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COMMERCIAL PROPERTY ADVICE



SOCIO ECONOMIC STATEMENT

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

Land at Wiggs Farm, Station Road, Bardon

On behalf of:

Barberry Bardon Limited

Prepared By:

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Date: 15th May 2025

SOCIO ECONOMIC STATEMENT

LAND AT WIGGS FARM, STATION ROAD, BARDON

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Date: 15th May 2025

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Print Name: Delilah Green

Date: 15th May 2025

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1.0 INTRODUCTION

- 1.1 Harris Lamb Planning Consultancy (“**HLP**C”) has been instructed by Barberry Bardon Limited (“**the Applicant**”) to prepare this socio economic statement in support of a 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 The proposal represents a major logistics and infrastructure investment that is expected to deliver substantial social and economic benefits to the local area, supporting national supply chain resilience while aligning with the Borough Council’s strategic growth priorities.
- 1.3 The primary socio-economic impacts that may arise from the scope and nature of the proposed development include the creation of the new employment floorspace for occupation by a local business and the creation of new employment opportunities for local people. The potential effects, or consequences of these impacts, can be summarised as follows:
 - **Employment** – change in employment opportunities in the area;
 - **Productivity** – change in productivity, as measured by Gross Value Added (GVA), as a result of employment opportunities during the construction and operational lifetime of the proposed development. GVA measures the value of output created (i.e. turnover) net of inputs purchased, and is used to produce a good or service (i.e. production of the output);
 - **Indirect economic/expenditure** – indirect employment creation and effects on local spending associated with new employment opportunities, supporting local businesses;

- **Population effects** – employment opportunities may attract people to live and work in the local and wider impact area;
- **Economic activity** – take-up of employment opportunities may enhance economic activity rates;
- **Unemployment rate** – take-up of employment opportunities may change unemployment rates;
- **Deprivation** – employment, skills and training opportunities associated with the proposed development may result in changes to patterns of multiple deprivation;
- **Skills** – potential to change the skills profile through targeted skills and training provision; and
- **Business rate revenue** – change in business rate revenues associated with creation of new rateable business floorspace.

2.0 PALL- EX

- 2.1 The distribution hub is proposed to provide a new home for Pall-Ex Group (“**Pallex**”). Pallex is one of the UK’s leading palletised freight distribution networks. It forms the largest overall collection of members within the UK. Pallex 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.
- 2.2 Over the past few years, the Pallex has experienced a period of substantial growth and the company has ambitions to develop and grow significantly.
- 2.3 Pallex’s main hub is located to the north east of the Site, on the opposite side of the junction of Wood Road and Station Road. They have outgrown the existing hub and it is not fit for their future (in addition to the existing hub not being designed to meet the unique operational requirements of Pallex which reduces their efficiency, the larger scale of the Proposal would increase the number of crates they can process from 9,000 to 27,000 a day).
- 2.4 Pallex 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 their unique operational requirements that made them uncompetitive in the open market (i.e. the operational requirements of Pallex mean that the ratio of floor space to external circulation areas is relatively low which means they cannot pay as much for a site). This led to the Site being identified to deliver a design and build in conjunction with the Applicant.

3.0 CONTEXT AND STRATEGIC ALIGNMENT

3.1 Hinckley and Bosworth is part of the wider Leicester and Leicestershire sub-region, recognised for its strong logistics and warehousing sector. The proposed development aligns with:

- **The Leicester and Leicestershire Strategic Growth Plan**, which identifies logistics as a key sector.
- **Hinckley and Bosworth Local Plan Core Strategy**, which supports economic growth, sustainable employment, and infrastructure investment.
- **Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change Leicester and Leicestershire Authorities Final Report April 2021 (amended March 2022)**, which identifies a need for more logistics floor space in Hinckley and Bosworth to meet forecasted needs.
- National policies including the **UK Industrial Strategy** and **Levelling Up agenda**, which prioritise logistics infrastructure and regional employment generation.

3.2 Located strategically near the M1 corridor and with proximity to the M42, M69 and A5, the Site is well placed to serve national and regional markets.

National Planning Policy Framework

3.3 The National Planning Policy Framework (NPPF), published in December 2024, sets out the Government's planning policies for England. The NPPF is built around a policy commitment to sustainable development, with the planning system expected to play both an economic and social role. Details of these roles are provided in Paragraph 7 of the NPPF:

“an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure”

“a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being” (Para 7, Ref 15.3)

- 3.4 At the heart of the NPPF is a ‘presumption in favour of sustainable development’, which requires local authorities in the development of their Local Plans to adopt a positive approach to seek opportunities to meet the development needs of an area.
- 3.5 Further clarification is provided through the core planning principles set out at Paragraph 17 of the NPPF, which – importantly – includes the following requirement for planning to paragraph 88 of the NPPF which 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.”

Hinckley and Bosworth Development Plan

3.7 The Development Plan for Hinckley and Bosworth includes Core Strategy, Site Allocation and Development Management Policies DPD, Hinckley Town Centre Area Action Plan, and Earl Shilton and Barwell Area Action Plan.

3.8 The Core Strategy recognises that Hinckley and Bosworth's central location and good transport links have also encouraged a growth of warehousing and distribution uses, particularly around the A5 corridor, attracting new companies to Hinckley and Bosworth and generating employment opportunities. Despite growth in this area, the borough is recognised to experience high levels of out commuting, particularly by rural residents, to jobs in neighbouring areas such as Warwickshire and Leicester.

3.9 Key objectives set out in the Core Strategy that are of relevance to the consideration of socio-economic effects are:

- **Spatial Objective 1: Strong and Diverse Economy** which includes, among other provisions, a focus on strengthening and diversifying the economy by providing sufficient, sustainably located, good quality land and premises. It identified 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.
- **Spatial Objective 4: Social Inclusion** which includes addressing deprivation issues, including deprivation associated with a lack of skills and low incomes, that area prevalent within areas such as Hinckley, Barwell and Earl Shilton. These settlements are located within proximity of the application site.

Employment Land Review (2024)

3.10 The Hinkley and Bosworth Borough Council published their Employment Land Review in 2024. The review assesses the supply, demand, and future needs for employment land in Hinckley & Bosworth to support economic growth and planning decisions. It provides an evidence base for the Local Plan, identifying key employment sites, infrastructure needs, and strategies to attract investment and create jobs.

Socio Economic Profile

3.11 **Population** - Hinckley and Bosworth has a current residential population of 113,660 (ONS Census 2021), which represents 10.5% of the total population within the FEMA and 2.3% of the East Midlands population. Hinckley and Bosworth is the third most populated local authority out of the 8 local authorities forming the FEMA (after Leicester: 368,569 inhabitants; and Charnwood: 183,978 inhabitants).

3.12 **Workplace Employment** - Hinckley and Bosworth has an economy that supports 44,105 jobs in 2022, which represents 8.6% of the total employment within the FEMA and 2.0% of the East Midlands employment.

3.13 Between 2015 and 2022, employment has increased by 8.6% in Hinckley and Bosworth. This growth rate is slightly higher than the rate across the FEMA (8.2%) and the East Midlands (7.2%). This compares to 10.5% of the FEMA's population and 2.3% of the East Midlands' population, demonstrating that the employment density in Hinckley and Bosworth is lower than across the FEMA or the East Midlands (i.e. fewer jobs per local resident).

3.14 Employment is not as concentrated in the south east of the Borough as population is, but the eastern half of Hinckley and Bosworth remains the main source of employment, providing close to 75% of all jobs in the Borough.

3.15 **Unemployment** - Unemployment rate in the Borough have consistently been lower compared to the East Midlands and generally lower than the FEMA average (with the exception of the period from October 2008 to September 2012, 2017 / 18 and 2019 / 20)

3.16 **Population and Labour Supply Growth** - Hinckley and Bosworth population was estimated at 116,327 in 2023 and projected to reach 139,636 by 2043 (based on ONS figures), an increase of 20,802 inhabitants in the space of 20 years, or 17.5%.

3.17 Working age population defined as aged 16 to 64, is expected to increase by 9,009 (representing a 12.5% increase in this age group). This means that the majority of population growth will be driven by children (aged 15 and below), with 2,750 additional inhabitants in this age group (+14% in this group) and retired aged people (aged 65 and over), with 9,042 additional inhabitants in this age group (+33.6% in this group).

Commuting patterns

3.18 The study shows that 71% of workers in Hinckley and Bosworth are also residents of the Borough. Leicester, Nuneaton and Bedworth, Blaby and North West Leicestershire are the main Local Authorities where workers in Hinckley and Bosworth come from. **These Local Authorities are also important locations in terms of the provision of employment for residents of Hinckley and Bosworth, with negative net flows** (more residents commuting out for work than external workers commuting into the Borough for work) observed with Leicester and Blaby.

Employment Densities

3.19 The study explains that its assumptions on employment densities are informed by the Employment Density Guide 3rd Edition (HCA, 2015). The following employment densities are used:

- B1a office:
 - Corporate: 13 sqm/job
 - Technology / Media / Telecoms: 11 sqm/job
 - Professional services: 12 sqm/job
 - Public services: 12sqm/job
- B1b Research and Development: 40 sqm/job
- B1c Light Industrial: 47 sqm/job
- B2 general industrial: 36 sqm/job
- B8 distribution: 90 sqm/job

Plot Ratio

3.20 It is interesting to note that for B8 uses, the study assumes a plot ratio of 0.5. This compares to a plot ratio of 0.29 for the Proposal.

Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change Leicester and Leicestershire Authorities Final Report April 2021 (amended March 2022)

3.21 This report was commissioned by a consortium comprising Blaby, Charnwood, Harborough, Hinckley & Bosworth, Melton, North West Leicestershire, Leicester City, Leicestershire County Council, Oadby & Wigston and the Leicester and Leicestershire Local Enterprise Partnership, to undertake the study 'Warehousing and Logistics in Leicester & Leicestershire: Planning and Managing Change / Growth'.

3.22 The report sets out that the most critical component of the study was to recommend a future volume of warehouse floorspace and area of land required to accommodate it that should be planned for from 2020 to 2041. In doing so it is recommended that the authorities plan for around 2,570,000 sqm of additional floorspace to 2041.

3.23 The report then recommended that 43% of this floor space is to meet future needs at rail served sites and 57% at non-rail sites. With regard to non-rail sites, it is concluded that the net requirement when existing supply is accounted for is 392,000 sqm.

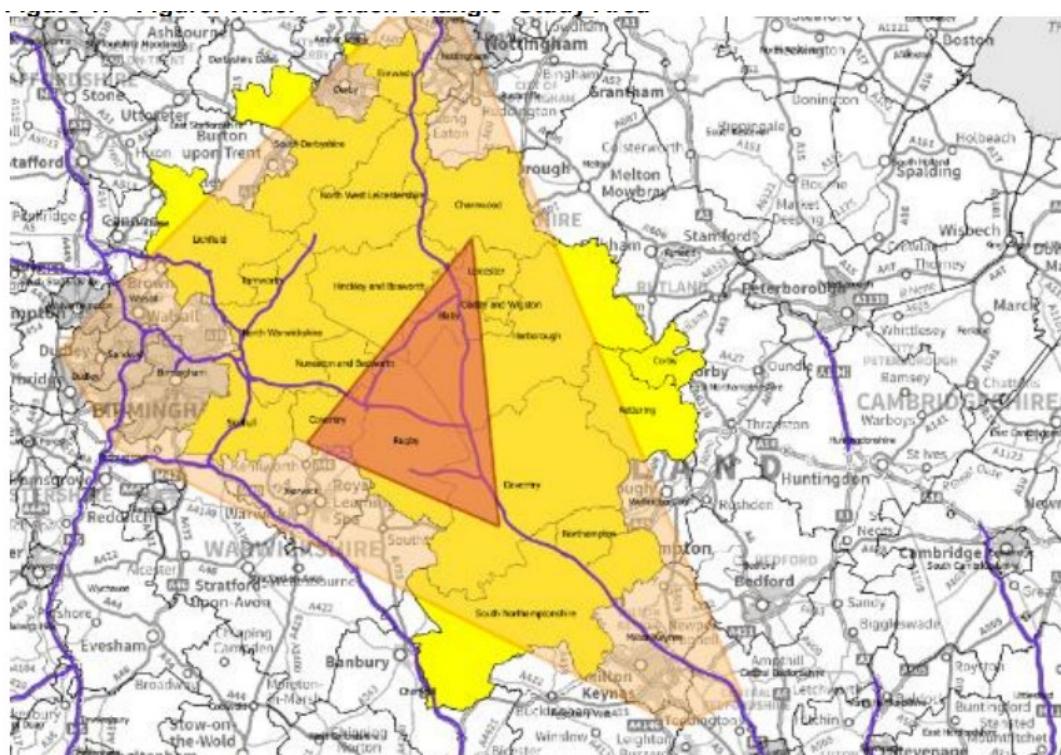
3.24 The study also considers the key characteristics and locations for growth, notably:

- **High Accessibility:** There is a general preference for logistics activity to be located equidistant between any given goods production and their final destination/consumers and market. Sites near to the strategic road network, in particular motorways and key junctions, as well as proximity to rail freight facilities, are considered the ideal location for distribution activity. In addition, good strategic links decrease the transport costs and allow large freight amounts to reach their market in optimal times while heavy loaded HGVs require good road conditions to operate to optimum functionality.
- **Site's context:** A modern logistics site should have an optimal layout ideally square or rectangular that allows cubic capacity and consequently the free flow of operations. The site should have a relatively flat topography as changes in the level might lead to inefficiency which increases production costs. Good drainage and subsoil conditions are also preferable, with good loadbearing qualities and surface water run-off.
- **Distribution Clusters:** Logistics companies benefit more by locating near each other rather than operating in isolated locations (agglomeration economies). In particular clusters of logistics or distribution centres: encourage co-operation that can consequently reduce supply chain costs; allow the exchange of knowledge, technology, and services; encourage innovation derived from the synergies among the cluster's occupiers; maintain and retain good conditions in the local infrastructure; provide access to the specialised workforce.

- **An adequate supply of a suitable workforce** is also an important factor in the choice of location. The requirements are changing while technology is evolving, and higher-skilled labour is more than ever occupied in the logistics sector.

3.25 Outside of the Leicester and Leicestershire area, the study also gives consideration to the wider market study area given that strategic warehousing often has markets that extend both across and beyond traditional administrative boundaries. Figure 1 illustrates the inner Golden Triangle and the wider Golden Triangle as initially presented within the Leicester and Leicestershire Strategic Distribution Study 2016/17.

Figure 1: Figure: Wider 'Golden Triangle' Study Area



3.26 The Golden Triangle is referred to as the area bounded by the M1, M6 and M69 motorways, albeit that others consider it to be a larger area broadly running along the M1 corridor from Milton Keynes to north Leicestershire/Nottinghamshire and extending into the West Midlands towards Birmingham along the M6 corridor.

Other Relevant Guidance

Employment Densities Guide

- 3.27 The Employment Density Guide (3rd edition) was published in 2015 by the Homes and Communities Agency (HCA) (Ref 15.16) and is designed to assist in the estimation of employment generated by development.
- 3.28 The document provides guidance to practitioners on the standard methodology and issues associated with assessing the level of direct employment per square metre of an intervention or development. Utilising the approach set out within the document ensures conformity to nationally accepted standards for assessing potential socio-economic effects and is entirely appropriate for the purposes of assessing planning applications for proposed development schemes.

4.0 EMPLOYMENT LAND SUPPLY

The Council's evidence

- 4.1 The latest evidence base clearly demonstrates a lack of supply to meet the predicted demand for employment land. At least an additional 46 hectares is needed within Hinckley and Bosworth. There is also likely to be an additional demand for strategic logistics floorspace to meet the
- 4.2 In 2024 the Council published their draft plan. This identified a lack of employment land supply and proposed allocations, including the application site, to deliver the employment need identified.

Site search work

- 4.3 The industrial agency team at Harris Lamb has been working with Pallex since 2021 to find them a new home. A Statement has been prepared to set out the process they undertook and the sites that have been explored (see Appendix 1).
- 4.4 In summary, multiple sites were explored, but even where they had the potential to fulfil Pallex's requirements, Pallex were not competitive and other operators took the sites. There were different reasons for this, but the main theme is that the site/opportunities explored did not offer the right balance between building size and circulation areas. Where there was potential for flexibility, Pallex were not competitive because their required plot ratio was so much lower than other operators / developers expectations.

Sequential Test

- 4.5 In addition to the site search work, Harris Lamb has undertaken a sequential assessment to consider the availability of sites now in the context of Policy DM20 of the Site Allocation and Development Management Policies document.

4.6 The Sequential Assessment concludes that there are no sequentially preferable sites that would meet Pallex's requirements.

5.0 ECONOMIC BENEFITS

Construction Phase Employment and Spend

5.1 Estimated duration: 12–18 months:

- Forecast creation of **794 temporary construction jobs** and **910 indirect jobs**.
- Additional employment in associated sectors (civil engineering, materials supply, plant hire, catering, etc.).
- Estimated construction spend: **£60-70 million**, with potential for local procurement via SME subcontractors.

Operational Phase Employment

5.2 A typical B8 unit of proposed scale would generate:

Role Type	Estimated FTE Jobs
Warehouse Operatives	250 – 300
Drivers/Transport	60 – 80
Administrative/Clerical	30 – 50
Supervisory/Managerial	40 – 60
Maintenance/Support	20 – 30
Total	400 – 500

5.2 The jobs will include a mix of entry-level, semi-skilled and managerial positions.

5.4 A phased recruitment strategy will be developed with local job centres and training partners.

5.5 The hub will support **inclusive access to employment**, with roles accessible without a formal degree and training opportunities in line with the submitted Training Statement for the operational stage.

Gross Value Added (GVA)

5.4 Based on similar logistics developments, the site is expected to contribute between **£25 million and £35 million per annum in GVA**, reflecting wages, supply chain purchases, and corporate operations.

6.0 SUPPLY CHAIN AND BUSINESS ECOSYSTEM BENEFITS

6.1 Benefits arising from the scheme include:

- The facility will stimulate indirect economic activity through **local suppliers**, such as packaging security providers, waste management, and facility services.
- Local SMEs and service providers within a 25-mile radius are expected to benefit from contracts.

6.2 Potential for longer-term supply chain clustering - enhancing the appeal of Hinckley and Bosworth as a logistics and transport hub

7.0 SKILLS, TRAINING, AND SOCIAL INCLUSION

7.1 Training opportunities and social inclusion:

- The developer will collaborate with local colleges (e.g., North Warwickshire and South Leicestershire College) and Hinckley Jobcentre Plus to design apprenticeship and pre-employment training programmes.
- Two training statements have been submitted with this application which provide details of how Pallex will work with the Council and local institutions to deliver these opportunities.
- One training statement has been prepared for the construction phase. The other for the operational phase.

8.0 COMMUNITY AND SOCIAL IMPACTS

Employment and Deprivation

- 8.1 Hinckley and Bosworth has relatively low overall unemployment but faces **pockets of deprivation**, particularly in **Barwell, Earl Shilton, and Hinckley town centre wards**.
- 8.2 Latest Indices of Multiple Deprivation (IMD) data (2019) highlights some Lower Super Output Areas (LSOAs) within the lowest 30% nationally in income and employment domains.
- 8.3 The distribution hub will provide **accessible employment**, helping to address structural economic barriers in these areas.

9.0 LOCAL SERVICES AND COMMUNITY INFRASTRUCTURE

9.1 Anticipated employee footfall will benefit local retail, food outlets, and transport services.

9.2 The applicant is willing to enter into discussions regarding **Section 106 contributions** to support:

- Coalville Transport Study
- Sustainable travel planning (bike racks, bus subsidies, EV charging)

10.0 TRANSPORT, INFRASTRUCTURE, AND SUSTAINABILITY

10.1 Sustainable design features include:

- EV charging stations
- Solar PV on roofscape (subject to feasibility)
- BREEAM – targeting “Excellent”

10.2 The site will support **freight consolidation** and more efficient goods movement, reducing vehicle miles across the wider network.

11.0 CONCLUSIONS

11.1 The proposed distribution hub represents a significant socio-economic opportunity for Hinckley and Bosworth. It will:

- Generate between **400-500 jobs**;
- Secure a **£60-70m build programme**, which will generate jobs and spend in the supply chain through the construction phase;
- Generate **£25–35 million in annual economic value**;
- Support local training, apprenticeships, and community uplift;
- Align with local and national policy priorities for economic growth and logistics infrastructure;
- Enhance the Borough's strategic importance in the UK's distribution network;
- Target BREEAM 'Excellent'; and
- Contribute toward the Coalville Transport Study.

11.2 The Applicant is committed to working collaboratively with Hinckley and Bosworth Borough Council and local stakeholders to ensure the development delivers long-term inclusive economic value and benefits for the community.

Appendix 1 : Site Search Statement



REPORT

In respect of:

Pallex Group Relocation to a New Purpose Built Palletised
Distribution Centre at

Wiggs Farm,
Wood Road
Ellistown
Bardon
Leicestershire
LE67 1FH

Date: 2025

Prepared By:

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1.0 INTRODUCTION

Harris Lamb have acted for the Pall-Ex Group since early 2018 as a result of Kevin Buchanan becoming Managing Director and leading a management buyout of the business.

The business currently occupies a building on Victoria Road, Ellistown, Bardon which does not meet with the needs of the business. The property is too small, does not have the circulation space required and has limited lorry parking.

The existing facility is not fit for a 24 hour modern pallatised distribution business.

The business has outgrown the existing facility and needs to relocate to a new purpose built Distribution Centre to ensure continued growth and to maintain its market leading position and reputation.

2.0 BACKGROUND

Due to the existing building running at full capacity and having no room for further growth Pall-Ex purchased Fortec a pallet distribution business in order to have the additional capacity to continue their growth plan.

In 2018 it was decided that a new UK hub should be located whether this was an existing building or a site for a design and build.

The location should be as close as possible to the existing Ellistown facility in order to keep the work force. Pall-Ex pride themselves on staff retention, training and investing in young talent within the business.

This report will show the sites and opportunities that have been considered over many years to arrive at the Wiggs Farm site which is opposite their existing facility.

3.0 THE PROPERTY REQUIREMENT

Warehouse	350,000 sqft
Offices	25,000 sqft
Canopy	100,000 sqft
Tipping Station	27,000 sqft
Maintenance Building	5,000 sqft
Gatehouses	550 sqft
Approximately	507,550 sqft
Site Area	30 Acres

This is a very low site coverage which is due to:-

- The building needs to sit in the middle of the site so that loading doors can be located along both sides of the building.
- A one way system around and through the building allowing the pallets to be tipped within the warehouse.
- A queuing system so that lorries entering the site can have their cargos scanned.
- Trailer and lorry parking.

A developer/funder would normally build approximately 650,000 sqft on a 30 acre site. This fact has made trying to find a suitable and affordable site extremely difficult.

4.0 PROPERTY OPPORTUNITIES

4.1 Bardon 2 – Unit 2, Mountpark Logistics EU

Site Area – 25 acres.

Area – 367,219 sqft

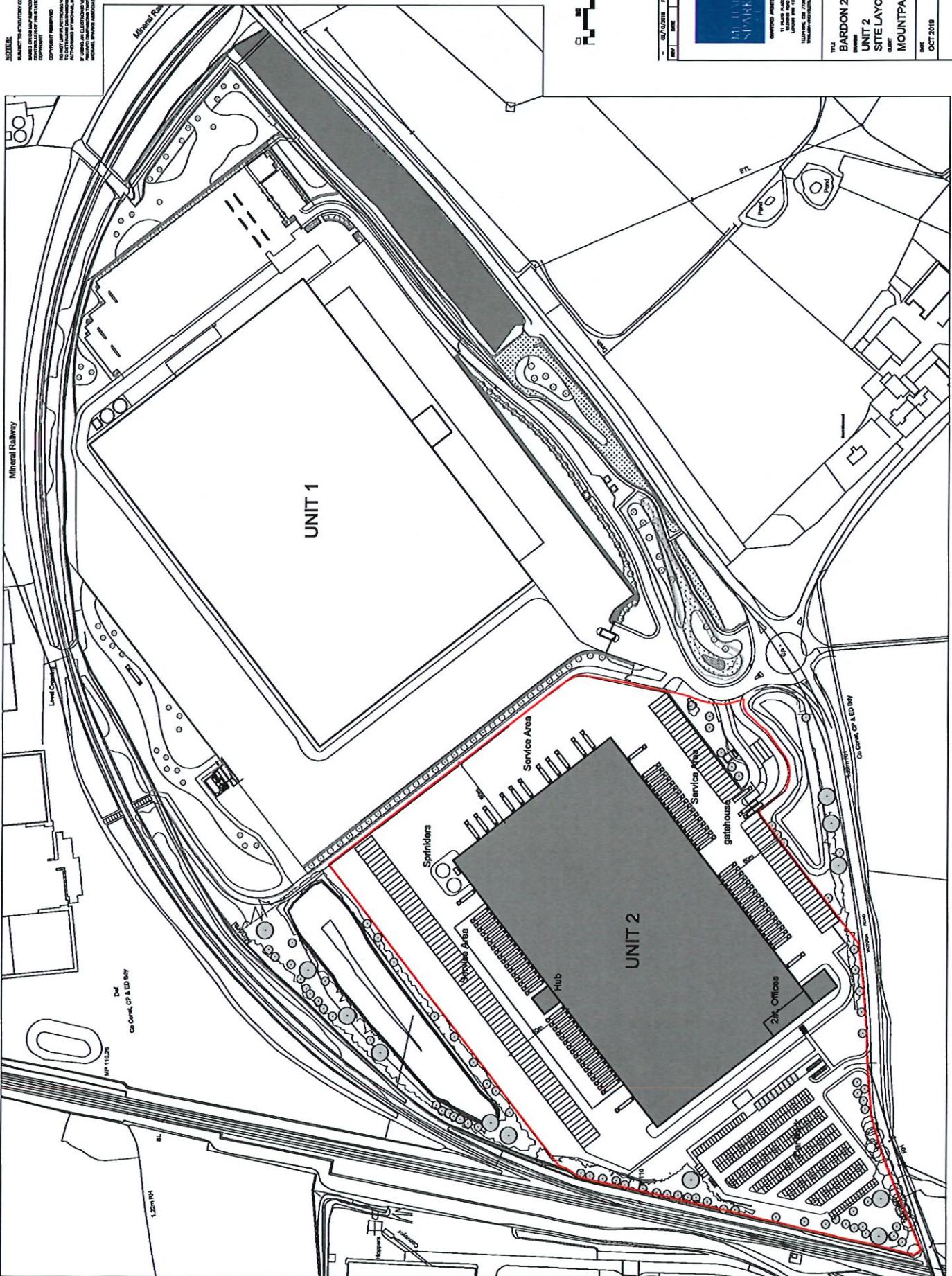
Timing – Late 2019

This site was too small as the circulation space around the building was limited not allowing a drive through capability.

During our discussions the option was taken off the table as Mountpark found a pre-let for the building.



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4.2 Bardon 3, Mountpark Logistics EU

Site Area – 30 acres.

Area – 350,000 sqft

Canopies – 100,000

Timing – May 2021

This site was of interest and negotiations began to purchase the site which was ruled out early on by Mountpark.

A leasehold proposal was put forward by Mountpark.

The leasehold proposal was not financially viable as the developer was basing the offer on developing considerably more square footage and adding this to the rental price that Pall-Ex was being asked to pay.

During our negotiations it also became known that the site was not developable for many years due to power lines running across the site.

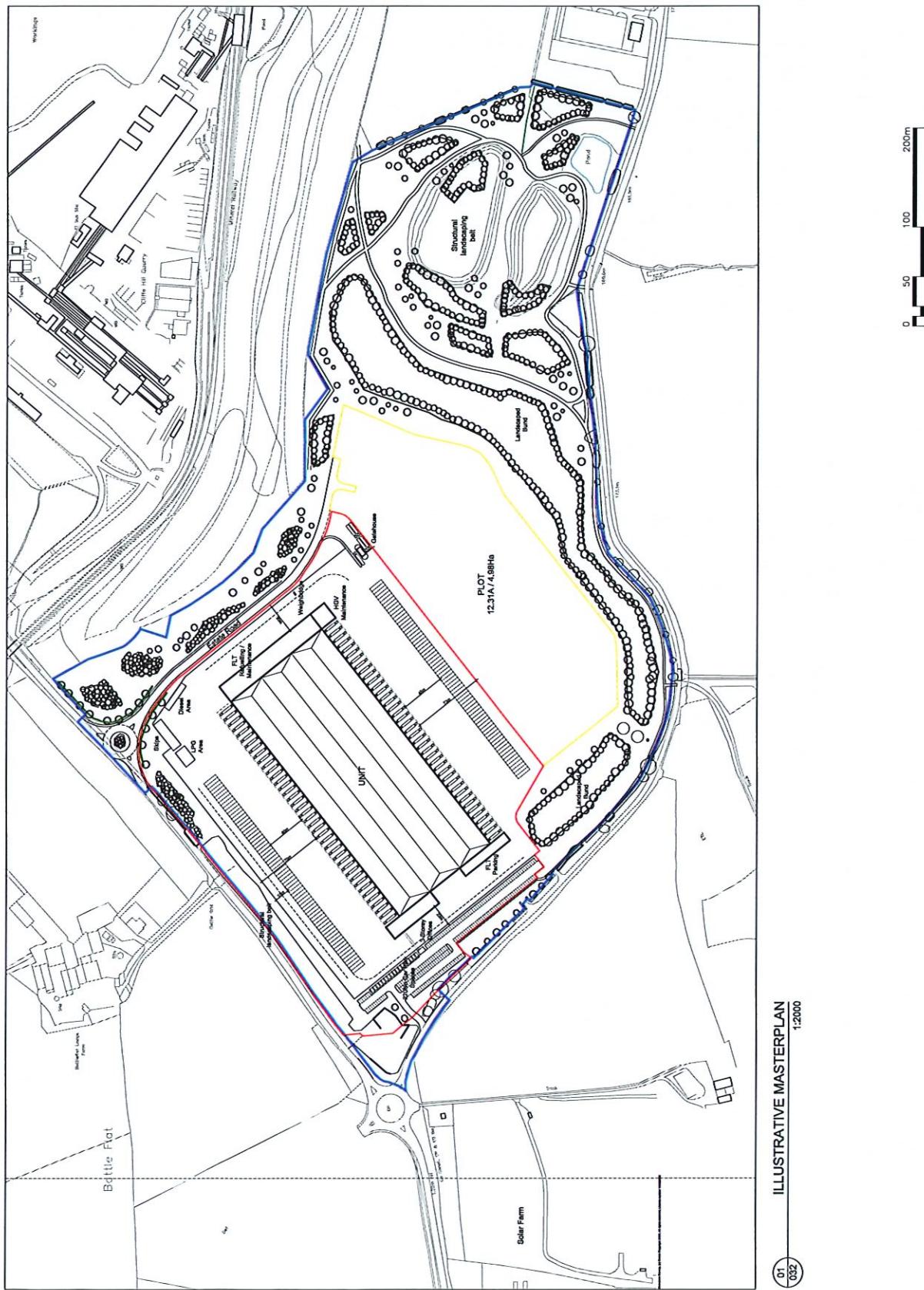


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AREA SCHEDULE	
GLA	
Unit	sqft
30,250	325,811
Offices	2,323
	25,005
Sub total	32,573
	350,816
SITE AREA	Acres
12,482	30.80

LAND AT WOOD FARM, STANTON LANE	
SITES LAYOUT PLAN	
DRAWN BY: CLAYTON	
WOOD FARM HOLDINGS	
DATE	SCALE
MAY 2021	1:2000 @ A1
FOR INFORMATION	
DRAWN BY: CLAYTON	
308865 - FE - 032	



4.3 Interlink South, Graftongte

Site – 30 plus acres

Area – 350 – 500,000 sqft

Timing – June 2021

This site looked interesting. Large enough to accommodate the requirement.

During the early discussions this site was taken off the table as a national retailer agreed to take the entire site for their UK Distribution Centre.

4.4 Bardon Hill, Coalville, Haworth Estates

Site – 25 acres

Area – 350,000 sqft

Timing – June 2021

This site was in the right location but the layout did not work as no drive through capability and only loading from one side.

The developer was not prepared to commit any more land. It's unlikely that even if more land was available the layout would still have not worked.

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DRAWINGS AND SPECIFICATIONS.

Coalville

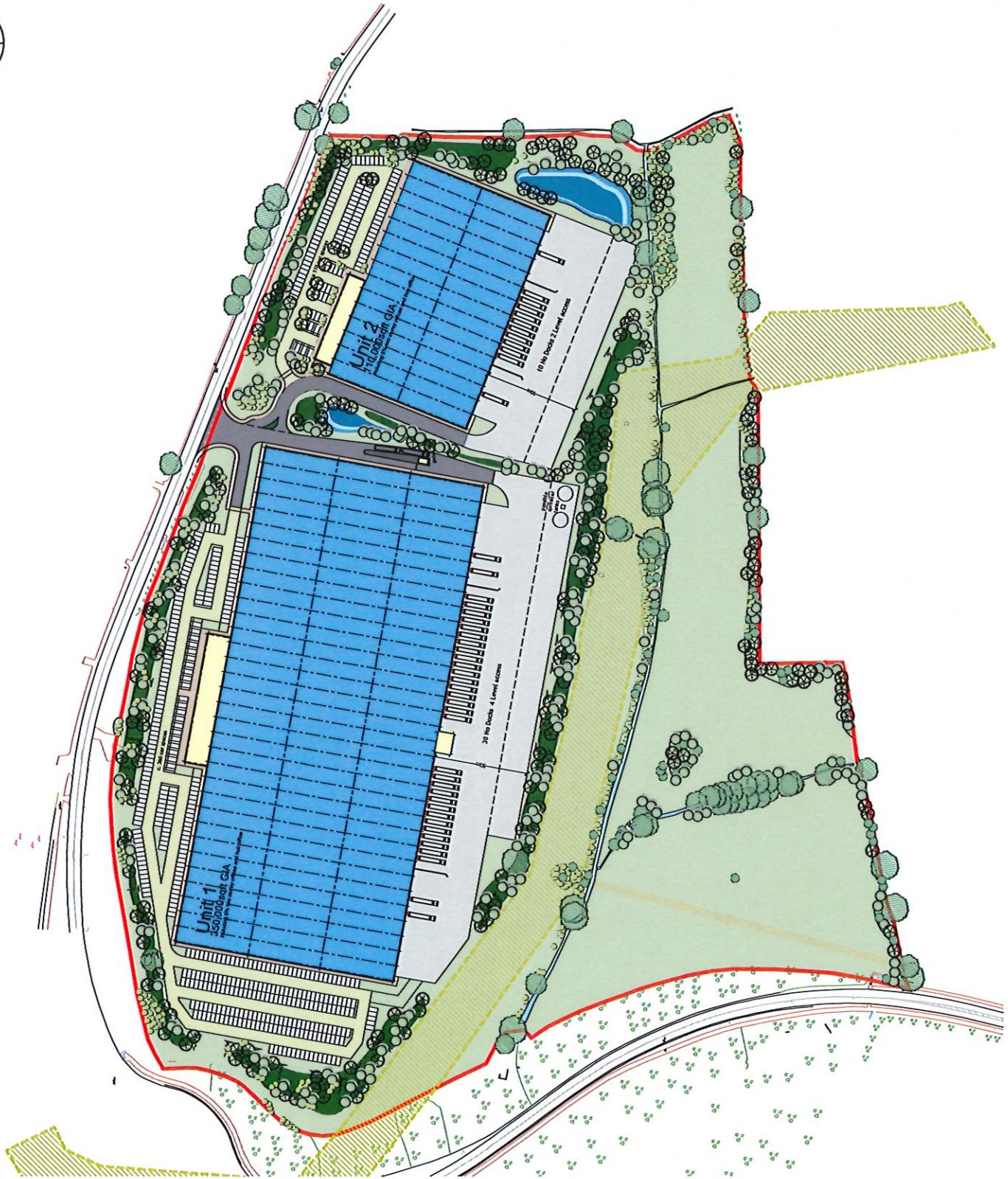
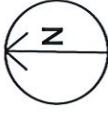
Bardon Hill

Site Layout - Option 1

webbgray

Webb Gray & Ltd
Chartered Architects
75-77 Colmore Row
Birmingham B3 2BP
t: 0121 616 0230 e: 0121 616 0231
w: www.webbgray.co.uk

Job No: Drawing No: Scale 0:25
8609 SK-06-01-20-01 1:2000



4.5 Markfield, Caddick Group

Site – 31.8 acres

Area – 364,000 sqft

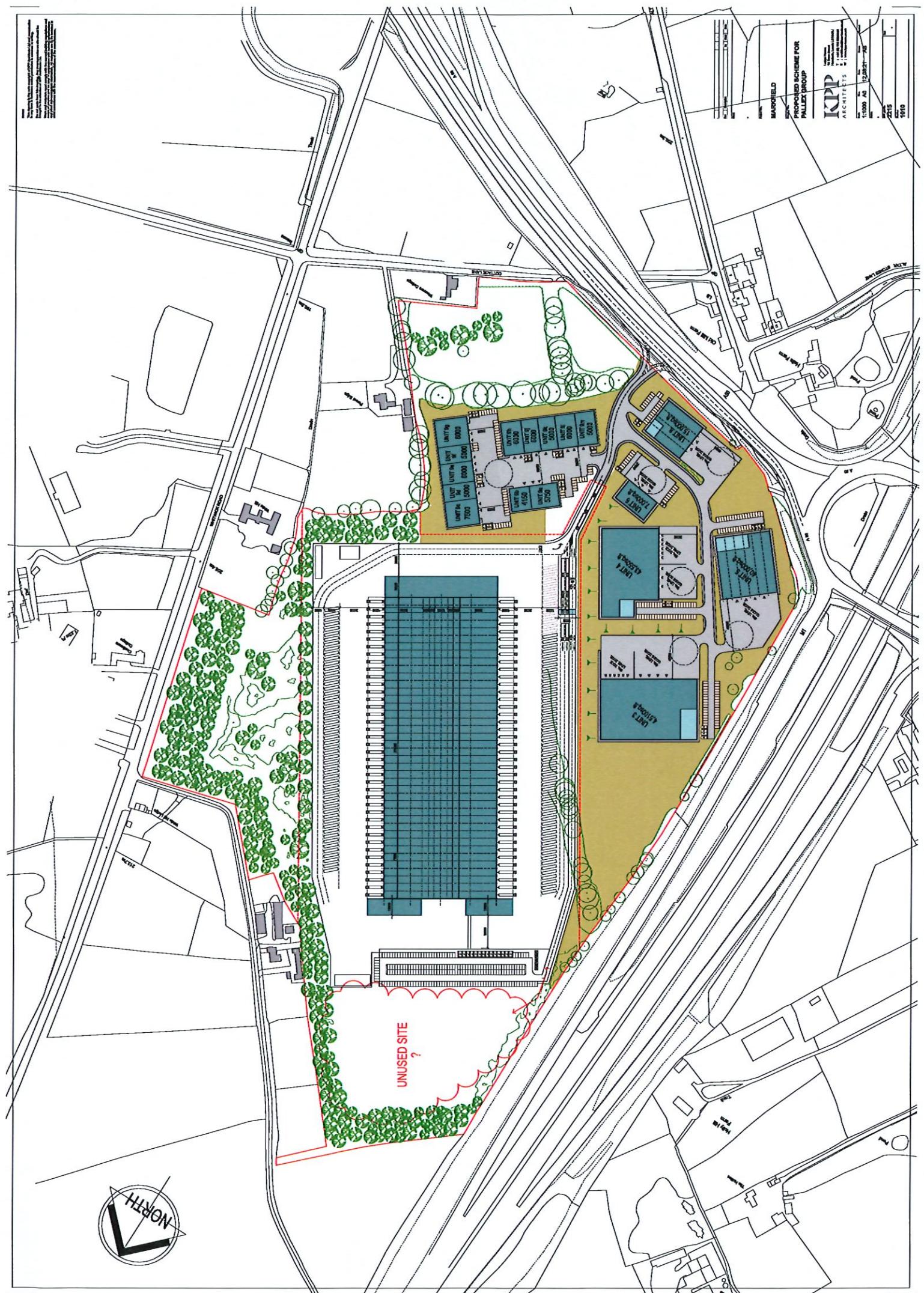
Canopies – 100,000 sqft

Timing – July 2021

This site was of interest as the layout and design worked well.

The developer was prepared to consider either a freehold sale or leasehold agreement.

Despite Pall-Ex supporting the site to be allocated in the local plan the site did not receive an allocation and was therefore dismissed.



4.6 New Stanton Park, Verdant Developments

Site – 200 acres

Area – 2 million sqft

Timing – 2021

Although there was plenty of land to meet the requirement the site was dismissed on the basis that it was too far from the existing hub and access for the number of truck movements per day was not good enough.

New Stanton Park

DERBY/NOTTINGHAM • J25, M1 • DE7 4QU

A **New** exciting development of build to suit industrial/warehouse units with a dedicated rail link in the heart of the UK.

Units from 15,000 to 1 million sqft.
FOR SALE / TO LET

A DEVELOPMENT BY:



VERDANT

newstantonpark.com

02

a New home for your business.

New Stanton Park covers circa 200 acres situated between Derby and Nottingham just 2.5 miles and a 10 minute drive from Junction 25 of the M1 allowing quick access to the national motorway network.

The new development plans will have sustainability at their heart, reintroducing the direct Midland Mainline rail connection and developing out a range of warehouse & industrial units that will total c.2.5 million sqft of highly efficient space. This making New Stanton Park one of the region's largest and most strategic development projects.

New Stanton Park has been identified by Erewash Borough Council as a key strategic employment and regeneration site within the Borough. This goal will be achieved through the delivery of high quality sustainable buildings, set within a landscaped environment incorporating large amounts of amenity and green space to positively blend the built and natural environments to create an environment occupiers will be proud to call their home.



a New beginning for the old ironworks.

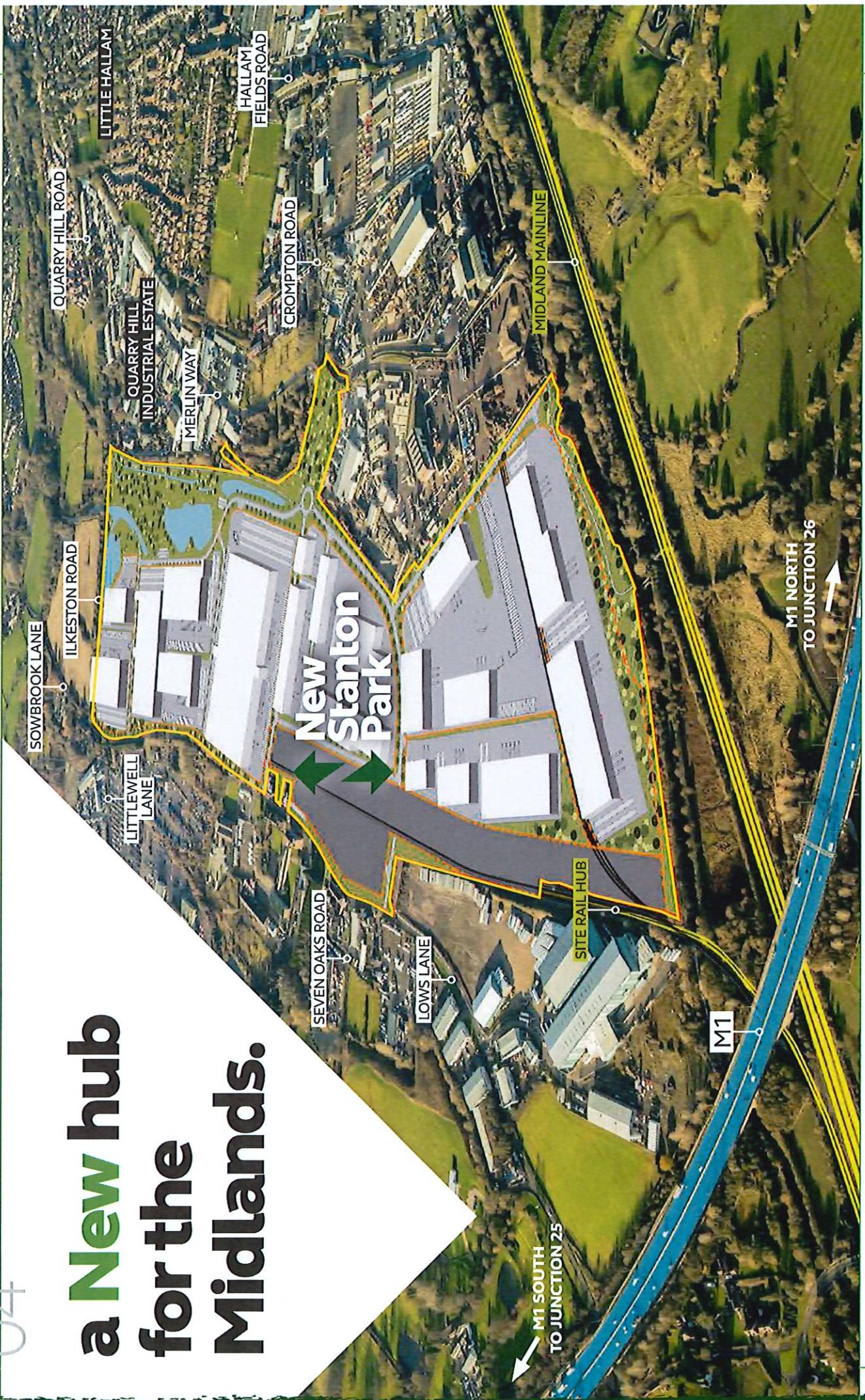
Employment has been at the heart of the site for generations. New Stanton Park will once again bring this back to life.

With a long industrious heritage, Stanton Ironworks was once the heart of the local community and the major employer within the region. New Stanton Park will once again breath life back into this strategically important site and deliver major occupiers and employment in to the locality. While the heritage will always be remembered, the next chapter will focus on creating a high quality sustainable environment, in time creating its own legacy, becoming the new home of businesses for generations to come.



04

a New hub for the Midlands.



a New range of possibilities.

New Stanton Park has flexibility at its heart. Able to accommodate single units from 15,000 sqft to 1 million sqft, we have a unit to match any occupiers requirement.

Buildings will be delivered to an Institution Specification, tailored to meet occupiers direct requirements with sustainability at the core. This combined with large amounts of amenity and green space at New Stanton Park will see fishing ponds, rural walkways and cycle tracks all enhanced to link the site and wider communities.

UNIT	SQM	SQFT
1	7,883.81	84,861
2	14,859.09	159,942
3	24,718.69	266,070
4	14,596.76	157,118
5	10,868.68	116,989
6	45,987.79	495,008
7	1,467.78	15,799
8	1,915.85	20,622
9	1,915.85	20,622
10	1,467.78	15,799
11	1,547.43	16,656
12	1,547.43	16,656
13	1,547.43	16,656
14	1,547.43	16,656
15	3,039.06	32,712
16	1,468.10	15,803
17	3,911.38	42,102
18	3,911.38	42,102
19	3,050.48	32,835
20	4,645.22	50,001
21	4,920.30	52,962
22	4,645.22	50,001
23	1,468.10	15,803
24	2,909.70	31,320
25	7,605.57	81,866
26	3,177.61	34,204
27	4,093.79	44,065
28	4,093.79	44,065
29	4,093.79	44,065
TOTAL	190,452.75	2,050,016

INDICATIVE MASTERPLAN

Option 01

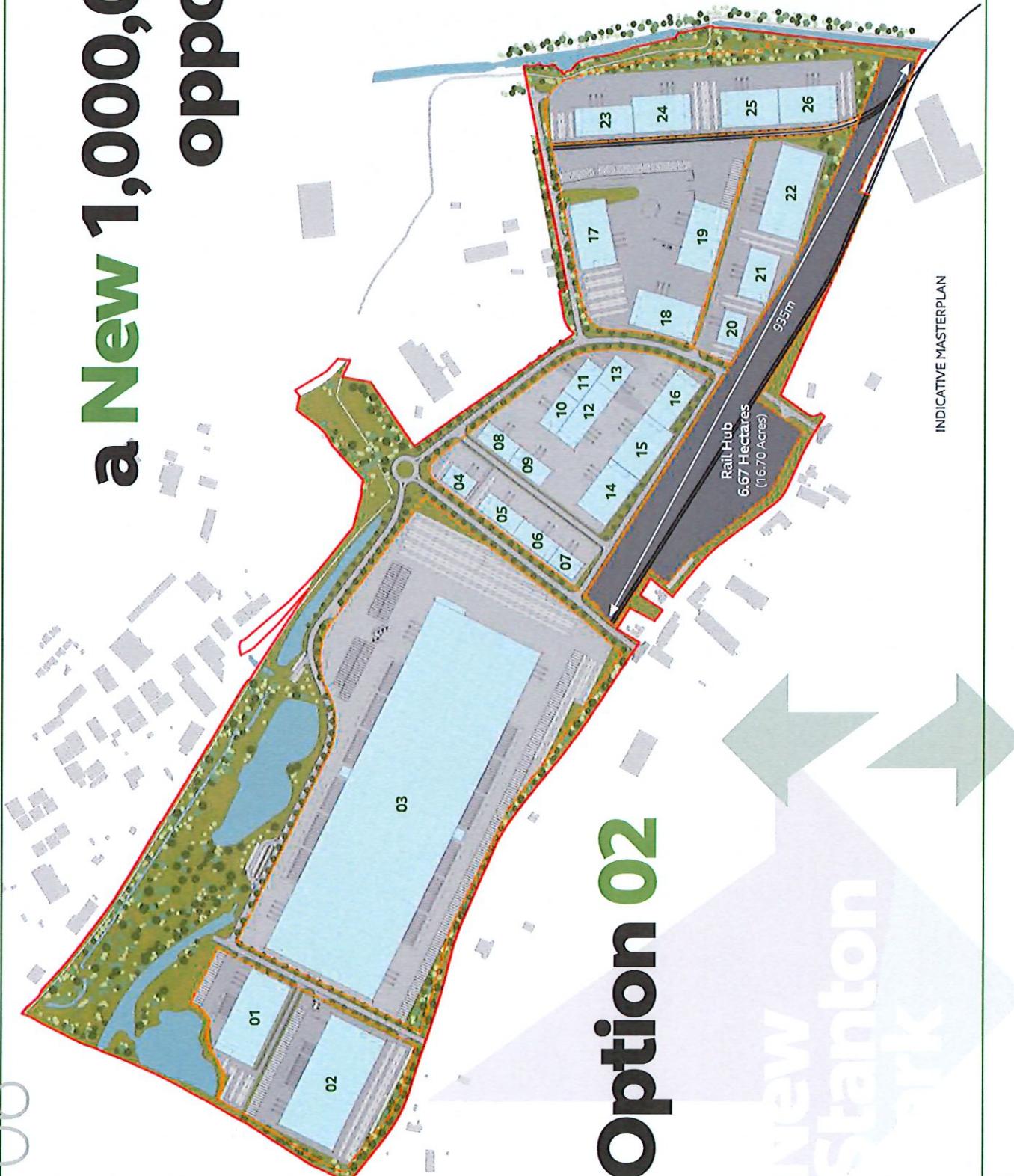


a New 1,000,000 sqft opportunity.

New Stanton Park can accommodate a single building of up to 1m sqft, with the layout and size flexible to meet occupiers direct requirements.

UNIT	SQM	SQFT
1	7,883.81	84,861
2	14,859.09	159,942
3	94,853.44	1,020,994
4	1,161.76	12,505
5	1,732.85	18,652
6	1,732.85	18,652
7	1,161.76	12,505
8	1,547.43	16,656
9	1,547.43	16,656
10	1,547.43	16,656
11	1,547.43	16,656
12	3,039.06	32,712
13	1,468.10	15,803
14	3,911.38	42,102
15	3,911.38	42,102
16	3,050.48	32,835
17	4,645.22	50,001
18	4,920.30	52,962
19	4,645.22	50,001
20	1,468.10	15,803
21	2,909.70	31,320
22	7,605.57	81,866
23	3,177.61	34,204
24	4,093.79	44,065
25	4,093.79	44,065
26	4,093.79	44,065
TOTAL	186,608.80	2,008,640

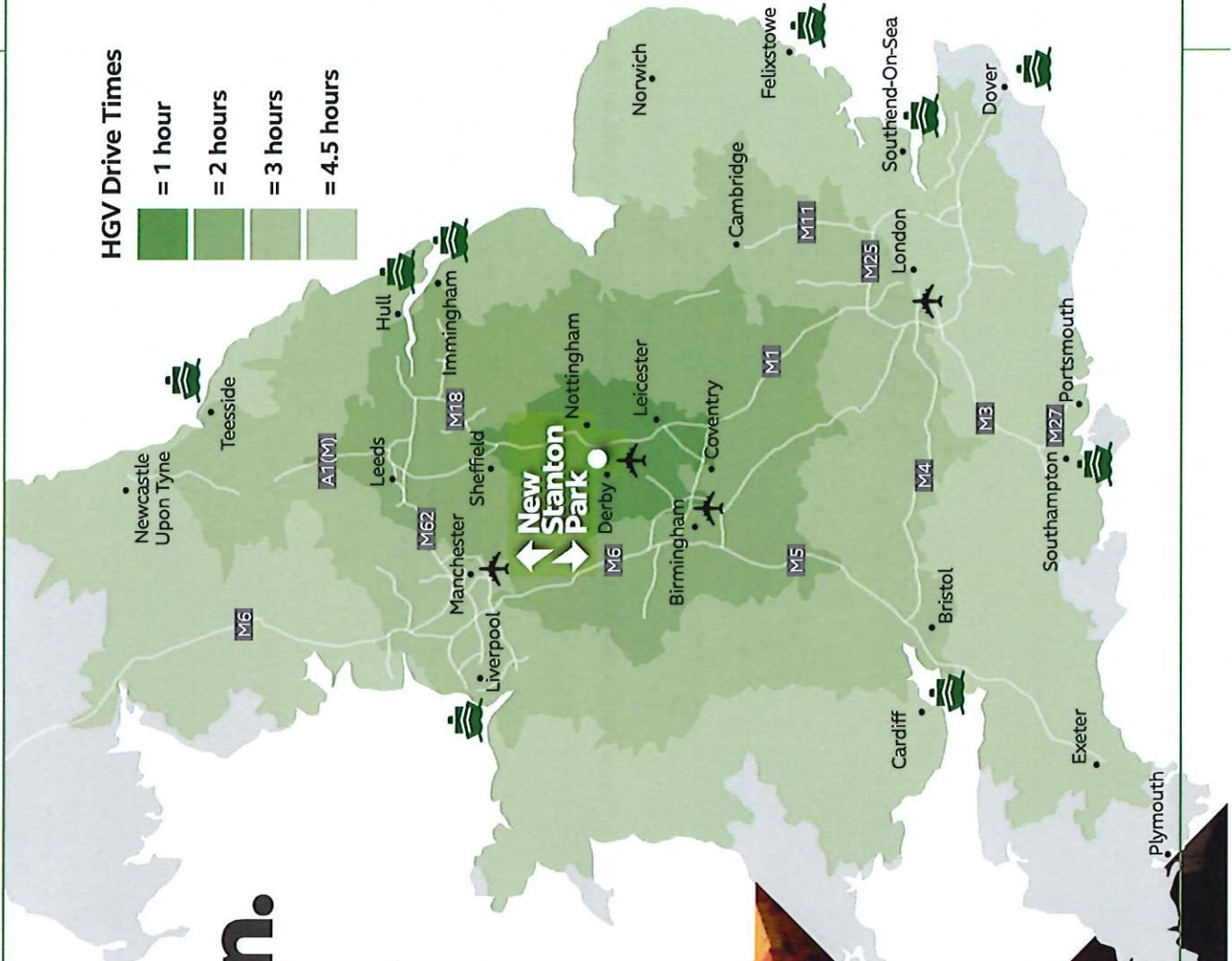
INDICATIVE MASTERPLAN



a New strategic distribution location.

Situated in the heart of the East Midlands, New Stanton Park is one of the best strategically located sites in the UK.

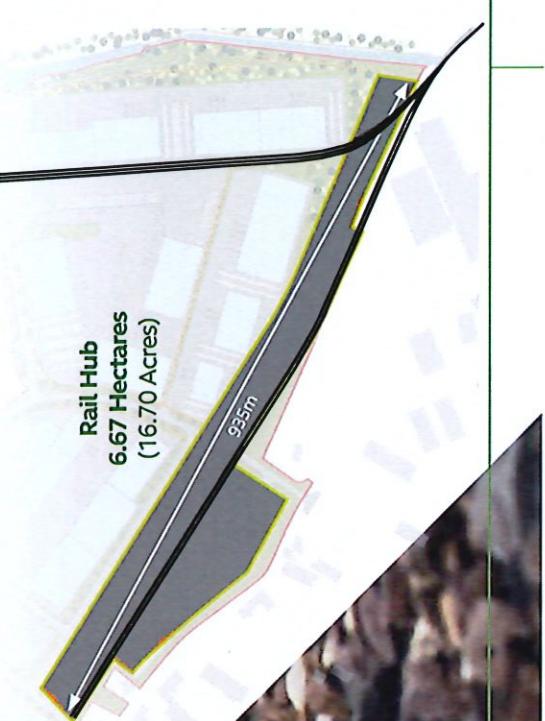
New Stanton Park is ideally positioned to access the UK national infrastructure. C.10 minutes to the M1 with a HGV drive time of less than 4.5 hours to access the majority of the UK's key logistics routes, ports and airports.



a New connection to the rail network.

Direct Midland Mainline rail connectivity

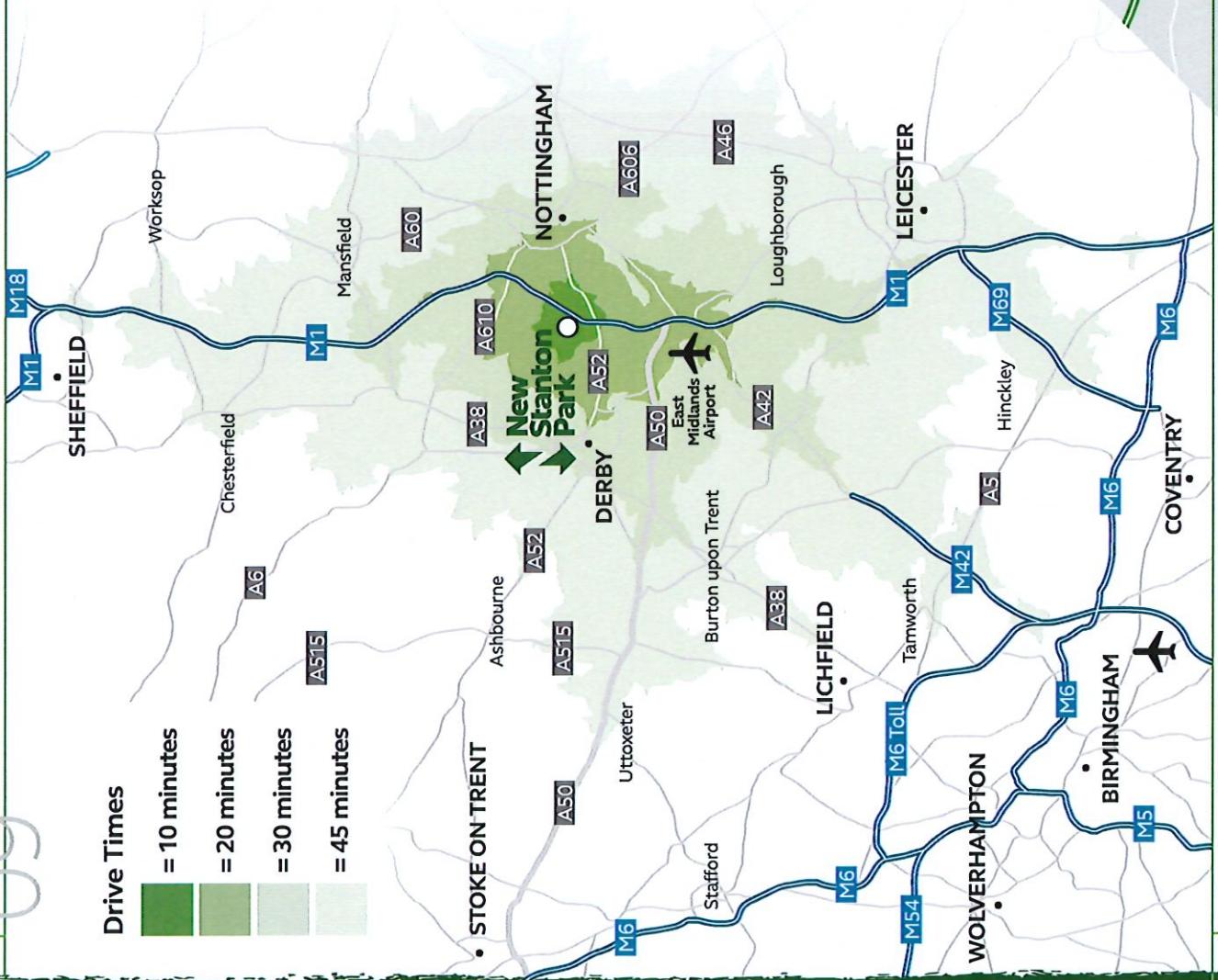
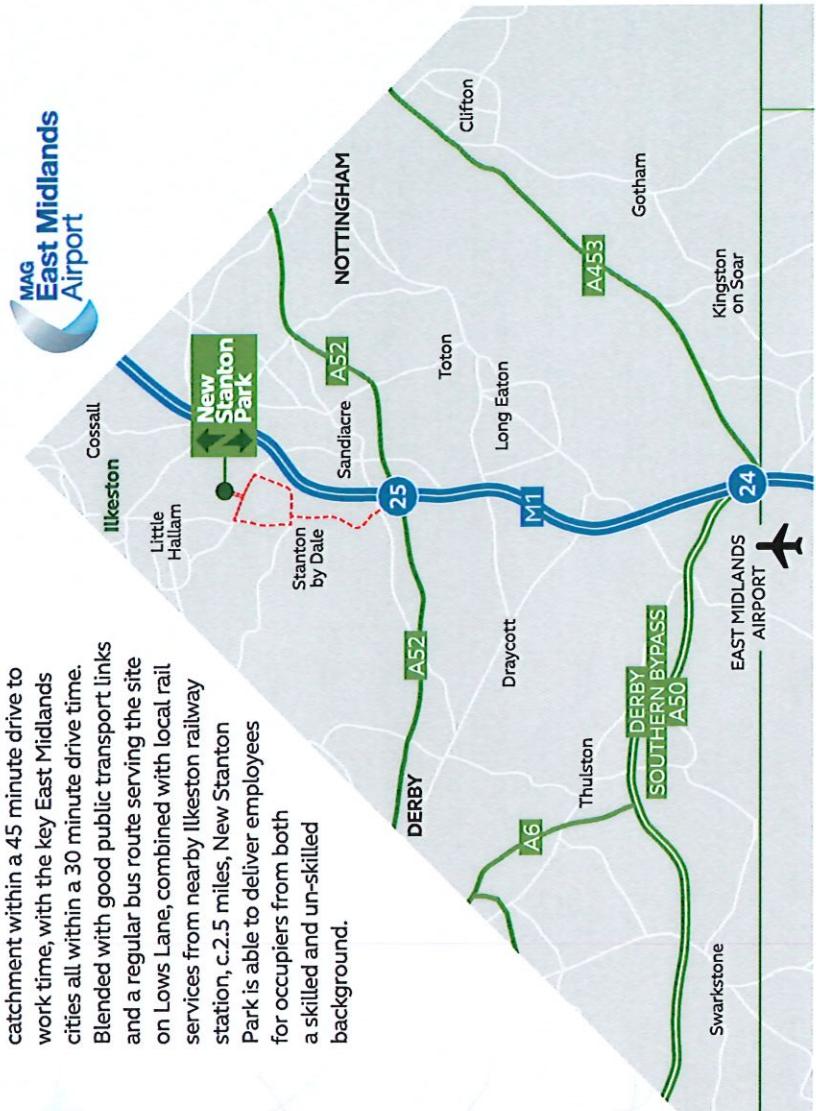
The development will see the proposed expansion of the existing rail hub, accessible by all occupiers on the park and offering direct mainline rail connectivity for goods and logistics movements direct to and from the UK's key ports. The proposal is capable of accommodating the largest of goods locomotives, with an 935 metre long siding on a site of c.16.7 acres.



a New gateway to success.

Access to a large labour work force on your doorstep.

The strategic location of New Stanton Park puts in a large potential labour catchment within a 45 minute drive to work time, with the key East Midlands cities all within a 30 minute drive time. Blended with good public transport links and a regular bus route serving the site on Lovs Lane, combined with local rail services from nearby Ilkeston railway station, c.2.5 miles, New Stanton Park is able to deliver employees for occupiers from both a skilled and un-skilled background.



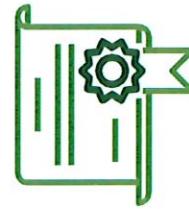
a New pool of the right people.

New Stanton Park delivers access to talent and a multi-skilled workforce.

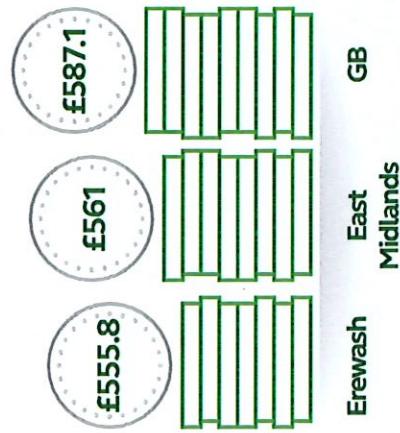
New Stanton Park is situated within the borough of Erewash, Derbyshire with an urban area of just over 115,000 population. The surrounding East Midlands having a population of over 4.5million, combined offering a significant pool of potential labour to occupiers.

(ONS population estimates 2019)

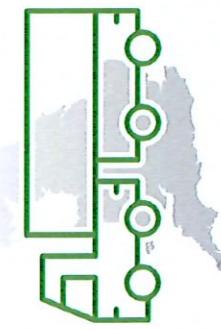
NVQ3 & Above



Gross Weekly Pay (by residence)



Workers in Transportation and Storage

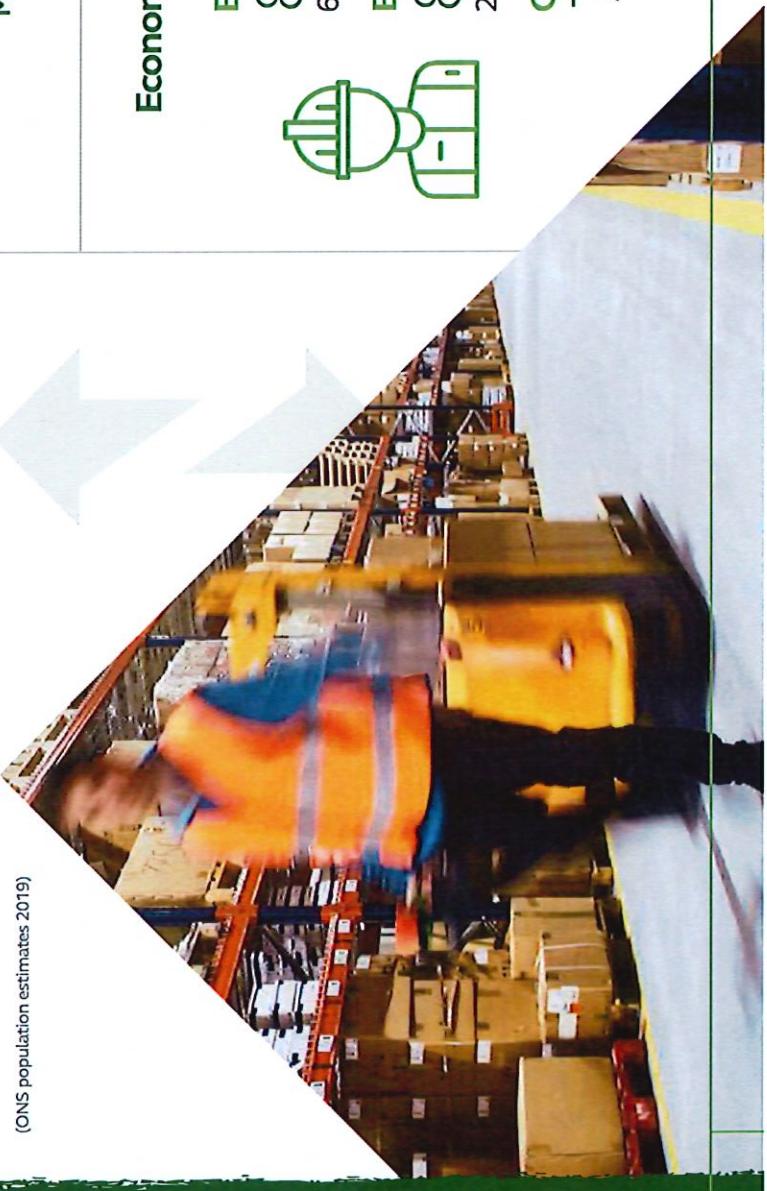


Economically Active



	Erewash	East Midlands	GB
Percentage	83.2%	80%	79.1%

	Erewash	East Midlands	GB
Population	62,700	2,444,000	4.9%



a New exciting
industrial
destination.

New
Stanton
Park

ILKESTON ROAD

LOWS LANE

M1 NORTH
TO JUNCTION 26

M1 SOUTH
TO JUNCTION 25

M1

New Stanton Park



Verdant Regeneration

Verdant Regeneration Ltd is the trading entity for the development of New Stanton Park. The Verdant Regeneration company directors have already developed over 40 acres of land adjacent to the site. They have also developed and constructed industrial sites for over 30 years. Over this time, they have carried out property development from industrial sheds to commercial offices and overseas projects. These included several sites which were developed from brownfield sites.

verdantregeneration.co.uk

Further Information

Tenure

Buildings are available on a freehold or leasehold basis.

Price / Rent

Upon application.

Planning

B1/B2/B8 (planning application in submission).

Service Charge

A service charge is payable to cover the upkeep and maintenance of the common areas and infrastructure. Further details available from the joint agents.

Verdant Regeneration

Verdant Regeneration Ltd is the trading entity for the development of New Stanton Park. The Verdant Regeneration company directors have already developed over 40 acres of land adjacent to the site. They have also developed and constructed industrial sites for over 30 years. Over this time, they have carried out property development from industrial sheds to commercial offices and overseas projects. These included several sites which were developed from brownfield sites.

M1 and TDBRE for themselves and/or vendor or lessors of this property, who/which agents they are/gives notice that:
 1. The particulars are produced in good faith but are in general guide only and do not constitute any part of a contract.
 2. No part in the employment of the agent(s) has any authority to make or give any representation or warranty whatsoever in relation to this property.
 3. The property is offered subject to contract and unless otherwise stated no investigation has been made regarding pollution or potential land, air or water contamination. Interested parties are advised to carry out their own investigations if required.
 March 2021 curve-design.co.uk 149/8/10



James Keeton
07812 250857
james.keeton@m1agency.co.uk

Matthew Smith
07929 004862
matthew.smith@m1agency.co.uk



Chris Drummond
07976 156 457
chris@tdbre.co.uk

Oli Thompson
07837 191054
oliver@tdbre.co.uk

VERDANT



4.7 Mercia Park, IM Properties

Site – 50 acres

Area – 215 – 880,00 sqft

Timing – 2022

Discussions were held with the developer during which it became apparent that the level of interest in the buildings was such that they did not need to do a deal with Pall-Ex.

The site has subsequently been built out and all the units proposed let.

mercia park

TO LET
INDUSTRIAL / WAREHOUSE UNITS
215,000 – 881,387 SQ FT

19,973.5 – 81,883 SQ M

J11 M42, APPLEBY MAGNA, DE12 8AA

merciaparkj11.co.uk



THE OPPORTUNITY

Mercia Park offers occupiers the opportunity to acquire grade A Industrial/Logistics space within a secure campus development directly off Junction 11 of the M42 motorway.

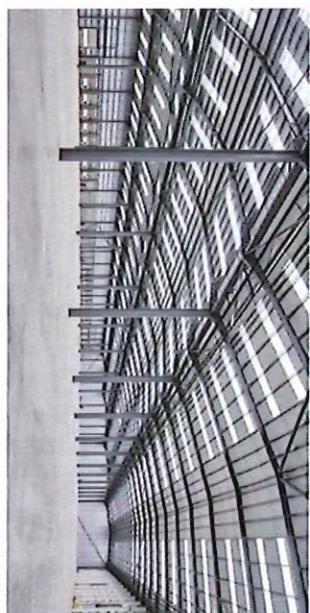
There is a central gatehouse secured spine road for HGV access to yard areas with a separate perimeter road for cars and public transport.

The Park incorporates new bus routes, cycleways, pedestrian pathways and substantial amenity areas in a parkland setting.

The units are currently under construction on a phased basis with the following dates for occupation;

Construction Completion

UNIT 3	Q1 2022
UNIT 1	Q2 2022
UNIT 5	Q3 2022





Unit 1	Sq ft	Sqm
Warehouse	200,000	18,580
Three storey Office	15,000	1,393.5
Total	215,000	19,973.5

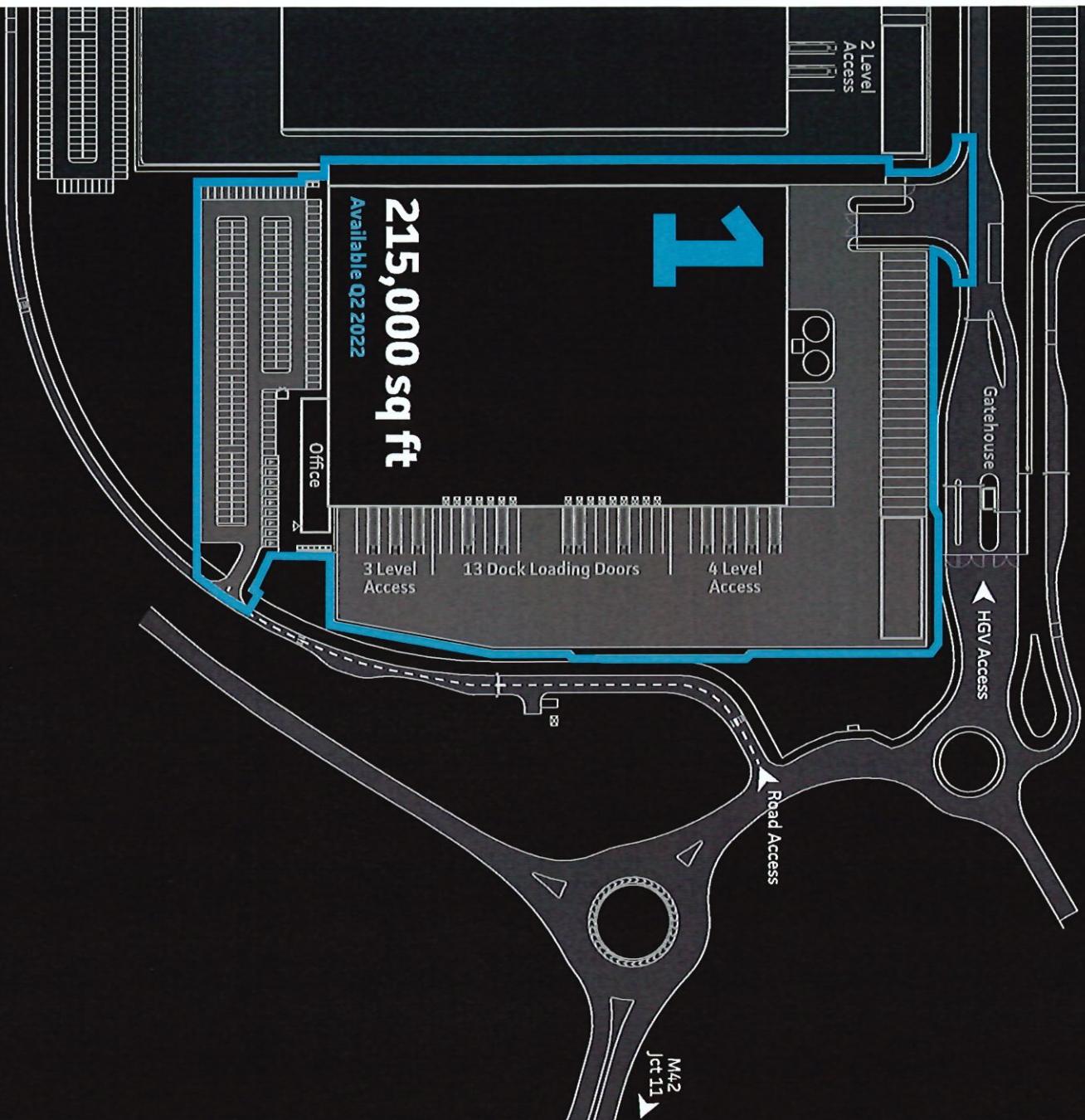
Unit 3	Sq ft	Sqm
Warehouse	300,335	27,902
Ground floor office	8,106	753
First-floor office	7,899	734
Total	316,340	29,389

Unit 5	Sq ft	Sqm
Warehouse	300,000	27,870
Two Storey Office	15,000	1,393.5
Total	315,000	29,263.5

UNIT 1

The accommodation comprises Grade A warehouse accommodation comprising:

	Sq ft	Sq m
Warehouse	200,000	18,580
Three storey Office	15,000	1,393.5
Total	215,000	19,973.5



- 180 car parking spaces**
- 39 HGV spaces**
- 1 MVA power**
- 50kNm² floor loading**
- 3 storey offices**
- 50m yard depth**
- 15m clear working height**

UNIT 3

The accommodation comprises Grade A warehouse accommodation comprising:

	Sq ft	Sq m
Warehouse	300,335	27,902
Ground floor office	8,106	753
First floor office	7,899	734
Total	316,340	29,389
Battery store	35,047	3,256
Total	351,387	32,645

300 car parking spaces



45 HGV spaces



50kNm² floor loading



1 MVA power



50m yard depth

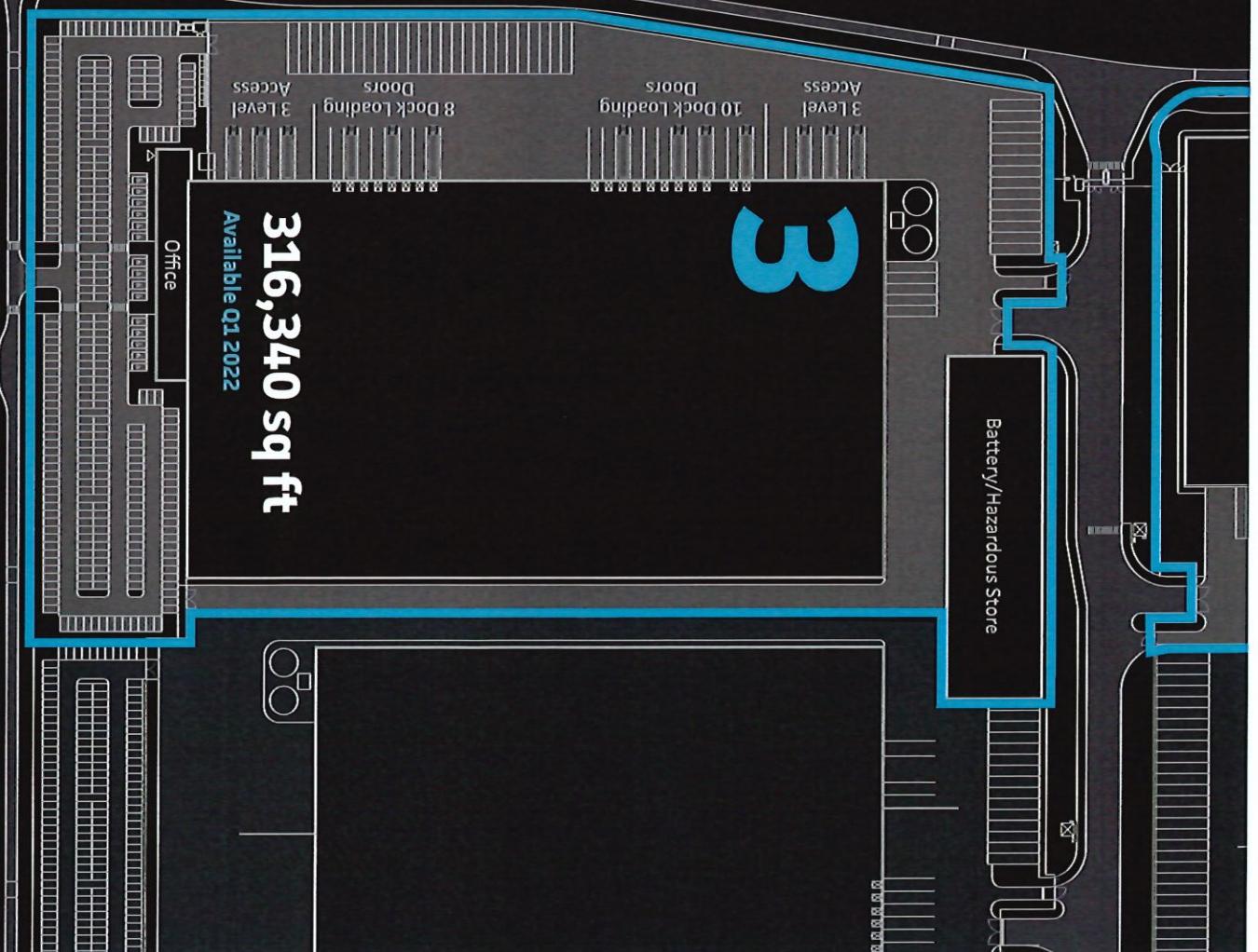


15m clear working height

3

316,340 sq ft

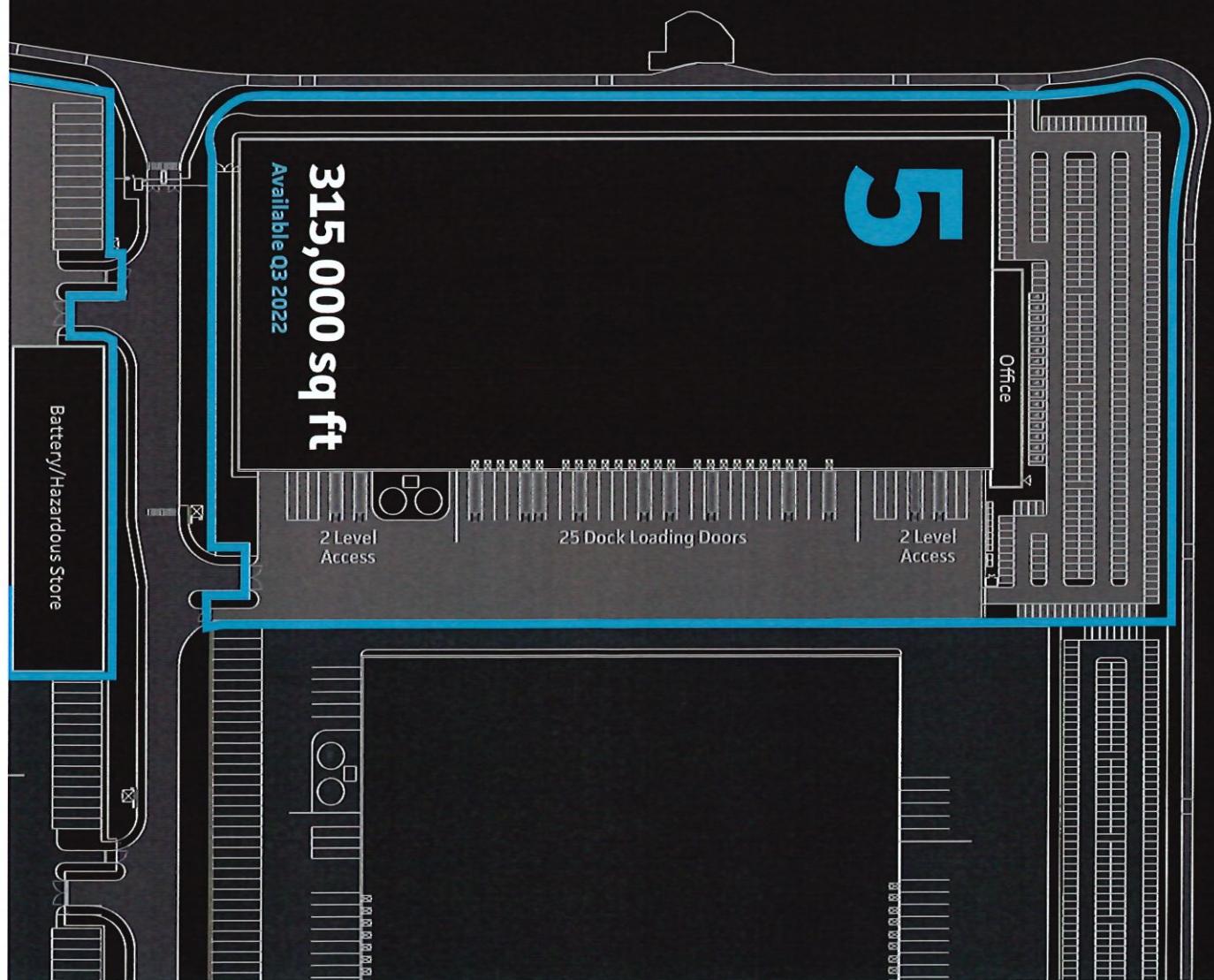
Available Q1 2022



UNIT 5

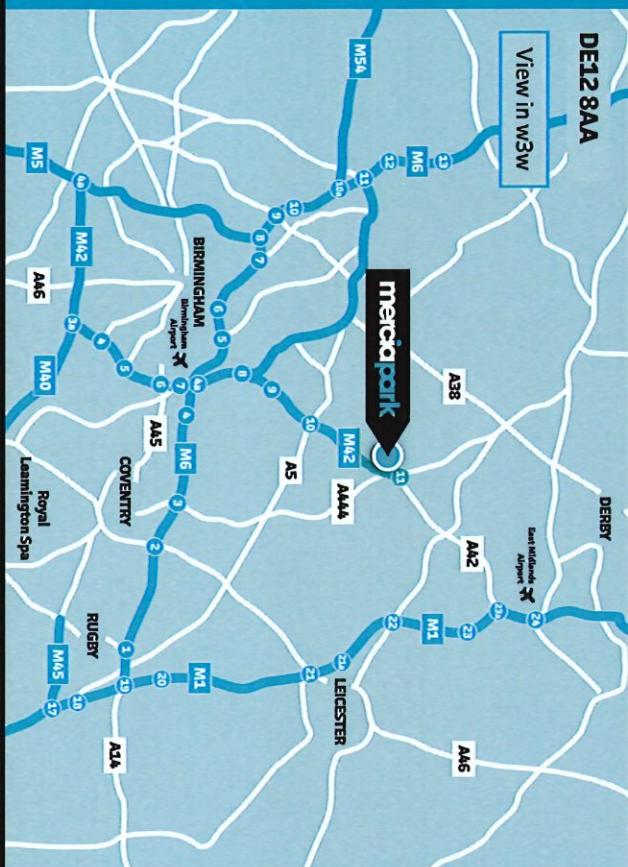
The accommodation comprises Grade A warehouse accommodation comprising:

	Sq ft	Sq m
Warehouse	300,000	27,870
Two Storey Office	15,000	1,393.5
Total	315,000	29,263.5



LOCATION

The estate is situated adjacent junction 11 of the M42 Motorway within the heart of the golden triangle of logistics. The M42 motorway provides excellent access to the national motorway network of the M6 / M1 and M6 (Toll) affording excellent connectivity to the Greater Midlands conurbations of both Birmingham and Nottinghamshire.



Birmingham and East Midlands Airports are within easy reach to both the north and south along with the Rail connected sites of Hams Hall / Birch Coppice and East Midlands Gateway.



DRIVE TIMES

01
min

05
min

08
min

15
min

15
min

18
min

24
min

38
min

106
min

M42 J11
0.1 Miles

Measham
2 Miles

M42 J11
Tannworth
7 Miles

BIFT
16 Miles

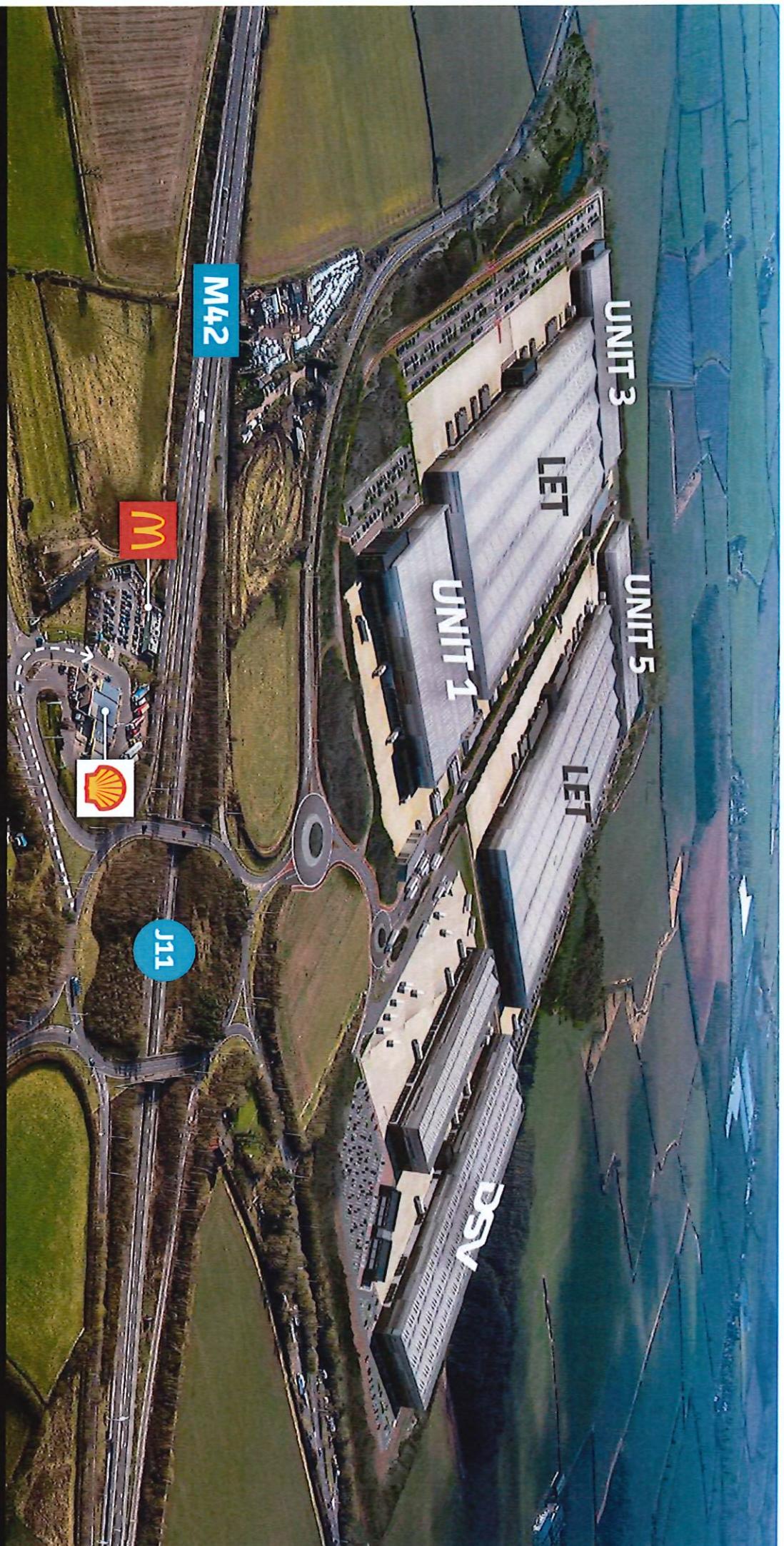
M6 Toll Road
13 Miles

Burton
9 Miles

Birmingham
22 Miles

Leicester
23 Miles

London
11.5 Miles



A workforce of over 1,112,200 within a 30 minute drive



Grade A Industrial/
Warehouse accommodation



Flexible lease terms



Located in the heart of the golden triangle



Large power capacity



Extensive landscaped environment



Secure campus

PLANNING

We understand that the site has been designed for all uses including B1 / B2 and B8, subject to planning.

TENURE

The units are offered on a new FRI sublease for a term to be agreed.

RENT

Rent Upon Application.

SERVICE CHARGE

A service charge will be levied to cover the cost of maintenance and repair of the common areas of the estate.

VAT

All figures quoted are exclusive of VAT.

LEGAL COSTS

Each party to bear their own legal and surveyor costs incurred in the transaction.

MONEY LAUNDERING

REGULATIONS

The Purchaser will provide full disclosure for Anti Money Laundering Checks for the transaction to proceed. In accordance with Anti Money Laundering Regulations, evidence of identity and source of funding will be required from the successful purchaser prior to instructing solicitors.

merciapark

merciaparkj11.co.uk

ALL ENQUIRIES

Simon Norton

simon.norton@colliers.com

Charles D'Auncey

charles.dauncey@harrislamb.com

07788 436273

07747 897 866



0121 265 7500
colliers.com/uk/industrial



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4.8 Desford Site, Griffin Capital

Site – 27 acres

Area – 350,000 sqft

Canopies – 100,000 sqft

Timing – 2023

The layout and size of the building just about worked but was compromised by not enough trailer parking.

It also became apparent at a later stage that part of the site was not in the ownership which meant that the circulation around the building no longer worked.

Desford Building, Griffin Capital

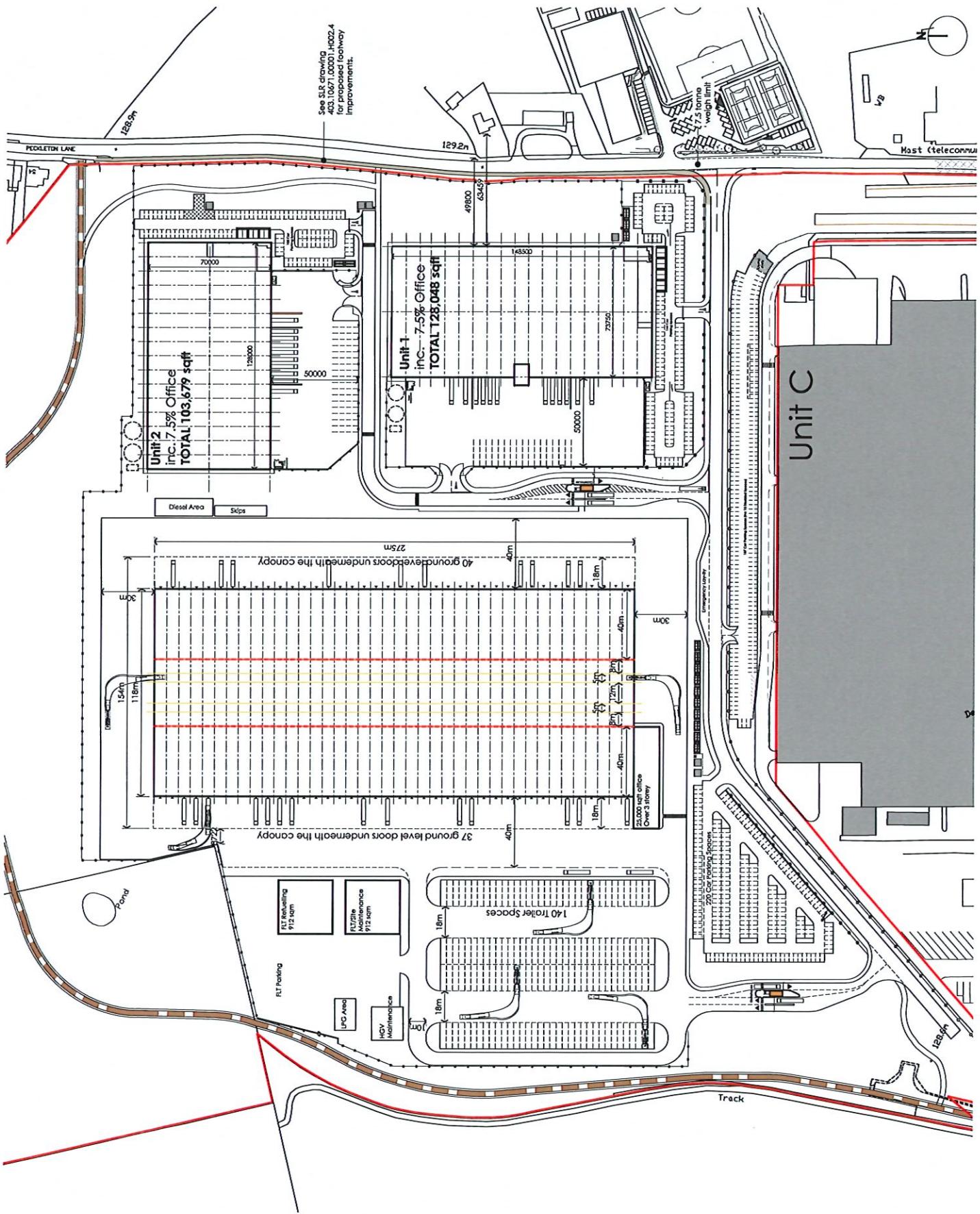
Site – Existing Building

Area – 250,000 sqft

Timing – 2024

An option arose to look at splitting a much bigger building to provide a suitable facility for Pall-Ex.

Despite viewing and trying to make it work there were too many operational compromises within the building for it to work efficiently.



General Notes:

LEGEND

SITE BOUNDARY
AREA 1: 121.14 HA
(80.11 CHS)

DISTING. UNIT C, CI
MAIN CONTAIN.

DISTING. STEEL COLUMN
(DISTINCT TO BE
VERIFIED)

DISTING. UNIT

POTENTIAL RETAINING
WALL

ONE WAY SYSTEM
DIRECTIONAL ARROWS
POTENTIAL ALTERNATIVE
LOCATION FOR INTERNAL
WALL

Level 12, Tower 12, 19-22 Bridge Street, Manchester, M3 3LZ
1 44 (0)161 242 1140
www.britishchess.com
info@britishchess.com

4.9 Wood Rood, Nailstone, Bardon – Baines Family

Site – 25.63 acres

Area – 475,000 sqft

Timing – 2023

This site was located very close to the existing hub.

Numerous meetings were held with the family to agree a promotion agreement with Pall-Ex Group.

Heads of Terms were agreed, however the family decided not to proceed and took the site off the market.

4.10 Wiggs Farm, Ellistown, Bardon – Bailey Family

Site – 30 acres

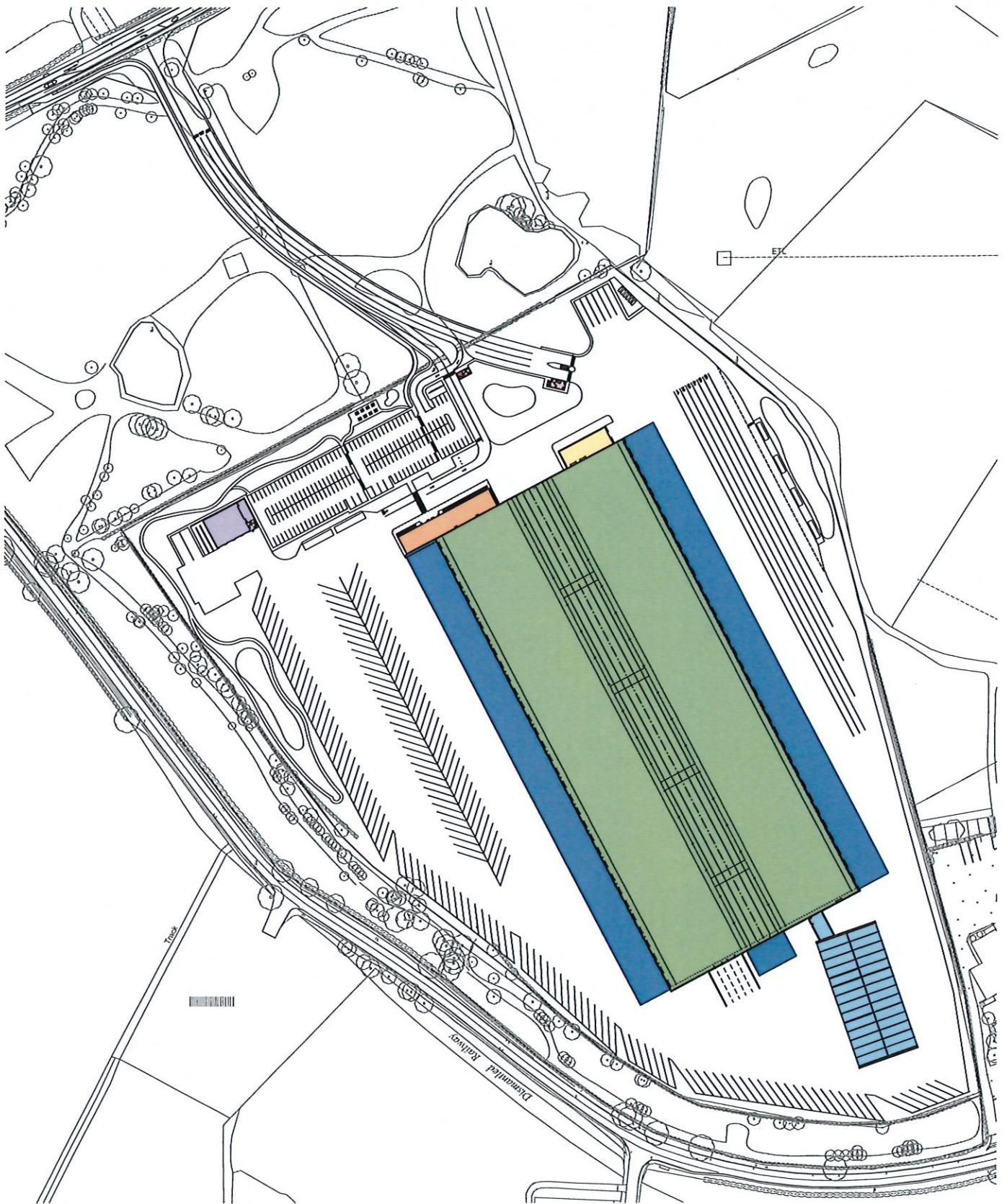
Area – 500,000 sqft

Timing – 2023

Heads of agreement reached with the Bailey Family and Pall-Ex Group to promote this site for the development of the new Pall-Ex Group hub.

Barberry appointed as the Development Manager to build and fund the facility in 2024.

The specification, layout and funding is agreed to build this facility subject to Planning Approval.



clearthinking

COMMERCIAL PROPERTY ADVICE



BUILDING
CONSULTANCY



COMMERCIAL
INDUSTRIAL AGENCY



CORPORATE
SUPPORT



DEVELOPMENT AND
RESIDENTIAL LAND



ENVIRONMENTAL
CONSULTANCY



INVESTMENT



LEASE
ADVISORY



LICENSED AND
LEISURE



PLANNING



PROPERTY
MANAGEMENT



RATING



RECEIVERSHIP
AND RECOVERIES



RETAIL, LEISURE
AND ROADSIDE



VALUATION