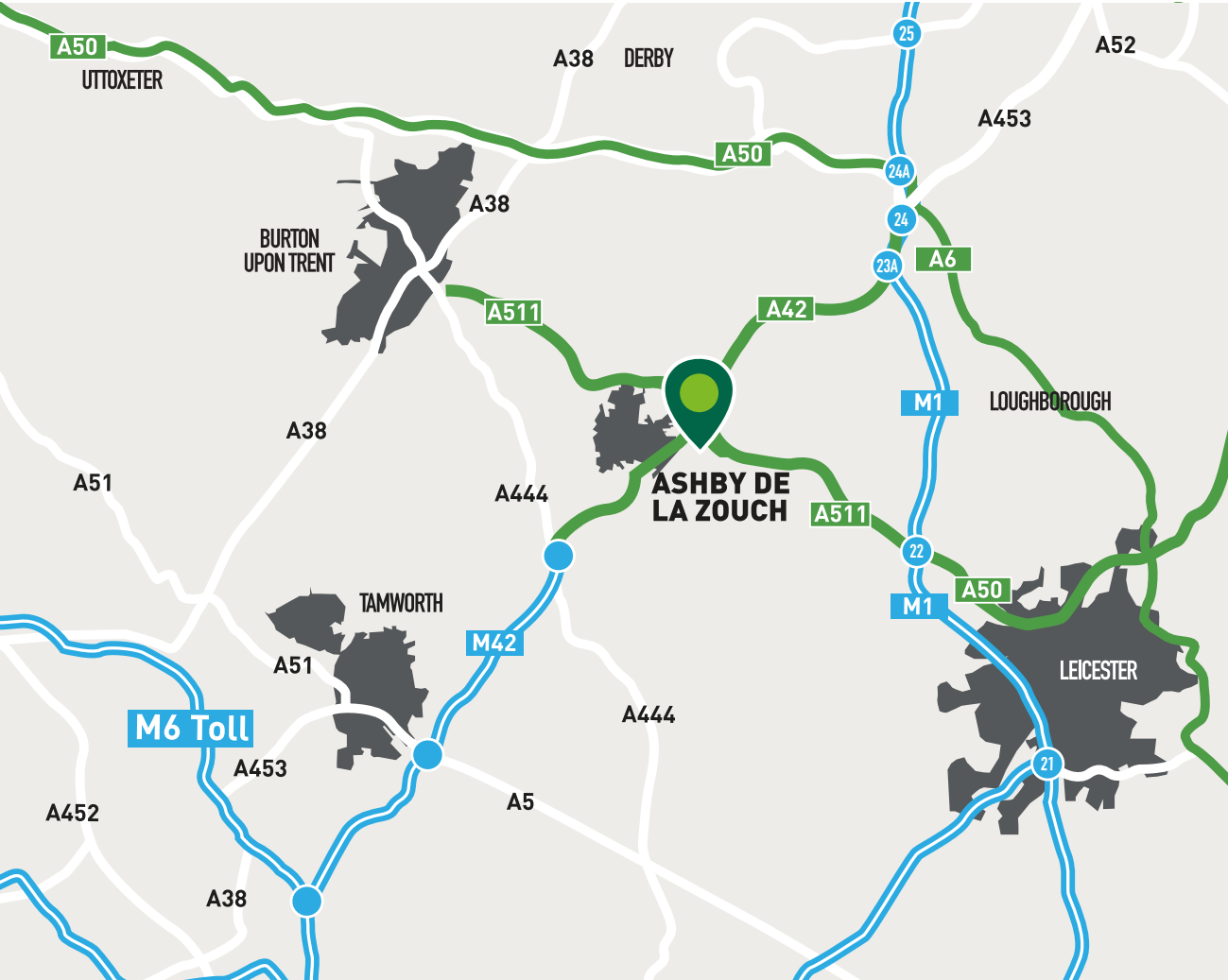




# LOCATION & TRAVEL DISTANCES



# Location & travel distances



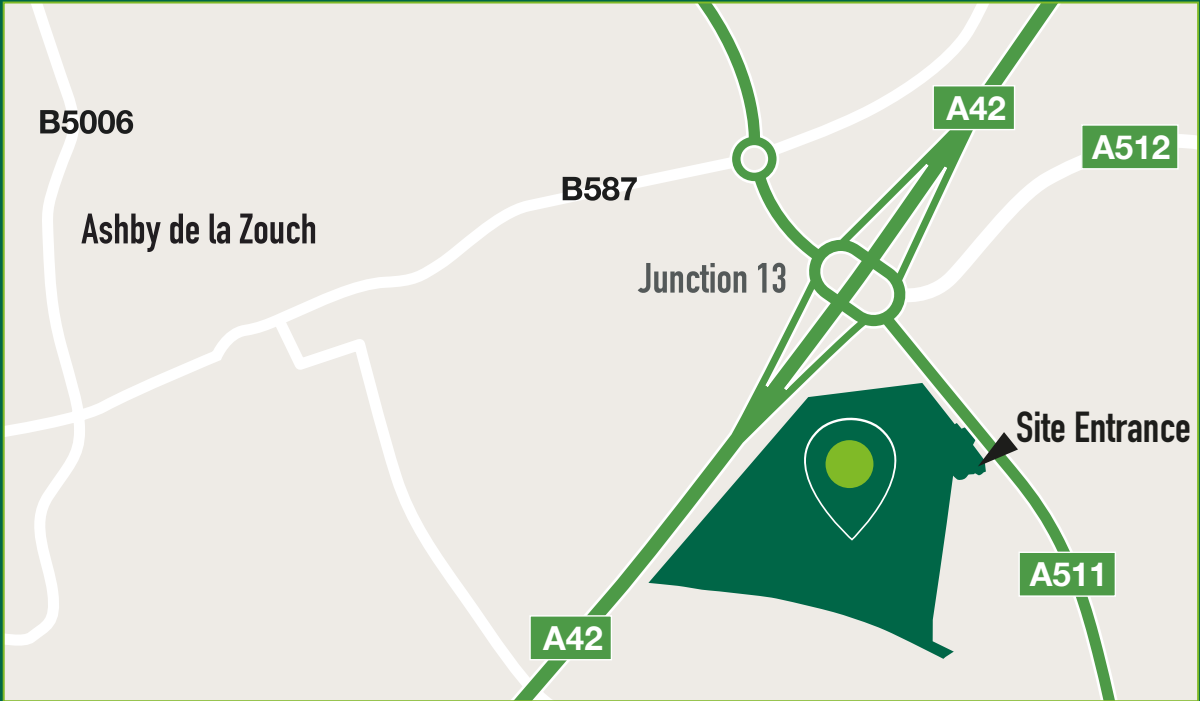
# HGV Drive Times

Cities	Miles	Drive time
Derby	18	31 mins
Birmingham	30	36 mins
Stoke-on-Trent	44	57 mins
Stafford	49	59 mins

Rail Terminals	Miles	Drive time
East Midlands Gateway	10	13 mins
Hams Hall	22	25 mins
Birch Coppice	15.5	18 mins
DIRFT	36	46 mins

Ports	Miles	Drive time
Liverpool	106	2 hr 9 mins
Hull	111	1 hr 10 mins
London Gateway	144	2 hr 33 mins
Southampton	157	2 hr 45 mins
Harwich	186	3 hr 19 mins
Felixstowe	162	3hr 3mins

Airports	Miles	Drive time
East Midlands	10	16 mins
Birmingham	29	36 mins
Manchester	82	1 hr 43 mins
Heathrow	130	2 hr 7 mins




## Contacts

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GLP is committed to a policy of continuous development and reserves the right to make changes to information without notice. This brochure, the descriptions and measurements contained herein do not form part of any contract and whilst every effort has been made to ensure accuracy, this cannot be guaranteed. April 2021. Terms: Available leasehold – details upon application. Please contact the agents for a detailed proposal. Printed in the UK.





[glp.com/eu](http://glp.com/eu)



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**LE65 1TH**

G-Park Ashby  
de Lla Zouch,  
Leicestershire,  
LE65 1TH

**TO LET**

103,679 + 128,048 SQ FT  
INDUSTRIAL / DISTRIBUTION UNITS

**UNDER CONSTRUCTION**  
**AVAILABLE Q1 2023**

**GRIFFEN PARK**

**LEICESTER**

**DESFORD**  
(J21/21A M1)  
LEICESTERSHIRE  
LE9 9BZ

**GRIFFENPARK.CO.UK**



103,679 + 128,048 SQ FT  
INDUSTRIAL/  
DISTRIBUTION UNITS

CATERPILLAR

NEOVIA

UNDER CONSTRUCTION  
AVAILABLE Q1 2023

M1 (J21)  
4 MILES

NEOVIA



993,000  
economically active  
people within 20km.



Leicester's location  
allows access to 95% of the  
UK within a 4.5 hour drive.



Home to East Midlands  
Airport: The UK's largest  
pure cargo airport.



Population is forecast to  
grow by 14% by 2035, 7.5%  
higher than national average.



Manufacturing, Transport  
& Storage account for  
18% of jobs in the area.

UNIT 4: UP TO  
510,000 SQ FT

PHASE 2: D&B  
OPPORTUNITIES

UNIT 3: UP TO  
170,000 SQ FT

UNIT 1  
128,048 SQ FT

UNIT 2  
103,679 SQ FT



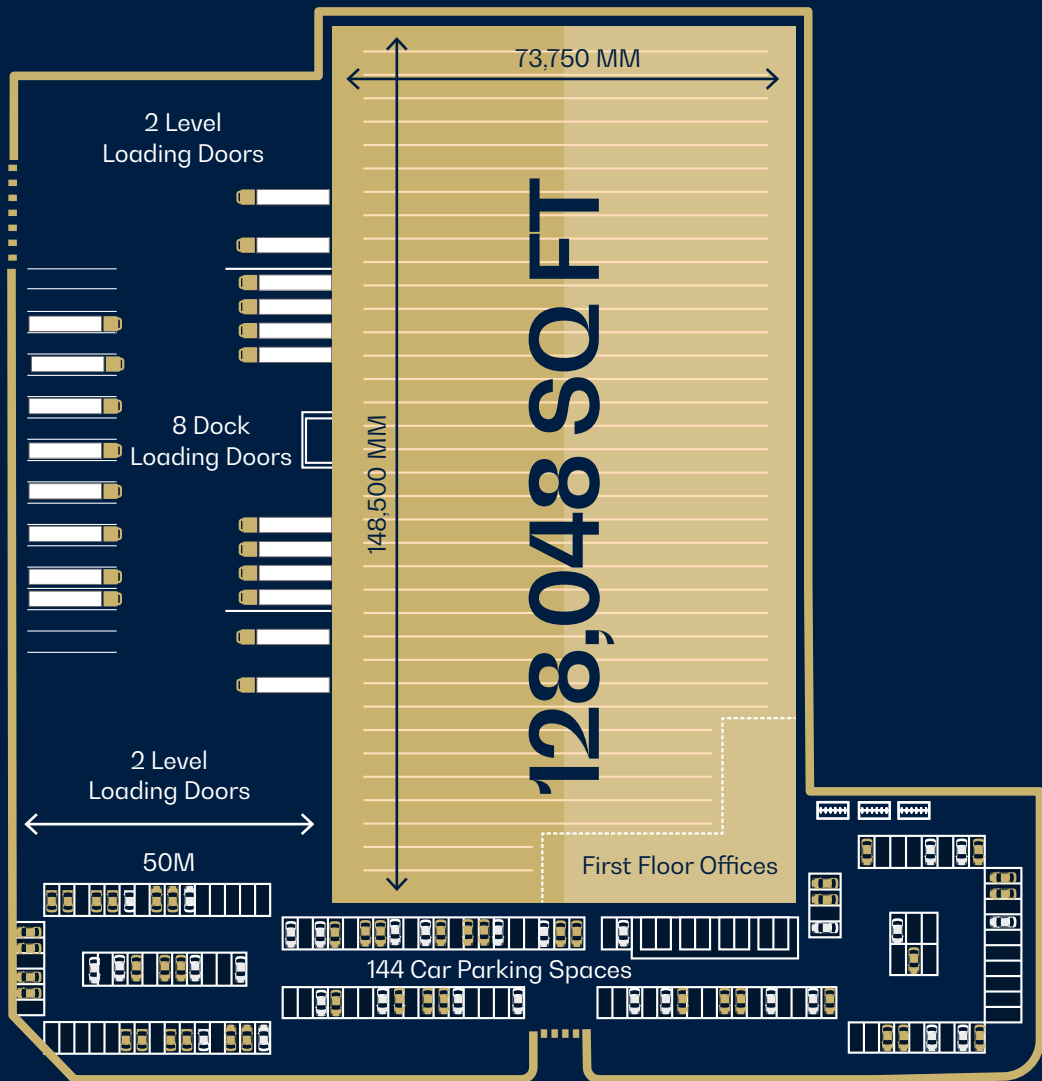
# UNIT 1

## AVAILABLE TO LET

### 128,048 SQ FT

### (11,896 SQ M)

UNIT 1	SQ FT	SQ M
WAREHOUSE	117,801	10,944
FF OFFICE	4,413	410
SF OFFICE	4,413	410
ADDITIONAL OPS OFFICE	1,421	132
<b>Total</b>	<b>128,048</b>	<b>11,896</b>



4 Level  
Loading Doors



8 Dock  
Loading Doors



First Floor  
Offices



12.5m Minimum  
Eaves Height



16 HGV  
Parking Spaces



60kn/m2  
Floor Loading



50m  
Yard Depth



144 Car  
Parking Spaces



Secure Estate  
Gatehouse



600kVA  
Supply



↑ Indicative image of  
possible Unit 1  
loading door setup



Reduction of built  
in carbon



Recyclable cladding  
& structure systems



EPC A  
Target Rating



BREEAM Target  
Rating Excellent

← Indicative image  
of possible Unit 1  
reception fitout



# UNIT 2

## AVAILABLE TO LET

### 103,679 SQ FT (9,632 SQ M)

UNIT 2	SQ FT	SQ M
WAREHOUSE	96,445	8,960
FF OFFICE	3,617	336
SF OFFICE	3,617	336
Total	103,679	9,632



Indicative image  
of possible Unit 2  
reception fitout



2 Level  
Loading Doors



8 Dock  
Loading Doors



First Floor  
Offices



12.5m Eaves  
Height



18 HGV  
Parking Spaces



60kn/m2  
Floor Loading



50m  
Yard Depth



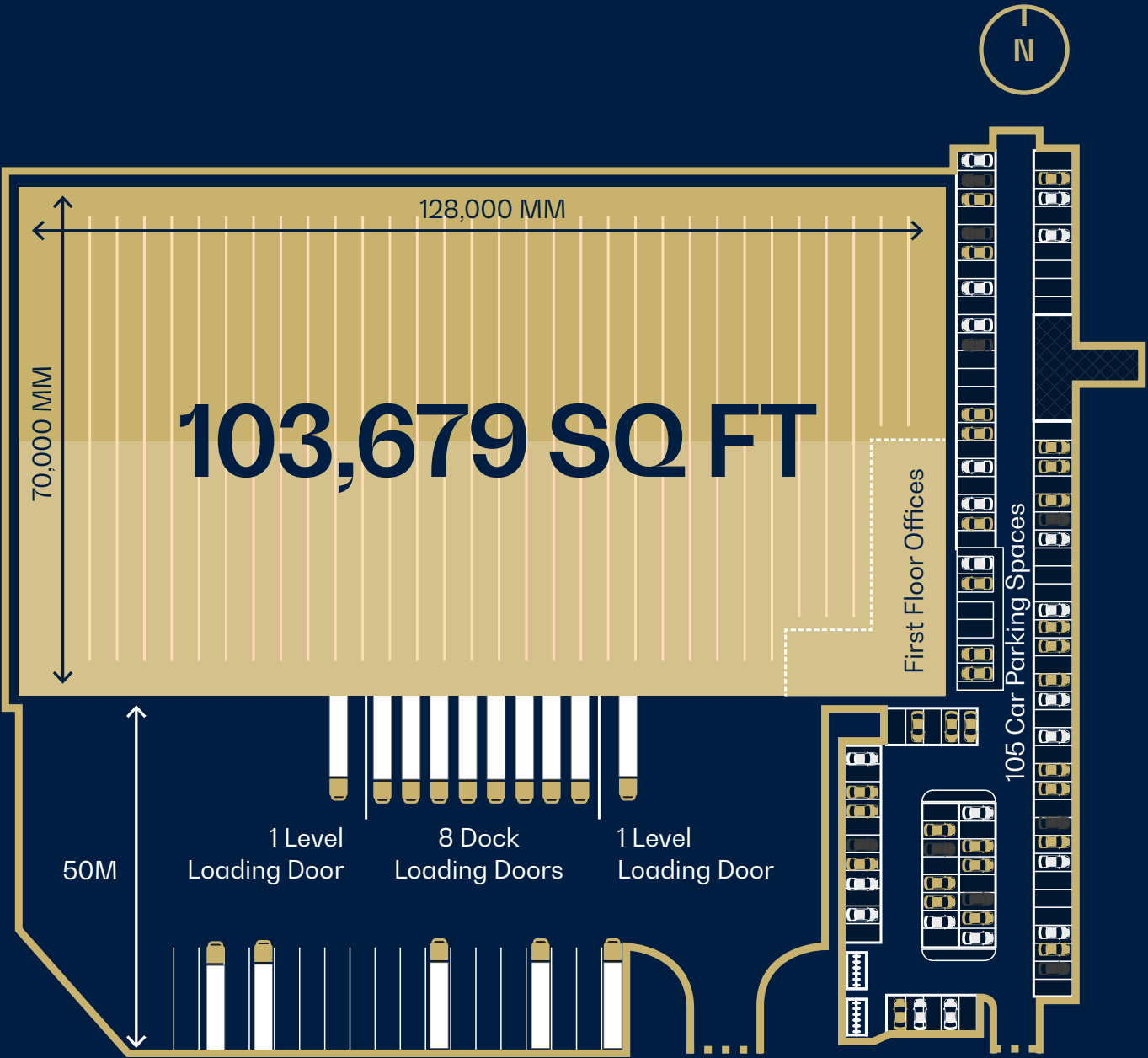
105 Car  
Parking Spaces



Secure Estate  
Gatehouse



500kVA  
Supply





# SUSTAINABILITY FOCUSED

Griffen Park's sustainability focused construction will target BREEAM Excellent standard with a target EPC rating of A, including rooftop PV panels, reduction of built in carbon and use of recyclable materials. These features will enable occupiers to limit their own environmental impact.



Cycle Spaces  
Unit 1 : 36  
Unit 2 : 24



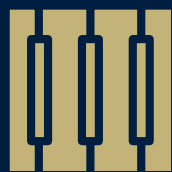
LED lighting



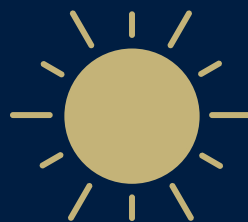
EPC A  
Target Rating



Reduction of built  
in carbon



15% Roof  
lights



Solar panels



Target BREEAM  
Excellent



Cladding insulation to  
BREEAM green guide  
'A' or 'A+' rating



EV Charging Points  
Unit 1 : 8  
Unit 2 : 6



Indicative image of  
possible Unit 2  
loading door setup



Indicative image



Indicative image





# LOCATION

## Airports

	Distance
East Midlands	17 miles
Coventry	23 miles
Birmingham International	33 miles

## Ports

	Distance
Liverpool	122 miles
London Gateway	128 miles
Felixstowe	151 miles

## Destination

	Distance
M1 21A	5.7 miles
M69 J3	6.4 miles
Leicester	7.3 miles
M6 J2	16.5 miles
Birmingham	34.4 miles
Central London	104 miles

## Rail Freight Terminals

	Distance
Birch Coppice	17 miles
Hams Hall	24 miles
Daventry (DIRFT)	25 miles

# DELIVERY

[www.griffen.co.uk](http://www.griffen.co.uk)



**GRIFFEN**

Construction of units 1 & 2 is now underway with practical completion scheduled for Q1 2023. Units of up to 510,000 sq ft can also be accommodated at Griffen Park on a Design and Build basis. Griffen have a track record in procuring industrial and warehouse facilities within deliverable timescales.

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FLEXIBLE, COST EFFECTIVE SPACE



Flexible, cost effective, fitted space

**Up to 1.28 million sq ft**

AVAILABLE NOW

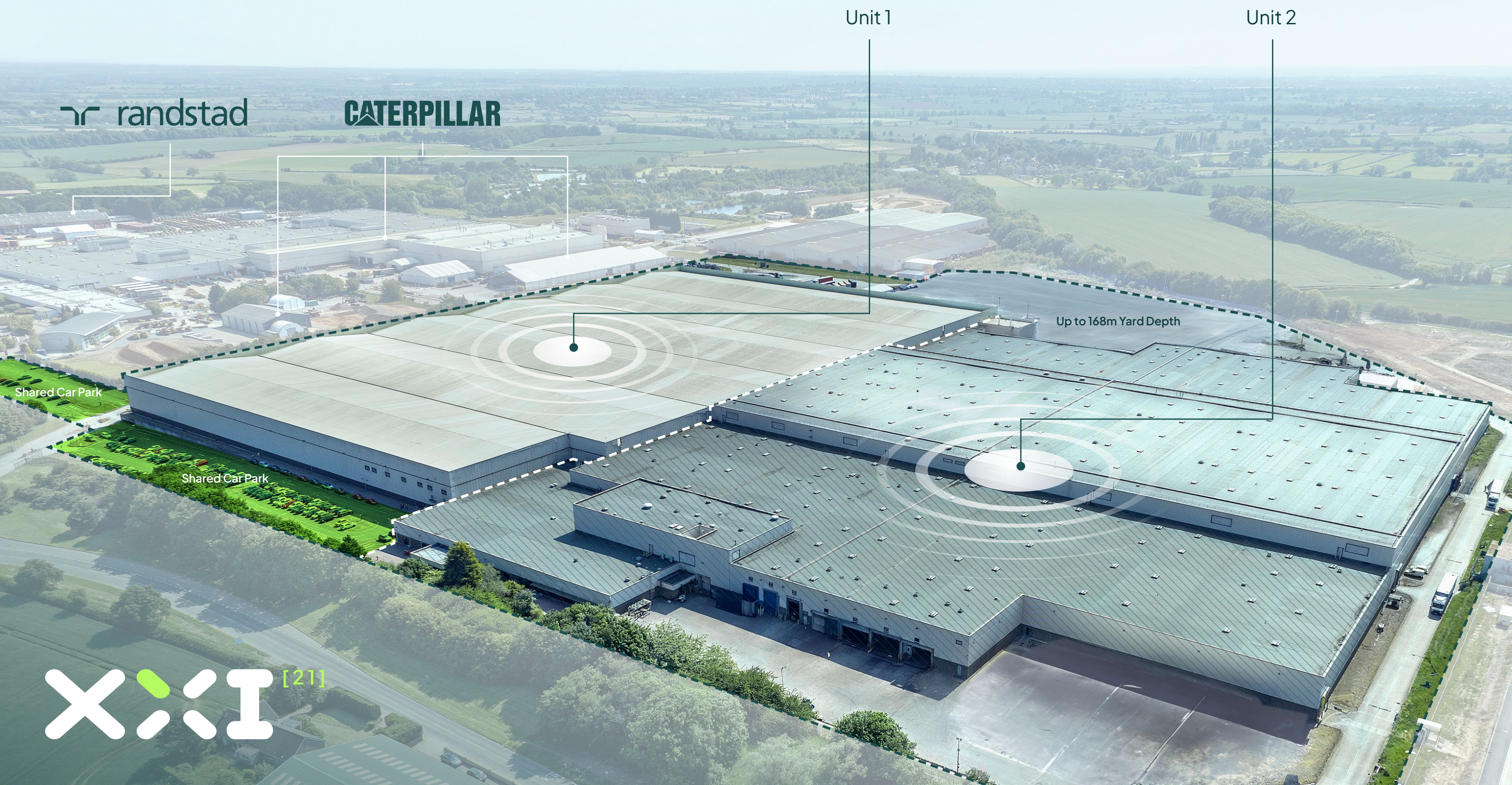
Peckleton Lane, Desford LE9 9BZ



M1 JUNCTIONS 21/21A



Presenting **1.28M** sq ft of landmark warehousing with flexible configurations.





# Combined 1&2



## ACCOMMODATION

Units 1&2 have a potential to provide a Gross Internal Area of 1.28M sq ft which can be taken as a **whole or subdivided**. The site benefits from the following specification:



Shared car park  
And gatehouse



Dedicated staff  
entrance



50Kn/m<sup>2</sup>  
floor loading



Dock  
doors



Lighting to  
warehouse



Level  
access doors



Sprinkler  
systems



Eaves height  
up to 14.2m



EPC  
Rating



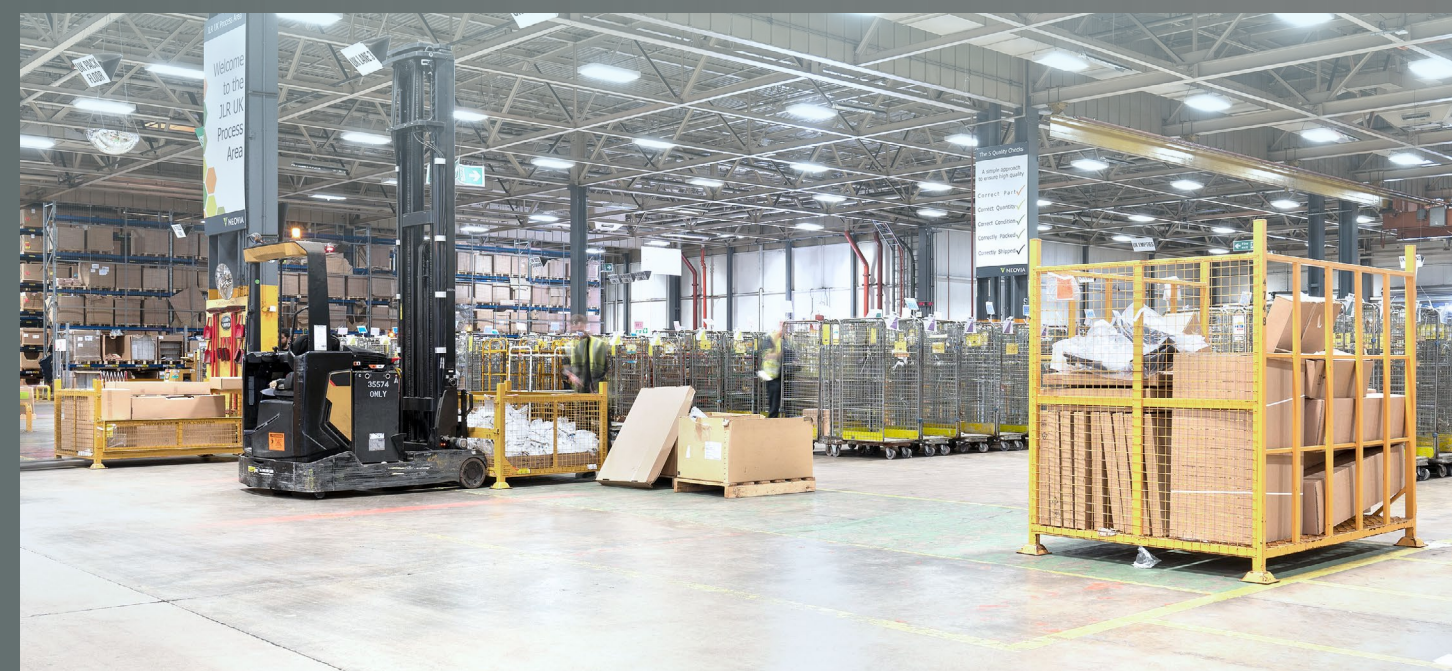
Office & ancillary  
accommodation



Yard depth  
up to 168m (max)



Power  
TBC








# Unit 1


Unit 1 is a semi-detached industrial / warehouse building extending to a Gross Internal Area of 652,215 sq ft and benefits from the following specification:


Area	sq m	sq ft
Warehouse	58,185	626,300
Ground Floor Office	1,014	10,916
First Floor Office	1,394	14,999
Total (GIA)	60,593	652,215


- 


Potential for 6 additional dock doors (STP)
- 


Additional shared car parking
- 


6 Dock doors
- 


10 Level access doors
- 

50Kn/m<sup>2</sup> floor loading
- 

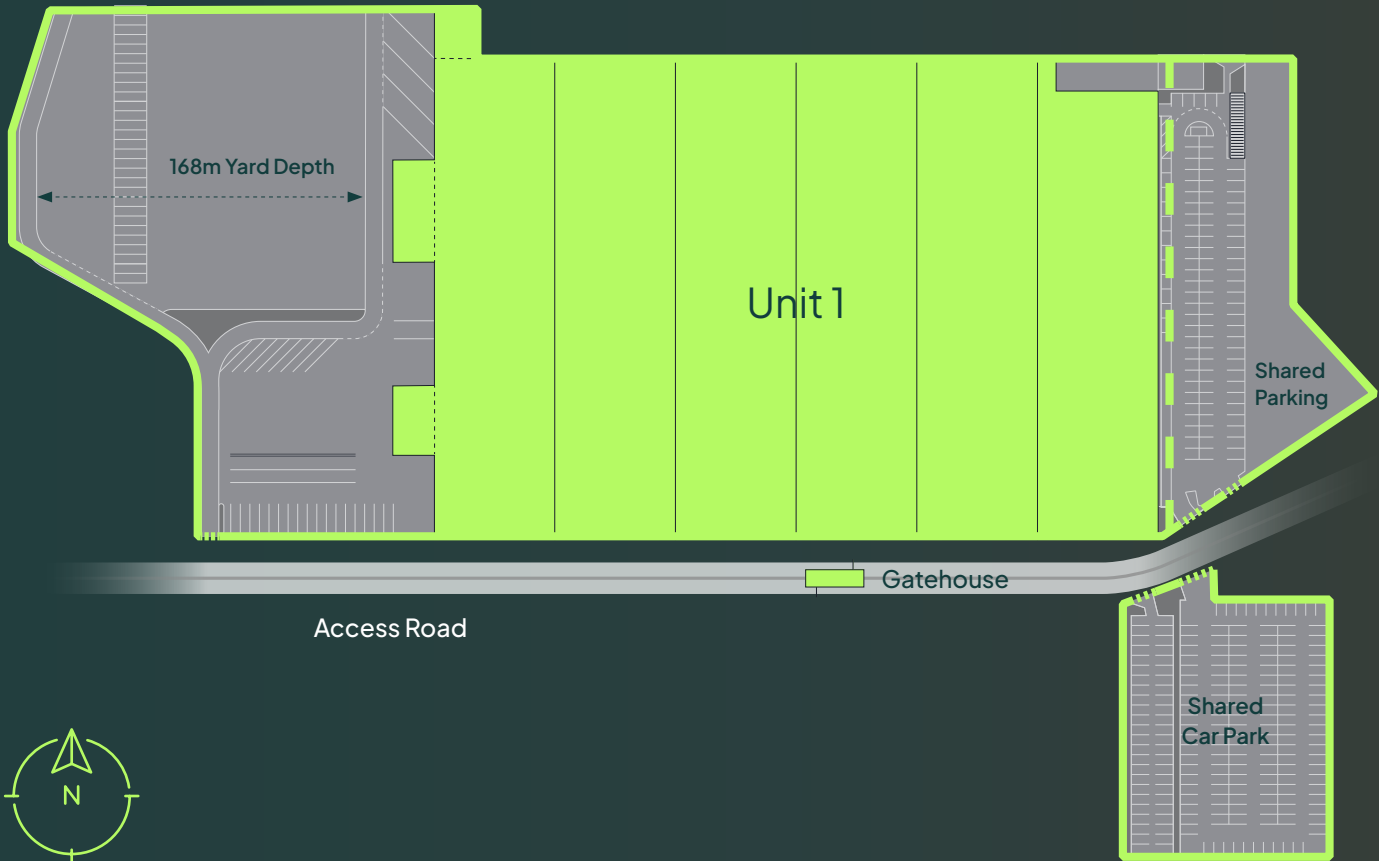
Office & ancillary accommodation
- 

Yard depth up to 168m (max)
- 

Sprinkler systems
- 

11.0m eaves height
- 

EPC rating C (75)

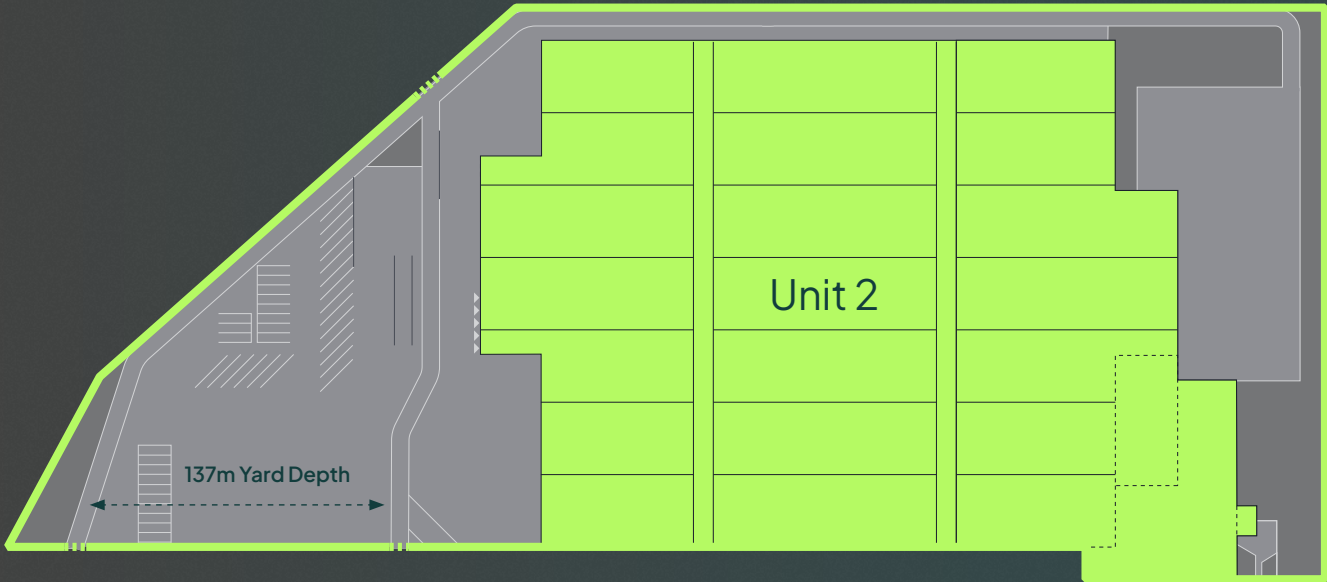




# Unit 2



ACCOMMODATION



Peckleton Lane



Unit 2 is a semi-detached industrial / warehouse building extending to a Gross Internal Area of 631,988 sq ft which can be subdivided. The unit benefits from the following specification:

Area	sq m	sq ft
Warehouse	54,025	581,523
Ground floor office	4,357	46,896
First floor office	331	3,569
Total (GIA)	58,713	631,988

Potential for additional doors

Additional shared car parking



12 Dock doors



12 Level access doors



50Kn/m<sup>2</sup> floor loading



Office & ancillary Accommodation



Yard depth up to 137m (max)



Sprinkler systems



Central eaves: 14.2m  
East & West: 9.3m

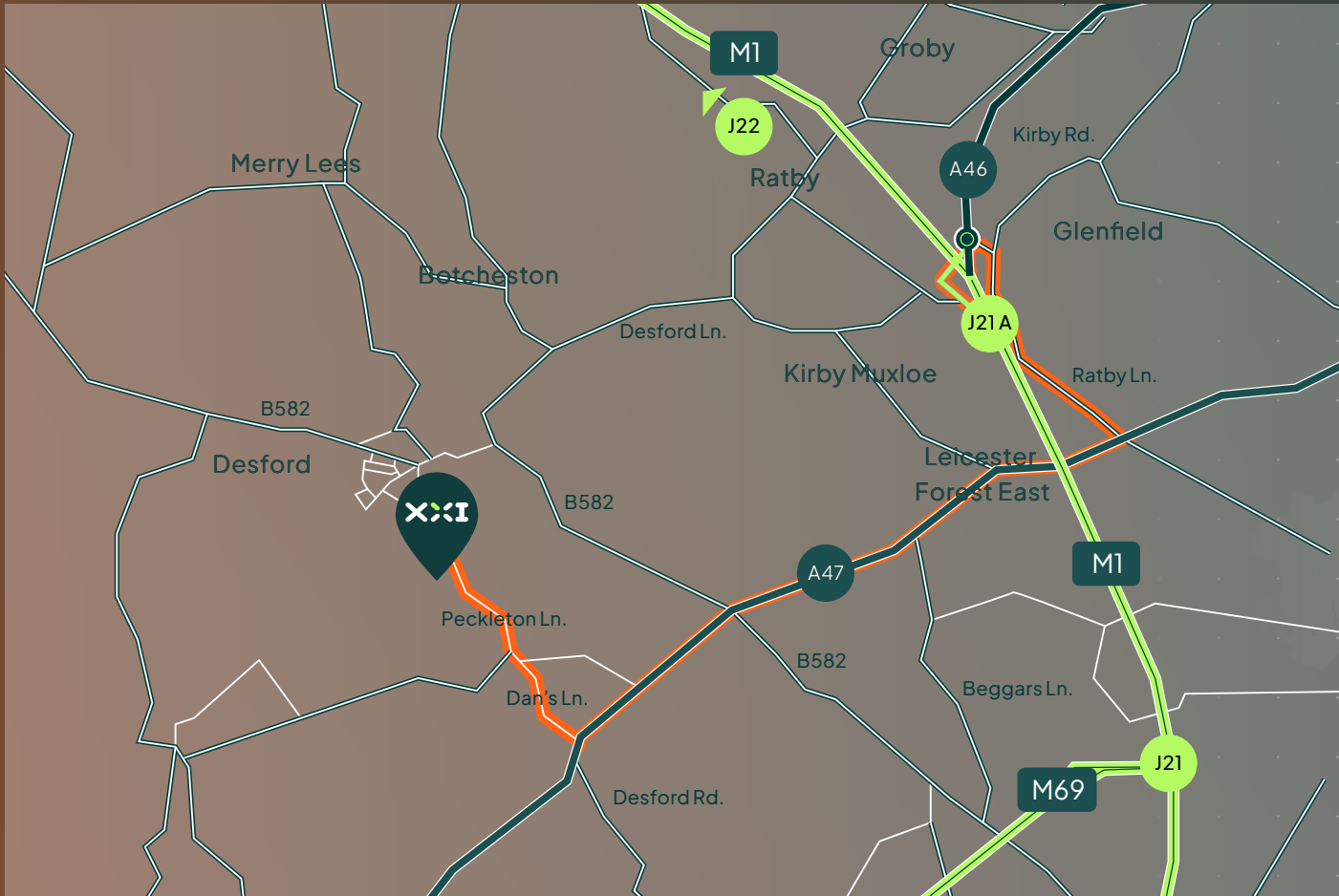


EPC rating D (99)



# Strategically located with excellent connectivity.

XXI is strategically located near Junction 21 of the M1 / M69. The site offers excellent connectivity to all key transport routes on the UK's wider motorway network, cargo ports, and airports.



Route from M1 J21A

///preparing.winners.passport

Sat nav: LE9 9BZ

Roads	Time	Distance
M1 / M69 J21	13 Mins	5.8 Miles
M6 J2	32 Mins	22.9 Miles
M5 4A	60 Mins	52.7 Miles
M25 J21A	146 Mins	86.4 Miles

Rail Terminals	Time	Distance
Birch Coppice	30 Mins	17.5 Miles
Daventy (DIRFT)	32 Mins	24.9 Miles
Hams Hall	41 Mins	25.3 Miles





# Desford benefits from strong local demographics.

XXI is in a prime location, providing access to a vast consumer base, a strong workforce, and key transport links, making it a strategic hub for business and economic growth.



## Consumer base

XXI's strategic location allows access to over 22 million consumers.



## Local workforce

There are 2,800,00 workers within commuting distance of Leicester.



## Economic population

993,000 economically active people within a 20km area of Desford M1.



## EMA

Located near East Midlands Airport: the UK's largest pure cargo airport.



## Industrial job market

Manufacturing, transport & storage account for 18% of jobs in the area.



## Population growth

Population is forecast to grow by 14% by 2035, 7.5% higher than national average.







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