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- 5.1. Purely looking at Area 2 from the WMSESS 2021 - the M42 Corridor -, the availability of sites with planning certainty (allocated or consented) has fallen in the period 2021 – 2023 from a potential 5.67 million sq. ft. to 1.53 million sq. ft., of which only 0.55 million sq. ft. is consented for B8 logistics. The supply is therefore the same as Area A, being 3 to 3.5 months' land supply of logistics land.

### Existing Big Box buildings supply

Figure 44: Schedule of existing Grade A floorspace in Area A/Area 2 including M42 Corridor, and in the East Midlands at Junction 11 M42/A42.

	Scheme	Developer	Total Remaining (sq ft)	Largest Unit Available (sq ft)	Comments
1	DC2 Prologis Park Hams Hall	Prologis	261,147	260,000	1 remaining unit now available (Unit previously let to battery manufacturer British Volt which went into administration).
2	Midpoint DC6	Prologis	164,103	164,103	Grade A new speculative development. Two parties competing for the unit.
3	Unit 2 Hams Hall (former Beko Unit Midpoint	Prologis	160,712	160,712	
4	Redditch Gateway	Stoford/Blackrock	160,208 286,328	286,328	Speculatively developed. Building currently available
5	Mercia Park J11 M42	ICG	215,627	215,627	Built for JLR but not yet occupied
6	T119 St Modwen Park Tamworth	St Modwen	119,372	119,372	Returned market in June 24
	TOTAL		1,206,785		

- 5.2. It is worth noting that since the JLL Study in 2021, Hams Hall (458,000 sq. ft. and 144,916 sq. ft.), Core 42 (345,000 sq. ft.), St Modwen's Logistics Park (307,658 sq. ft.), Peddimore 2,500,000sq ft have been developed and let. All are located at Junction 10 M42 along the M42 Corridor in North Warwickshire except Peddimore which is within the Birmingham City Council administrative area.

- 5.3. In Area A/Area 2 + J11 the availability of total new/Grade A buildings is 1.6 million sq. ft. Using the 5-year average annual take-up of 2.2 million per annum (2019-2023) and 1.85 million sq ft per annum (ex-pandemic years) from Section 4 this equates to between 8 and 10.5 months of existing Grade A supply respectively. It is worth noting that many requirements originated along the M42 Corridor will not see junction 11 of the M42 as a viable option for relocation. Moreover, many requirements will not fit the speculative building layout or design, requiring specialist yard areas, docking standards, and parking/circulation space. For example, pallet network operators or parcel delivery occupiers. For those occupiers build to suit opportunities on serviced land is

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necessary.

- 5.4. We are also aware of the recent consent approved at Lichfield Road Industrial Estate in Tamworth, which approves the development of 10 units in class B2, B8 and E(g). This totals 20,750 sq.ft. The development provides units for small SMEs in Tamworth but does not deliver against the need for strategic employment land.