

# Economic Development Needs Assessment Update

Warrington Borough Council



Final Report

February 2019

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## EXECUTIVE SUMMARY

### Introduction

- i) This report provides an economic development (employment land) needs study for Warrington Borough. It has been carried out to provide a robust evidence base which will inform the emerging Local Plan. It will review the economic performance of the Borough and inform decisions on current and future land allocations. It updates the core elements of the Warrington Economic Development Needs Assessment (EDNA) 2016. The reasons for this update include:
- To respond to criticisms of the previous EDNA process, and associated elements of the Local Plan, made in the recent Regulation 18 Consultations process
  - To account for the evolving national policy picture since 2016
  - To account for revised growth projections of both jobs and homes
  - To ensure the land supply proposed in the emerging Local Plan properly reflects Objectively Assessed Needs (OAN)
  - To reflect the requirement in national guidance, echoed in the EDNA study, for regular updates of evidence base documents to ensure evidence remains current.

### Methodology

- ii) Several research methods have been used, including site visits and telephone interviews with property market stakeholders such as developers, investors and their agents. The Wider Economic Geography of Warrington has been identified and the property market in the local authority areas within that Geography has been reviewed through desktop analysis of employment and planning strategies, and consultations with officers from those local authorities. The methodology follows Planning Practice Guidance on employment land reviews.

### Market Findings

- iii) Nationally and regionally, the logistics and industrial market remains strong with, 'mid box' units of 5,000-10,000 sqm being in high demand during 2017, whilst industrial supply fell for a seventh consecutive year.
- iv) Industrial need is for units starting at 450 sqm and extending all the way up to 14,000 sqm. As in 2016, there is market interest in growth in South Warrington, in other out of town locations linked to the main motorway junctions, as well as at Birchwood,

Gemini and Woolston Grange. Average rents are £43-65/sqm, extending up to £97/sqm.

- v) There is healthy local office market demand in Birchwood and Gemini, and, more modestly, for Town Centre stock, particularly at Centre Park. Birchwood remains the focus for the largest requirements, up to 2,000 sqm. There are few freehold options to meet demand, either for industrial or offices. A market is reported for out-of-town office developments, if locations remain linked to the transport network. Away from the motorways there is some demand for rural conversions, but not larger developments of industrial or office space.
- vi) The Wider Economic Geography of Warrington includes most of Wigan Borough, and the western portions of Trafford and Salford in Greater Manchester. The northern areas of Cheshire West and Chester and Cheshire East have strong links, as do Halton and St Helens in the Liverpool City Region. Although geographically more distant, Warrington also has good links with the urban centres of Manchester and Liverpool. Within this wider area, the following economic issues are noted:
- Of the strategic sites which may compete with Omega, and its successors, Ma6nitude (Middlewich, Cheshire East) is the most significant existing site and Parkside (St Helens) will be most significant in the future. Provision of several other strategic development locations, with links to Warrington, is put forward in the 2016 Greater Manchester Spatial Framework but remains uncertain at this time. Against the scale of potential needs from the growing Port of Liverpool, the programmed strategic supply in the Liverpool City Region remains modest, creating ongoing opportunities for Warrington
  - The Manchester Ship Canal is a key asset and expansion at Port Warrington would help the Borough secure a share of its growth
  - Warrington is losing professional and scientific labour to Sci-Tech Daresbury, although the strong overlaps between Halton and Warrington in this area mean that Warrington Borough is still deriving economic benefit from this flow
  - Between Sci-Tech and The Heath, Runcorn and the Cheshire Science Corridor Enterprise Zone Sites, Warrington's Wider Economic Geography appears well catered for with science themed facilities
  - The strongest competition in the office market is from Manchester (and Salford) and this is inhibiting demand for larger office premises at present.

- vii) Sites in other local authority areas of Warrington's Wider Economic Geography, even when of a strategic scale, will ultimately meet the OAN of those authorities rather than Warrington. The only exception would be, if realised, an expansion of Omega west into St Helens. Such a site would support both Warrington and St Helens and the two authorities would need to agree how the land supply resulting was divided between them.

#### **Present Employment Land Supply**

- viii) In 2016, Warrington had a realistic employment land supply of 104.53 ha in 14 sites, of which 34.85 ha in 11 sites represents the local supply and just over two thirds, 69.68 ha in three sites, represents the strategic (Omega) supply.
- ix) Since 2016, 20.62 ha has been developed, is held to meet the needs of individual companies only, is proposed for non B-Class uses or is otherwise unavailable. Excluding these gives a new (July 2018) realistic land supply of 83.91 ha in 10 sites. Of this, 23.94 ha in eight sites is the local supply.

#### **Objectively Assessed Needs**

- x) To assess needs two recognised methods of forecasting have been used creating three distinct models of OAN, plus two 'Policy On' Sensitivity Tests. The outputs from these models are outlined in Table ES1. All OAN forecasts relate to the local authority area of Warrington Borough only.

#### ***Historic Land Take Up***

- xi) The first method is a forward projection of historic land take up trends to produce strategic/local and local only projections. Based on this projection, Warrington needs 361.71 ha of land on a strategic/local take up model, 223.70 ha on the local only model. This is inclusive of a five-year buffer and an allowance of 14.71 ha for business displacement associated with Masterplan projects (see Section 4.0 of the Main Report). Against the realistic land supply of Warrington, there are shortfalls of 199.77-277.80 ha.

#### ***Labour Demand***

- xii) The second method looks at jobs growth, as identified in Oxford Economics forecast modelling, an updated (2018) model which allows for macro-economic changes since 2018. As can be seen in Table ES1, the resulting jobs based forecast model suggest the Borough has much smaller land shortfalls.



**Table ES1 – Warrington Borough Land Forecast Models – Summary**

Model	Need (A+B+C)			Less Supply (D)	A+B+C-D=Surplus (Shortfall), ha	Revised Surplus (Shortfall), ha, accounting for SEP Target = Further 46.42 ha of land need.	Revised Surplus (Shortfall), ha, Variation on the Strategic Economic Plan = Further 19.98 ha of land need	Assumptions
	A: Land Need 2017-2037, ha	B: Buffer (five years further need) ha	C: Allowance for business displacement associated with Warrington Masterplan projects	D: Land Stock 2018, ha – Strategic and/or Local Supply*				
Strategic/ Local Take Up	277.60	69.40	14.71	83.91 Strategic/ local supply	(277.80)	-	-	Based on historic (22 years) take-up of 13.88 ha/pa. Inclusive of take-up at Omega Compares a combined strategic/local growth rate with a strategic/local supply picture SEP figure not applicable to take-up scenarios Of this, strategic need would be approx. 112.04 ha, local need would be 165.76 ha.
Local Take Up	167.20	41.80	14.71	23.94 Local supply	(199.77)	-	-	Based on historic (21 years) take-up of 8.36 ha/pa. Exclusive of take-up at Omega Compares a local growth rate with a local only supply picture SEP figures not applicable to take-up scenarios
Employment based on adjusted stock – Oxford Economics Model	+41.68 Growth +13.89 Change	+10.42 +3.47	14.71	23.94 Local supply	1)(42.87) 2) (8.13)	1) (89.29) 2) (54.55)	1) (62.85) 2) (28.11)	Based on 1) projected growth sectors 2) projected employment change across sectors A local growth only scenario

Source: BE Group and Mickledore, 2018

\*Realistic land supply at 2018

- xiii) The Labour Demand model shown in Table ES1 is a 'Policy Off' forecast that does not account for any public-sector plans or strategies for growth above the baseline, or for the local strengths or weaknesses of Warrington. In terms of 'Policy On' modelling, sensitivity testing has been undertaken to understand the forecast growth, above the baseline, outlined in the 2017 SEP and variation in the LEP's projections which aligns with Warrington's Local Plan housing growth prospects and allow for other sources of economic growth potential, such as the growing Port of Liverpool.
- xiv) Forecasting against the 2017 SEP target provides for an extra 10,405 jobs on the Oxford Baseline gain of 14,600 to 2037. This assumes Warrington secures a representative 26.8 percent share of Policy On economic growth. This further job growth can be translated to an additional land requirement of 46.42 ha. Added to the baseline Labour Demand models, the resulting land shortfall increases to a maximum of 89.29 ha.
- xv) The SEP Jobs Growth scenario specifically allocated to Warrington in the Warrington New City plan has been used to determine the housing numbers within the Local Plan PDO, 2017. It is useful to consider this original uplift created by the SEP over the current Oxford Forecast, an increase of 319 jobs/year. This is considered an appropriate sensitivity test because of the variation in the forecasts published by Oxford Economics over 2015-2018, which show strong employment growth between 2016-2018 and a slowing of growth thereafter, which does not accord with other evidence sources in this study. This approach suggests an increase of 954 jobs/year (19,080 additional jobs over 20 years). Again, this growth can be translated to an additional land requirement of 19.98 ha. Added to the baseline Labour Demand models, the resulting land shortfall increases to a maximum of 62.85 ha.
- xvi) However, the market assessment and a review of the historic trends in employment change and land take up (see Section 6.0 of the Main Report) suggest that these forecasts underestimate land needs significantly. **The preferred forecasting method is therefore a projection forward of past take-up rates that considers both strategic and local needs.**

### **Recommendations**

- xvii) This report has had full regard to the requirements of the NPPF and the PPGs to encourage and deliver growth through the planning system. The key recommendations are:



- That the Council should adopt the strategic/local land take-up scenario. This suggests that the Borough has a further land need, additional to the current realistic supply, of 277.80 ha, to 2037
- That the Council look to the Policy-On SEP Scenarios (particularly Sensitivity Test Two: 'Variation on the Strategic Economic Plan') additional to the Oxford Baseline, as more realistic indications of the numbers of jobs likely to be created
- The Council should work with neighbouring authorities on issues in which interests will overlap
- Review and monitor the employment land and premises position and undertake the study again in about five years.

xviii) Areas of search for new employment sites are summarised in Table ES2.

**Table ES2 – Areas of Search for New Employment Land**

Area of Search	Evidence
Town Centre	<p>North West growth driven by the SME sector and the market for sub 500 sqm units. Demand outstrips supply for all types and sizes of units Requirements for serviced office space have massively increased regionally, driven by growth in high tech firms, increasing desire for flexible leases and lack of alternatives. Oxford Economics predict a further 11,500 jobs in sectors needing office accommodation, in Warrington to 2037 (19,300 under Policy On Scenarios). Diverse Town Centre stock, from 1 desk size to 900 sqm is generally letting well The Town Centre is experiencing a shortage of stock. Losses to residential conversion are further constraining supply. Town (City) Centre Masterplan in place with regeneration options being actively pursued by developers.</p>
Birchwood	<p>Oxford Economics predict a further 11,500 jobs in sectors needing office accommodation, in Warrington to 2037 (19,300 under Policy On Scenarios). Stakeholders indicate that Birchwood remains a focus for demand for larger offices (and higher value industry) Office rents of £156/sqm are being achieved Good activity and demand reported with two recent units of 900 sqm and 2,000 sqm both being let before promised refurbishment happened. Self-contained office units with a good amount of parking, which Birchwood offers, are in particularly strong demand Enterprise Zone status is a strong asset for Birchwood Park. The market focus of Birchwood (nuclear, engineering, telecoms) is felt to be sufficiently different from the other Cheshire Science Corridor locations, avoiding excessive competition/duplication.</p>
Woolston	<p>Woolston continues to dominate in terms of local market deals completed. Woolston Grange remains a focus for mid-scale industrial market demand, for units of 1,400-4,000 sqm. Demand outweighs supply both for land and property</p>
Warrington Waterfront	<p>Growth here linked to the wider Port of Liverpool/Manchester Ship Canal economy. Other facilities on the Ship Canal already seeing growth evidence, especially Port Salford. The Port of Liverpool is expected to generate a need for almost 400 ha of logistics land in the sub region to 2037, with further land needed for commodities logistics. This need is supply driven and could be accommodated in a wide sub-regional area which extends to include Warrington.</p>
M56 Corridor	<p>The North West remains the logistics market leader in the UK. Despite macro-economic concerns, the markets for large B2/B8 premises remain strong against a limited supply. The Port of Liverpool is expected to generate a need for almost 400 ha of logistics land in the sub region to 2037, with further land needed for commodities logistics. This need is supply driven and could be accommodated in a wide sub-regional area which extends to include Warrington. Forecasting indicates that Warrington could gain up to 2,600 transport and distribution jobs under the best Policy On growth scenario Large B2/B8 remains a focus for speculative development as evidenced by the Omega Mountpark scheme. As in 2016, there is strong stakeholder support for allocations in South Warrington. Property stakeholders also report strong market demand for local industrial/warehouse space in the existing Barleycastle Trading Estate/Stretton Green Distribution Park which cannot be met at present. Demand here is further evidenced by the range of planning applications consented/seeking approval, for business expansion at Barleycastle Trading Estate/Stretton Green Distribution Park. This now includes a major development application for a new Eddie Stobart facility.</p>
Omega growth	<p>The North West remains the logistics market leader in the UK. Despite macro-economic concerns, the markets for large B2/B8 premises remain strong against a limited supply. The Port of Liverpool is expected to generate a need for almost 400 ha of logistics land in the sub region to 2037, with further land needed for commodities logistics. This need is supply driven and could be accommodated in a wide sub-regional area which extends to include Warrington.  Forecasting indicates that Warrington could gain up to 2,600 transport and distribution jobs under the best Policy On growth scenario Large B2/B8 remains a focus for speculative development as evidenced by the Omega Mountpark scheme. Some 117.39 ha has been taken up at Omega since 2013 and a further 33.70 ha is expected to be taken up in the short term. At £70/sqm, Omega is achieving some of the best rents for larger B2/B8 space in the North West, with no evidence of demand reducing.</p>

Area of Search	Evidence
M62 Junction 9, Winwick (serving North Warrington)	Winwick Quay continues to be a focus for industrial market demand, albeit with a growing emphasis on B8 trade uses. With recent losses to retail and car showrooms, there is no growth land remaining in the Junction 9 area, south of the M62. Stakeholders identify that demand in the rural north of the Borough is focused at locations with good motorway access, particularly Junctions 8-9 M62. Away from the motorways, rural demand is mostly for premises conversions rather than new build development.
Lymm	Lymm has just seen two new rural office developments start-up. Stakeholders feel this indicates a growing market for out-of-town office developments. They believe that if supply was offered in this location, and similar areas, it would work well. Generally, sites at Lymm with good motorway access are identified as desirable to support the local economy.

Source: BE Group, 2018

## 1.0 INTRODUCTION

- 1.1 This report provides an economic development (employment land) needs study for Warrington Borough. It has been carried out on behalf of Warrington Borough Council (the Council).
- 1.2 BE Group, Warrington-based economic development and property consultants compiled this report during 2018. BE Group was supported by economic development consultancy Mickledore.
- 1.3 The study has been commissioned to update the core elements of the Warrington Economic Development Needs Assessment (EDNA), produced in 2016 by BE Group and Mickledore. The reasons for this update include:
- To respond to criticisms of the previous EDNA process, and associated elements of the Local Plan, made in the recent Regulation 18 Consultations process
  - To account for the evolving national policy picture since 2016
  - To account for revised growth projections of both jobs and homes
  - To ensure the land supply proposed in the emerging Local Plan properly reflects Objectively Assessed Needs (OAN)
  - To reflect the requirement in national guidance, echoed in the EDNA study, for regular updates of evidence base documents to ensure evidence remains current.
- 1.4 Reflecting the Study Brief, the Update to the Warrington EDNA will:
- *Strategic Context Update* – Provide an update of the strategic and local policy position, and particularly show study conformity with the National Planning Policy Framework and Planning Practice Guidance
  - *Property Market Assessment* – Provide an updated assessment of Warrington’s property market for B1, B2, B8 premises, reviewing data sources including the Annual Warrington Property Review (produced by BE Group) and consulting with property market stakeholders
  - *Employment Land Supply Update* – Provide an updated employment land supply picture for Warrington. The study will also consider the impact of local masterplanning policy on Warrington’s existing Employment Areas

- *Warrington's Wider Economic Geography* – Review the extent of Warrington's economic influence in the North West, updating the 2016 Functional Economic Market Area (FEMA) exercise as appropriate. Engage with local authorities in that fall within that Economic Geography, as required
- *Objectively Assessed Needs* – Provide an updated assessment of employment land needs in Warrington, to 2037. This will include:
  - *Labour Supply Forecast* – Reflecting recorded land take up since 2015/16
  - *Employment/Labour Supply Forecasts* – Baseline ('Policy Off') forecasts reflecting the latest growth forecast (February 2018) for the Borough, which accounts for national changes since 2016, including the projected impact of Brexit. 'Policy On' forecasts accounting for the latest strategic policy including the new Cheshire and Warrington Local Enterprise Partnership (LEP) Strategic Economic Plan (SEP) and Northern Powerhouse growth plans. Forecasts of labour force growth under the latest population growth projections for the Borough
- *Conclusions and Recommendations* – Provide conclusions/recommendations on land need and existing/future supply, and how the above issues impact on Warrington's Local Plan, as it is currently envisaged.

## **Background**

- 1.5 Warrington's Local Plan Core Strategy was adopted in July 2014. Following its adoption, a successful High Court legal challenge was made with respect to the Core Strategy's housing policies (Warrington Borough Council v Satnam Millennium Ltd, 2015), and in particular the housing target. The parts of the Core Strategy which have been overturned are:
- The housing target of 10,500 new homes (equating to 500 per year) between 2006 and 2027
  - References to 1,100 new homes at the Omega Strategic Site.
- 1.6 Employment and economic development policies remain unchanged.
- 1.7 Warrington Borough Council is now in the process of preparing a new Local Plan for its administrative area. The Plan will be based on the need for Warrington to accommodate a significant increase in new homes and jobs over the next 20 years as part of the Council's 'New City' aspirations and the Warrington Means Business Programme.

- 1.8 The Council has reached the end of the Regulation 18 Stage of Local Plan production (Preferred Development Option) and is now working towards the Draft Local Plan Regulation 19 Stage, with public consultation on the Draft Plan anticipated to take place during Spring 2019.
- 1.9 As well as updating the EDNA, updates are also currently being undertaken to the Council's Local Housing Needs Assessment (LHNA), to ensure that economic growth is aligned with housing growth.

### **Methodology**

- 1.10 Research methods used include site visits, face-to-face and telephone interviews with property market stakeholders such as developers, investors and their agents. Desktop analysis of national, sub-regional and local reports and strategies has been undertaken, to ensure conformity with strategic policy.
- 1.11 The Wider Economic Geography of Warrington is identified and the property market in the local authority areas within that area of economic influence has been reviewed. This has been undertaken through consultations with officers from the relevant Councils, combined with desktop analysis of the Employment Land Studies and Local Plans of those local authorities.
- 1.12 Finally, the land supply has been assessed against forecast and population/housing data to understand the future need for any additional employment land. This is then developed into a series of economic development recommendations that cover not just land, but also premises. Attached at Appendix 1 is a list of all consultees.

## 2.0 STRATEGIC CONTEXT UPDATE

### Introduction

- 2.1 This section focuses on national, regional and local reports and strategies that have a relevance to the allocation of employment land and premises. It updates and reviews the policy position from the 2016 EDNA and shows how that study, and this Update, conform to national and strategic policy and have influenced local policy.

### National Policy

#### ***National Planning Policy Framework (2012, 2018)***

- 2.2 While this Study was being completed, the revised National Planning Policy Framework (NPPF) was published (July 2018). This document and the changes it makes on the 2012 NPPF, are discussed here.
- 2.3 The main economic objective of the NPPF is *“to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.”*
- 2.4 At the heart of the new NPPF is the ‘presumption in favour of sustainable development’ (Paragraph 11). For plan making, this means:
- a. *“Plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change*
  - b. *Strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:*
    - i. *The application of policies in this Framework that protect areas or assets of particular importance [AONB, National Park, etc.] provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or*
    - ii. *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”*

- 2.5 In drawing up local plans, the NPPF requires local authorities to:
- Be prepared with the objective of contributing to sustainable development
  - Be prepared in a way that is aspirational but deliverable
  - Be shaped by early, proportionate and effective engagement with communities, local organisations, businesses, infrastructure providers and operators and statutory consultees
  - Contain policies that are clearly written and unambiguous
  - Be accessible using digital tools
  - Serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area.
- 2.6 Strategic policies should be produced which look ahead for at least 15 years (Paragraph 22). The NPPF recommends plan reviews every five years (Paragraph 33).
- 2.7 Paragraph 57 indicates that there will be no requirement for viability assessments at the application stage where developments accord with all relevant policies. But viability testing is still required in Plan Making and a Practice Guidance note, which provides new methodologies for Viability Testing and was issued alongside the new NPPF.
- 2.8 In terms of employment uses, Paragraph 81 states that local plans should:
- a. “Set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration;*
  - b. Set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;*
  - c. Seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and*
  - d. Be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.”*
- 2.9 The specific requirement to ‘assess the needs for land and floorspace development,’ present in 2012 NPPF is no longer present.



- 2.10 Policies should address the specific locational requirements of different sectors (Paragraph 82). *“This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and [in a stronger emphasis than in 2012] for storage and distribution operations at a variety of scales and in suitably accessible locations.”* Policy should also support a growing and diversified rural economy (Paragraph 83). *“Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport”* (Paragraph 84).
- 2.11 Key for employment, and other sites, will be Section 11 on ‘Making Effective Use of Land.’ Para 120 encourages reallocating land where there is no reasonable prospect of an application coming forward for the allocated use, specifically Local Planning Authorities should:
- a. *“... as part of plan updates, reallocate the land for a more deliverable use that can help to address identified needs (or, if appropriate, deallocate a site which is undeveloped) and*
  - b. *in the interim, prior to reviewing the plan, applications for alternative uses on the land should be supported, where the proposed use would contribute to meeting an unmet need for development in the area.”*
- 2.12 *“Local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular, they should... support proposals to use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres, and would be compatible with other policies in this Framework.”* (Para 121).
- 2.13 Additionally, planning policy should *“...support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained...(for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure.)”* (Para 118).
- 2.14 The above paragraphs update the 2012 NPPF, which similarly discouraged Local

Planning Authorities from holding onto sites over the long term, where deliverability prospects were unclear (Paragraph 22). Experience of some six years of that policy was that it increased pressure from land and property owners (and their advisors) for non-B class uses in existing employment areas as well as on allocated sites that have remained undeveloped.

- 2.15 To address the increased pressure from alternative uses, local authorities need to be more prescriptive in their planning policies to ensure the protection of employment areas and sites. This includes defining the key sites to be protected, and clearly stating the process and conditions under which non-key sites could be released to non-employment uses. Recommendations on this were made in the 2016 EDNA and have been carried forward into the emerging Local Plan.

### **Employment Land Review Guidance**

- 2.16 Since 2014, NPPF has been complimented with the Planning Practice Guidance (PPG). The PPG note *Housing and Economic Land Availability Assessment* provides relevant guidance on land assessment in employment land reviews. This PPG was updated, in September 2018, to reflect the revised NPPF. That PPG was complimented by the note *Housing and Economic Development Needs Assessments* which provided guidance on Objectively Assessed (employment land) Needs. However, in September 2018, this was replaced by the housing only *Housing Need Assessment* which considers the calculation of housing needs only. There is thus no PPG for calculating employment land needs at present.

- **Stage 1: Identification of sites and broad locations** to provide an audit of available land of 0.25 ha and above. The area selected for the assessment should be the Functional Economic Market Area (FEMA). This could be the local planning authority area or multiple local authority areas or areas covered by a Local Enterprise Partnership. The assessment should be undertaken and regularly reviewed in partnership with other local planning authorities in the relevant FEMA, in line with the duty to cooperate.

This will be a desk top review identifying as wide a range as possible of sites and broad locations for development (including those existing sites that could be improved, intensified or changed). The outcome of this stage is to understand key employment land supply issues and generate a portfolio of potential employment sites to take forward for more detailed review.

- **Stage 2: Site/broad location assessment** to estimate the development potential. This will include a re-appraisal of the suitability of previously allocated land and the potential to designate allocated land for different or a wider range of uses. This stage entails a qualitative review of all significant sites and premises for their 'suitability', 'availability' and 'achievability' in order to confirm which of them are unsuitable for/unlikely to continue in B1/B2/B8 employment use; to establish the extent of 'gaps' in the portfolio; and if necessary, identify additional sites to be allocated or safeguarded.

Assessing the '*Suitability*' should be guided by:

- The development plan (where up to date), emerging plan policy and national policy.
- The presence of outstanding planning consents on sites, where site conditions have not significantly altered from the time of that consent
- Market and industry requirements in that FEMA
- Physical issues including:
  - *“Physical limitations or problems such as access, infrastructure, ground conditions, flood risk, hazardous risks, pollution or contamination*
  - *Potential impacts including the effect upon landscapes including landscape features, nature and heritage conservation*
  - *Appropriateness and likely market attractiveness for the type of development proposed*
  - *Contribution to regeneration priority areas*
  - *Environmental/amenity impacts experienced by would be occupiers and neighbouring areas.”*

A site is considered '*Available*' for development, when there is confidence that there are no legal or ownership problems. This may mean that the land is controlled by a developer or landowner who has expressed an intention to develop, or the landowner has expressed an intention to sell (and those parties have a reasonable record of past delivery). Because persons do not need to have an interest in the land to make planning applications, the existence of a planning permission does not necessarily mean that the site is available. Where potential problems have been identified, then an assessment will need to be made as to how and when they can realistically be overcome.

A site is considered '*Achievable*' for development where there is a reasonable prospect that the development will be delivered at a point in time. This is a judgement about the economic viability of a site, and the capacity of the developer to complete and let or sell the development over a certain period.

- **Stage 3: Windfall assessment** Not applicable as relates to housing only.
- **Stage 4: Assessment review** Once the sites and broad locations have been assessed, the development potential of all sites can be collected to produce an indicative trajectory. This should set out the amount of economic development that can be provided, and at what point in the future. An overall risk assessment should be made as to whether sites will come forward as anticipated.

2.17 Table 1 shows how the EDNA 2016 and this Update aligns with this Guidance. The link between the report and the PPG methodology is not always clear cut, with different sections overlapping, indeed certain steps overlap.

**Table 1 – Employment Land Reviews – PPG Guidance**

PPG Stage	Coverage in EDNA, 2016	Coverage in EDNA Update, 2018
<b>Stage 1 – Site / Broad Location Identification</b>		
Step 1 – Determine assessment area and site size	Undertaken by Warrington Borough Council	Undertaken by Warrington Borough Council
Step 2 – Desktop review of existing information	Full review of strategic/local policy, the socio-economic context, FEMA local/sub-regional property market and the current land supply completed (Covered in Sections 2, 3, 4, 5, 6, 7)	Review of updated policy position, local/sub-regional property market and the current (2018) land supply completed (Covered in Sections 2, 3, 4, 5)
Step 3 – Call for sites / broad locations	To be completed within the ongoing Local Plan update process at that time	Warrington Borough Council has completed two Call for Sites exercises in 2016 and 2017 under Regulation 18.
Step 4 – Site / broad location survey	Review of both available employment sites and existing Employment Areas (industrial estates/business parks) completed. The latter identified opportunities for brownfield redevelopment/regeneration to meet some needs. (Covered in Sections 6, 10, 11)	Updated review of supply picture, also consideration of Employment Areas impacted by policy in central Warrington and any additional needs resulting from possible future losses of premises. (Covered in Sections 4, 7, 8)
<b>Stage 2 – Site / Broad Location Assessment</b>		
Step 5 – Estimating the development potential in parallel with assessing suitability, availability, achievability – including viability	As with Step 4, estimates of site delivery and developability completed. (Covered in Section 6 and Appendices)	As with Step 4, estimates of site delivery and developability completed. (Covered in Section 4 and Appendices)
Step 6 – Overcoming constraints	As with Step 4, estimates of site delivery and developability completed. (Covered in Section 6 and Appendices)	As with Step 4, estimates of site delivery and developability completed. (Covered in Section 4 and Appendices)

PPG Stage	Coverage in EDNA, 2016	Coverage in EDNA Update, 2018
<b>Stage 3 – Windfall Assessment</b>		
Step 10 – Determine housing / economic development potential of windfall sites (where justified)	N/A	Warrington Borough Council has completed two Call for Sites exercises in 2016 and 2017 under Regulation 18.
<b>Stage 4 – Assessment Review</b>		
Step 11 – Review assessment and prepare draft trajectory; enough sites / broad locations?	Forecasting of OAN utilising recognised methods – Past take up, economic growth and labour supply. Both ‘Policy On’ and ‘Policy Off’ forecasts, the latter accounting for strategic and national policy. Concluding chapters compared need and supply and gave views on where new allocations could best be sited to meet market needs. (Covered in Sections 8, 10,11)	Forecasting of OAN utilising recognised methods – Past take up, economic growth and labour supply. Both ‘Policy On’ and ‘Policy Off’ forecasts. Utilises updated, 2018, forecasts of jobs growth, accounts for updated strategic and national policy. Concluding chapters compared need and supply and gave views on where new allocations could best be sited to meet market needs. (Covered in Sections 6, 7, 8)
Step 12 – Evidence Base and monitoring	EDNA produced by BE Group/Mickledore and monitoring undertaken by Warrington Borough Council	EDNA Update produced by BE Group/Mickledore and monitoring undertaken by Warrington Borough Council

Source: BE Group, 2018

## LEP Area Policy

### ***“Cheshire and Warrington Matters”*: Cheshire & Warrington LEP – Strategic Economic Plan (SEP) (Revised 2017)**

- 2.18 The vision of the revised SEP is shared across Cheshire and Warrington *“to grow our economy’s GVA £50 billion per annum by 2040”*.
- 2.19 By 2040 Cheshire and Warrington will be: *“An economy of £50 billion, be 20 percent more productive per person than the UK average, create 120,000 net additional jobs and build 127,000 new homes”*.
- 2.20 Building upon the Cheshire and Warrington LEP’s investment proposal for the Local Growth Fund, £200m is now being used *“to support a range of infrastructure, skills and innovation projects, unlocking a further £380 million of public and private investment over the next 10 years”*.
- 2.21 A number of key sector strengths will help to provide the core to future growth within

Cheshire and Warrington:

- Manufacturing
- Life Sciences
- Energy and Environment
- Chemicals
- Finance & Business Services
- Logistics and Distribution.

2.22 Within these broad sectors, Warrington is identified to have strengths in:

- Business administration and support services
- Mining, quarrying and utilities (primarily utilities)
- Transport and storage.

2.23 To help achieve these goals, The SEP has defined certain key areas of focus where growth will be focused upon (see Table 2).

**Table 2 – Growth Areas of Focus**

Priority	Outputs	Comments
Cheshire Science Corridor/ Enterprise Zone – To be an internationally renowned science and technology cluster	<i>Original Proposal:</i> 100 ha to attract 500 businesses and create almost 20,000 jobs between 2015-2040  <i>To Date:</i> 20 new companies have entered the area delivering 330 new jobs and £1 million of investment	Includes: <i>Birchwood Park</i> Location of science and engineering businesses, with recognition as being one of the most successful centres for Nuclear Services in the UK <i>Sci-Tech, Daresbury, EZ</i> Home to the Science and Technology Funding Council facility which is about to benefit from £300 million of investment in supercomputing
Mersey Dee Economic Axis – Linking the Northern Powerhouse and North Wales, particularly in businesses within the energy sector, advanced manufacturing and high-tech engineering	Generating £22 billion of GVA per year Providing 380,000 jobs from 27,000 companies A Growth Prospectus for the area was launched in spring 2017 highlighting some of the strengths of the area and the key opportunities for development.	Cheshire and Warrington to work with neighbouring authorities to develop this 'hidden gem' so that it may act as the Western representative and driver of the Northern Gateway
Constellation Partnership – To create a new	Potential to deliver 100,000 jobs and over 100,000 homes	Continued work with Stoke-on-Trent and Staffordshire SEP and local authorities to develop and implement a strategy for

Priority	Outputs	Comments
city which capitalises upon the arrival of HS2 and therefore the enhanced connectivity		growth for the area in line with the Constellation Partnership. Work is hoping to be completed in Summer 2017 (Outcomes to be seen in next refresh of the SEP)
Warrington New City – <i>Creation through completing the Warrington New Town and investing in transport and community infrastructure (Further discussed in 'Warrington Means Business' below)</i>	<i>By 2040: 27,000+ new homes 31,000 jobs</i>  <i>By 2020: 3,500 new homes, 1,000 affordable homes</i>	<i>Proposals for:</i> <ul style="list-style-type: none"> <li>• <i>A New City at the heart of the Northern Powerhouse</i></li> <li>• <i>A City-wide green network</i></li> <li>• <i>A ribbon of Blue – promoting the waterfront of the city</i></li> <li>• <i>A new central city</i></li> <li>• <i>New garden suburbs and houses for all</i></li> <li>• <i>Stronger and healthier neighbourhoods</i></li> <li>• <i>Sustainable transportation and connectivity</i></li> <li>• <i>Accessible Business and Employment Areas – jobs close to where people live and transportation links</i></li> <li>• <i>A low carbon city</i></li> <li>• <i>A smart technology city</i></li> </ul>

*Source: Cheshire and Warrington LEP, 2017*

2.24 The Atlantic Gateway is privately sector-led and contains the key project of Port Warrington. The LEP will be in support of the Atlantic Gateway ambitions where they align with the spatial priorities noted above.

2.25 Key within these projects is clearly the Warrington New City programme which forms the Council's growth aspirations for completion of the Warrington New Town. To the above figures the Warrington Means Business programme (discussed below) indicates that *"in Warrington's immediate economic gravity (SciTech Daresbury, Sandymoor, Parkside, Carrington) the following additional homes and jobs will be enabled by 2040:*

- *At least 15,000 new homes*
- *54,000 jobs."*

2.26 The impact of this policy initiative on growth is discussed further in Section 7.0.

### **Local Policy**

**Warrington's Local Plan Core Strategy (Originally Adopted 2014)**

- 2.27 Warrington's Local Plan Core Strategy is the strategic policy document which sits at the heart of the Local Planning Framework. The Core Strategy provides *"a planning framework for guiding the location and level of development in the borough up to 2027."*
- 2.28 As noted in Section 1.0, the Core Strategy housing targets set out in Policy CS2 (Quantity and Distribution of Development) have been overturned in a High Court Decision. Policy CS2 also requires that 277 ha of land for business, general industrial and storage/distribution be made available, to 2027, *"to support growth of the local and sub-regional economy."* This policy target is not affected by the High Court ruling.
- 2.29 Two strategic development locations of note are detailed in Policy CS7 (The Town Centre) and Policy CS8 (Omega and Lingley Mere). Policy CS7, seeks to support development in the Town Centre and improve its viability and vitality. *"At Lingley Mere the ongoing development of the site for primarily B1(a) and B2 uses in accordance with existing consents will continue to be supported. At Omega, Phases 1 and 2 benefit from existing consents for B1, B2, B8 development."* The whole of the 267 ha site is identified as a strategic location for economic growth. Phases being developed and those which currently remain undeveloped will contribute to the Borough's future employment land supply. *"As at 1st April 2012, 71 ha of the land at Omega was required for employment uses within the plan period. The site could accommodate between 12,000 and 20,000 jobs when fully built out."*
- 2.30 Proposals for office development at Omega will require sequential testing and market appraisal. Ancillary uses (retail, leisure, hotel and conference facilities) of an appropriate scale and nature to provide a business services hub to serve the development as a whole, will be supported. *"The Council will not support proposals to develop the strategic location which seek to develop the remaining extensive and open areas of each site in a piecemeal or disjointed manner."*
- 2.31 Policy CS9 highlights that Inner Warrington *"will continue to be the focus of development and physical change in the Borough."* Strategic locations relating to this include the Waterfront and Arpley Meadows (Policy CS10) which offers the prospect



of employment options within a housing-led, mixed use scheme. Indicative master planning, in 2008, proposed up to 2,700 new homes and 390,000 sqm of commercial space (including office and employment floorspace, a local centre and hotel), on 70 ha of land.

2.32 Also, Port Warrington, on the Manchester Ship Canal (Policy CS11) which comprises *“an existing warehouse complex and the adjoining site to the east which together have the capability to become a multi modal port facility utilising the ship canal with an opportunity for rail freight.”* Port Warrington is in the Green Belt and so careful consideration of the environmental, social and transport related impacts of any scheme will be required.

2.33 It is noted in Policy PV1 (Development in Existing Employment Areas) that *“the Council will support development, redevelopment and changes of use proposals within existing employment areas...”*, provided that the proposed use falls within the B Use Classes or related Sui Generis classifications. B1(a) office development proposals *“will need to be justified by reference to sequential testing and market appraisal to determine that the development could not be appropriately located on a more accessible central within or close to the Town Centre in accordance with the Overall Spatial Strategy.”* Subject to the assessment of local transport impacts, major warehousing and distribution developments will be primarily directed towards:

- *Appleton and Stretton Trading Estates*
- *Omega*
- *Woolston Grange.*

2.34 Where major warehousing and distribution developments are proposed outside of these areas, proposals should seek to locate development:

- *“Away from areas sensitive to heavy vehicle movement*
- *With direct access to the Primary Road Network*
- *With access to rail or the Ship Canal where possible.”*

2.35 At Fiddlers Ferry Power Station (Policy PV2) the Council will support development which *“enhances the existing employment opportunities at the facility and which continues investment in power generation and provides opportunities for the establishment of related development.”*

- 2.36 Policy PV 4 defines the importance of the Town Centre and Primary Shopping Area. Relevant development outside of the Primary Shopping Area and defined development areas, discussed below, will be subject to sequential and impact testing. Key development sites in the Town Centre are defined in Policy TC1 as:
- *“The Bridge Street and Time Square area for mixed use development including leisure, retail, cinema and office uses*
  - *The Stadium/Winwick Street area for mixed use development complementary to the Bridge Street and Time Square area*
  - *Bank Park area for mixed use small scale residential and office development*
  - *Palmyra Area and Wilson Patten Street for mixed use development including residential, offices and leisure.”*
- 2.37 Longer term development opportunities may also be considered at:
- Bank Quay and Wilderspool Causeway
  - Town Hill and Cockhedge.
- 2.38 In Policy SN6 (Sustaining the Local Economy and Services) *“the Council will seek to assist the continued viability and growth of the local economy and support the sustainability of local communities by ensuring development proposals; do not lead to the loss of viable, accessible sites and buildings used for industrial/commercial purposes or other employment generating uses in local communities.”* Farm diversification and the sustainable growth of existing businesses will also be supported.
- 2.39 Finally, Policy IW1 notes that the Council will support and promote redevelopment and regeneration opportunities along the A49 corridor, for B-Class employment uses, transport benefits and infrastructure and environmental benefits.

#### ***Employment Land Review (2016)***

- 2.40 In 2016, BE Group and Mickledore was commissioned to provide an economic development (employment land) needs study for Warrington Borough, as part of the evidence base which will inform the emerging Local Plan. It reviewed the economic performance of the Borough and informed decisions on current and future land allocations. It had the aims to:
- *“Identify the future quantity of land or floorspace required for economic development uses including both the quantitative and qualitative needs for*

*new development; and*

- *Provide an overview of the current profile of Warrington's existing employment supply and an analysis of any gaps in the current land supply in terms of quality and location."*

2.41 Key findings included that:

- In 2014, there were some 122,100 people in employment in Warrington. Sectoral strengths included business administration (which has seen strong growth), professional, scientific and technical and ICT. Manufacturing accounted for six percent of employment, equal to transport and storage
- The success of Omega over 2013-16 was a key feature of the local economy. With a realistic supply of 69.68 ha then remaining at Omega, stakeholders are considering further strategic scale sites in the Borough, particularly in South Warrington
- Local industrial need was for industrial units starting at 100 sqm and extending up to 1,000 sqm. Larger businesses were looking for industrial and warehouse units of 2,000-5,000 sqm. Demand, relative to supply, is felt to be particularly strong at Woolston Grange, and around Birchwood, although most of the main Employment Areas are performing well. There was a lack of freehold options locally
- Local office demand was for suites of 0-500 sqm, in Birchwood and Warrington Town Centre. Larger requirements can extend to 2,000 sqm and tended to be focused at Birchwood only. There is limited Town Centre stock, relative to demand, while Birchwood lacks 1,000-2,000 sqm properties, particularly freehold options
- The realistic land supply, as of 31st March 2016, comprised local supply of 34.85 ha and a strategic supply of 69.68 ha at Omega.

2.42 Three methods were used to calculate OAN:

- A forward projection of historic land take-up trends to produce strategic/local and local only projections
- Jobs growth based on Oxford Economics and Cambridge Econometrics (2016) forecast modelling (Policy Off)
- 'Policy On', sensitivity testing has been undertaken to understand the forecast growth, above the baseline, outlined in the 2014 SEP and the LEP's projections which formed part of the devolution deal then under negotiation.

2.43 The results of those forecasts are summarised in Table 3.

**Table 3 – Warrington Borough Land Forecast Models – Summary**

Model	Land Stock 2016, ha – Strategic and/or Local Supply*	Land Need 2016-2037, ha	Buffer (five years further need) ha	Surplus (Shortfall), ha	Revised Surplus (Shortfall), ha, accounting for Devolution Bid**	Assumptions
Strategic/ Local Take Up	104.53 Strategic/ local supply	307.65	73.25	(276.37)	-	Based on historic (20 years) take-up of 14.65 ha/pa. Inclusive of take-up at Omega  Compares a combined strategic/local growth rate with a strategic/local supply picture  Devolution Bid figure not applicable to take-up scenarios  <b>Of the shortfall in this scenario:</b> <ul style="list-style-type: none"> <li>• <b>117.14 ha is primarily strategic (B8 uses)</b></li> <li>• <b>159.23 ha is primarily local in nature.</b></li> </ul>
Local Take Up	34.85 Local supply	192.36	45.80	(203.31)	-	Based on historic (20 years) take-up of 9.16 ha/pa. Exclusive of take-up at Omega  Compares a local growth rate with a local only supply picture  Devolution Bid figure not applicable to take-up scenarios
Employment based on adjusted stock – Oxford Economics Model	34.85 Local supply	+64.78 Growth +41.47 Change	+15.42 +9.87	1) (45.35) 2) (16.49)	1) (102.03) 2) (73.17)	Based on 1) projected growth sectors 2) projected employment change across sectors A local growth only scenario
Employment based on adjusted stock – Cambridge Econometrics Model	34.85 Local supply	+58.79 Growth +23.83 Change	+14.00 +5.67	1) (37.94) 2) 5.35	1) (94.62) 2) (51.33)	Based on 1) projected growth sectors 2) projected employment change across sectors A local growth only scenario

Source: BE Group and Mickledore, 2016

\*Realistic land supply at 31<sup>st</sup> March 2016

\*\*Further 56.68 ha of land need.

2.44 The study market assessment and a review of the historic trends in employment change and land take up suggested that the jobs forecast models, Policy On and Policy Off, underestimated land needs significantly. The preferred forecasting method was therefore a projection forward of past take-up rates that considers both strategic and local needs.

2.45 Main study recommendations were:

- That the Council should adopt the strategic/local land take-up scenario. This suggests that the Borough has a further land need, additional to the current realistic supply, of 276.37 ha, to 2037
- Warrington Borough Council generally needs to protect its employment sites from non-employment uses, such as housing or retail
- That the Council should designate nine key employment sites and areas to be safeguarded for B Class Uses and other employment uses which achieve economic enhancement:
  - Barleycastle Trading Estate/Stretton Green Distribution Park, Appleton Thorn
  - Birchwood (incorporating Birchwood Park)
  - Birchwood Boulevard
  - Centre Park
  - Gemini, Westbrook
  - Lingley Mere
  - Olympic Park, Birchwood
  - Winwick Quay
  - Woolston Grange.
- The Council should work with neighbouring authorities on issues in which interests will overlap
- Review and monitor the employment land and premises position and undertake the study again in about five years.

2.46 Finally, the study used market evidence and past take up to split need by B-Class uses and recommend areas of search for new land supply (see Table 4).

**Table 4 — Locational Land Needs**

Need by Use Class, ha	Locational Needs/Areas of Search
B1(a): 73.14	<p><b>Warrington Town Centre and Periphery</b></p> <ul style="list-style-type: none"> <li>• Focus for meeting local needs for sub-500sqm premises, including serviced accommodation</li> <li>• Will build on the established regeneration schemes here – Stadium Quarter, Warrington Waterfront, Southern Gateway</li> </ul> <p><b>East Warrington – North or South of Birchwood</b></p> <ul style="list-style-type: none"> <li>• Birchwood identified as the Borough’s main location for large floorplate and inward investment requirements of up to 2000 sqm</li> <li>• Stakeholders supported further growth here and wished to discourage provision of a major new office centre elsewhere in the Borough that would compete with and dilute Birchwood’s offer</li> <li>• The scale of need would support additional employment land in this area, either north of Junction 11, M62 or south of Birchwood.</li> </ul>
B1(c)/B2: 14.73	<p><b>East Warrington – Locations in and around Birchwood and Woolston Grange</b></p> <ul style="list-style-type: none"> <li>• Strong stakeholder support for greater provision in East Warrington</li> <li>• Woolston Grange is a key industrial centre for the Borough with ongoing demand for land and accommodation that is not being met. Birchwood also remains a strong focus for B1(c)/B2 demand with recent successful development of speculative premises in Birchwood Park</li> <li>• There remains some scope for industrial refurbishment/redevelopment at Birchwood, with Trident Business Park identified as a key location</li> <li>• Additional land in the Birchwood area could also provide growth opportunities for Woolston Grange.</li> </ul> <p><b>M56 Corridor Focused at Barleycastle Trading Estate/Stretton Green Distribution Park, Appleton Thorn</b></p> <ul style="list-style-type: none"> <li>• Stakeholder support for further local industrial opportunities in South Warrington, alongside the strategic provision discussed below</li> <li>• The main brownfield growth opportunities are likely to be found in the development of the open storage yards in the south of the area, along Lyncastle Road.</li> </ul>
B8 Strategic Demand: 117.14	<ul style="list-style-type: none"> <li>• Most logistics in Warrington is 100 percent road related and immediate motorway access is essential for any site looking to replicate the success of Omega and compete with other emerging motorway linked schemes elsewhere in the North West.</li> </ul> <p><b>M62 Corridor</b></p> <ul style="list-style-type: none"> <li>• Locations on the M62, which link to the existing critical mass of Omega would be desirable for new strategic sites.</li> </ul> <p><b>M56 Corridor</b></p> <ul style="list-style-type: none"> <li>• Stakeholders showed strong support for the provision of a new strategic site(s) along the M56 Corridor. Although this would likely require some Green Belt release the advantages include a greater body of potentially available land; links to the crucial Manchester-North Wales Corridor; the ability to build on the existing logistics base of Barleycastle Trading Estate/Stretton Green Distribution Park and the ability to provide greater employment opportunities in the south of the Borough</li> </ul> <p><b>Port Warrington and Surroundings</b></p> <ul style="list-style-type: none"> <li>• A sub-set of the general need, focused on the Manchester Ship Canal and Port Warrington. The Liverpool LEP expect traffic along the Ship Canal to reach 30,000 containers a day, while growth pressures are already in evidence at Port Runcorn, which is now at capacity, and Port Salford which is seeing further development of food logistics.</li> </ul>
B8 Local Demand: 47.49	<ul style="list-style-type: none"> <li>• Local warehousing demand is for properties of up to 5000 sqm, on sites of 1.3 ha or over.</li> <li>• At the larger end, the locational needs of local B8 space will generally overlap with strategic, discussed above</li> </ul> <p><b>East Warrington – Locations in and around Birchwood and Woolston Grange/ M56 Corridor Focused at Barleycastle Trading Estate/Stretton Green</b></p>

Need by Use Class, ha	Locational Needs/Areas of Search
	<p><b><i>Distribution Park</i></b></p> <ul style="list-style-type: none"> <li>• Smaller scale need will overlap with B1(c)/B2 requirements as many larger manufacturing operations now incorporate elements of B8 storage</li> <li>• Woolston Grange has been a historic centre for small-mid-sized logistics operations. South Warrington, Barleycastle Trading Estate/Stretton Green Distribution Park support strong cluster of logistics operations. Future B8 land allocations should look to build on these established locations</li> </ul>
Mixed: 23.87	<ul style="list-style-type: none"> <li>• Most take up will be for B1(c), B2 or smaller B8 space. This will be subject to the same locational requirements as the other local industrial-warehouse uses described above.</li> </ul>

Source: BE Group, 2016



2.47 The next section considers how the recommendations of EDNA 2016 have been carried into the emerging Borough Local Plan.

***Preferred Development Option: Regulation 18 Consultation (2017) and How it Meets EDNA 2016 Recommendations***

2.48 The Preferred Development Option (PDO) sets out the Council's spatial plan for Borough-wide growth over 2017-2037. It is based around four stages of analysis:

- Stage 1. Confirm Warrington's development needs and associated land requirements
- Stage 2. Define the Strategic Objectives for the Local Plan
- Stage 3. Assess high level spatial options to accommodate development
- Stage 4. Assess options for main development locations.

2.49 Relevant Strategic Objectives under Stage 2 are:

- *“W1 To enable the transition of Warrington from a New Town to a New City through the ongoing regeneration of Inner Warrington, the delivery of strategic and local infrastructure, the strengthening of existing neighbourhoods and the creation of new sustainable neighbourhoods whilst:
  - *delivering a minimum of 22,260 new homes (equating to 1,113 per year) between 2017 and 2037,*
  - *supporting Warrington's ongoing economic success by providing 381 ha of employment land between 2017 and 2037.**
- *W2 To facilitate the sensitive release of Green Belt land to meet Warrington's long term housing and employment needs, whilst ensuring the revised Green Belt boundaries maintain the permanence of Warrington's Green Belt in the long term.*
- *W3 To strengthen and expand the role of Warrington Town Centre as a regional employment, retail, leisure, cultural and transport hub, whilst transforming the quality of the public realm and making the Town Centre a place where people want to live.”*

2.50 Table 5 looks at those stages, the linkages to ENDA 2016 and any issues emerging.

**Table 5 — The PDO and its Relationship to EDNA 2016**

PDO Policy	EDNA Recommendations	Comments
<b>Stage 1 - Development Needs and Associated Land Requirements</b>		
<p>Growth will reflect SEP and Warrington Means Business Regeneration Programmes (the latter discussed below) as part of a transition from a New Town into a New City. Targets are (presently) 1,113 dwellings/year and 381 ha of employment land. Around a third (130 ha) of the employment land target will be met in the urban area, the remainder (251 ha) through Green Belt Release.</p>	<p>Reflects identified OAN for employment of 380.90 ha, to 2037.</p>	<p>Net need is 276.37 ha after existing supply, at March 2016, is removed.</p>
<p>Proposal to remove sufficient land from Green Belt, and safeguard it, for a further 10 years supply, i.e. 2038-2047. In terms of employment land, a five-year buffer at 14.65 ha/year is already allowed for in need calculations, in addition to the initial 2017-2037 requirement. Thus, the further employment land requirement, to 2047, will only be for another five years, i.e. 73.25 ha, extended to 76.20 ha. 71 percent of this will be in the Green Belt.</p>	<p>Partially reflects the recommendation of a five-year buffer of land supply, on top of initial OAN to allow choice and continuation of supply, post 2037.</p>	<p>Provides a 'way forward' for growth after the Local Plan period. Providing a case for Green Belt Release this far in the future may prove challenging however, as it is beyond the forecast period of EDNA and other evidence base documents. Inspector will likely wish to ensure that such land is genuinely safeguarded for the long term and will not be accessed for emergency circumstances (i.e. a failure to maintain 5-year housing supply). Developers are also expected to apply strong pressure for its early release. Employment land need for safeguarded land based on 15.24 ha/year of need. Unclear how this figure is derived given average needs in EDNA 2016 is 14.65 ha/year.</p>
<b>Stage 3. Assess high level spatial options to accommodate development</b>		
<p>Three Options were considered:</p> <ul style="list-style-type: none"> <li>• Option 1 - Green Belt release only in proximity to the main Warrington urban area</li> <li>• Option 2 - Majority of Green Belt release adjacent to main urban area with incremental growth in outlying settlements</li> <li>• Option 3 - Settlement extension in one or more settlement with remainder of growth adjacent to the main urban area.</li> </ul> <p>Option 2 is preferred as this <i>"enables the majority of growth to be delivered adjacent to the main urban area, contributing positively to the Plan Objectives. It also enables incremental housing growth in the outlying settlements to support local services and widen local housing choice without compromising their character. This will also assist in overall Plan delivery by promoting a larger number of smaller sites which are likely to be deliverable early in the Plan period."</i> This was subsequently linked to a <i>"Garden City Suburb of approximately 6,000 homes and an urban extension to the south west of Warrington of up to 2,000</i></p>	<p>N/A</p>	<p>-</p>

PDO Policy	EDNA Recommendations	Comments
<i>homes.”</i>		
<b>Stage 4. Assess options for main development locations.</b>		
<p><i>Employment Land Location 1: City Centre – 26.95 ha</i> Reflects Warrington Mean Business City Centre Masterplan (discussed below) Assumes 0.36 ha of existing supply at Station Quarter, plus 26.58 ha of further supply. To be delivered in years 0-15 of the Plan.</p>	<p>Reflects recommendation that B1(a) office need (some 73 ha of net need) should be met in Warrington Town Centre and Birchwood, reflecting demand.</p>	<p>Town (City) Centre is a focus for meeting local needs for sub-500sqm premises, including serviced accommodation</p>
<p><i>Employment Land Location 2: Wider Urban Area (existing supply) – 92.42 ha</i> Birchwood, Omega and Woolston will continue as strategic employment locations. To be delivered in years 0-15 of the Plan</p>	<p>Reflects estimate of current land supply, reduced from 104.53 ha in 2016 EDNA.</p>	<p>This (2018) Study suggests a current realistic land supply of 91.41 ha (see Section 4.0). i.e. very close to PDO estimate.</p>
<p><i>Employment Land Location 2: Land at Warrington Waterfront – 110.23 ha</i> Incorporates Port Warrington which will provide a key distribution centre of around 200,000 sqm. The final development site layout will need to be amended following confirmation of the preferred route of the Western Link. To be delivered in years 0-10 of the Plan</p>	<p>Reflects identification of Port Warrington as a strong location for (primarily) B1/B2/B8 Strategic development by property market stakeholders.</p>	
<p><i>Employment Land Location 3: Land at M56 Junction 9 (Garden City Suburb) – 116.80 ha</i> A major new employment area as an extension of the existing Appleton Thorn / Barleycastle estates at the intersection of the M6 and M56. To be delivered throughout the Plan Period</p>	<p>Reflects identification of South Warrington, M56 Corridor as a strong location for B1/B2/B8 Local/Strategic development by property market stakeholders.</p>	<p>Ongoing strong evidence of developer and market demand at this location, shown throughout this 2018 Study.</p>
<p><i>Additional Employment Land Location: Land adjacent to Omega – 43 ha</i></p> <ul style="list-style-type: none"> <li>• Call for sites – 43 ha</li> </ul> <p>Potentially also westward extension (within St Helens) – 30 ha</p>	<p>Options for Omega growth in St Helens put forward.</p>	
<p>Overall potential Supply 346.40 ha in defined locations. Potentially another 43 ha around Omega – 389.40 ha.</p>	<p>Meets identified OAN.</p>	<p>M62 growth options, west into St Helens identified as separate.</p>

Source: WBC and BE Group, 2016-2018

- 2.51 Overall the PDO reflects the 2016 EDNA OAN of 380.90 ha to 2037, and the foci of new land allocations – Town Centre, existing Employment Areas, Warrington Waterfront and Land at M56 Junction 9 – reflects the recommended areas of search in that study. Joint allocations with St Helens at Omega represent further growth options, combined with that Borough.
- 2.52 Further recommendations in EDNA concerned protecting key Employment Areas from further losses to housing (see above) and this would be a useful further policy focus. Proposals to release Green Belt land for safeguarding to meet housing and employment needs post 2037 will require further clarification and evidencing.

***Warrington Means Business and Strategic Update on Projects (Revised 2017)/  
Warrington City Centre Masterplan (2017)***

- 2.53 Warrington Means Business is the Council's (Warrington & Co's) programme of development to aid in the economic growth in the Borough. This 2017 Report updates the 2013 Warrington Means Business issue. The document also refreshes and updates the Warrington Regeneration Framework (2009).
- 2.54 The document identifies 'Warrington New City is the Council's growth aspiration. By 2040, the growth directly enabled by the Warrington New City programme will comprise a minimum of:
- 26,000 new homes (including 7,800 affordable homes)
  - 31,000 jobs.
- 2.55 By 2020 there will be 2,700 homes, 800 affordable. In Warrington's immediate economic gravity (including SciTech Daresbury, Sandymoor, Parkside and Carrington) the following additional homes and jobs will be enabled by 2040:
- At least 15,000 new homes
  - 54,000 jobs.
- 2.56 The relevant components of the Warrington Means Business programme are to:
- *“Regenerate and develop the town centre as the vibrant and colourful heart of the New City – a new City Centre*
  - *Create the best in new business locations and support existing business areas*
  - *Provide the new infrastructure to enhance Warrington's connectivity and to*

*support growth, as well as improving network resilience and tackling congestion – connected economic growth*

- *Provide a skilled local workforce to fuel the new job creation and enable local people to benefit from Warrington’s economic success.”*

2.57 Warrington Town Centre will be a key focus for activity and projects are discussed further in the Warrington City Centre Masterplan below. Within the central area, new business floorspace is proposed at:

- Stadium Quarter – A new central business district opposite Central Station and the Bus Interchange building upon The Base and University Technical College
- Bank Quay Rail Hub – Offices as part of the redevelopment of the station ultimately linked to the proposed intersection of the HS2/West Coast Main Line and Northern Powerhouse Rail (HS3) and other local and regional rail routes
- Southern Gateway, Riverfront – A location for new office development overlooking the proposed new Riverfront Plaza
- Port Warrington in the Waterfront – New port based offices, logistics and manufacturing.

2.58 Core components of the strategy which are relevant to this study are summarised in Table 6.

**Table 6 – The Warrington Means Business Programme – Relevant Components**

Component	Comments
Warrington East	<ul style="list-style-type: none"> <li>• Birchwood is part of the Cheshire Science Corridor Enterprise Zone (EZ). Warrington and Co. will work closely with the site owners and businesses to fully harness the advantages of the EZ to ensure this area develops and thrives into the future</li> <li>• The Council is investing and enhancing the capacity of Birchwood’s highway and rail infrastructure to provide enhanced capacity for this growth. The EZ will enable the council to provide further highway improvements</li> <li>• Warrington &amp; Co. will work with investors and businesses to upgrade and modernise Woolston Grange Industrial Estate to enable it to compete and thrive</li> <li>• The major large-scale development at Carrington in Greater Manchester is within Warrington’s wider economic gravity and is progressing, with a mix of housing and employment uses proposed. The Council will work positively with its neighbours to ensure Carrington is a success.</li> </ul>

Component	Comments
Warrington West	<ul style="list-style-type: none"> <li>• Omega has created over 5,000 jobs in the logistics and manufacturing sectors over the last two years. Omega's Logistics and Manufacturing Park is almost full</li> <li>• The Business Park element of Omega is currently awaiting the market conditions for this form of development to improve, however is available with outline planning consent for bespoke investors</li> <li>• The housing and mixed-use 'village centre' components on Omega South are progressing and following consent will progress to delivery in 2016</li> <li>• Lingley Mere Business Park now only has a few business plots available. The housing component on Lingley Mere has now been granted planning permission for 275 new homes.</li> </ul>
Warrington North	<ul style="list-style-type: none"> <li>• Winwick Road Corridor: Warrington and Co. are working with land owners and investors to redevelop, modernise and enhance the image and townscape quality of this important gateway corridor into the city</li> <li>• Parkside: St Helens, Langtree and the Liverpool City region Combined Authority are progressing the development of the former colliery site as a major new business site – focusing on logistics and distribution with strategic rail connection.</li> </ul>
Warrington Waterfront	<ul style="list-style-type: none"> <li>• Port Warrington for logistics and port based businesses – an opportunity for over one million sqft of new port-based logistics development</li> <li>• City Centre 'Central Business Districts' at: <ul style="list-style-type: none"> <li>○ Stadium Quarter (phase 1)</li> <li>○ Southern Gateway (adjacent to the River Mersey)</li> </ul> </li> </ul>
Warrington South	<ul style="list-style-type: none"> <li>• Stretton: Barleycastle, Appleton Thorn trading estates– a key location on the intersection of the M6 and M56 of potentially national significance</li> <li>• Sci-Tech Daresbury: Based on its Enterprise Zone status is one of just two National Science and Innovation Campuses together with the potential for large scale housing development at adjacent Sandymoor</li> <li>• Airport City (Greater Manchester) Is progressing at pace as a major cargo-based employment zone.</li> </ul>

Source: Warrington Borough Council/Warrington & Co, 2017

## Neighbourhood Policy

### ***Appleton Parish Thorn Ward Neighbourhood Development Plan to 2027 (Amended Version, May 2017)***

2.59 Appleton Parish Council successfully applied to Warrington Borough Council in 2015 for designation as a neighbourhood area. A Neighbourhood Plan has since been produced to proposed modifications stage. The designated area covers 601 ha, 46.4 percent of the Appleton Parish.

2.60 Policy AT-E1 (New Local Employment Opportunities) indicates that new development should:

- “(a) Give priority to the conversion of an existing building where this option exists*
- (b) Are of a scale appropriate to the area*
- (c) Do not have a detrimental impact on surrounding residential character and amenity*
- (d) Do not lead to the loss of open space or green infrastructure*
- (e) Have a good connection to the highway network and are acceptable in terms of highway safety and parking provision.”*

2.61 The preferred locations for employment development are Appleton and Stretton Trading Estates.

### **Summary**

2.62 Priorities in national planning policy are, and are expected to remain:

- Setting a clear target and vision for local economic growth
- Supporting development in sustainable locations to meet the full range of business needs, with policy actions based on a clear and up to date evidence
- Avoiding long term protection of sites/properties not deliverable for B-Class use whilst, conversely, strengthening protection of key employment sites/areas

2.63 LEP area targets, to 2040, are for: *“An economy of £50 billion, be 20 percent more productive per person than the UK average, create 120,000 net additional jobs and build 127,000 new homes”*. Key will be Warrington New City proposals for 27,000+ new homes and 31,000 jobs, *“completing the Warrington New Town and investing in transport and community infrastructure.”*

2.64 The Core Strategy requires that to the 277 ha of land for business, general industrial and storage/distribution be made available, to 2027. This includes the strategic site at Omega and Lingley Mere, which extends to some 267 ha overall. Other strategic locations in the Borough, with potential for B-Class development, include the Waterfront and Arpley Meadows as well as multi-modal facilities (existing and proposed) at Port Warrington, on the Manchester Ship Canal.

- 2.65 Core Strategy assessments of need were updated by the 2016 EDNA study, completed by BE Group and Mickledore. This identified an OAN, to 2037, of 380.90 ha (276.37 ha less supply than available). New allocations of employment land should be focused in East Warrington, the M62 Corridor, Warrington Town Centre, Port Warrington and the M56 Corridor area at Barleycastle. Generally, there is a strong ongoing demand for industrial/warehouse space, including strategic options, along with more modest office needs.
- 2.66 The Council have broadly taken forward these spatial recommendations in the emerging Local Plan Preferred Development Option.
- 2.67 Regeneration is focused on the Warrington Town Centre and Warrington Waters. Within this area, new business floorspace is proposed at Stadium Quarter, Bank Quay Rail Hub, Southern Gateway, Riverfront, Port Warrington in the Waterfront.



## 3.0 PROPERTY MARKET ASSESSMENT

### Introduction

- 3.1 This section provides a consideration of the demand for land and property in Warrington, updating the same exercise completed for the 2016 EDNA. As in 2016, it first provides some brief comments on national and regional market trends which will impact on the local demand for land and premises. The local market is assessed through a quantitative review of property enquiries, deals done and the local supply of vacant premises alongside up to date market intelligence derived from consultations with a range of developers, scheme managers and property agents.

### National and Regional Property Markets

- 3.2 Some brief comments on the wider market are first provided below, informed by recent national and regional research. These allow for national market changes since 2016, and the impact of key events such as Brexit.

#### **Industrial Market**

- Judging by market activity in 2017, occupiers appear to have been unconcerned by the uncertainty posed by Brexit, and UK-wide industrial take-up was relatively respectable in 2017, only two percent short of the five year annual average (Lambert Smith Hampton, 2018)
- 'Mid box' units (5,000 – 10,000 sqm) were 2017's star performer, recording its second strongest year of take-up on record behind 2015. Meanwhile, activity in the small and medium-sized sectors was relatively consistent, improving five percent on 2016 and exactly in line with the five-year average
- UK-wide industrial supply fell for a seventh successive year, leaving the UK vacancy rate at a new all-time low of 4.4 percent. However, supply fell at a much more modest rate compared with previous years, and this may be a sign that a degree of equilibrium is returning to some parts of the market
- With supply remaining tight, momentum in rental growth was maintained during 2017. Prime rents across the UK's 60 key markets increased by 4.9% on average, while some locations have seen exceptional growth over the past two years (especially in London and the South East)
- LSH anticipates an increase in the number of units above 5,000 sqm that will come forward speculatively across the UK in 2018. Furthermore, reflecting renewed interest in multi-let investments, development has picked up significantly at the smaller end of the market.

***Warehouse Market***

- The logistics sector has changed significantly within the past decade. The advent of ecommerce, increasing consumer demands, technological advances, changes in retail segmentation and the drive for operational efficiencies will continue to shape the sector over the medium term (Lambert Smith Hampton, 2018)
- While some challenges linger on the horizon relating to Brexit and pricing concerns, strong market fundamentals support an optimistic outlook for the UK logistics sector. As the UK braces for Brexit, strong eCommerce growth will continue to drive demand for different logistics solutions – including larger fulfilment centres and “last-mile” depots. Some developers are testing the waters and launching new innovative concepts, including the UK’s first three-story and underground warehouses, in East and West London respectively and it is expected that the UK will see more of these schemes going forward (Cushman and Wakefield, 2018)
- The North West remains the logistics market leader in the UK, with the highest amount of supply. The quality balance of logistics supply has slowly been shifting, and Grade A stock made up 30% of all units on the market in 2017, up from 15% of the market in 2016. (Savills, 2018). However, based upon recent take-up levels of good quality units, the region has just 1.5 years’ worth of supply for Grade A units, the lowest of any region outside of the M25
- Levels of poor quality stock has also decreased. Whilst there has been some occupier demand in this category, landlords are now choosing to withdraw or refurbish the stock that has little occupational demand
- Despite take-up levels falling below the long term average, the amount of deals stood broadly in line with the long-term average and this demonstrates that there is still a strong level of churn in the market. In 2017 second hand units accounted for 64% of all deals compared to the long-term average of 44 percent
- The level of ‘build to suit’ in the North West also fell to its lowest level since 2009, which has ultimately contributed to the below average take-up. The average size deal also fell.

**Office Market**

- The North continues to have one of the highest concentrations of SMEs of any UK region, and SMEs continued to dominate office letting activity, with above average take up for smaller units. 82 percent of transactions in the first three quarters of 2017 were deals below 500 sqm, according to LSH's Northern Powerhouse Office Market Report
- The report also shows that the diversity of the region's economic capabilities, with employment high across the North in areas such as professional services, public sector, technology and media, and science and engineering
- With the Government committed to supporting local businesses, including the Northern Powerhouse Investment Fund, SME activities are thriving in northern cities such as Manchester, Liverpool and Salford (LSH, 2017)
- Furthermore, despite political and economic uncertainty, improving confidence spurred increasing investment levels, and Q3 of 2017 was amongst the strongest quarters on record
- Prime yields decreased in most Northern office locations (except for Leeds and Salford Quays). Warrington is amongst the locations expected to see growth in the coming months
- However, despite the dominance of SMEs, most recent new office development is aimed at larger companies with sole occupancy of larger floorplates
- As demand for offices grows, more development, of all sizes, is needed, particularly as both total office availability and levels of speculative development are in decline
- The serviced office market is also growing and evolving – 2017 serviced office take up across the UK saw a 157 percent increase on 2016, according to Savills. There has also been a boom in the number of serviced office providers over the last few years as well as the amount of centres they have opened
- Fuelled by the rise in popularity of 'coworking' spaces from the likes of Work: Life and WeWork, the somewhat dated business model of the serviced office market is also undergoing a massive shake-up (LSH, 2017)
- There are a number of key drivers behind the rise of serviced office space. The expansion of the technology sector is one reason - with firms requiring flexibility, which in most cases conventional offices do not offer. Other key drivers include increased demand for short-term leases, in part due to economic instability in Europe. Furthermore, with decreasing Grade A vacancy rates and a shortage of modern, offices suitable for SMEs/start-ups, it is resulting in an increase in the number of companies considering serviced office space (Savills, 2018).

3.3 Local research published while this study was being completed, by Colliers International, shows rents for prime industrial and logistics locations of more than 10,000 sqm in Warrington had increased by almost a third in five years, from £51/sqm in 2013 to £67/sqm today. The current high was achieved in a pre-let of 32,000 sqm at Mountpark, Omega to Royal Mail in July 2018. This is against a North West average of £64/sqm, rising to a regional maximum of £70/sqm in Manchester. It is estimated that headline rents of £73/sqm will be achieved at prime industrial and logistics sites in Warrington by the end of 2018.

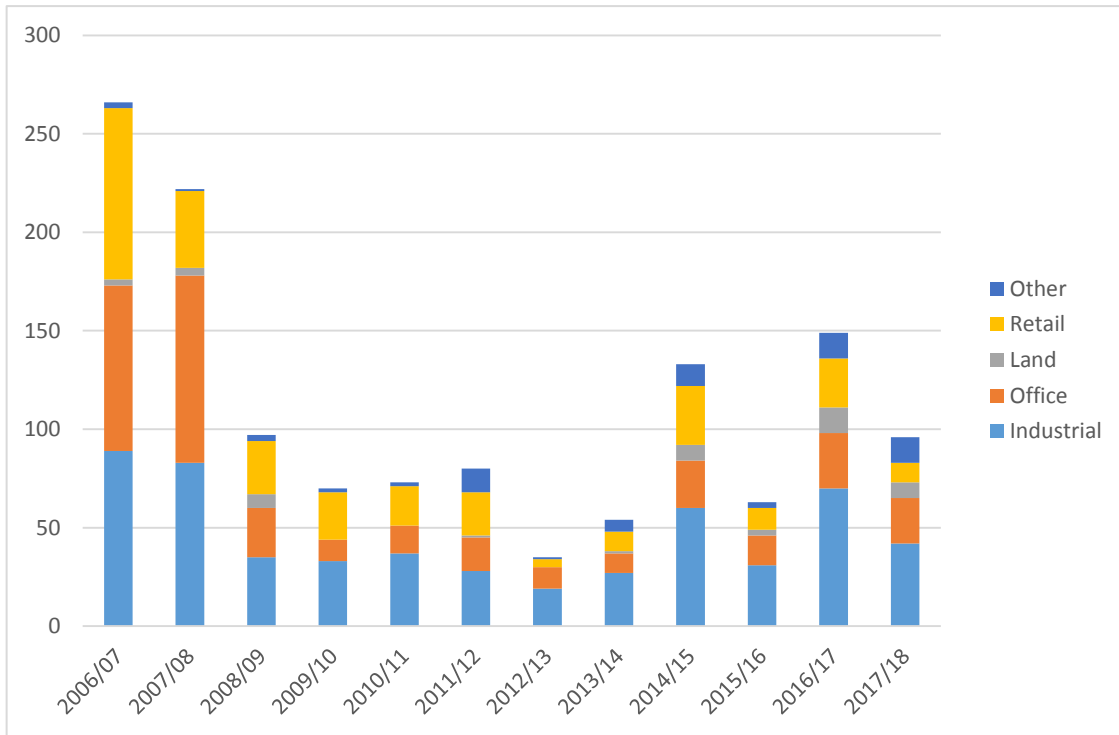
- 3.4 Demand for prime sites is driven by investment from large companies in sectors including automotive, food distribution and manufacturing, online retail, medical and pharmaceutical, modular building providers, self-storage specialists, parcel carriers and packaging firms. The high rents achieved in Warrington reflect the Borough's position at the centre of the region's communications network and ongoing declines in supply, with the availability of big sheds in the North West having declined by two thirds since 2010.

### **Local Property Market**

#### **Public Sector Enquiries**

- 3.5 Enquiries data has been provided by the Council (Warrington and Co.) for 2006 onwards. This data gives no indication of preferred locations and instead categorises enquiries by property type. However, it must be highlighted that due to this form of categorisation, duplication was present where companies had indicated a preference for multiple property types. Where possible this has been corrected, but the data should still be taken as an indicative measure of local demand only. Also, 1,338 enquiries represent only a modest sample of the total demand for land and property across the Borough over the last decade.
- 3.6 Figure 1 sets out a year by year analysis of enquiries by property type for Warrington between 1st June 2006 and 31st May 2018. Over this period 1,338 enquiries were received for the Borough, with industrial premises accounting for 41.4 percent. Office enquiries account for 27 percent of all enquiries since 2006. There were very few land requirements (3.6 percent).
- 3.7 From a peak in 2006/07, enquiries dropped sharply from 2008/09 onwards. While the scale of the drop may partly be accounted for by changes in how enquiries are collected and recorded by the Council, the impact of the national recession on industrial and office demand, is still in evidence. Enquiries remained low for all types of property over the recessionary period and reducing to only 35 in 2012/13. Demand has increased after that point, with a peak of 133 in 2014/15. This updated analysis shows an even higher peak of 148 in 2016/2017 indicating, with some fluctuation, ongoing demand growth. An increase in enquiry levels is evident for all types of property.

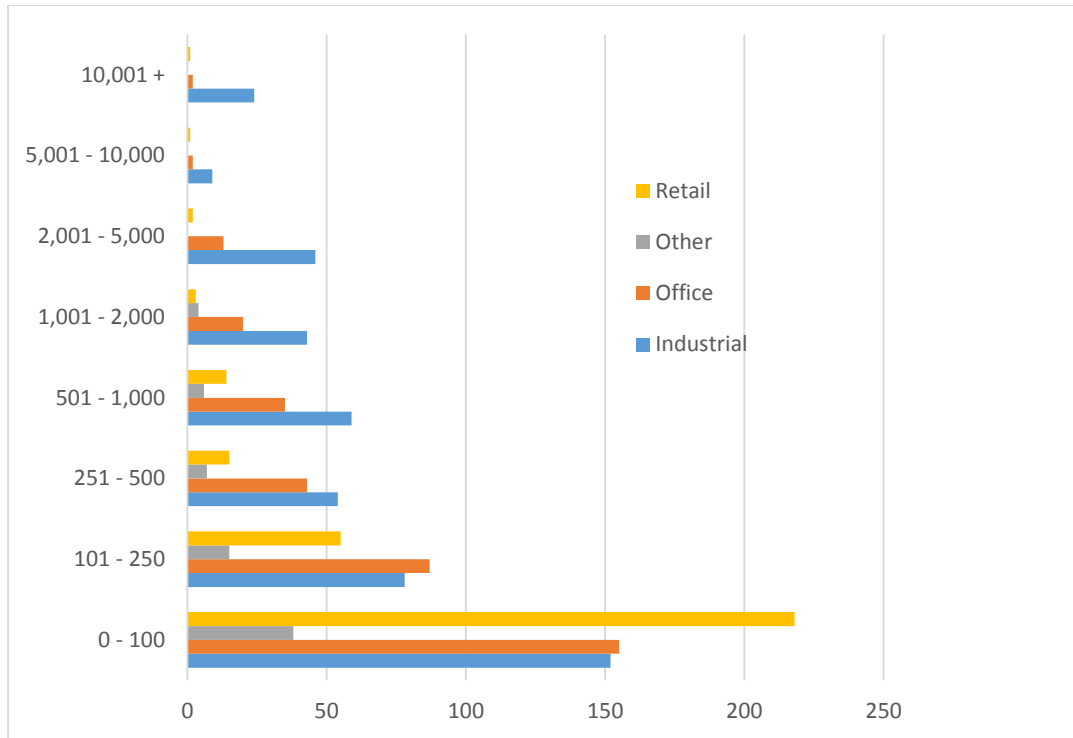
**Figure 1 – Council Enquiries 2006-2018, Type**



Source: Warrington and Co, 2018

3.8 Figure 2 shows that most enquiries, where a preferred size was stated, were for properties at the smaller end of the scale and almost half wanted units of 0-100 sqm. In the industrial sector, there is reasonable evidence of demand for premises up to 5,000 sqm. For offices, the bulk of the demand is for properties up to 2,000 sqm and few sought retail options larger than 100 sqm in size. Few enquired about land, but those that did generally sought plots of less than 2.0 ha.

**Figure 2 – Council Enquiries 2006-2018, Sizes**

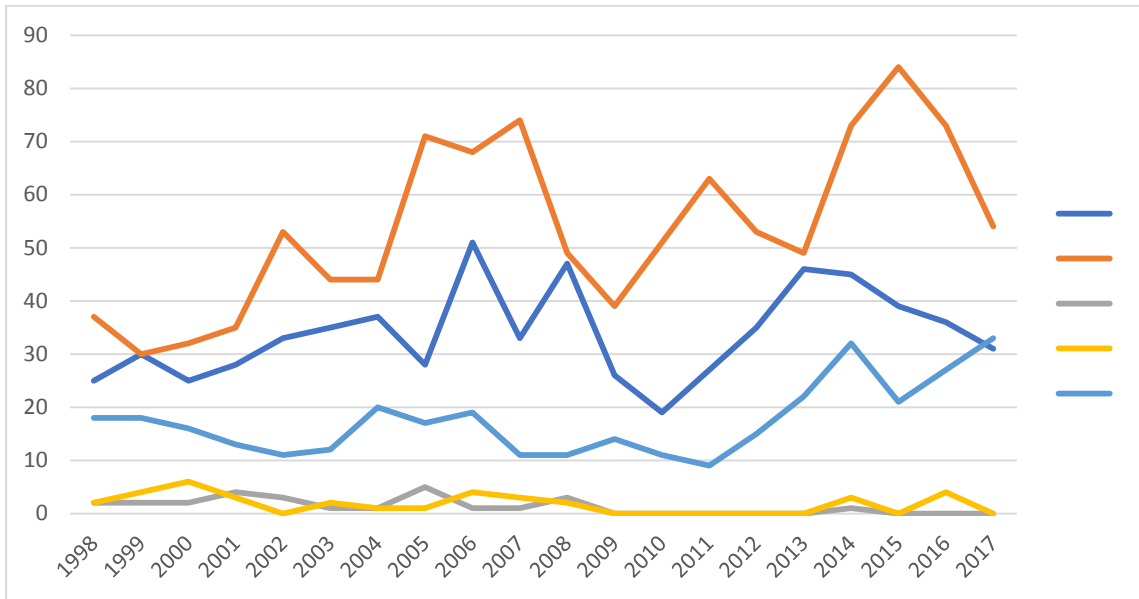


Source: Warrington and Co, 2018

### Property Deals

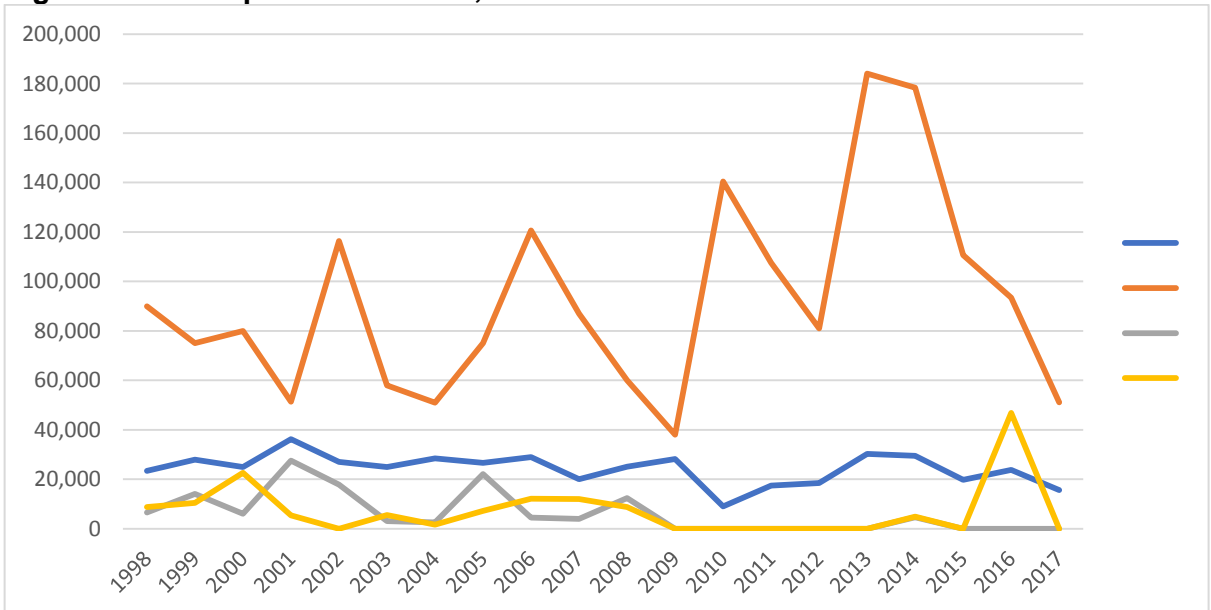
3.9 For the last 20 years, since 1998, BE Group has researched and written an annual review of Warrington’s economy and property market. This covers investment, industrial, office, retail and residential markets. It records office, industrial and investment deals, of more than 200 sqm, completed in the preceding year. Figure 3 summarises that transaction information, from 1998 to 2017, with data for the latter being recorded in the 2018 Property Review. Figure 4 shows the amount of floorspace being transacted annually, over the same period.

**Figure 3 – Number of Deals by Property Type, 1998-2017**



Source: BE Group, 2018

**Figure 4 – Floorspace Transacted, 1998-2017**

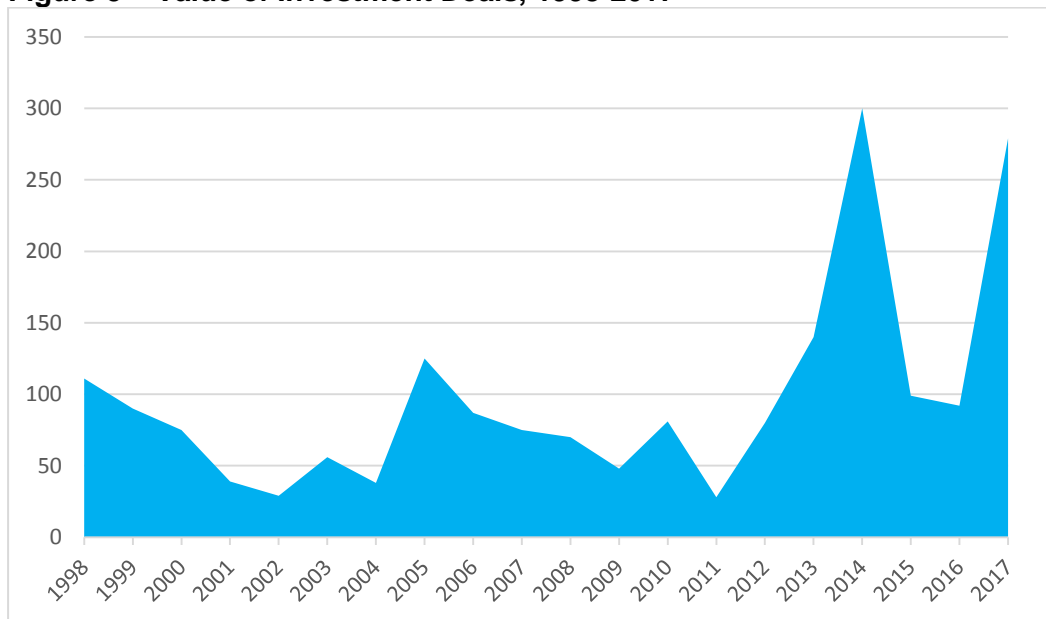


Source: BE Group, 2018

### **Investment Deals**

3.10 There has been a total of 350 investment deals over 1998-2017 in Warrington property, representing £1.9 billion of investment value. Figure 5 shows the levels of value achieved on investment deals, annually. Over that 20-year period an average of 18 deals were recorded each year, with an average annual investment total value of £97 million. There was a noticeable drop in local investment activity over 2007-2011, which reflects the period of national recession. Over that period, only 9-14 deals were recorded annually, achieving an average value of £60.4 million.

**Figure 5 – Value of Investment Deals, 1998-2017**



Source: BE Group, 2018

3.11 Since 2012, Warrington’s investment market has recovered well, with a peak of 32 deals recorded in 2014, generating £300 million in investment value, where market activity in that year included the sale of the Golden Square Shopping Centre, for around £141 million, and the sale of Birchwood Park. 2017 saw another peak in investment, with 33 deals generating £279 million – with this figure including the resale of Birchwood Park, this time to the Council. Annually, most of the transactions related to either office or industrial property investments, although 2014/15 saw strong investment in logistics property, reflecting the trend nationwide.

### **Office Deals**

3.12 There has been a total of 676 office property deals since 1998, greater than 200 sqm in size each, comprising 486,137 sqm of space. An average of 34 deals, in around 24,000 sqm of floorspace, was recorded annually. The proportion of freehold deals



within that varied, but in recent years around a quarter of transactions annually were sales.

- 3.13 Market activity decreased in the recessionary years 2009-2012, before recovering well, with the number of deals in 2013/14 approaching pre-recession peaks. Deals since that time have reduced and 2017 saw the lowest office total floorspace take-up seen since 2010. This is felt to be partly due to reducing levels of good quality stock and a lack of freehold space available, rather than a lack of demand. Current economic uncertainty does mean that some companies are postponing relocation/expansion decisions, but this has yet to prove a major break on market activity.

### ***Industrial Deals***

- 3.14 There has been a total of 1,076 industrial deals over 1998-2017, greater than 200 sqm each, and occupying 1.85 million sqm of space. The average annual transaction rate was 54 deals/year, taking up an average of 92,452 sqm of floorspace each year. On average 15-25 percent are freehold. Deal rates have fluctuated over the 18-year period, with more limited activity over 1998-2001 and to a lesser degree over 2003/04 and 2008/09. Compared to other sectors, the reduction in market activity over the recent national recession was relatively modest.
- 3.15 Whereas 2015 saw a peak in industrial deals and 2013 saw the greatest floorspace take-up, 2016 and 2017 saw sharp declines in terms of both number of deals and total floorspace transacted and indeed the rate of floorspace take-up in 2017 has not been as low since 2004. Again, this is felt to be firstly a measure of the local lack of industrial floorspace, rather than evidence of a significant drop in demand. Furthermore, totals for the years 2013-2015 were inflated by strategic deals at Omega. 2016/17 activity was more strongly local in scope.
- 3.16 Winwick Quay and Woolston continue to dominate in terms of market deals.

### ***Speculative Deals***

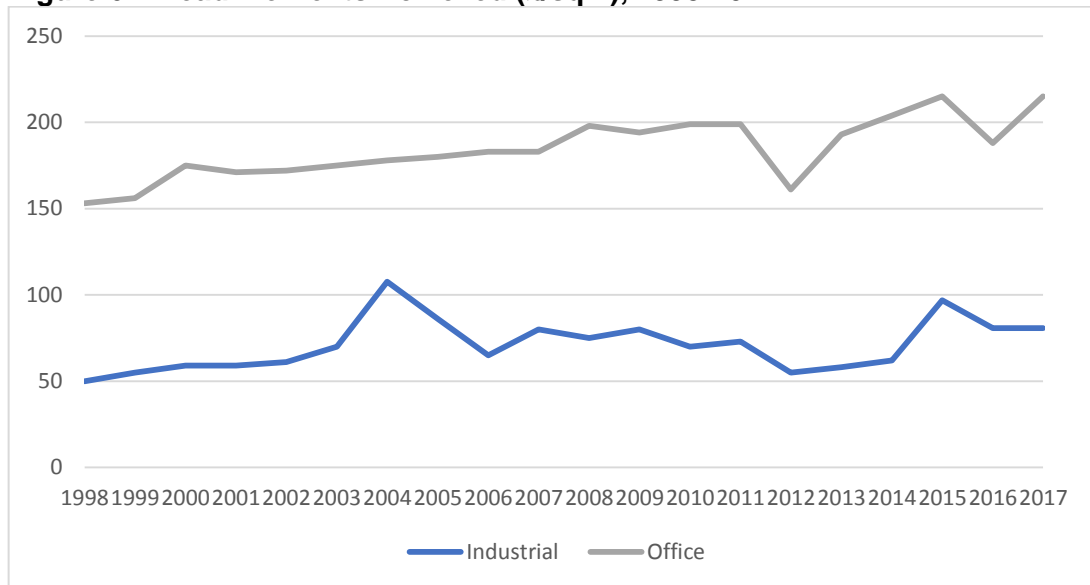
- 3.17 Since 2008, speculative activity for both office and industrial property has been largely non-existent. That has begun to change more recently however, with the completion in early 2016 of The Base office scheme in Warrington Town Centre and some speculative delivery of industrial/warehouse units at Birchwood Park (Site 367:

The Quadrant (South), Birchwood Park). Deals in these schemes were recorded in the 2017 Property Review.

**Headline Rents**

3.18 Figure 6 shows the headline rents achieved annually, for Warrington’s industrial and office properties. In terms of office rents, the data shows reasonably steady growth from 1998, which saw a headline rate of £153/sqm, to 2010/11 when £199/sqm was achieved. This represents an annual growth rate of some 2.3 percent. 2012 saw headline rates decrease by a fifth to £161/sqm, before increasing again in 2013 to £193/sqm. Growth then fluctuated between 2014 and 2017, where it returned to its peak of £215/sqm. As with in 2015, 2017’s prime rent was set at Bridgewater Place, Birchwood Park. Across the whole 20-year period the average annual growth rate was 2.0 percent.

**Figure 6 – Headline Rents Achieved (£/sqm), 1998-2017**



Source: BE Group, 2018

3.19 The pattern for industrial prime rents has been more uneven. Steady growth was recorded over 1998-2002, equating to around 2.8 percent a year. However, the subsequent three years saw a spike in prime rental levels, peaking at £108/sqm in 2004. Rents dropped back in 2005/6 and fluctuated between £70-85/sqm over the next five years until, as with offices, a sharp drop of almost a third was recorded in 2012. Growth returned in 2013 and as of 2015 prime rents appeared to be returning to their 2004 peak, with a headline rate of £97/sqm recorded. However, rents decreased to £81/sqft in 2016 and remained at this level in 2017. The average annual growth rate over this period, for industrial headline rents, was 3.1 percent.

### **Property Supply**

- 3.20 A schedule of the vacant floorspace being marketed in the study area (as of June 2018) has been compiled mainly from physical survey, a search of commercial property agents' websites and consultations with agents. The marketed space is taken to be a reasonably close approximation to that which is vacant – although this does not include empty units not currently being marketed. The schedules for industrial (including warehouses and workshops) and offices have been included in Appendix 2.

### ***Industrial***

- 3.21 Table 8 shows that as of July 2018, there is currently 172,662 sqm of vacant industrial floorspace within Warrington, within 62 properties. The available floorspace recorded in 2018, is more than double that recorded in the 2016 EDNA (82,259 sqm). This reflects the greater availability of large units in Warrington, greater than 5,000 sqm in size – 11 today, against only two in 2016 – with 16.4 percent of today's available space accounted for by one building, the 28,391 sqm Warehouse One, Warrington 379 at Dallam Court (plus another 6,813 sqm in Warehouse Two). This was by far the largest property currently on the market in Warrington, with the second largest option being of 15,921 sqm found at Warehouses 1-3, Howley Lane, Latchford.
- 3.22 While more very large units are available today, the number of units available overall has halved, from 123 in 2016 to 62 in 2018. Availability is reduced for all size ranges up to 2,000 sqm, but most noticeably for very small units of 0-100 sqm, with only two units of this size available today, in Woolston Grange, against 24, in a range of locations, in 2016. Geographically, the reduction is sharpest in Winwick, where only three units are available in 2018, against 35 in 2016, and Woolston, 11, reduced from 25. This data supports comments made elsewhere that there is a shortage of industrial options in Warrington.
- 3.23 The Town Centre currently contains the largest supply of available floorspace, comprising of 38,594 sqm in nine units, against only 8,139 sqm (14 units) in 2016. This amount accounts for 22.4 percent of the total within Warrington. However, this total is inflated by the 35,204 sqm at Warehouses One and Two 379, Dallam Court. 10,203 sqm is available without this unit, closer to the 2016 total.



**Table 8 – Amount of Marketed Industrial Property**

Area		Size Band, sqm								Total
		0-100	101-300	301-500	501-1,000	1,001-2,000	2,001-5,000	5,001-10,000	10,000+	
Appleton	Floorspace, sqm	~	~	~	559	~	6,565	5,030	~	12,154
	Number of Properties	~	~	~	1	~	2	1	~	4
Bewsey	Floorspace, sqm	~	200	324	~	~	~	~	~	524
	Number of Properties	~	1	1	~	~	~	~	~	2
Birchwood	Floorspace, sqm	~	281	~	1,297	1,676	3,483	17,350	~	24,087
	Number of Properties	~	1	~	2	1	1	2	~	7
Burtonwood	Floorspace, sqm	~	~	~	~	~	4,645	~	~	4,645
	Number of Properties	~	~	~	~	~	1	~	~	1
Gemini	Floorspace, sqm	~	287	1,788	2,076	4,638	7,567	~	11,979	28,335
	Number of Properties	~	1	5	3	3	2	~	1	15
Glazebury	Floorspace, sqm	~	~	427	~	~	~	5,971	~	6,398
	Number of Properties	~	~	1	~	~	~	1	~	2
Great Sankey	Floorspace, sqm	~	~	362	~	~	2,322	~	~	2,684
	Number of Properties	~	~	1	~	~	1	~	~	2
Latchford	Floorspace, sqm	~	~	~	780	~	~	~	15,921	16,701
	Number of Properties	~	~	~	1	~	~	~	1	2
Orford	Floorspace, sqm	~	~	302	~	~	~	~	~	302
	Number of Properties	~	~	1	~	~	~	~	~	1
Sankey Bridges	Floorspace, sqm	~	~	336	~	~	~	~	~	336
	Number of Properties	~	~	1	~	~	~	~	~	1
Stretton	Floorspace, sqm	~	~	~	~	~	~	~	10,196	10,196
	Number of Properties	~	~	~	~	~	~	~	1	1

Area		Size Band, sqm								Total
		0-100	101-300	301-500	501-1,000	1,001-2,000	2,001-5,000	5,001-10,000	10,000+	
Thelwall	Floorspace, sqm	~	177	~	~	~	~	~	~	177
	Number of Properties	~	1	~	~	~	~	~	~	1
Town Centre	Floorspace, sqm	~	258	728	2,404	~	~	6,813	35,204	45,407
	Number of Properties	~	2	2	3	~	~	1	1	9
Winwick	Floorspace, sqm	~	100	~	514	1,368	~	~	~	1,982
	Number of Properties	~	1	~	1	1	~	~	~	3
Woolston	Floorspace, sqm	174	310	819	574	1,813	4,198	17,659	~	25,547
	Number of Properties	2	2	2	1	1	1	2	~	11
<b>Total</b>	<b>Floorspace, sqm</b>	<b>174</b>	<b>1,613</b>	<b>5,086</b>	<b>8,204</b>	<b>9,495</b>	<b>28,780</b>	<b>52,823</b>	<b>73,300</b>	<b>179,475</b>
	<b>Number of Properties</b>	<b>2</b>	<b>9</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>62</b>

Source: BE Group, 2018

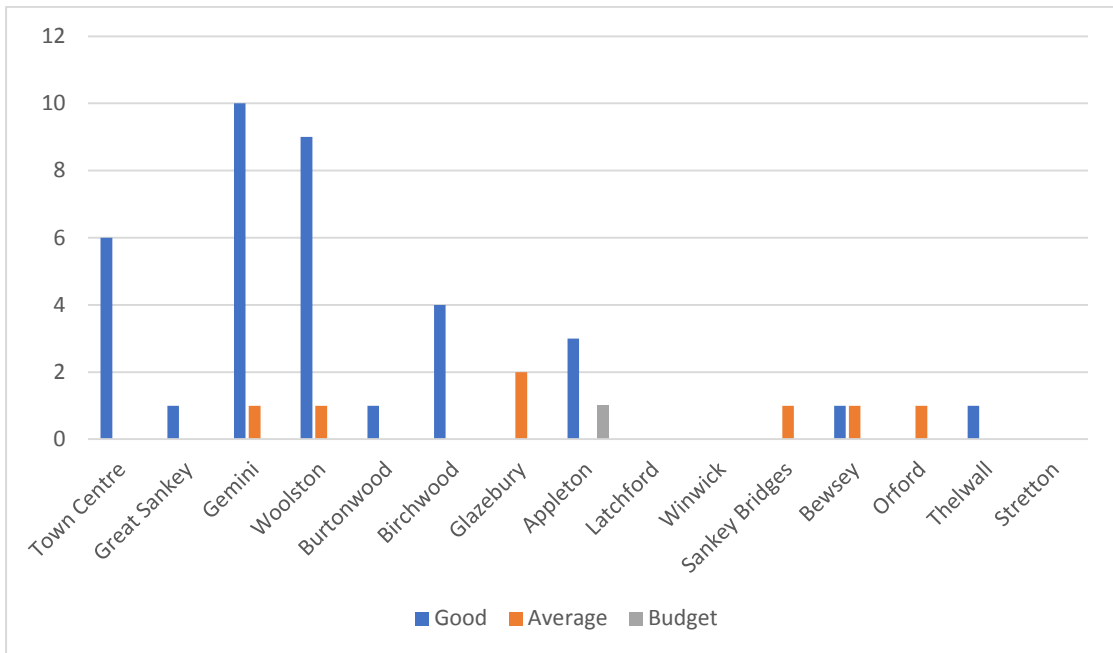
- 3.24 Gemini currently contains 28,335 sqm of available floorspace, the second highest amount in Warrington. Again, one unit dominates, 11,979 sqm can be found here at 1060 Europa Boulevard, one of four individual units of 10,000 sqm+.
- 3.25 Birchwood (seven units today, against 16 in 2016) and Woolston have the next largest amounts of available floorspace, containing 24,087 sqm and 25,547 sqm of available employment floorspace respectively, collectively combining to create 30.4 percent of the total available floorspace in Warrington. Woolston has a wider size range of available units, while Birchwood offers more units of larger floorspace sizes, c. 500 sqm or more.
- 3.26 Unsurprisingly, there was limited available in primarily residential parts of Warrington such as Orford, Thelwall and Bewsey, both today and in 2016. No availability was recorded in northern and eastern settlements such as Culcheth or Lymm. In the south, 12,154 sqm is currently available in Appleton Thorne and Barleycastle, including three mid-sized units of 2,000-5,000 sqm.
- 3.27 Building quality is broken down into three category assessments as shown in Table 9, based on the headline rents of the available units. Rental levels provide a good indication of the general quality of a property without a detailed physical inspection. Figure 7 shows that, of the available units with pricing data available, good quality premises comprised around 80.0 percent of the available stock. All units found within the Town Centre and Birchwood were deemed good quality stock, along with most units in Woolston and Gemini. The one budget quality unit was found in Appleton at Barley Castle Trading Estate.

**Table 9 – Building Quality Assessment**

Type	Quality Assessment – Rental Levels, Sqm		
	Good	Average	Budget
Industrial	>£50	£25-50	<£25
Office	>£150	£50-150	<£50

*Source: BE Group, 2018*

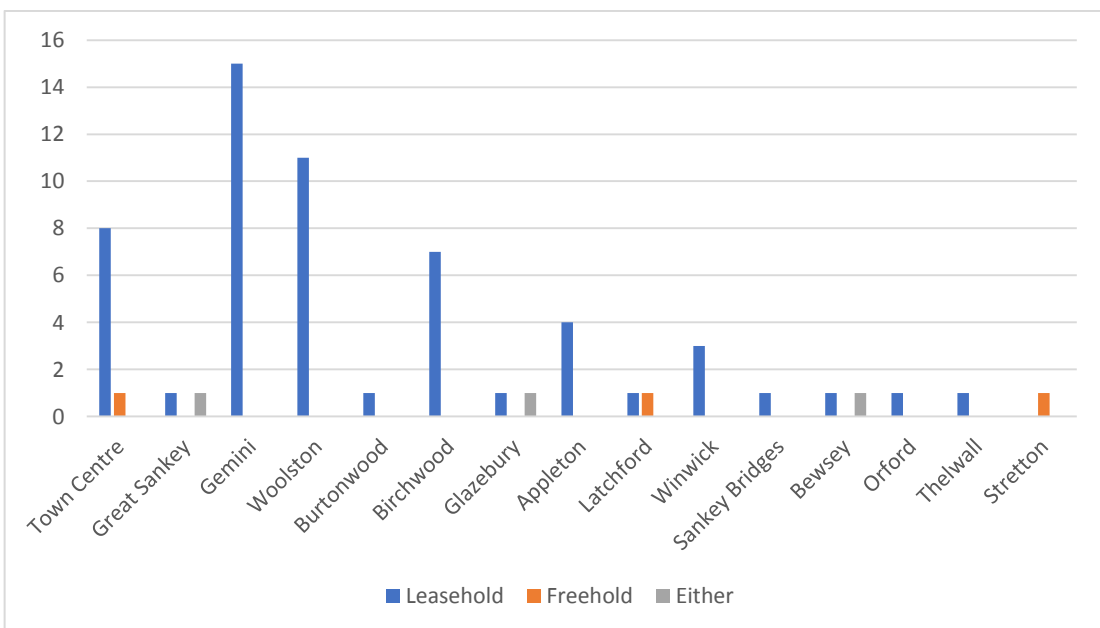
**Figure 7 – Quality of Marketed Industrial Property**



Source: BE Group, 2018

3.28 Figure 8 below shows that the majority (88 percent) of premises were available on leasehold terms only. Three units were available with a freehold tenure, and a further three units (4.8 percent) were available either to let or purchase. This is not dissimilar to the position in 2016 and shows that the supply of premises available for sale has not noticeably increased.

**Figure 8 – Tenure of Marketed Industrial Property**



Source: BE Group, 2018



### **Office**

- 3.29 Table 10 shows that there was 49,167 sqm of vacant office floorspace, comprised of 164 properties. As with industrial, this is a noticeable reduction on 2016 when 65,738 sqm of vacant office floorspace, comprised of 299 properties, was on the market. The supply reduction is for all sizes of suite, particularly the 0-100 sqm range, which is reduced from 166 units in 2016 to 84 today, but still dominates the supply picture.
- 3.30 As in 2016, the largest supply was found at Birchwood, the Borough's prime motorway accessible employment area, with 40 available properties comprising 24,913 sqm, half of the stock on the market by floorspace. Supply includes the 5,090 sqm Stanford House, the largest marketed office, which was on the market in 2016. Birchwood is the only source of large offices, greater than 2,000 sqm in size, in the Borough. This is reduced from 93 available units in 2016. There is no one scheme which has been the focus of deals since 2016, supply is uniformly reduced across the full range of Birchwood's office parks and schemes.
- 3.31 The other supply focus is Warrington Town Centre where 14,745 sqm of floorspace can be found, in 89 units, again sharply reduced from 150 in 2018, with relatively uniform reduction in supply across schemes. Other locations in Warrington generally have no more than 11 suites available, offering less than 2,000 sqm of floorspace.
- 3.32 The Town Centre presently offers suites of up to 1,035 sqm, with the bulk of availability in the 0-100 sqm range, and 55 available suites identified. The Town Centre includes three business centres, Dallam Court, St James' Court and 'The Base'. At the time of writing, St James' Business Centre had the highest amount of available floorspace, 1,756 sqm from 18 different suites. Collectively these business centres accounted for 20.0 percent of the total vacant floorspace for the Town Centre and around half (45) of the available suites.

**Table 10 – Amount of Marketed Office Property**

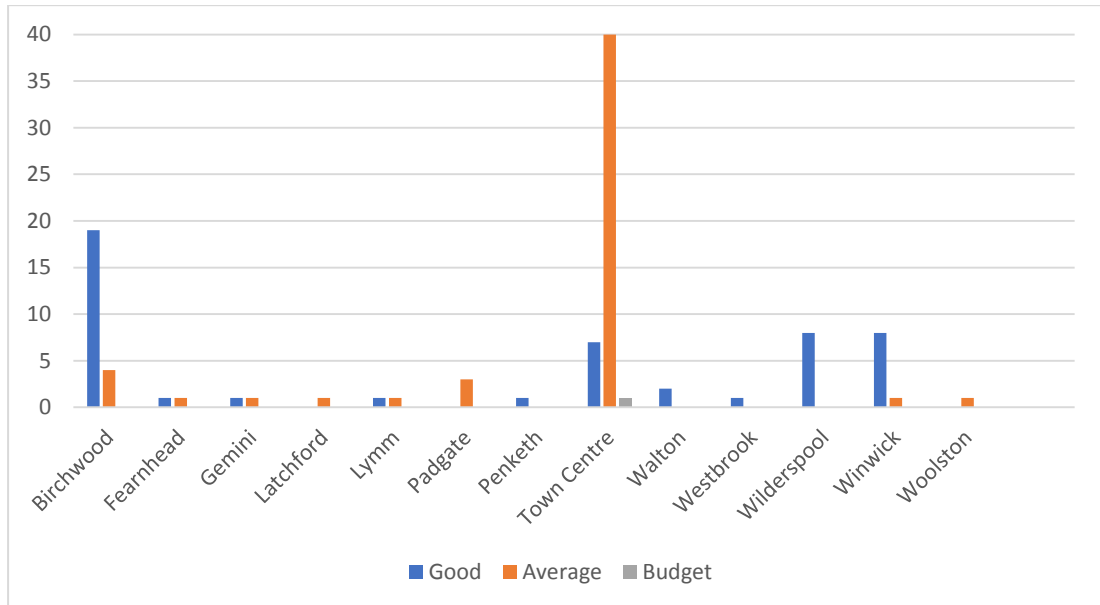
Area		Size Band, sqm								Total
		0-100	101-300	301-500	501-1,000	1,001-2,000	2,001-5,000	5,001-10,000	10,000+	
Birchwood	Floorspace, sqm	523	1,060	3,526	7,917	2,110	4,687	5,090	~	24,913
	Number of Properties	9	6	9	11	2	2	1	~	40
Fearnhead	Floorspace, sqm	73	~	~	~	1,368	~	~	~	1,441
	Number of Properties	2	~	~	~	1	~	~	~	3
Gemini	Floorspace, sqm	~	~	~	974	1,393	~	~	~	2,367
	Number of Properties	~	~	~	1	1	~	~	~	2
Latchford	Floorspace, sqm	27	~	~	~	~	~	~	~	27
	Number of Properties	1	~	~	~	~	~	~	~	1
Lymm	Floorspace, sqm	127	~	~	~	~	~	~	~	127
	Number of Properties	2	~	~	~	~	~	~	~	2
Padgate	Floorspace, sqm	174	~	~	~	~	~	~	~	174
	Number of Properties	3	~	~	~	~	~	~	~	3
Penketh	Floorspace, sqm	13	~	~	~	~	~	~	~	13
	Number of Properties	1	~	~	~	~	~	~	~	1
Town Centre	Floorspace, sqm	2,445	3,952	946	6,367	1,035	~	~	~	14,745
	Number of Properties	55	22	3	8	1	~	~	~	89
Walton	Floorspace, sqm	100	~	~	~	~	~	~	~	100
	Number of Properties	2	~	~	~	~	~	~	~	2
Westbrook	Floorspace, sqm	~	~	~	935	~	~	~	~	935
	Number of Properties	~	~	~	1	~	~	~	~	1
Wilderspool	Floorspace, sqm	60	896	386	~	~	~	~	~	1,342
	Number of Properties	2	4	1	~	~	~	~	~	7

Area		Size Band, sqm								Total
		0-100	101-300	301-500	501-1,000	1,001-2,000	2,001-5,000	5,001-10,000	10,000+	
Winwick	Floorspace, sqm	232	748	325	556	~	~	~	~	1,861
	Number of Properties	6	3	1	1	~	~	~	~	11
Woolston	Floorspace, sqm	32	~	~	~	1,090	~	~	~	1,122
	Number of Properties	1	~	~	~	1	~	~	~	2
<b>Total</b>	<b>Floorspace, sqm</b>	<b>3,806</b>	<b>6,656</b>	<b>5,183</b>	<b>16,749</b>	<b>6,996</b>	<b>4,687</b>	<b>5,090</b>	~	<b>49,167</b>
	<b>Number of Properties</b>	<b>84</b>	<b>35</b>	<b>14</b>	<b>22</b>	<b>6</b>	<b>2</b>	<b>1</b>	~	<b>164</b>

Source: BE Group, 2018

3.33 Figure 9 shows that 51 (53) percent of available properties were of average quality compared to 48 (49) percent being of good quality, although 40 of these moderate quality units were found within the Town Centre alone. 19 of the units within Birchwood were of a good quality (83 percent of Birchwood’s stock). The only budget option could be found within the Town Centre.

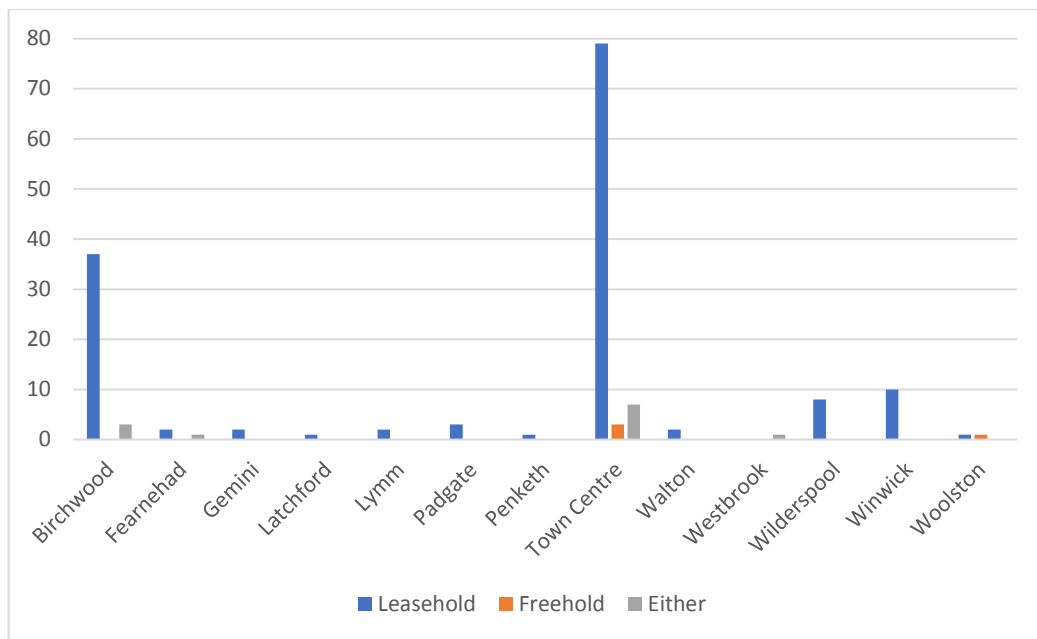
**Figure 9 – Quality of Marketed Office Property**



Source: BE Group, 2018

3.34 Figure 10 below shows that most available premises are being offered on a leasehold term, 148 properties (90.0 percent). Three percent were being offered freehold only, mostly in the Town Centre, whilst seven percent of properties are available for either let or purchase. Only the Town Centre saw properties available for each of these three tenure categories. Again, this is not significantly changed on 2016.

**Figure 10 – Tenure of Marketed Office Property**



Source: BE Group, 2018

### Valuation Office Data

- 3.35 The Valuation Office Agency (VOA) provides data on the total number of business premises and overall floorspace by local authority. The latest figures have been collected from 2016.
- 3.36 Occupancy rates of 90-95 percent show a market which is vibrant and active, whilst be able to provide capacity for growth. High occupancy rates show a full market with businesses having difficulties in finding available premises, where low occupancy rates indicate derelict stock and poor business growth. The occupancy rates for the industrial sector of Warrington suggest a well-performing market.

### Industrial

- 3.37 The figures indicate that there are 1,760 industrial hereditaments in the Borough, which total 1,679,000 sqm. From Table 8, there are 62 available properties totalling 172,662 sqm. This suggests an overall 'occupancy rate' for Warrington of 89.7 percent by floorspace. An occupancy rate by premises numbers can be seen at 96.5 percent. As the VOA data is updated, occupancy figures here are not comparable to those in the 2016 EDNA.

### Offices

- 3.38 According to VOA statistics, there are 1,730 office hereditaments in the Borough which total 514,000 sqm. Table 10 shows 164 marketed properties totalling 49,167 sqm currently identified as available in the Borough. This suggests an overall ‘occupancy rate’ of 90.4 percent by floorspace. By premises, the overall ‘occupancy rate’ is 90.5 percent. This figure of occupancy rate by premises may be slightly skewed by the local business centres located primarily in the Town Centre. These centres offer multiple small serviced suites to the market but may only be counted as a single property in VOA data.
- 3.39 The similar occupancy rates for the office market of Warrington by floorspace and premises indicate a well-performing market with good activity and that has room for growth.

### Property Market – Stakeholders

- 3.40 The above analysis of the property data pertaining to Warrington has been supported by consultations with commercial property agents active in the Borough. In most cases, the agents consulted are the same as those in 2016. Agents were asked about activity levels in Warrington, key market sectors, spatial differences and the key employment nodes. Feedback from the agents is summarised in the tables below. Information provided has been separated from the name of the agent or agency to protect confidentiality.
- 3.41 Table 11 provides a breakdown of the general comments received about industrial and office land in Warrington.

**Table 11 – Property Market Comments – Land**

Contact	Comment
Local Agent	Development land is needed to accommodate the demand for large, basic stock which is less about being offered as high-quality and more about being let at low rental costs. Particularly in South Warrington is where high demand is for industrial units but always limited availability.
Regional Agent	Receiving a high level of demand for industrial units throughout Warrington, across all business sectors. This would indicate more need for development land to house this demand.
Local Agent	The Council should look to allocate land in South Warrington where they are receiving demand but there is not enough supply. The agent recently had an application for a 1,500-2,000 sqm farm conversion into offices denied. This was due to the Council deeming there to be not enough demand in the scheme. Rural demand is for premises rather than land.

Contact	Comment
National Agent	Significant amount of supply within Birchwood for office units. Units within the Town Centre are difficult to let or sell due to short supply of land for car-parking.
National Agent	Whilst Omega is meeting the immediate demand for large scale industrial uses, Warrington needs to remember the local operators also. Warrington needs to have the capacity and means to offer a range and quality of facilities for both local and national operators.

Source: BE Group, 2018

3.42 Table 12 provides a summary of the comments received from stakeholders with regards to the local industrial property market.

**Table 12 – Property Market Comments – Industrial**

Contact	Comment
National Agent	Around 370,000 sqm of property is being developed at Omega, with individual units of up to 32,000 sqm plus and rents at £70/ sqm. Units are being offered on either a leasehold or freehold basis, and whilst most deals are leasehold, a couple of freehold deals have been completed. Majority of demand is coming from the logistics and distribution sector, however around 10.0 percent is from the manufacturing sector. Demand from the logistics sector can be sustainable, as long as a pipeline of modern serviced space and units can be maintained, to compete with other locations in the North West.
National Agent	Currently marketing units of 900-1,400 sqm which are achieving rents of £60/ sqm and Town Centre units, which can achieve rents of £65/ sqm. Overall stock supply is reasonable in areas such as Woolston Grange. The popular areas for supply are Appleton, Stretton and Woolston. Demand is mainly larger units c. 1,400-3,700 sqm and of freehold tenure, however there is limited freehold stock in Warrington.
Local Agent	Marketing stock up to 14,000 sqm with industrial stock being easier to let than office units. Average rents are £43/ sqm and rising to £65-75/ sqm. Shortage of budget stock which achieves rents at £11-22/ sqm. Have lost a lot of affordable stock to residential conversions. Demand is for basic units with some space for storage, with Barleycastle seeing high demand against limited availability. The Town Centre is less popular, partly due to the limited amount of car parking offered.
Regional Agent	Marketing units up to 900 sqm, with rents being achieved of £43/ sqm up to a max of £97/ sqm for un-refurbished units. The amount of supply available against demand is limited. The focus for demand is Birchwood and Gemini. Properties are mainly being let and there are few freehold opportunities. Any freehold units that become available are regarded like 'gold dust'.
National Agent	Supply currently ranges from 450–9,200 sqm and rents at £48-£53/ sqm, with the strongest rent of £64/ sqm being

Contact	Comment
	<p>achieved at Europa Boulevard. Majority of units are leasehold.</p> <p>General demand is quite high for industrial units in Warrington, with interest seen for leasehold and freehold properties. A unit at Melford Court gained significant freehold interest but the owner only wished to let.</p> <p>Popular areas include the motorway corridor areas and Omega. Experiencing ongoing demand from the logistics sector, with a current client considering taking 56,000 sqm at Omega.</p>
Regional Agent	<p>The supply of units is across the motorway corridor, Omega, the Granges. With limited freehold options available, businesses are looking to Runcorn/ Widnes to meet needs. Demand at Birchwood is helped by the Enterprise Zone status. Experiencing demand from all business sectors for units within Warrington, with a lot of local stock in need of refurbishment to achieve good rental values.</p> <p>Specific demand from the logistics sector, but occupiers also attracted to competing areas such as Haydock and other M6 linked areas. The manufacturing sector is still a strong sector for Warrington but seeing less demand compared to logistics.</p> <p>Overall a good, strong market.</p>

Source: BE Group, 2018

- 3.43 Table 13 provides a summary of the comments received on the local office property market.

**Table 13 – Property Market Comments – Office**

Contact	Comment
Local Agent	<p>Diverse Town Centre stock, from 1 desk size to 900 sqm. Good quality stock (Centre Park) achieves rents of £145-150/ sqm, whereas lesser quality stock is achieving £86-130/ sqm.</p> <p>Markets a business park in lower Stretton where rents are high at £183-194/ sqm, of which the scheme is fully occupied and a waiting list for businesses is in place.</p> <p>Regarding rural, out-of-town developments – Demand is focused at locations with good Motorway access, particularly Junctions 8-9 M62. Away from the motorways, rural demand is mostly for premises conversions rather than new build development.</p>
National Agent	<p>Good supply within Birchwood, with rents achieving values of £156/ sqm.</p> <p>Good activity and demand in the current market with two recent units of 900 sqm and 2,000 sqm both being let before promised refurbishment even happened.</p> <p>Demand is generally for leasehold properties, with freehold options mainly been found at Centre Park (Town Centre).</p> <p>Regarding rural, out-of-town developments – Demand would be dependent upon strategic transport links. Connectivity would be the main issue regarding development.</p>
Regional Agent	<p>Currently supply ranges from 10 sqm–2,800 sqm and achieved rents range from £87 - £189/ sqm.</p> <p>Offices are achieving steady demand, particularly in the areas of Birchwood, Gemini and Westbrook. Self-contained units with a good amount of parking are experiencing higher demand as opposed to multiple-occupancy properties.</p>



Contact	Comment
	The Town Centre is experiencing of shortage a stock. Losses to residential conversion are an issue and new stock is not being developed. Regarding rural, out-of-town developments – Believe that an office park could function well in a location just off of junction 8/9 of the M62.
National Agent	The area of Lymm has just seen two new rural office developments start-up. This indicates a growing market for out-of-town office developments. Believe that if supply was in this location, and similar areas, would work well.

*Source: BE Group, 2018*

- 3.44 Demand remains strong for industrial and logistics premises. This includes an ongoing demand for modern strategic B8, and to a lesser degree B2, premises to build on the success of Omega. However, a strong local supply is also needed. Demand is for units of 450 sqm, up to around 10,000 sqm, but properties up to 14,000 sqm can find occupiers and some still larger requirements are reported from strategic operators.
- 3.45 Birchwood, Gemini and Woolston Grange are popular locations. As in 2016, South Warrington is highlighted as a desirable location for growth. In rural areas, demand remains linked to motorway junctions. Away from these nodes, occupiers generally want premises conversions not land.
- 3.46 Reported rents range from £43-£97/sqm, although £43-65/sqm is more reflective of market levels. There is a strong need for freehold options that is not being met.
- 3.47 Local office demand ranges from one desk size up to 2,800 sqm, with achieved rents as high as £194/sqm, although £140-156/ sqm appears to be the average for reasonable quality space. There is a lack of Town Centre stock, relative to demand, with several office schemes lost to housing. Car-parking was commonly identified as the key issue with relocation to the Town Centre. Centre Park is a focus for demand in Central Warrington.
- 3.48 Birchwood and Gemini/Westbrook remain popular with Birchwood, a focus for large requirements, as was the case in 2016. Again, there are few industrial or office freehold options and the lack of such stock means that Warrington is losing some potential occupiers to Runcorn and Widnes.

- 3.49 Out-of-town office development is suggested for Lymm and off Junction 8/9 of the M62, as these locations, while nominally rural, remain connected to the strategic transport network.

### **Summary**

- 3.50 National economic uncertainty does not seem to be having an immediate impact upon the take-up of industrial and warehouse units, with nationally, 'mid box' units of 5,000-10,000 sqm being in high demand during 2017, whilst industrial supply fell for a seventh consecutive year. The logistics sector within the North West remains the market leader within the UK, containing the highest amount of supply and a changing stock of Grade A space making up 30.0 percent of all units on the market in 2017. However, the North West has seen low levels of 'build to suit' since 2009 which has since resulted in below average take-up. Overall, strategic level need is still strong and expected to remain so.
- 3.51 Warrington is at the centre of that strategic need, with prime industrial and logistics locations of more than 10,000 sqm achieving rents of £67/sqm today, expected to rise to £73/sqm by the end of 2018. Demand comes from a range of growth sectors and reflects the Borough's position at the centre of the region's communications network and ongoing declines in supply.
- 3.52 The office market is dominated by deals below 500 sqm. Whilst demand is growing for offices, the total availability is in decline, with the majority of new development schemes looking to accommodate solus large companies. Serviced offices have seen a major increase in demand since 2016, with an increase in the number of properties and more businesses wishing to take short term leases due to the economic uncertainty caused of Brexit.
- 3.53 Warrington & Co. have received 1,338 property enquiries within the last 12 years and whilst the recession had an impact upon demand for office and industrial units, an increase was seen in the years following. The latest figures of 2017/2018 saw almost 100 enquiries. Whilst the industrial sector saw high demand for premises up to 5,000 sqm, offices saw the bulk of demand for 2,000 sqm. While few enquiries were made about land, those that did were generally for less than 2.0 ha.
- 3.54 Since 1998, BE Group has completed an annual report on Warrington's property market, particularly recording office, industrial/warehouse and investment deals of

more than 200 sqm. The last 19 years of data have produced an annual average of 18 investment deals with an average total value of £97 million. Whilst industrial units have seen an average of 54 deals per year, taking up 92,452 sqm, offices have averaged 34 deals and a take-up of 24,000 sqm of floorspace annually.

- 3.55 As of July 2018, 172,662 sqm of vacant industrial floorspace was found in 62 properties. This is around half the 2016 supply. The Town Centre saw the largest amount of vacant floorspace, with 38,594 sqm from nine units accounting for 22.4 percent of the total seen in Warrington. The largest single unit on the industrial market was found in the Town Centre of 28,391 sqm. There was also a reasonably good supply of quality options at Woolston and Gemini. 88 percent of available properties are on a leasehold tenure only.
- 3.56 As of July 2018, the Warrington office market contained 49,167 sqm of available floorspace from 164 properties. Again, a near 50 percent reduction on 2016 supply, across most areas and the broad range of schemes. Half of the current stock can be found in one of Warrington's main employment areas, Birchwood, with 40 available properties comprising 24,913 sqm of floorspace. Birchwood was the only area which offers a suite higher than 2,000 sqm. The Town Centre however, saw the largest single supply of properties within an area, 89 units, totalling 14,475 sqm of available floorspace.
- 3.57 These supply figures for Warrington indicate well performing industrial and office markets, with a suggested overall 'occupancy rate' for industrial units by floorspace of 89.7 percent. Similarly, for office units, a 90.4 percent occupancy rate by floorspace has been calculated.
- 3.58 Property market stakeholders stated a healthy demand for industrial and warehouse units. This includes ongoing requirements for strategic (primarily) logistics to compete in the regional market, and local options in a range of 450-14,000 sqm. As in 2016 there is market interest in growth in South Warrington, and in out of town locations linked to the main motorway junctions, as well as at Birchwood, Gemini and Woolston Grange. Average rents are £43-65/sqm, extending up to £97/ sqm.
- 3.59 The local office market is seeing healthy demand for areas such as Birchwood and Gemini, and, more modestly, for Town Centre stock, particularly at Centre Park. Birchwood remains the focus for the largest requirements, up to 2,000 sqm. There

are few freehold options to meet demand, either for industrial or offices. A market is reported for out-of-town office developments, as long as locations remain linked to the transport network – Junctions 8-9 M62 and Lymm are highlighted as desirable options in this regard. Away from the motorways there is some demand for rural conversions, but not larger developments of industrial or office space.

## 4.0 EMPLOYMENT LAND SUPPLY UPDATE

### Introduction

- 4.1 This section provides an updated picture of the portfolio of potential employment land in the study area, not only how much there is, but also its quality, type, suitability and availability. By initially establishing how much land there is, the second task is to consider how much land is needed in the future (to 2037), which is picked up in Section 7.0 later in the report.

### Land Supply

- 4.2 From a Baseline position of 231.87 ha (30 sites), the 2016 EDNA removed sites then developed, heavily constrained, lost/expected to be developed for alternative (non B-Class) uses or held to meet the use of specific companies only. This gave a realistic supply of 104.53 ha in 14 sites of which 34.85 ha in 11 sites represents the local supply and just over two thirds, 69.68 ha in three sites, represents the strategic (Omega) supply.
- 4.3 This Update study reviews that 2016 realistic supply again (less Site 309: Forrest Way Business Park, Forrest Way (7.50 ha) which no longer available for B1/B2/B8 development) to allow for further changes over 2016-18. It removes sites which:
- Are heavily constrained
  - Where the emphasis, through landowner/developer intentions, surrounding uses and/or planning allocations/consents, is on alternative (non B-Class) uses
  - Where development has completed since 2016
  - Where any development will be to meet the needs of a single existing occupier only and will not meet wider market demand.
- 4.4 Table 14 outlines the assumptions made about sites considered available in 2016, plus any additional sites identified in the Council's monitoring records as having received relevant planning consents since 2016. The table also provides comments on status (e.g. owner intentions) together with an assessment as to when they might come forward for development or use. This assessment of timescale is based upon several factors – market demand, overview (from discussions with stakeholders and site owners), planning status, infrastructure and services required. More detail is

provided in the proformas for each site (which include plans), which are provided at Appendix 3.

**Table 14 – Employment Sites Schedule**

Site Ref.	Site Name	Baseline Site Area*	Realistic Site Area**	Comments	Availability, years
<b>Strategic Employment Land Supply - Omega</b>					
Omega 1 4(L)/ Plot 2B	Omega North - Parcel 4(L) (2016 Ref)/ Plot 2B, Lockheed Road, Omega North (2018 Ref.)	2.06	0.00	<p>1.32 ha is now developed as Haydock Commercial Vehicles' 3,251 sqm Scania maintenance facility.</p> <p>In principle, 0.74 ha remains on this site. However, this is primarily backland and not developable, except as expansion land for neighbouring occupiers.</p> <p>Additionally, Brackley Property Developments is currently seeking planning for development of a 8,194 sqm B2/B8 unit on 1.90 ha located west of Travis Perkins, and formerly within the curtilage of this occupier (Plot 1C Surplus Land, marketed as Omega Point). The site is being actively marketed with development and occupation expected within an 18-month timeframe.</p> <p>If consented, the development would represent an intensification of uses in Omega North rather than new employment land delivery.</p> <p>Strategic – B2/B8</p>	Developed Site (effectively)
Omega 7C	Plot 7C Omega South	7.65	0.00	<p>Developed as a 33,000 sqm B8 warehouse property, Marketed as Prime@Omega and let to Amazon in 2017.</p> <p>Strategic – B2/B8</p>	Developed Site
-	Omega Phases 1 and 2 Remainder	26.27	26.27	<p>Within the area 2.79 ha is now developed as a 10,870 sqm unit for the exclusive use of Domino's Pizza.</p> <p>Current consented proposal is for 77,000 sqm of B2/B8 and 59,000 sqm of B1(a) offices.</p> <p>Indicative split based on the current consent:</p> <ul style="list-style-type: none"> <li>• B1(a) – 11.30 ha</li> <li>• B2 – 4.49 ha</li> <li>• B8 – 10.48 ha.</li> </ul> <p>6-10 year estimate of take up assumes the area will retain an element of B1(a) offices, which are likely to require a greater time period to deliver. If take up here proves to be for larger B2/B8 options, as elsewhere in Omega, the rate of take up is likely to be much more rapid given recent experience.</p>	6-10

Site Ref.	Site Name	Baseline Site Area*	Realistic Site Area**	Comments	Availability, years
Omega Zone 7 Remainder	Omega South - Zone 7	33.70	33.70	On the market as 'Mountpark'. Speculative units being developed and marketed. Three units of 8,433- 32,216 sqm under construction, expected to be complete by winter 2018. Royal Mail has now pre-let the 32,216 sqm unit. A Fourth unit of 17,063 sqm is consented as a second phase. Strategic – B2/B8	1-5
<b>Sub Total</b>		<b>69.68</b>	<b>59.97</b>		
<b>Local Employment Land Supply</b>					
36c	Gemini 16, Westbrook	2.20	0.00	Western portion of the land, 5.4 ha, is now developed for housing. Remaining land also proposed for residential. Given increasing residential character of area it is assumed all land here will ultimately be lost to housing	Assume no B-Class development
336	Land off Bewsey Road	0.15	0.00	Full consent for four, mixed A1 retail and B1(c) light industrial units totalling 694 sqm Now developed B1(c) Industrial	Developed Site
356	Gemini 8 Retail Park, Charon Way, Westbrook	5.21	5.21	Outline consent for redevelopment for B1/B2 and B8 business uses together with Hotel (C1) and pub/restaurant (A3/A4). Non B-Class premises have been developed. Outstanding comprises: <ul style="list-style-type: none"> <li>• 3.18ha – B1(c)/B2/B8 industrial (12,450 sqm gross floor area)</li> <li>• 2.03ha – B1(a) office (10,917 sqm gross floor area).</li> </ul> Land is on the market for design and build developments of 929-18,581 sqm on either a freehold or a leasehold basis. Full consent for a new health and leisure facility of some 3,300 sqm currently being sought. If consented, would take up 0.87 ha of land east of The Skymaster pub.	6-10
360	Land at Stanley Street	0.05	0.05	Outline consent for a 1,677 sqm, five-storey office building Land currently a small contract car park, operated by the owner.	6-10



Site Ref.	Site Name	Baseline Site Area*	Realistic Site Area**	Comments	Availability, years
				Site on the market In 2016, Chesro made a 2016 Regulation 18 Submission (R18-087) seeking allocation of the site for employment (B1(a, b)) or housing B1(a) office	
367	The Quadrant (South), Birchwood Park	1.87	1.87	Full consent for seven units totalling 12,225 sqm. Units 711 (1298 sqm), 712 (1623 sqm) and 713 (2008 sqm) are completed. 712 is let while 711-713 remain on the market, to let. Thus, four units totalling 7,296 sqm remain to be delivered on approx. 1.87 ha of land. Falls within the Cheshire Science Corridor Enterprise Zone. Further units are proposed as primarily B8 options. Further development will be dependent on ongoing market expansion. B1(c)/B2 industrial B8 storage and distribution	1-5
381	Plots 107, 501-502, 611-612, 701-702 and Quadrant, Eastern Edge, Birchwood Park	11.66	10.50	N.B. Supply picture taken from 2015 planning consent rather than earlier (2014) area Masterplan Outline consent for up to 50,464 sqm of B1 floorspace, 27,129 sqm of B2/B8 floorspace and 1,000 sqm of A1/A2/D1/D2 floorspace subject to a combined floor area of 70,379 -72,089 sqm. The differing totals reflect that at least one plot (701-702) may be developed for different amounts of B1 or B2/B8 floorspace. The permission will assume the demolition of three existing buildings totalling 7,642 sqm. Proposal extends across six parcels of land across Birchwood Park: <ul style="list-style-type: none"> <li>• 107 (1.04 ha): Had previous outline planning permission for a B1 office building in 2008 (renewed in 2012). On market for design and build development, likely B2/B8 use</li> <li>• 306(0.50 ha): Proposed for office uses</li> <li>• 501-502 (2.76 ha): Proposed for office uses. Has a previous consent for some 20,000 sqm of B1(a) space. Interest from one potential occupier.</li> <li>• 611-612 (1.16 ha): Currently accommodates AREVA Projects, no plans for change. <i>Excluded from land supply.</i></li> </ul>	10+

Site Ref.	Site Name	Baseline Site Area*	Realistic Site Area**	Comments	Availability, years
				<ul style="list-style-type: none"> <li>701-702 (4.41 ha): Proposed for industrial uses</li> <li>Quadrant (1.79 ha, some overlap with Site 367: The Quadrant (South)): The bulk of the site is now marketed for a warehouse pre-let opportunity of 9,754 sqm, referred to as 718-720 Cavendish Avenue</li> </ul> <p>All the plots apart from 611-612 fall within the Cheshire Science Corridor Enterprise Zone</p> <p>All development will be on a design and build basis, responding to individual requirements as they arise. Speculative development is not proposed at this time.</p> <p>Current likely split:</p> <ul style="list-style-type: none"> <li>B1(a) – 3.14 ha</li> <li>B2/B8 – 5.57 ha</li> <li>B8 – 1.79 ha</li> </ul>	
382	Benson Road, Birchwood	0.24	0.24	<p>Outline consent for a 2,400 sqm two-storey office block with supplementary parking and a link bridge the existing space at the Spectrum Centre.</p> <p>Office could provide further space for Betfred, a second occupier, or most likely a mix of the two.</p> <p>B1(a) office</p>	6-10
357	Phase 1 Remainder - Lingley Mere	2.35	2.35	<p>Outline consent for 8,808 sqm of floorspace (use class B1(a))</p> <p>On market as design and build options</p> <p>B1(a) office</p>	6-10
15 A(c)	Phase 3 - Lingley Mere	3.62	3.62	<p>Outline consent for employment development comprising 1,600 sqm B2; 13,000 sqm B8; 1,250 sqm ancillary B1 and associated uses.</p> <p>Following the loss of land to the east to housing, residential development is increasingly likely on at least a portion of this site as well. United Utilities submitted the eastern portion of this site (1.80 ha) to the 2017 Warrington Call for Sites exercise, for housing use. However, no commitments have been made on this in the planning/Local Plan process.</p> <p>Most of the frontage of this site now comprises car parking</p> <p>Indicative development split based on the current consent:</p> <ul style="list-style-type: none"> <li>B1(a) – 0.29 ha</li> </ul>	6-10

Site Ref.	Site Name	Baseline Site Area*	Realistic Site Area**	Comments	Availability, years
				<ul style="list-style-type: none"> <li>B2 – 0.36 ha</li> <li>B8 – 2.97 ha</li> </ul>	
400	Land within Warrington Town Centre, Bounded by 51 - 73 Bridge Street, Academy Way and Bank Street	New consent	0.00	Proposed for 9,559 sqm office for Warrington Borough Council. The Council's existing office at New Town House is expected to be reused for residential Under construction B1(a) office	Will be developed for the exclusive use of Warrington Borough Council
403	Konstrukta, Barleycastle Trading Estate, Lyncastle Road, Appleton	New consent	0.00	Full consent for offices/workshop buildings of 718 sqm (478 sqm net) comprising 268 sqm (148 sqm net) of B1(a) offices and 450 sqm (330 sqm net) of B2 general industry Clearance and relocation/expansion of existing facilities B1(a) office B2 general industry	Will be developed for the exclusive use of Konstrukta
404	Land off Dolmans Lane between Bridge Street and, Union Street (33 Bridge Street)	New consent	0.10	Redevelopment of existing terraced retail unit in Warrington Town Centre to deliver a new town centre property of 958 sqm in two storeys, which could be A1-A3 and/or B1(a) in use. Muse is developer Small scale town centre redevelopment. Would suit one or more occupiers with A2/B1(a) requirements such as a recruitment agency. A1/A2/A3 retail and food B1(a) office	1-5
405	Blue Machinery, Barleycastle Trading Estate, Lyncastle	New consent	0.00	Proposal for: <ul style="list-style-type: none"> <li>One new building to provide B8 storage – 1,699 sqm,</li> <li>Side extension – 180 sqm</li> <li>Rear extension (providing B1(a)offices) – 265 sqm</li> </ul> Expansion of existing facilities B1(a) office	Will be developed for the exclusive use of Blue Machinery Spares

Site Ref.	Site Name	Baseline Site Area*	Realistic Site Area**	Comments	Availability, years
	Road			B2 general industrial B8 storage and distribution	
<b>Sub Total</b>		<b>27.35</b>	<b>23.94</b>		
<b>Total</b>		<b>97.03</b>	<b>83.91</b>		

Source: WBC and BE Group, 2018

\*Realistic supply as defined in the 2016 EDNA

\*\*Adjusted to take account of changes since 2016 including development completion, the loss of land to alternative (non B-Class) uses and if the site will be held for a specific business only, or is available to meet wider needs.

Reflecting the criteria set out in Paragraph 4.3 above, the realistic supply of Warrington Borough, as of June/July 2018 is **83.91 ha in 10 sites**, comprising:

- Local supply: **23.94 ha** (28.5 percent), eight sites
- Strategic (Omega): **59.97 ha** (71.5 percent), two sites.

4.5 Some points to note:

- Take up at Omega has proceeded apace with 9.71 ha completed since 2016. With the completion of the Scania maintenance depot, further growth in Omega North is now largely limited to infill/intensification schemes such as the 1.9 ha Omega Point. In the south the 33,000 sqm speculative unit 'Prime@Omega', under construction in 2016 has completed and let to Amazon. Another 2.79 ha is developed for the exclusive use of Domino's Pizza
- Momentum at Omega South is continuing with a further speculative development of 8,400-32,000 sqm B2/B8 units under construction as 'Mountpark'. A further phase (one further B2/B8 unit of 17,000 sqm) here has yet to commence but, based on past experience, it is likely that the entire 33.70 ha Zone 7 of Omega South could be taken up in the short term
- With Zone 7 complete, the only remaining supply at Omega South will be in Phases 1 and 2 in the north east (26.27 ha). Plans here include office options, of which there has been limited recent delivery in Warrington. Thus, this final supply may take some time to fill although B2/B8 options may again be taken up quickly. There will likely be pressure to offer all land here to meet the future strategic B2/B8 requirements of large businesses, particularly if the alternative is to lose those requirements to competing sites elsewhere in the North West
- Change in the Local Supply has been more modest. Completions have primarily been for specific occupier expansions only, which are not counted as supply in this exercise. New consents have again been mostly individual business expansion.
- The biggest change elsewhere has been at Site 36c: Gemini 16, Westbrook, where, based on owner aspirations and surrounding uses, it is assumed all remaining land will be developed for housing only.

### **Fiddlers Ferry**

- 4.6 Current understanding is that Fiddlers Ferry power station is likely to continue operating into the next decade. However, with Government energy policy encouraging the cessation of coal power by 2025, its closure is expected in the long term.
- 4.7 The site may therefore come forward for reuse and represents a major future brownfield redevelopment opportunity for new employment uses in Warrington. It has the potential to be a major focus for economic activity in Warrington, with links to the Widnes Waterfront regeneration area in Halton.
- 4.8 Given its existing National Grid, water, rail and road links, as well as the established skilled workforce, it would be a logical site for new power generation facilities. If a new power plant were to come forward at the site in the future, this is likely to have a much smaller footprint than the existing Power Station. Thus, some land may still be available for other B-Class uses, although any other developments would need to be compatible with the core power generation use.
- 4.9 The decommissioning and demolition of the existing Power Station will however take several years to complete. The existing ash processing activities at the site are also expected to continue beyond the Power Station's Life span, until the deposits are fully depleted.
- 4.10 Thus, while Fiddlers Ferry may provide a long-term option for growth, there is insufficient certainty in the scale and timescale of any land availability for the site, as a whole or in part, to be included within Warrington's developable employment land supply. The Council will, however, need to keep monitoring the location, throughout the Local Plan Period to identify any available land, if and when it comes forward.

### **Realistic Supply Analysis**

- 4.11 In Table 15 there is an analysis of the 2018 realistic supply, as defined above, by location and availability. As noted, the assessment of timescale is based upon several factors – market demand, overview (from discussions with stakeholders and site owners), planning status, infrastructure and services required.

**Table 15 – Location and Availability Assessment (Realistic Supply)**

Location	Availability, years				Total, ha
	0 – 1	1 – 5	6 – 10	10+	
Birchwood	-	1.87	0.24	10.50	12.61
Lingley Mere	-	-	5.97	-	5.97
Warrington Town Centre/Central Warrington	-	0.10	0.05	-	0.15
Westbrook	-	-	5.21	-	5.21
South Warrington	-	-	-	-	-
<b>Local, Sub-Total</b>	-	<b>1.97</b>	<b>11.47</b>	<b>10.50</b>	<b>23.94</b>
<i>Strategic (Omega)</i>	-	<i>33.70</i>	<i>26.27</i>	-	<i>59.97</i>
<b>Total, ha</b>	-	<b>35.67</b>	<b>37.74</b>	<b>10.50</b>	<b>83.91</b>

Source: BE Group, 2018

- 4.12 The first point to note is that only at Omega South - Zone 7 are new build options, larger B2/B8 units, being developed speculatively. Other developments of B-Class floorspace, likely to commence in the short term, are for individual business expansion/relocation only.
- 4.13 At the strategic level, this study estimates a ten-year supply of land remaining at Omega, although it is likely that the main B2/B8 development plots within the employment area will have been taken up well before that.
- 4.14 Only Birchwood has a significant long-term supply of readily available employment land, mostly at Birchwood Park which is now Council owned. Short-mid term delivery is likely at Site 367: The Quadrant (South), Birchwood Park, the focus of recent development. Take-up of all the remaining plots within Birchwood Park is likely to be a long-term process, particularly as no speculative development is proposed at this time.
- 4.15 Elsewhere the only other supply of significance is at Lingley Mere and Westbrook Site 365: Gemini 8 Retail Park, where design and build plots are on the market. Overall, around 56 percent of the local supply is likely to be taken up in the next decade.
- 4.16 Land is divided between four types of uses – B1(a) Offices, B1(c)/B2 Industry, B8 Warehousing and a mix of these (see Table 16). In the case of Omega, a fifth

category, Strategic B2/B8, is added. It is broadly assumed that most ongoing take up at Omega will be for larger B2 or B8 options, although some land at Omega Phases 1 and 2 Remainder is also proposed for smaller B1 uses, primarily offices. Based on the latest Outline consent, some 11 ha, 18.8 percent of the remaining supply is proposed for B1 uses, reduced from around a third in 2016. However, given the ongoing strength of B2/B8 demand at Omega and the still limited prospects for large scale office development, there will likely be pressure for even this remaining element to be made available for further industrial and warehouse options.

**Table 16 – Use Class Assessment (Realistic Supply)**

Location	Use Class					Total, ha
	B1(a)	B1(c)/B2	B8	B1, B2, B8	Strategic B2/B8	
Birchwood	3.38	5.57	1.79	1.87	-	12.61
Lingley Mere	2.64	0.36	2.97	-	-	5.97
Warrington Central/ Town Centre	0.15	-	-	-	-	0.15
Westbrook	2.03	-	-	3.18	-	5.21
<b>Local, Sub-Total</b>	<b>8.20</b>	<b>5.93</b>	<b>4.76</b>	<b>5.05</b>	<b>-</b>	<b>23.94</b>
<i>Strategic (Omega)</i>	<i>11.3</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>48.67</i>	<i>59.97</i>
<b>Total, ha</b>	<b>19.5</b>	<b>5.93</b>	<b>4.76</b>	<b>5.05</b>	<b>48.67</b>	<b>83.91</b>

Source: BE Group, 2018

- 4.17 In terms of the local supply, around a third is likely to deliver primarily B1(a) offices. This includes 3.38 ha at Birchwood Park, based on current owner intentions. As noted, full completion here, and at Lingley Mere, is likely to be a longer-term prospect. The other main source of office land is at Westbrook, comprising 2.03 ha at Site 356: Gemini 8 Retail Park, Charon Way, although this will reduce if the current application for a leisure facility here is approved.
- 4.18 This exercise also illustrates the negligible supply of consented office development land in Warrington Town Centre. At the time of writing only 0.15 ha is potentially available, although the 0.10 ha 404: Land off Dolmans Lane between Bridge Street and, Union Street (33 Bridge Street) may ultimately meet A1-A3 retail/food requirements rather than provide a new office, especially given its prominent position on a main retail street. Elsewhere the Council is developing new offices



for its own use only. Thus, new office space in Central Warrington is likely to be a longer-term prospect, resulting from ongoing masterplanning work.

- 4.19 24.8 percent of the local supply is likely to be developed for B1(c)/B2 industry. Again, there is a high dependence on delivery in Birchwood. The supply elsewhere is limited.
- 4.20 19.9 percent of the supply is likely to provide local scale B8 warehousing. Again, this includes options at Birchwood Park although some further delivery at 367: The Quadrant (South), Birchwood Park is likely in the short to medium term. Elsewhere the main options are at Lingley Mere, which is unlikely to come forward in less than 6 years.
- 4.21 A further 3.18 ha at 356: Gemini 8 Retail Park, Charon Way, Westbrook is proposed for a mix of B-Class uses, focused on industrial and office options.

#### **Sites Quality**

- 4.22 As in the 2016 EDNA, all sites in the realistic supply have been graded using a standard scoring system that consists of objective measures (as far as possible). Each site is scored out of a 100, made up of ten individual measures, each scored out of ten. These are: proximity to the strategic highway network, proximity to key local routes, prominence, access to public transport, planning status, access to services, constraints, environmental setting, flexibility and availability. The scoring system and the detailed scores are provided in Appendix 4 and 5.
- 4.23 Two scores are provided in Table 17, a total score and a market-led score, which reflects the locational strengths and weaknesses of each site. The market-led score is made up of just strategic and key local highway proximity, prominence, environmental setting and flexibility. These are the characteristics that are very difficult to improve. The other five aspects (public transport, planning status, services, constraints and availability), which combine to make up the total score, are easier to improve and hence provide the ability to raise the quality of a site.
- 4.24 Alongside, the small retail/office proposal on Bridge Street, Warrington Town Centre, land at Birchwood Park also scores well, reflecting the quality and accessibility of the location, even if large scale delivery may prove a longer-term prospect.

4.25 Site 382: Benson Road, Birchwood is the worst scoring overall. This reflects the small size, lack of flexibility and more distant development prospects of this site, which is only likely to be developed to meet the specific needs of owner Betfred.

**Table 17 – Employment Sites Scoring (Realistic Supply)**

Site Ref.	Name	Revised Size, ha	Score, max 100	Market-led Sub-total
404	Land off Dolmans Lane between Bridge Street and, Union Street (33 Bridge Street)	0.10	78	32
381	Plots 107, 501-502, 611-612, 701-702 and Quadrant, Eastern Edge, Birchwood Park	10.50	75	37
367	The Quadrant (South), Birchwood Park	1.87	74	32
-	Omega Phases 1 and 2 Remainder	26.27	71	46
357	Phase 1 Remainder - Lingley Mere	2.35	70	36
15 A(c)	Phase 3 - Lingley Mere	3.62	67	38
356	Gemini 8 Retail Park, Charon Way, Westbrook	5.21	66	33
360	Land at Stanley Street	0.05	64	32
Omega Zone 7 Remainder	Omega South - Zone 7	33.70	63	35
382	Benson Road, Birchwood	0.24	56	20

*Source: BE Group, 2018*

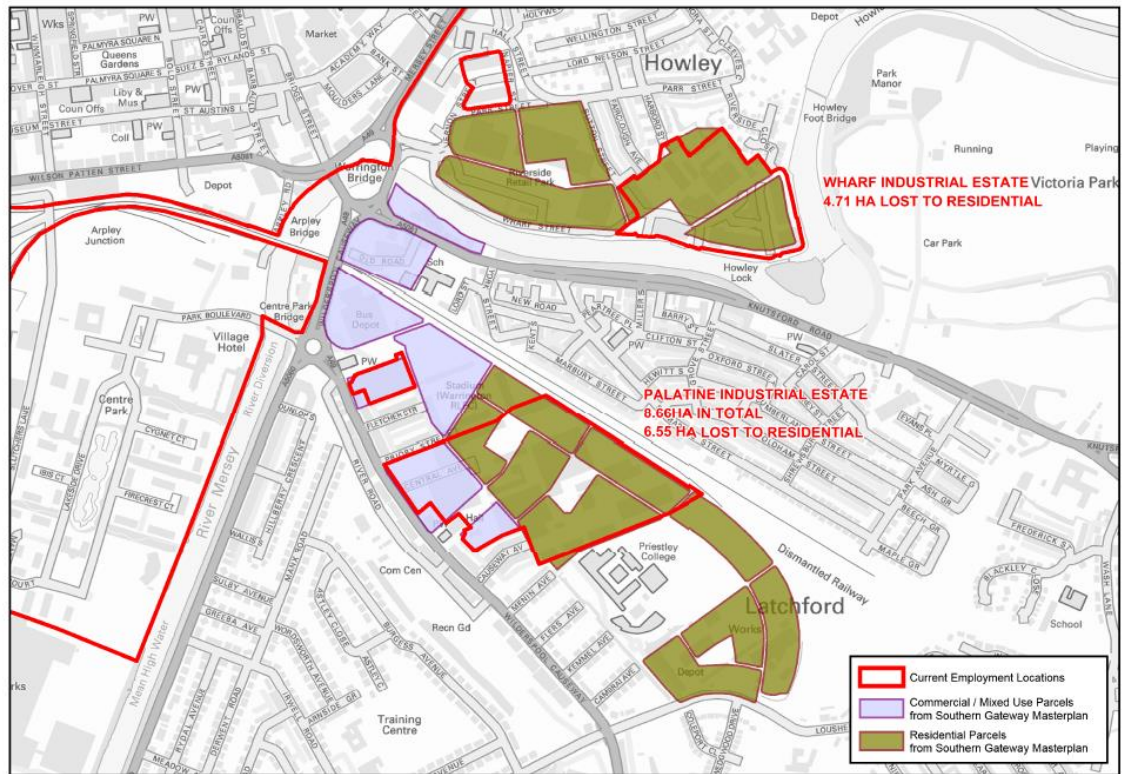
### Other Supply Issues

4.26 The supply analysis above endeavours to identify all undeliverable employment sites and particularly those likely to be lost to alternative uses. One further area of identifiable loss in Warrington’s B-Class land supply will be the ‘Warrington Means Business’: Warrington City Centre Masterplan, specifically in the Southern Gateway and Stadium Quarter Masterplan Area. Plans, if implemented as envisaged would see five parcels of employment land lost to housing (see Figures 11 and 12):

- Wharf Industrial Estate – 4.71 ha and 9,295 sqm of floorspace lost to housing
- Palatine Industrial Estate – 6.55 ha and 24,304 sqm of floorspace lost to housing
- Dallam Lane (including Dallam Court) – 9.12 ha and 37,183 sqm of floorspace lost to housing

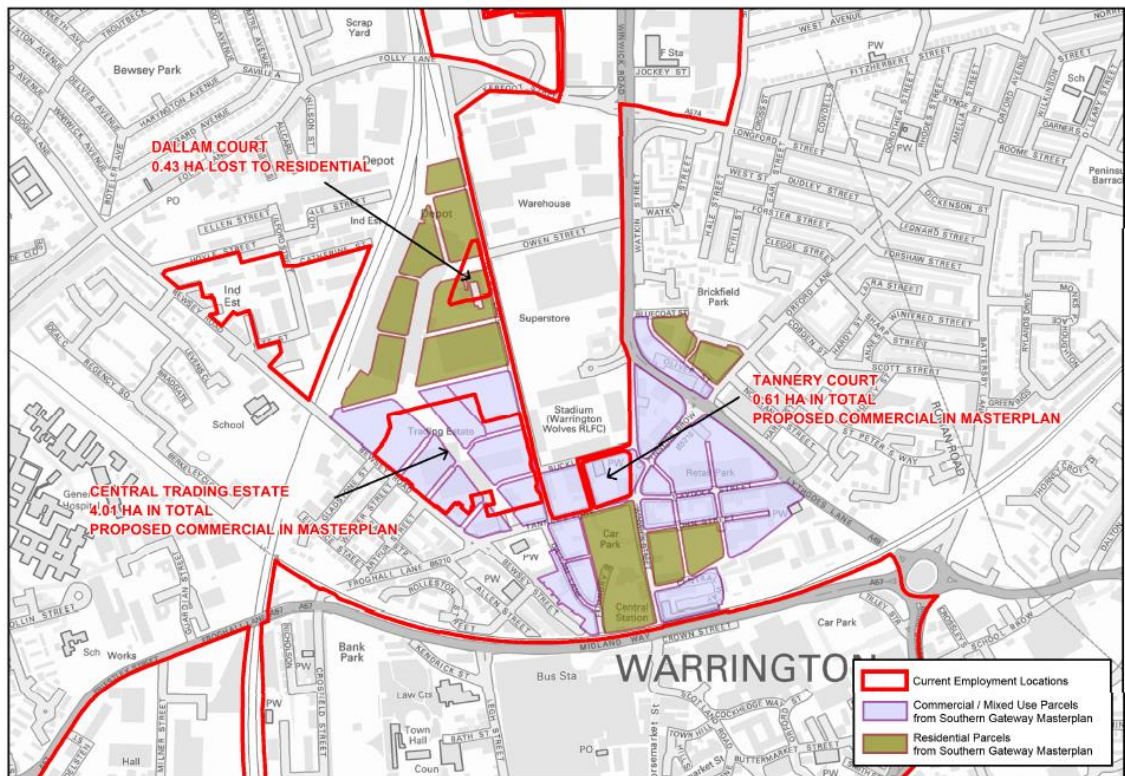
- Loushers Lane (Premier Tankers/Colas) – 2.87 ha and 4,947 sqm of floorspace lost to housing
- Jewson, Liverpool Road – 0.58 ha and 1,549 sqm of floorspace lost to housing.

**Figure 11 – Losses and Gains in Employment Land in Southern Gateway**



Source: WBC, 2018

**Figure 12 – Losses and Gains in Employment Land in Stadium Quarter**



Source: WBC, 2018

- 4.27 Thus, the net impact of these policies would be the loss of 23.83 ha of employment land and 77,278 sqm floorspace from Warrington’s current supply. Of this, just over one third (8.69 ha) is vacant, comprising the 35,204 sqm Warrington 379 Distribution Centre, Dallam Lane.
- 4.28 Almost all other space is occupied, and in B1/B2/B8 use, and generates further land needs for business relocation, i.e. 15.14 ha would be needed elsewhere to relocate the firms.
- 4.29 Without a detailed company survey it is not possible to know exactly how the affected companies will behave. However, experience of similar redevelopments elsewhere suggests that businesses displaced will want to stay in the local area where they currently trade, not moving more than 3 km from their current location. All the existing, and potential future, employment land sources in that 3 km radius fall into Warrington Borough (Manor Park and Daresbury, Runcorn being some 4-6 km from the Southern Gateway Area) meaning that the full 15.14 ha displacement need falls on Warrington.

4.30 It should be noted that 0.43 ha of loss at Dallam Court, Dallam Lane relates to Portal Business Centre, which offers small suites, mostly of 10-72 sqm. Businesses affected here will primarily be micro firms, employing less than 10 people each. Such companies will be seeking premises, likely small units in other multi-let schemes, rather than land. The net need, excluding the Business Centre, is thus **14.71 ha**. Over the long term there are good prospects that these businesses can be relocated in Central Warrington, with 26-27 ha of new or redeveloped business space proposed in masterplanning. For the purposes of this study, however, the 14.71 ha represents an additional need to be met.

### **Summary**

4.31 The 2016 EDNA identified a realistic land supply of 104.53 ha in 14 sites. This comprised a local supply of 34.85 in 11 sites (a third of the floorspace total) and a strategic supply of 69.68 ha in three sites at Omega. Updating this assessment to 2018, and excluding land now developed, unlikely to be brought forward, completed for alternative uses or held for specific occupiers suggests a supply figure, as of July 2018, of 83.91 ha in 10 sites, comprising:

- Local supply: 23.94 ha (28.5 percent), eight sites
- Strategic (Omega): 59.97 ha (71.5 percent), two sites.

4.32 While Fiddlers Ferry Power Station is expected to close in the long term, freeing up land for other employment generating uses, decommissioning the facility will take time. The existing ash processing activities at the site are also expected to continue beyond the Power Station's Life span, until the deposits are fully depleted. Thus, while Fiddlers Ferry may provide a long-term option for growth, there is insufficient certainty in the scale and timescale of any land availability for the site, as a whole or in part, to be included within Warrington's employment land supply

4.33 Take up over 2016-18 has focused at Omega, with Omega North now largely full. This trend will continue for the next few years with Mountpark taking up a further 33.70 ha, 40 percent of Warrington's remaining land supply. In principle, the remaining supply at Omega could last another decade. However, there will be pressure to release land currently designated for B1(a) offices for further B2/B8 uses. If that happens the remaining 26.27 ha will likely fill up much more rapidly.

- 4.34 56.1 percent the local supply is likely to be taken up in a 6-10 year timeframe. Only at Birchwood is a significant portion of available and unconstrained land expected to remain available for more than a decade. Table 18 provides a breakdown of the current realistic land supply by B Use Class.

**Table 18 – Use Class Assessment (Realistic Supply)**

Location	Use Class					Total, ha
	B1(a)	B1(c)/ B2	B8	B1, B2, B8	Strategic B2/B8	
Local, Sub-Total	8.20	5.93	4.76	5.05	-	23.94
Strategic (Omega)	11.30	-	-	-	48.67	59.97
<b>Total, ha</b>	<b>19.5</b>	<b>5.93</b>	<b>4.76</b>	<b>5.05</b>	<b>48.67</b>	<b>83.91</b>

Source: BE Group, 2018

- 4.35 Masterplanning in Central Warrington will see 15.14 ha of largely occupied employment land, primarily in the Stadium Quarter and Southern Gateway lost to housing. Businesses would be displaced in Warrington Borough and accommodating them locally would generate 14.71 ha of additional land need.

## 5.0 WARRINGTON'S WIDER ECONOMIC GEOGRAPHY

### Introduction

- 5.1 This section defines and reviews Warrington's role in the wider economy of the North West. It responds to comments made in the Regulation 18 Submissions to the Local Plan Review that a more quantitative review of Warrington's Functional Economic Market Area (FEMA) is needed, which considers sub area linkages to Warrington below the local authority level

### Quantitative Evidence

- 5.2 This review of Warrington's Wider Economic Geography follows guidance set out in Housing and Economic Development Needs Assessments produced by the Department for Communities and Local Government for FEMA and similar exercises. Although this PPG was replaced in September 2018 by the PPG *Housing Need Assessment*, that new guidance does not provide a revised methodology for such assessments of the wider economy. Thus, the previous guidance is still utilised. The current guidance states:

*“The geography of commercial property markets should be thought of in terms of the requirements of the market in terms of the location of premises, and the spatial factors used in analysing demand and supply – often referred to as the functional economic market area. Since patterns of economic activity vary from place to place, there is no standard approach to defining a functional economic market area, however, it is possible to define them taking account of factors including:*

- *Extent of any Local Enterprise Partnership within the area*
- *Travel to work areas*
- *Housing market area*
- *Flow of goods, services and information within the local economy;*
- *Service market for consumers*
- *Administrative area*
- *Catchment areas of facilities providing cultural and social well-being*
- *Transport network.”*

- 5.3 All definitions of Economic Geography are approximations of the interrelationships of a local economy with areas outside the local authority. Analysis cannot account for all relationships in the economy, rather it is a representation of the key

economic, workforce and consumer flows for the local economy.

#### ***Local Enterprise Partnership***

- 5.4 Warrington falls within the Cheshire and Warrington LEP, along with Cheshire West and Chester and Cheshire East. This reflects Warrington's historic links to Cheshire, but also very significant economic interrelationships as is shown in the commuting data below. Recently this has been expressed in the designation of the Cheshire Science Corridor as an Enterprise Zone, linking sites in Birchwood with Alderley Park in Cheshire East and employment sites in Ellesmere Port in Cheshire West and Chester.
- 5.5 However, as the commuting data also shows, Warrington's major economic links extend beyond Cheshire. For example, the Cheshire Science Corridor Enterprise Zone, excludes Sci-Tech, Daresbury, Halton. This is a key science and technology facility for the North West, which sits on Warrington's western boundary, and draws significant labour from Warrington Borough (see below), but which falls outside of the Cheshire and Warrington LEP area. Clearly therefore a review of Warrington's Wider Economic Geography must look beyond the Cheshire and Warrington sub-region.

#### ***Travel to Work Area***

- 5.6 The commuting patterns of the working residents of Warrington and the workforce employed in the Borough are important in understanding the housing and employment role of Warrington in the context of the broader sub-region. This has implications for the definition and understanding of Warrington's Wider Economic Geography.
- 5.7 Table 19 summarises the in and out commuting patterns of Warrington as at the time of the 2011 Census (thus core data is unchanged from the 2016 EDNA). Detailed commuting information is only available from census data. The net flows to and from each area are also summarised and show that overall, Warrington is a sizable net importer of labour. In 2011, 14,179 more workers commuted into the Borough from across England and Wales than left to work elsewhere.
- 5.8 When considering Warrington's relationship to individual local authority areas, Warrington has a positive net flow of workers (i.e. many more workers commuting into the Borough than out of it to/from an area) with neighbouring Wigan in Greater



Manchester, St Helens and to a lesser degree Halton in the Liverpool City Region, and Cheshire West and Chester.

- 5.9 By far the largest negative flows (i.e. more residents going out of the Borough to work than coming in) are with Manchester and neighbouring Trafford, where Trafford Park, east along the M62/M602 is clearly a strong draw. More surprisingly though, Warrington has a positive commuter flow with the City of Liverpool in that, as of 2011 at least, 563 more workers commuted from Liverpool to Warrington to work than left Warrington to work in Liverpool.

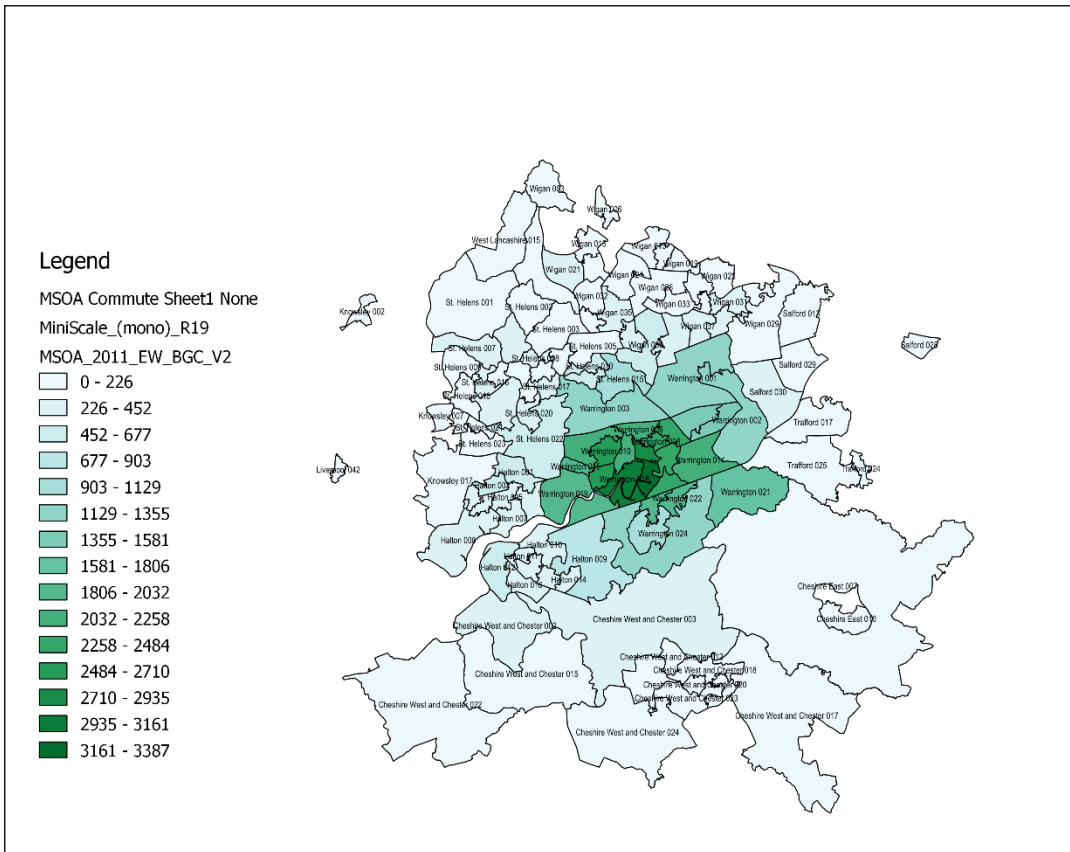
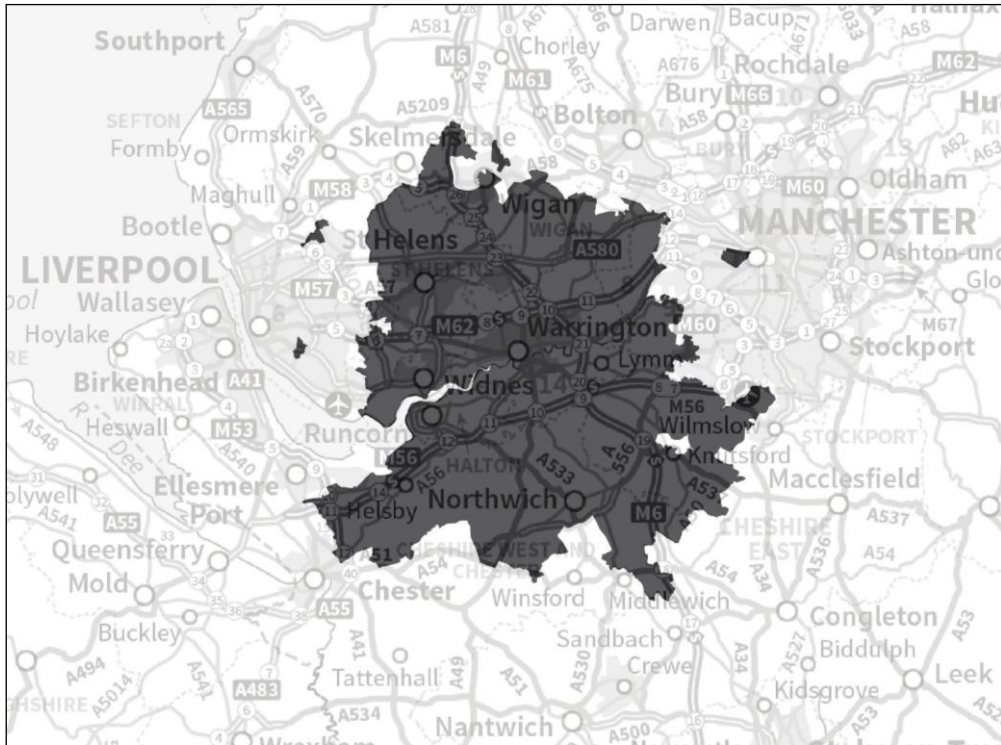
**Table 19 – In and Out flows of Warrington Commuters**

	<b>Work Locations of Employed Residents of Warrington OUTFLOW</b>	<b>Origins of Warrington Workers INFLOW</b>	<b>Net Flow of Workers into Warrington</b>
Halton	4,674	5,786	1,112
Manchester	4,232	1,804	(2,428)
Trafford	3,226	1,876	(1,350)
Liverpool	2,628	3,191	563
St. Helens	2,516	6,804	4,288
Cheshire West and Chester	2,462	3,894	1,432
Salford	2,155	1,738	(417)
Cheshire East	2,005	2,073	68
Wigan	2,000	6,539	4,539
Knowsley	1,124	1,430	306
Stockport	801	1,005	204
Bolton	525	1,236	711
Sefton	406	1,246	840
West Lancashire	396	626	230
Wirral	382	1,156	774
Bury	228	580	352
Tameside	226	492	266
Rochdale	209	420	211
Oldham	204	423	219
Preston	199	254	55
South Ribble	193	363	170
Chorley	149	496	347
Blackburn with Darwen	148	208	60
Elsewhere in England and Wales	3,905	5,532	1,627
<b>Total</b>	<b>34,993</b>	<b>49,172</b>	<b>14,179</b>

Source: ONS 2011 Census

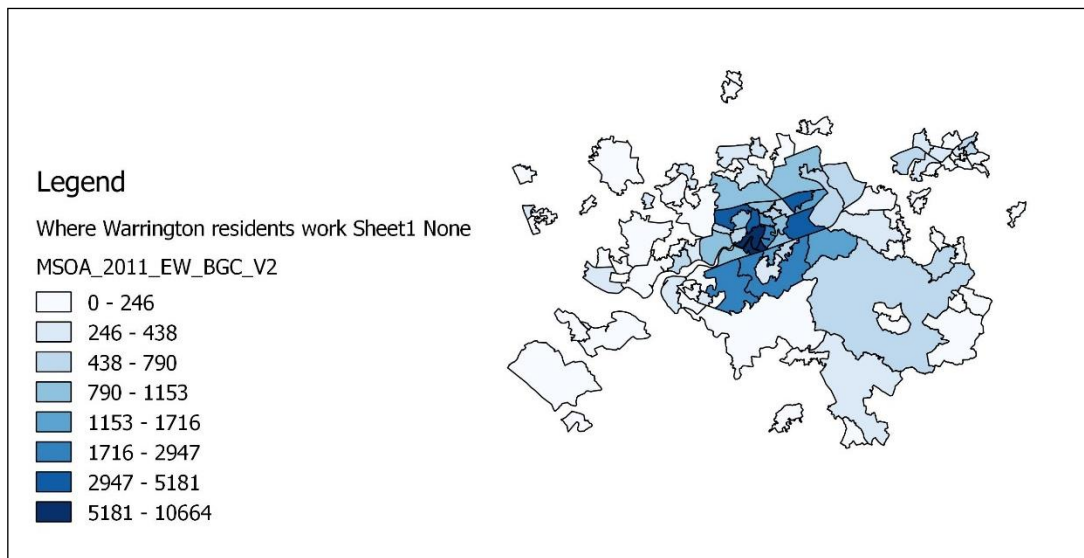
- 5.10 A strong relationship, in terms of both in and out commuter flows is also noted with Cheshire East and Salford.
- 5.11 In terms of longer distance (likely) rail commuting it can be noted that 108 Warrington residents reported a commute to Westminster or the City of London in 2011. 17 Inner London residents indicated that they travelled north to Warrington to work. 73 residents reported a shorter commute to Birmingham, while 97 Birmingham residents travelled north to work in Warrington. Based on the same data, commuting north, to and from Glasgow and Edinburgh, appears negligible.
- 5.12 It can be seen that that Warrington has strong economic linkages – which can be defined as more than 3,000 commuter movements, in and out of the Borough, to or from that location – with neighbouring Wigan, Manchester, Trafford and Salford in Greater Manchester. In the Liverpool City Region, 10,460 people moved between Halton and Warrington to work in 2011, the largest commuter flow overall. Another 9,320 moved between St Helens and Warrington. A strong, positive, relationship is also noted with the City of Liverpool, equating to 5,819 commuter movements in 2011. Relationships with Cheshire are strong, but do not outweigh connections with the areas of Greater Manchester and the City Region highlighted above – 6,356 commuter movements between Warrington and Cheshire West and Chester were recorded in 2011, 4,078 between Warrington and Cheshire East.
- 5.13 The above data shows linkages at the local authority level, but the same data can be considered at a more localised level. Figure 13 below shows where the workers of Warrington are most likely to reside at a Medium Super Output Area (MSOA) level (inflow). Figure 14 shows where Warrington residents travel to work (outflow).

**Figure 13 – Areas from where Warrington workers travel (>100 people per MSOA)**



Source: ONS 2011 Census

**Figure 14 – Area Where Warrington Residents Work (>100 people per MSOA)**



Source: ONS 2011 Census

5.14 The maps show that significant number of Warrington residents travel to Liverpool and Manchester city centres as well as Ellesmere Port. When the analysis is

shown on a graduated scale, it can be seen that the larger out-commuting movements are being undertaken in an Easterly direction to Cheshire East and Manchester.

5.15 Measured at the MSOA level, the following labour relationships are noted:

- Greater Manchester - Warrington draws labour from the bulk of south and west Wigan, incorporating most of Wigan Town, Leigh and Hindley. In Salford, labour is taken from the suburban/rural west, including Irlam and Cadishead and also the central urban area of Ordsall which includes part of the City Centre and Salford Quays. In Trafford, again the rural west is included, extended into the City of Manchester around the Airport. In terms of Warrington's out commuting, the main addition is Central Manchester, extending west to the City of Salford, plus a modest commuting focus in Stockport
- Liverpool City Region – In the City Region, labour is drawn from the bulk of St Helens (extending slightly into West Lancashire around the M6/M58 interchange), all of Halton and some southern and eastern areas of Knowsley incorporating Rainhill and Huyton. In Liverpool, the unconnected neighbourhood of Wavertree provides labour, partly explained by this area's strong linkage to the M62 Corridor. In terms of out commuting, Central Liverpool and the Knowsley Industrial Estate/Kirby area are further labour destinations
- Cheshire – Unsurprisingly the north of the county links most strongly to Warrington. In Cheshire West and Chester that means Northwich and the M56 Corridor to Helsby and Ellesmere Port, with the employment areas south west of Ellesmere Port a destination for Warrington labour. In terms of both in and out commuting. Chester largely falls outside of Warrington's area of labour catchment, although Sealand Industrial Estate does draw some labour from Warrington. In Cheshire East it incorporates Knutsford and extends east to Wilmslow and south, down the M6 to the edge of Middlewich.

### ***Housing Market Area***

5.16 The latest Strategic Housing Market Assessment (SHMA) was published in January 2016 for a Mid Mersey Housing Market Area (HMA) incorporating Halton, St Helens and Warrington local authority areas. That study analysed past

research, house price trends and dynamics, commuting flows and migration patterns, to define the HMA.

- 5.17 In market-terms there is reasonable alignment in terms of house prices in Halton, St Helens and in urban areas of Warrington. The greatest variation is at Lymm, where local prices are well above HMA averages. Travel to Work Area and Migration data shows a degree of self-containment, within, and across the three local authority areas which is consistent with a defined HMA. There is also well-established Duty to Co-operate joint working between the three local authorities on strategic housing and other related issues. It should also be noted that the Cheshire and Greater Manchester authorities have now well established, separate, HMAs.

### ***Market Comments***

- 5.18 Warrington competes with other locations along the M62 and M56 Corridors for larger industrial and logistics requirements. Links with Halton were less strongly emphasised by stakeholders in this Study than in 2016, but clearly remain relevant. One stakeholder felt that Warrington is losing out to Runcorn/Widnes for freehold requirements, due to a lack of stock for sale in Warrington. Birchwood, and to a lesser degree Warrington Town Centre is also in competition with key North West centres such as Manchester and Liverpool for larger office requirements.

### ***Services and Infrastructure***

- 5.19 Three national motorways pass through Warrington Borough. In the north the M62, provides a direct east-west link into the heart of the Liverpool and Manchester Conurbations. In the south, the M56 provides a second east-west link, accessing south Manchester and Manchester Airport in the east. In the west, the M56 moves into North Wales, with links to Ellesmere Port/Wirral and Chester. However, its most immediate utility is the close, high speed link it provides to Daresbury and Runcorn, in Halton, a key factor in the close economic relationships between Halton and Warrington highlighted elsewhere in this study.
- 5.20 Running north-south, the M6 is clearly a national route. However, in the immediate Warrington context it provides a strong link north to St Helens (notably Haydock) and Wigan. To the south it provides access to the settlements of east and central Cheshire. The A49 passes through the heart of Warrington town and provides

further access options, north to St Helens and Wigan and south through Cheshire and into the West Midlands.

- 5.21 Warrington settlements south of the Manchester Ship Canal are further served by the A56, which provides additional links west to Daresbury, Runcorn and west Cheshire and east into Manchester.
- 5.22 Warrington is linked to the Port of Liverpool and has, and is expected to continue, to benefit from the growing logistics market of this facility, both in terms of motorway linked warehousing and along the Manchester Ship Canal. The latter is evidenced by ongoing plans for Port Warrington.
- 5.23 In terms of services, Warrington Town Centre is a significant sub-regional centre serving all of Warrington Borough and supporting adjacent settlements such as Runcorn and Newton-le-Willows. The scale of the town's catchment in the wider region is however limited by the catchments of the three regional centres - Chester, Liverpool and Manchester, the Trafford Centre and, to a lesser extent, the competing centres of Wigan, Northwich, Widnes and St. Helens.

#### **Warrington's Wider Economic Geography**

- 5.24 Based on the above evidence, Warrington's Wider Economic Geography clearly includes Halton and St Helens, with 10,460 and 9,320 commuter movements recorded to and from those settlements in 2011. Those local authority areas also form a defined HMA with Warrington and market comments suggest that the three local authorities are in competition for strategic property enquiries.
- 5.25 In Greater Manchester, commuting shows a strong relationship with Wigan, extending to most of the main settlements of that Borough, including Wigan Town. Relationships with Salford and Trafford are also strong along the M62/M602 Corridor and focused on the west of each local authority area, including the major Trafford Park Employment Area.
- 5.26 Warrington forms a common LEP area with the northern parts of Cheshire West and Chester and Cheshire East, with further overlaps in the common Enterprise Zone. Commuting suggests strong economic relationships with the northern portions of each local authority area.

- 5.27 The cities of Manchester and Liverpool are geographically more distant. However, market activity in these cities has a big impact on Warrington. In the case of Liverpool, Warrington falls into the strategic B2/B8 market serving the Port of Liverpool and has an additional infrastructure link along the Ship Canal. Warrington is also a sizable net exporter of labour to the City of Manchester and market evidence suggests that Birchwood competes with the City for large office requirements.
- 5.28 The other areas of the Liverpool City Region (including Knowsley which has some linkages, but an overall weaker commuting relationship) and Greater Manchester can be said to fall outside the Wider Economic Geography of Warrington. Warrington has a link to all these locations and there would be individual businesses within the Borough that would consider at least some of them as part of their core client base. However, overall the relationship is weaker than with the other locations shown above.

#### ***Economic Geography and Policy***

- 5.29 This Study shows the range of economic interconnections which affect Warrington. However, it is also recognised that Warrington Borough will have differing practical and policy relationships with all these locations. For example, Warrington has strong physical interrelations with Halton and St Helens, where employment areas such as Omega come close to, or overlap with local authority area boundaries. Relations with Greater Manchester are more abstract as Warrington is one of many locations which feed labour to the urban conurbation, while links to Liverpool include growing specialist port linked logistics. In Cheshire, Warrington co-operates and competes with a range of employment initiatives, many outlined below. Thus, there can be no uniform policy approach for Warrington to respond to and engage with this broad area and initiatives must reflect the Borough's needs and priorities in each policy area.

#### **Neighbouring Areas**

- 5.30 Having reviewed the Wider Economic Geography of Warrington, the remainder of this section considers each of the districts which fall within that Wider Geography on an individual basis. All local authorities within the that Geography were consulted on the text in August 2018.

#### ***Cheshire***



***Cheshire West and Cheshire***

- 5.31 The Cheshire West and Chester Local Plan (Part One) was adopted on the 29th January 2015 and forms part of the statutory development plan for the Borough. The Local Plan will be developed in two parts – Part One Strategic Policies and Part Two Land Allocations and Detailed Policies. Key Local Plan targets are that over the period of 2010 to 2030 the Plan will deliver at least 22,000 new dwellings and at least 365 ha of employment land. Most of the new development will be located within, or on the edge, of the city of Chester and towns of Ellesmere Port, Northwich and Winsford. Key employment locations are identified and safeguarded where these could benefit the wider sub region. This includes sites in the north of the borough at Hooton Park, Ince Park and Stanlow (including New Bridge Road).
- 5.32 A Housing and Economic Land Availability Assessment (HELAA) was completed for Cheshire West in 2017. This identified a supply of 451 ha employment land that could be suitable, available and achievable in the plan period. This includes around 69 ha of employment land within the Stanlow area. A further 44 ha of Cheshire West employment land already identified in 'made' Neighbourhood Plans. There is approximately 338 ha employment land identified on remaining HELAA sites.
- 5.33 The Local Plan (Part Two) Land Allocations and Detailed Policies was submitted for Examination in March 2018. It proposes some 108 ha of employment land, in eight sites, in the Ellesmere Port Settlement Area. It includes policies to relate to the key employment areas identified in Part One, including Stanlow, Ince Park (Protos) and Hooton Park (Vauxhall).
- 5.34 The Local Plan (Part Two) also identifies Thornton Science Park, located within the Stanlow boundary. It is a 25 ha site for the University of Chester's Faculty of Science and Engineering. It provides space for new business start-ups for the expansion of businesses in the energy, environment, engineering, advanced manufacturing, chemicals and automotive sectors. As indicated, it forms part of the Cheshire Science Corridor Enterprise Zone with Birchwood Park and some competition between the two locations for relevant high-tech companies, is likely, particularly in energy/engineering sectors (although Birchwood has a distinct focus

on the nuclear sector).

- 5.35 At Ince, Ince Park (Protos) is proposed for a multi-modal resource recovery park and energy from waste facility, with a developable area of some 50 ha. Protos and the Stanlow Refinery/Wider Policy Area do not have direct equivalents in Warrington and their development will expand and diversify the wider economy.
- 5.36 Hooton Park falls within the Cheshire Science Corridor Enterprise Zone and is identified as being suitable for logistics, advanced manufacturing and environmental technologies. Most of the land within the area is in operational use for GM Vauxhall and suppliers. 27 ha of development land is identified in the Local Plan (Part Two) here.
- 5.37 Northwich is home to sizable business parks and industrial estates including Gadbrook Park and the now largely complete Cheshire Business Park. Along with Winsford 1-5 Industrial Estate, these compete in the sub-regional market and have attracted a mix of local and regional occupiers. There is modest further growth potential at Winsford 1-5 Industrial Estate. Little development land remains at Northwich, but the Local Plan Part Two proposes some 46 ha of employment land supply here, including expansion land to the south-west of Gadbrook Park.

### ***Cheshire East***

- 5.38 Cheshire East's Local Plan Strategy was adopted on 27th July 2017. The overall growth proposition is to deliver at least 36,000 new homes by 2030 and around 31,000 jobs over the same time scale. A minimum of 380 ha of employment land is also proposed. Significant new employment areas are proposed to underpin the strategy at Basford, Crewe; Radway Green, between Alsager and J16 of the M6; land adjacent to J17 of the M6 at Sandbach; Ma6nitude (formerly known as Midpoint 18), Middlewich; North Congleton; South Macclesfield; and Wardle, near Nantwich.
- 5.39 There are a wide range of local schemes and proposals which may impact on the Warrington market, but locations with most significance are likely to include Ma6nitude (formerly Midpoint 18), Middlewich; Alderley Park, near Macclesfield and the North Cheshire Growth Village, Handforth East.

### ***Ma6nitude (formerly known as Midpoint 18)***

- 5.40 Ma6nitude is a major mixed-use site, offering around 165,000 sqm of

accommodation, in units ranging from 3,800 sqm to 35,000 sqm. The scheme now has a development partner, DB Symmetry, and speculative development is programmed over the new few years, delivering at least 16,000 sqm. Land is also now being marketed to meet small and mid-sized business needs for units of 1,000-6,000 sqm. With capacity for up to 209,000 sqm of further space, mostly larger B2/B8, close to Junction 18 of the M6, it can be identified as a strong competitor to equivalent locations, existing and planned, in Warrington.

### ***Alderley Park***

- 5.41 The 161 ha life science research and development facility forms part of the Cheshire Science Corridor Enterprise Zone, along with sites at Birchwood Park. It has a focus on drug development and associated technology, a distinct offer from the nuclear/engineering focus of Birchwood
- 5.42 The site currently offers around 190,000 sqm of scientific laboratory space, offices, restaurants, cafes, leisure facilities, conferencing space and is home to a cluster of over 150 businesses and approximately 3,000 staff. The most recent project was the refurbishment/partial redevelopment of a 28,000 sqm property as No. 15 Alderley Park, Mereside. This will offer flexible lab/office space in nine linked buildings. This is likely to be the main premises delivery here for the next few years. Long term masterplanning allows for 46,777 sqm of new build property in total, bringing the overall floorspace to 207,157 sqm after demolitions.

### ***North Cheshire Growth Village***

- 5.43 A major new community of 1500 homes, and up to 12 ha of employment land, this is expected to be a long-term growth project, driven forward by the Engine of the North.

### ***Crewe***

- 5.44 Crewe sits outside of the core area of Warrington's Wider Economic Geography, but it is still worth noting that over the long term, Crewe is identified by Cheshire East Council as a 'High Growth City' and focus for investment and development, deriving particular benefits from the HS2 infrastructure proposed. A core growth focus will be the Basford East and West sites, which will include some 46 ha of employment land. Basford West (Crewe Commercial Park) is a new development of approximately 102,000 sqm and will offer a number of design and build distribution/warehouse units from 4,645 sqm to 69,677 sqm. The Commercial Park

offers the opportunity of a dedicated rail siding, and rail freight terminal offering direct access to the West Coast Main Line.

### ***Greater Manchester***

#### ***Greater Manchester Spatial Framework (GMSF)***

- 5.45 In October 2016, the Greater Manchester Combined Authority published its first draft of the Greater Manchester Spatial Framework (GMSF). Following a period of consultation, the document is currently being rewritten and a revised draft is expected by autumn 2018. Amongst other changes, this revised document is expected to have a reduced emphasis on Green Belt sites to meet housing and employment needs. This will have implications for Warrington as some of the strategic sites proposed in the south and west of Greater Manchester, i.e. in the M6/M62/M56 Corridors linked to Warrington, may not now be allocated or will be provided at a reduced size/capacity.
- 5.46 The quantum of new floorspace, currently proposed over 2015-2035 (to become 2037 in the revised draft), includes 2.45 million sqm of offices (with at City Centre focus, complemented by growth at The Quays, Manchester Airport and the main town centres); 4 million sqm of new industrial and warehousing and around 227,000 additional homes.
- 5.47 However, such changes have yet to be confirmed. At present, the key foci of new development are expected to include:
- City Centre
  - Main Town Centres (Altrincham, Ashton-Under-Lyne, Bolton, Bury, Oldham, Rochdale, Stockport and Wigan)
  - The Quays
  - Airport Gateway
  - Western Gateway
  - Northern Gateway
  - Eastern Gateway
  - Other Corridors
  - The East Lancashire Road
  - M61 Corridor
  - M6 Motorway Corridor.

5.48 Locations with strong linkages to Warrington will include the City Centre, Airport Gateway, Western Gateway, The East Lancashire Road and the M6 Motorway Corridor. These locations, as they are envisaged in the present GMSF at leased, are discussed in Table 20 below.

**Table 20 – GMSF Strategic Policy Areas**

Area	Comments	Links to Warrington
City Centre	<p><i>“Key locations for large scale development are: Piccadilly/Mayfield (including HS2 proposals)</i></p> <ul style="list-style-type: none"> <li>• <i>Spinningfields, St Johns and the Civic Quarter</i></li> <li>• <i>Corridor Manchester</i></li> <li>• <i>Salford Central and Greengate</i></li> <li>• <i>Greater Jackson Street, NOMA/Ancoats, the Green Quarter and the Irk Valley, providing key residential-based development opportunities.”</i></li> </ul>	<p>1.25 million sqm of new office floorspace is proposed, on top of existing commercial space. This will provide strong competition for any larger office proposals in either Warrington Town Centre or Birchwood.</p>
The Quays	<p>Development will provide a wide mix of uses, and its business, housing and tourism/leisure roles. Proposals are for 285,000 sqm of new, high-quality business floor space, including the continued expansion of the key cluster of digital and media industries.</p>	<p>Again, growth here will provide strategic level competition with Warrington’s office market, although the specific strength of the Quays – digital/media – is somewhat distinct from Warrington’s specialisms, which include nuclear, engineering, plus some potentially overlapping telecoms.</p>
Airport Gateway	<p>Enterprise Zone Development Opportunities:</p> <ul style="list-style-type: none"> <li>• Airport City North, providing around 200,000 sqm of predominantly new office and ancillary commercial development and 50,000 sqm of new industrial development immediately around the airport.</li> <li>• Airport City South/Global Logistics, providing around 190,000 sqm of aviation-focused logistics development.</li> <li>• Medipark, located around the University Hospital South Manchester, providing around 100,000 sqm of bio-technology and healthcare-related commercial development</li> <li>• Wythenshawe Town Centre and Atlas Business Park, providing associated commercial opportunities.</li> </ul> <p>In addition to the Enterprise Zone development, the Airport Gateway Strategic Location offers the opportunity for the further growth at Timperley Wedge, including 50,000 sqm of offices at Davenport Green, as well as growth options associated with HS2.</p>	<p>The airport linked logistics of south Manchester are distinct from the road, and canal/port/rail, based options of Omega and its possible successors. Medipark proposals also don’t have an immediate equivalent in Warrington but will likely overlap with other elements of the Cheshire Science Corridor Enterprise Zone. More generally, however, the Airport Gateway provides another pole to the strong strategic role of the City of Manchester</p>

Area	Comments	Links to Warrington
Western Gateway	<p>The Western Gateway will deliver around 1,400,000 sqm of industrial and warehousing floorspace, and over 20,000 dwellings. Key projects include:</p> <ul style="list-style-type: none"> <li>• Around 11,500 dwellings and 750,000 sqm of employment floorspace, around Carrington, Partington and Sale West</li> <li>• Port Salford – Delivering a major new port facility on the Manchester Ship Canal, around 450,000 sqm of rail-served industrial and warehousing floorspace on land to the south, north and west of City Airport</li> <li>• The continued role of Trafford City as a major tourism, retail and leisure destination, complemented by the completion of up to 3,000 dwellings and 80,000 sqm of offices</li> <li>• The continued renewal and enhancement of Trafford Park.</li> </ul>	<p>In this area, there will be an overlap between Port Salford and Port Warrington although both will be driven forward by Peel as complimentary parts of the wider Ship Canal growth programme. Warrington is a strong exporter of labour to Trafford/Trafford Park and growth here, and in nearby areas of Salford, may exacerbate this trend. Warrington will, however, benefit from infrastructure investment in the main routes of this area and especially the M62/M602.</p>
The East Lancashire Road	<p>Proposals for 133,000 sqm of employment floorspace and up to 3,600 new homes by 2035 provided the necessary transport infrastructure is secured.</p>	<p>Growth here will impact most strongly on the north of the Borough and schemes will likely draw labour from communities such as Croft and Culcheth.</p>
M6 Motorway Corridor	<p>Land at Junction 25 is proposed for around 333,000 sqm of employment floorspace and Land at Junction 26 for around 150,000 sqm.</p>	<p>Smaller scale growth in west Wigan Borough, but still options likely to impact on the surrounding Motorway Corridor schemes.</p>

*Source: GMCA, 2016*

5.49 Foci for major B2/B8 development will include:

- Western Gateway With major opportunities at:
  - Trafford Park
  - Port Salford
  - Carrington.
- Northern Gateway. With major opportunities at:
  - Heywood/Pilsworth, delivering a large scale expansion of the existing industrial area
  - Stakehill, extending the existing estate
  - Kingsway, completing the business park to the north of the M62 and delivering a major extension to the south of the motorway.
- Eastern Gateway – expanding the existing employment opportunities at Ashton Moss in Tameside and Bredbury Park Industrial Estate in Stockport, retaining the employment function of the Tame Valley
- M6 corridor in Wigan – developing land around Junctions 25 and 26

- M61 Corridor in Bolton – completing Logistics North at Junction 4
- East Lancashire Road Corridor – several opportunities for major development linked to major improvements in public transport along the corridor, including provision of rapid transit connections to the City Centre.
- Central Park in Manchester
- Manchester Airport.

### ***City of Manchester***

5.50 Manchester's Core Strategy was adopted in July 2012. It sets a target of 200 ha of employment land between 2010 and 2027. 70 percent of this, 140 ha, is proposed for B1(a) offices with a focus on the City Centre and Manchester Airport employment areas. 16,500 new homes are also proposed.

5.51 Manchester City Centre is defined by extensive regeneration programmes which are boosting the commercial and retail/leisure offer. The broad areas of growth can be defined as:

- Civic Quarter: an area in the heart of the City Centre including the Town Hall, Central Library, Manchester Central, Great Northern Warehouse and the public spaces - Albert Square and St Peter Square. The Civic Quarter is the next phase of growth in the City Centre, providing a natural extension to the existing commercial area
- Mayfield: intended to be a Civil Service Campus providing 5,000 civil service jobs. The aim is to reuse the vacant Mayfield Station adjacent to Piccadilly, complementing the on-going enhancement of this part of the City Centre
- Spinningfields: a location for high value financial and professional services within the Regional Centre, offering high quality premises with large floorplates. The scheme began in 1995 with final completion expected by the end of the decade
- The Corridor: is characterised by the redevelopment of the big institutions, namely, University of Manchester, Central Manchester and Manchester Children's University Hospital Trust. The area offers opportunities related to research and development linked to the big institutions. Major employment areas include Great Jackson Street and First Street but also smaller sites including the former BBC building and Manchester Science Park, a key regional centre for science and technology.

5.52 Manchester Airport includes an established and growing area for high technology industries, logistics, offices, warehousing and ancillary commercial facilities. This is generally referred to as Airport City, which received Enterprise Zone Status in 2011. Growth extending to some 50 ha is envisaged to 2027.

### **Salford**

5.53 At the time of writing, the 2006 Unitary Development Plan (UDP) remains the primary DPD for Salford however the Local Authority is currently progressing a new Local Plan alongside the GMSF.

5.54 Consultation on this new document took place between November 2016 and January 2017. A Revised Draft Local Plan is due to be published towards the end of 2018 following the publication of the GMSF.

5.55 The new Draft Local Plan describes that around 415,000sqm of office floorspace, 500,000sqm of industrial and warehousing floorspace and an additional 34,900 homes will be provided over the period to 2035. The majority of new office floorspace will be focused in City Centre Salford and Salford Quays.

5.56 Most of the new industrial/warehousing floorspace will be provided at Port Salford. This includes both the currently consented scheme to the south of the A57 between Irlam and Eccles, and a further proposed expansion to the north of the A57 to the east and north of Barton Aerodrome. The expansion of Port Salford is proposed in both the Draft Local Plan and the GMSF (Policy WG3).

5.57 The consented Port Salford to the south of the A57, is a £138 million development and will be the UK's only inland multimodal distribution park served by rail, road and short sea shipping. The scheme is expected to generate 10,000 jobs over its lifetime. It will provide a container facility capable of handling 300,000 containers and 37 million freight pallets per year along with around 155,000 sqm of warehouse space. Culina Group now occupy a warehouse on the site and, in late 2017, Reserved Matters Consent was granted for the next phase of Port Salford, comprising some 120,000 sqm of warehouse space provided over three units of up to 40,000 sqm.

5.58 The expansion of Port Salford to the north of the A57 as proposed in the Draft



Local Plan and Draft GMSF would provide a further 320,000sqm of employment floorspace with a strong focus on logistics but also incorporating high quality manufacturing floorspace.

- 5.59 The large North Bank Industrial Estate in Cadishead may also draw labour from Warrington. The 2011 Census indicates Warrington to be a modest net exporter of labour to Salford, with a net outflow, in 2011, of 417.

### ***Trafford***

- 5.60 The Trafford Local Plan: Core Strategy was adopted in January 2012. It proposes 190 ha of further employment land between 2008/09 and 2025/26. Trafford Council is currently out to consultation (Regulation 18) on a new Local Plan Issues Paper, Integrated Assessment Scoping Report and a Call for Sites.

- 5.61 Sites considered for relevant development in the present GMSF include WG1 New Carrington (Trafford). This includes the former Shell Carrington Industrial Estate and is proposed for up to 750,000 sqm of employment floorspace and 11,500 new homes. However, the amount of new homes and employment floor space the site will deliver is likely to be reduced in line with the GMSF plan period (up to 2037).

- 5.62 Links between Trafford and Warrington will inevitably be focused at Trafford Park, which lies at the northern end of the Manchester Ship Canal and is Europe's largest industrial park. It is split into three sub areas: Wharfside in the east; the core industrial area in the centre; and that part in the west which surrounds the Trafford Centre regional shopping complex. Some 40,000 are employed here in over 1,400 companies. A net 15,000 more people come into Trafford to work every day, than those who travel out to work in other areas and Trafford Park provides the bulk of these jobs. This included 3,226 commuters from Warrington as of the 2011 Census.

- 5.63 Further growth in Trafford will be focused at five Strategic Locations:
- Pomona Island – A new mixed-use commercial and residential district to complement the offers of the city centre and Salford Quays / Mediacity:UK. It will include 800 homes and 10 ha of employment land
  - Trafford Wharfside – Located on the south bank of the Manchester Ship Canal opposite Salford Quays, the area forms part of Mediacity:UK and

includes the Manchester United Football Ground. It will include 900 homes and 10 ha of employment land

- Lancashire County Cricket Club Quarter – Proposals include an improved Cricket Club Stadium and 400 homes
- Trafford Centre Rectangle – The western part of Trafford Park with potential for 1,050 residential units and associated B1 space at ‘Trafford Quays’ along with 15 ha of employment land
- Carrington – Redevelopment of brownfield land around Carrington and Partington, including 75 ha of employment land.

### **Wigan**

5.64 Wigan Council consulted in 2017 on an Allocations and Development Management Local Plan Development Plan Document (DPD). In line with the other Greater Manchester Authorities, work on the Wigan Allocations and Development Management Local Plan is on-hold pending substantial progress on the Greater Manchester Spatial Framework (GMSF). The Greater Manchester Authorities will return to their Allocations Plans after this progress has been made.

5.65 Wigan’s Core Strategy, adopted in September 2013, establishes a need for approximately 200 ha of employment land over 2011 and 2026, or 13-14 ha/year. This reduces to 196 ha with recent take-up.

5.66 Meeting this need is expected to be challenging for Wigan. Policy EM1 of the Allocations and Development Management Local DPD, establishes 5 major allocated sites which will satisfy one-third of the requirement:

- EM1.1: Land at Leopold Street, Pemberton, Wigan – 2.04 ha
- EM1.2: Land at Smithy Brook Road, Wigan – 14.42 ha
- EM1.3: Land at Landgate Lane, Bryn – 5.49 ha
- EM1.4: South Lancashire Ind. Estate Extension, Ashton-In-Makerfield – 32.92 ha
- EM1.5: Land at Chaddock Lane, Astley – 13.37 ha.

5.67 A further five ‘Major Sites’ will supplement this requirement, larger mixed use proposals including some employment allocations totalling 69 ha. Beyond this, an outstanding need of some 59 ha remains, and it will have to be determined whether to proceed with an identified shortfall of employment land or look towards

a Green Belt release.

- 5.68 Of the Major Sites, Pocket Nook, off the A580 East Lancashire Road and west of Atherleigh Way, is of most relevance to Warrington. The proposal is for a 29 ha high quality business park and 350 homes. In the GMSF, ELR3 Pocket Nook, Lowton (Wigan) is proposed for 133,000 sqm of floorspace. The site is viewed as deliverable, but there are questions about the willingness of the landowner to sell land. Market appraisals have been conducted on the land and they argue that there would be strong demand for this land should it go to market. A development mix is still to be determined but, the site, if delivered as envisaged, does have the potential to compete with key sites in Warrington, particularly nearby Birchwood.
- 5.69 Further development is proposed at South Lancashire Industrial Estate. This is recycled land at Ashton-in-Makerfield which boasts additional land for expansion on top of the units already in place. This expansion however would require highways infrastructure works. Further development in the Golborne area may be possible, but proposals remain undefined at this stage.
- 5.70 Proposals (currently) put forward in the GMSF include the M6 linked sites:
- M6C1 Junction 25 (Wigan) - 332,500 sqm of B1/B2/B8
  - M6C2 Junction 26 (Wigan) - 150,500 sqm of B1/B2/B8
- 5.71 It should be noted that logistics developer DB Symmetry has recently submitted a planning application for 134,000 sqm of B8 logistics on a 54.41 ha site south of Winstanley at J25, M6. Current masterplanning is for eight units of 9,300-27,900 sqm.

### **Liverpool City Region**

- 5.72 A draft version of the Liverpool City Region Strategic Housing and Employment Land Market Assessment (SHELMA) has been published by the Liverpool City Region Combined Authority and West Lancashire Council. Consultation on the document closed in October 2017.
- 5.73 The SHELMA suggests that the Liverpool City Region will require 308-397 ha of land for B8 use arising from investment at the Port of Liverpool as well as a more general increase in employment land and housebuilding.

5.74 Key within this will be land for large warehouses of over 9,000 sqm, to meet growing needs emerging primarily, but not exclusively, from the Port of Liverpool. It also assumes that, given average lifespans of 30-35 years, around half of the existing warehouse stock in the city region will require replacement by 2033.

Forecasts of need were:

- Do-minimum – reflecting recent underlying economic growth alongside minimal investment in transport infrastructure (nothing beyond that already committed) and no other public sector interventions – 308 ha needed by 2037
- Do-something/ Transport for the North Strategy – The consultant's strategy, which also reflects the results of an extensive consultation exercise with the freight and logistics industry in the North of England and the public sector – 397 ha needed by 2037.

5.75 In addition, the commodities forecasts presented within the Mersey Ports Masterplan identify a need for around 340 ha of land to 2030. This includes land for Port-related logistics (113 ha) which will overlap with the above demand forecasts for B8 warehouse development.

5.76 No attempt was made at this stage to disaggregate the large scale B8 need at a local authority level. As is noted *"The market for large-scale warehouse/distribution development is sub-regional in nature, and growth at a local level is typically supply-driven – it is influenced by the availability of land at attractive locations."*

5.77 In principle, there is enough brownfield land within the City Region to meet these requirements. In practice, only a few major B8 sites are currently in the pipeline, including developments at Haydock; along the A5036 Dunningbridge Road, Netherton and most significantly the 144 ha Parkside scheme in St Helens is the only strategic scale logistics led site in the pipeline. Thus, there are considerable prospects for nearby authorities such as Warrington to capture some of this strategic growth potential.

### **Halton**

5.78 The Council consulted on the first draft of its new Local Plan, the Delivery and Allocations Local Plan (incorporating revised Core Strategy Policies) between January and February 2018.

- 5.79 This Local Plan will replace the remaining policies and the Proposal Map from the Unitary Development Plan including allocating land for development to 2037 and redefining the extent of the Green Belt in Halton. The current Core Strategy was adopted in April 2013.
- 5.80 The draft plan sets out the key strategic employment sites in the Borough as:
- Daresbury Science and Innovations Campus, Runcorn (20 ha)
  - 3MG, Widnes (57 ha)
  - Widnes Waterfront, Widnes (27 ha)
  - West Runcorn /Inovyn, Runcorn (26 ha).
- 5.81 In terms of employment land, the identified need is for 14.47 ha/year over the Core Strategy period 2010-2028. This generates a total land requirement of 312.55 ha including a 20 percent flexibility factor to maintain a range and choice of sites throughout the plan period. Reflecting the methodology used in the earlier Joint Employment Land and Premises Study (2010), which BE Group completed jointly for Halton, Knowsley, Sefton and West Lancashire Councils, the land need target was based on a roll forward of historic take-up rates from 1992-2008. However, Halton Council has recently identified errors in the monitoring which fed into the historic take-up figures. Revised data will be issued but this has not been published by Halton.
- 5.82 Against needs as they are currently set out in the Core Strategy however, Halton had an employment land supply, at April 2010, of 209.26 ha. To meet the currently outstanding need of 103.29 ha to 2028, Halton will look to secure opportunities for remodelling and regeneration of sites within existing employment areas. This includes 14 ha in the West Runcorn area. No additional large scale allocations of employment land are proposed.

***Existing Employment Areas***

- 5.83 The main existing strategic employment area in Halton is the Widnes rail freight facility, 3MG. The core area of this, which is owned and operated by Stobart Group, is largely fully developed. The main outstanding employment site, the 45 ha Ditton Strategic Rail Freight Site was secured by Alstom and they have constructed a large rail maintenance (painting) and training facility.

### ***Sci-Tech Daresbury***

- 5.84 Based at the A56/A558 junction at Daresbury, Sci-Tech is a science and technology campus based around the existing technical facilities of the Science and Technology Facilities Council (STFC). An Enterprise Zone since 2012, new development has been facilitated through a public-private joint-venture between, STFC and Halton Borough Council and developer Langtree. Since 2006, some 11,000 sqm of new build office and laboratory has been delivered here, including the Innovation Centre which is now home to 70 micro and small businesses. Vanguard House provides further grow on and larger business accommodation.
- 5.85 The Innovation Technology Access Centre (I-TAC) opened in 2010 and is now providing laboratory facilities for about six companies on campus. Some of these companies also have office bases in the Innovation Centre. The campus expanded further in 2017 with the completion of the Techspace One and Two buildings, some 5,000 sqm of additional space. This will provide further grow-on space as well as providing options for more established technology companies in the range of 10-50 employees. Another 4,200 sqm of speculative office space was consented in early 2018 and planned to commence later in the year.
- 5.86 The final masterplan proposal is for 93,000 sqm of floorspace, supporting some 10,000 high quality jobs. Along with the STFC, key private sector occupiers include Lockheed Martin, IBM and the University of Liverpool's Virtual Engineering Centre.
- 5.87 Located close to the boundary with Warrington and easily accessible from Warrington Town, Sci-Tech clearly has links to Warrington and is the main competing location for the Cheshire Science Corridor facilities, including Birchwood.

### ***Daresbury Park***

- 5.88 Located at Junction 11, M56 Daresbury Park is a large park of mostly self contained office properties of up to 139-46,000 sqm each. The site extends to 91 ha and has outline planning consent for 148,650 sqm, bounding the De Vere Daresbury Park Hotel & Leisure Club. In recent years, Daresbury Park has seen modest new development in the north east, along the A56. This has been for small to mid-sized office units of 300-800 sqm in office parks such as Cinnabar Court.

Daresbury Park draws its labour from a broad sub-regional area extending across Halton, Warrington, north Cheshire and south Manchester.

- 5.89 At the time of the last census, 1,285 residents of Warrington were recorded as travelling to work in Daresbury. This is just over a quarter of all Warrington residents (4,674) who indicated that they travelled to work in Halton in 2011.

#### **Other Employment Areas**

- 5.90 Growth potential, primarily redevelopment and infill options, is seen in West Runcorn, particularly at Inovyn and the Port of Runcorn. Masterplanning to capture the full scale of growth potential here is ongoing, with an initial phase of 9 ha under consideration. However, the location has long term potential to accommodate a range of high tech businesses, in varying manufacturing, R&D and production sectors, alongside port related growth along the Ship Canal, to operate alongside options in Warrington.

#### **Liverpool**

- 5.91 A Liverpool Employment Land Study was completed in 2017. To meet the needs of Liverpool, this report concludes that around 105 to 140 ha of employment land is needed over the period 2013 to 2033. An indicative split by B-Class uses would suggest a need for around 25-30 ha of land for office uses, 20-30 ha for industrial uses and around 60-80 ha for warehouse and distribution uses. The demand calculation takes account of completions from 2013 to date, the pipeline of committed sites for employment development, and committed and actual losses of employment land to alternative uses. Taking these factors into account results in a total need for an additional 56.2 ha of employment land to meet the City's employment need over the period 2013-2033.
- 5.92 This figure includes the additional need resulting from the proposed development at Liverpool SuperPort. The Study notes that *"The majority of demand created by the SuperPort will be for large scale sites in locations with good access to the strategic A Road and Motorway networks and rail hubs. There is a limit of such suitable sites within the City of Liverpool itself. Therefore, the scale of the sub-regional demand which can be delivered in the city is limited by the constrained supply-side, rather than demand-side factors. Assessing the sites within the City of Liverpool, there is a total of 27.4 ha of land which would be suitable to accommodate development to meet the needs of the SuperPort."*

- 5.93 Liverpool has consulted on the 2018 Pre-Submission Draft of the Liverpool Local Plan between January and March 2018. This plan has now been submitted for examination.
- 5.94 The draft submitted plan sets out 26 sites for industrial/business use, four for office development, plus six mixed-use options with B-Class employment potential. However, no single site exceeds 6 ha in size and 20 of the identified sites are below 3 ha in size. The plan also states that demand for sites to 2033 is estimated at 56.2 ha but that 62.8 ha are already identified and available.
- 5.95 The plan sets out the view that new industrial development will be undertaken within the existing industrial areas – the main areas of which are in Speke, Garston, Liverpool Waters and Aintree.
- 5.96 As noted above, one surprising element of Liverpool's relationship with Warrington is that 563 more workers travel from Liverpool to Warrington to work than commute into the City. This was generally felt to reflect the strong pull of key employment centres such as Birchwood (Omega had yet to commence when the 2011 Census was completed) on the suburban settlements of Eastern Liverpool, particularly those communities on the M62 and A580 Corridors.

### ***St Helens***

- 5.97 The St Helens Local Plan Core Strategy was adopted by St Helens Council on 31st October 2012. This set an initial target of 37 ha of employment land against a supply of 86.12 ha, much of which is suitable for both B2 and B8 development. Only 15.45 ha (17.5 percent) was suited to accommodate larger B2/B8 options, over 10,000 sqm in size though. A new plan is under preparation and a 'Proposed Submission' version is now expected in summer 2018. The Council hopes to adopt this Local Plan in 2019. Based on previous iterations this may make available some 309 ha of employment land.
- 5.98 Future economic development (including Parkside) is focused within St Helens town core area and at Haydock Industrial Estate. The distribution of the 37 ha of identified employment land demand is likely to broadly follow the distribution of existing employment areas, with a focus on the M62 Link Corridor and Haydock employment areas. However, within St Helens the existing industrial areas are



constrained from further development outwards due to being surrounded by development and Green Belt.

- 5.99 In 2015, BE Group completed an Employment Land Needs Study for St Helens, examining land requirements to 2037. This informed the emerging St Helens Allocations Local Plan 2017-2032 as well as the ATLANTIS programme, a transnational project that was seeking support under the EU's new Motorways of the Sea programme.
- 5.100 The OAN for employment land in St Helens to 2037 was examined and projected to guide planning in the borough. The assessment of the OAN utilised and critiqued three methodologies, including an examination of the historic take-up of employment land since 1997, the projected growth of the local employment market and the projected growth of the residential population. From an analysis of the three methodologies and with regard to the current market conditions, it was projected that St Helens would have a baseline requirement for employment land would be 147-174 ha between 2012 and 2037.
- 5.101 The SuperPort and Parkside projects are considered to have the potential to increase demand for employment land in the region, including St Helens, particularly for B8 and B2 uses. Accounting for the potential uplift in employment land demand due to these major projects, it was projected that St Helens would have an employment land requirement of 177-214 ha between 2012 and 2037 (Table 21).

**Table 21 – Breakdown of Employment Land Need by Type**

<b>Employment Type</b>	<b>Hectares</b>
B1(a) Office	10-15
B1(b) Research and development	1-4
B1(c) Light Industry	15-20
B2 General industrial	50-65
B8 Storage and Distribution	100-130
Total employment needs	177-214

*Source: BE Group, 2016*

5.102 Following completion of the Employment Land Needs Study a public consultation was held on the Local Plan between January and March 2016. The final preferred approach of St. Helens will be published in the proposed submission document.

***Omega Extension***

5.103 Omega South Western Extension, Phase 1, Land north of Finches Plantation, Bold (31.2 ha) is identified as a potential employment site for removal from the Green Belt. Further sites – The Omega South – Western Extension Phase 2, Land north of Booth's Wood, Bold (22.84 ha) and Omega North Western Extension, Bold (29.98 ha) – are identified in preferred options as 'Safeguarded Land for Employment'.

5.104 Any development here will be accessed from the existing Omega sites and will support ongoing strategic growth in this area.

***Parkside Strategic Rail Freight Interchange***

5.105 The 144 ha Parkside development is a joint venture proposal from Langtree and St Helens Council on land mostly west of the M6, south east of Newton-Le-Willows. It is by far the largest logistics led proposal in the City Region. And will likely be the most significant competitor to future logistics schemes in Warrington, although the current Omega site will likely be complete before it comes online.

5.106 It is considered that the site would be attractive to logistics operations. This would give it potential to compete with Omega, although it is likely that Omega (its current consented phases at least) will be nearing capacity by the time major delivery commences here.

5.107 A planning application for Parkside was submitted in January 2018, proposing 93,000 sqm of B2/B8 space.

***Haydock/Lea Green***

5.108 Located north of the A580 East Lancashire Road, west of Junction 23, M6, Haydock Industrial Estate accommodates some 220 businesses. Expansion options totalling some 117 ha are being considered here, primarily on greenfield land.

5.109 Lea Green Colliery, is another key site with the potential to deliver some 19.5 ha of

employment land although there are no immediate plans for delivery here.

### **Summary**

- 5.110 Reflecting comments made in Regulation 18 Consultations, this Section has reviewed the FEM exercise completed in the 2016 EDNA and completed a broader review of Warrington's Wider Economic Geography. Based on a mix of market evidence and commuting data, that Geography includes most of Wigan Borough, and the western portions of Trafford and Salford in Greater Manchester. The northern areas of Cheshire West and Chester and Cheshire East have strong links, as do Halton and St Helens in the Liverpool City Region. Although geographically more distant, Warrington also has good links with the urban centres of Manchester and Liverpool. The other areas of Greater Manchester and the Liverpool City Region have more limited relationships with Warrington.
- 5.111 This exercise shows the broad range of economic linkages Warrington has with the wider North West, however, Warrington's relations with each part of the region will differ based on specific circumstances. Thus, there can be no uniform policy approach for Warrington to respond to and engage with this broad area and initiatives must reflect the Borough's needs and priorities in each policy area.
- 5.112 Cheshire West and Chester has good commuting links with Warrington, focused around the M56 Corridor and Northwich, although southern parts of the Borough, including Chester, have more limited linkages. Links to Warrington include employment areas around Ellesmere Port. Thornton Science Park forms part of the Cheshire Science Corridor Enterprise Zone, along with sites at Ellesmere Port (including Hooton Park), Birchwood Park and Alderley Park.
- 5.113 In Cheshire East, Magnitude (formerly Midpoint 18) has some potential to compete with Omega for B2/B8 requirements. Expanding employment areas in Crewe represent a further focus for economic development in the Cheshire and Warrington area, although economic links to Warrington are more limited. Alderley Park, part of the Cheshire Science Corridor Enterprise Zone, has a focus on drug development and associated technology, a distinct offer from the nuclear/engineering focus of Birchwood.
- 5.114 In Salford, Port Salford is a key link along the Manchester Ship Canal, along with Port Warrington. The Port Salford National Import Centre comprises a 153,000

sqm warehouse facility with a container facility capable of handling 300,000 containers and 37 million freight pallets per year. Culina Group now occupies a warehouse on the site and further logistics development is now proposed. Growth at Salford Quays will also impact on Warrington's office market, although the sectoral focus of the Quays (media/digital) differs somewhat from Warrington's. Growth plans for the Western Gateway area more generally (Salford and Trafford) may increase the draw of labour from Warrington.

- 5.115 In Wigan, the Pocket Nook Major Site, off the A580 East Lancashire Road and west of Atherleigh Way, is of most relevance to Warrington. The proposal is for a 29 ha high quality business park and 350 homes. If delivered as envisaged, this would have the potential to compete with key sites in Warrington, particularly nearby Birchwood. If consented, proposals by DB Symmetry for 134,000 sqm of B8 logistics at J25, M6 would provide some regional level competition for strategic warehouse requirements.
- 5.116 The latest research into the Port of Liverpool predicts increases in all areas of port trade. This will result in a need for almost 400 ha of land for logistics uses in the sub region to 2037, with further land needed for commodities logistics. This need is supply driven and could be accommodated in a wide sub-regional area which extends to include Warrington. While there are a number of brownfield options which could meet some needs, Parkside, St Helens is the only very large scale strategic B2/B8 site in the pipeline in the Liverpool City Region.
- 5.117 In Halton, there is a clear link between Warrington and the Daresbury area. At the time of the last census, 1,285 residents of Warrington were recorded as travelling to work in Daresbury. The final masterplan at Sci-Tech is for some 93,000 sqm of floorspace, supporting some 10,000 high quality jobs which will generate both economic benefits for Warrington and also compete with the Cheshire Science Corridor facilities. In West Runcorn, infill development/redevelopment at Inovyn and on the Ship Canal may prove attractive to high-tech and port linked companies that may otherwise have looked to Warrington although detailed planning at both locations is ongoing.
- 5.118 In St Helens, the development of the Parkside scheme and the plans for an extension to Haydock would compete with logistics operations in Warrington, although the current phases of Omega will be nearing completion once Parkside /

Haydock commences major delivery of premises and rather it will compete with future logistics sites in Warrington Borough.

5.119 The release of land west of Omega, that sits within St Helens Borough, for employment uses is increasingly likely. If ultimately allocated it would be accessed through the existing Omega site and represent a resource which would support the land needs of both Warrington and St Helens.

5.120 In terms of labour, Warrington is a net importer overall and draws in significant numbers of workers from Wigan, St Helens and Halton. 10,460 people moved between Halton and Warrington to work in 2011, the largest commuter flow overall. Another 9,320 moved between St Helens and Warrington. Warrington is a large net exporter of labour to the City of Manchester and Trafford.

5.121 Key issues, for Warrington, within its Wider Economic Geography, can be summarised as follows:

- Of the strategic sites which may compete with Omega, and its successors, for B2/B8 requirements Ma6nitude is the most significant existing site and Parkside is likely to be most significant in the future. Provision of several other strategic development locations, with links to Warrington, is put forward in the 2016 GMSF (but remain uncertain at this time) while there are planning applications/consented schemes at Junctions 23 and 25, M6 for mostly storage and distribution uses. However, against the scale of potential needs from the growing Port of Liverpool, the programmed strategic supply in the Liverpool City Region remains modest, creating ongoing opportunities for sites in Warrington
- The Manchester Ship Canal is a key asset and expansion at Port Warrington would help the Borough secure a share of its growth
- Warrington is losing professional and scientific labour to Sci-Tech Daresbury, although the strong overlaps between Halton and Warrington in this area mean that Warrington Borough is still deriving economic benefit from this flow. However, between Sci-Tech, The Heath Runcorn, potential diversification at Inovyn, Bio Medical/Science facilities in Manchester and Liverpool, and the Cheshire Science Corridor Enterprise Zone Sites, the Economic Areas thus appears well catered for with science and technology themed facilities

- Of more concern is the strong competition Warrington's office market faces from Manchester, primarily the City Centre, where 1.25 million sqm of additional floorspace is proposed in the GMSF, but also the Airport Gateway area (plus another 410,000 sqm planned in Salford City Centre/Salford Quays). Discussions with stakeholders suggest this is inhibiting demand for larger office premises at present.

5.122 Sites in neighbouring local authority areas, even when of a strategic scale, will ultimately meet the OAN of those authorities rather than Warrington. The only exception would be, if realised, an expansion of Omega west into St Helens. Such a site, which would be accessed from Junction 8, M62 in Warrington Borough, would support both Warrington and St Helens. The two authorities would need to agree how the land supply resulting was divided between them.

## 6.0 OBJECTIVELY ASSESSED NEEDS

### Introduction

6.1 Planning Practice Guidance states that the assessment of future land needs should be determined by looking at both past trends and future forecasting methods, and highlights that these should include historic land take-up and future employment/population change. As in the 2016 EDNA, methodology employed in this Update study uses two models and associated sensitivity testing, to identify OAN for Warrington Borough only. None provide a definitive answer, but they provide influences to be understood. Trends and forecasts must also reflect market signals and therefore they are considered in the context of the market overview undertaken as part of this study.

6.2 The models are:

- Historic land take-up forecast  
This reviews the actual take-up of employment land in the Borough over a period of time. The method is not wholly reliable as there will be peaks and troughs and also different time periods taken can also result in different outcomes. For example, a period of sustained growth may show a high average take-up whereas looking over a recessionary period could well reflect low or even nil take-up.
- Employment based forecast  
This relies on the econometric forecasts which use a model that projects the likely jobs growth in different industry sectors. The jobs from figures are then translated to land using a formula based on a jobs to floorspace density, which in turn can be translated into the projected land need. This scenario uses as its base the updated economic forecast (January 2018), produced by Oxford Economics for Warrington Borough. This latest forecast accounts for macro-economic changes since 2016, particularly the implications of Brexit as they are presently understood. This is 'Policy Off' scenario, however, in that it does not account for any strategic policy initiatives which seek to boost jobs growth. To account for such policy initiatives, further sensitivity testing is undertaken to account for the revised 2017 SEP (particularly the proposals for 'Warrington New City' (see Section 2.0)) and the Northern Powerhouse Agenda.

These forecasts have several limitations. They are based on national and regional trends with some local adjustments for some industry sectors, which means, at a local level economic activity is not always accurately represented. Also, merely translating jobs to land needs will not always reflect local property trends. Therefore, sensitivity testing against actual land take-up is undertaken to assess how the two trends in Warrington are related.

The econometric forecasts are useful in that they analyse each industry sector and, in conjunction with other market data, the forecasts can identify where sectors may be growing, or shrinking which in turn can inform land and property needs.

- 6.3 In some forecast methodologies, a third, Resident Workforce forecast model is used. This uses the same method of forecasting as the employment based method but takes forecast changes in the working population i.e. labour supply, rather than jobs – labour demand.
- 6.4 However, in completing previous Employment Land Studies, including EDNA 2016, BE Group has found that labour supply figures do not accurately predict future land needs. Amongst other flaws there is no allowance for the impact of in-commuting or company aspirations for growth. Therefore, the method is not utilised in this study.
- 6.5 The method adopted in this Study brings together all the forecasts and compares them with historic trends through the sensitivity testing. To do this, actual land take-up and building completions over a period from 1996 to 2018 are compared with land needs that would have been generated from jobs change during the same period. The resultant land figures show that actual take-up is many times the assumed need compared with the jobs calculation for that period.
- 6.6 The methods, and calculations, are considered in turn.

**Model 1: Historic Land Take-up**

- 6.7 Employment land take-up annually is recorded by the Council. Table 22 shows the schedule of completions between 1996 and 2018 based on this data. 8.08 ha of



completions is recorded in Annual Monitoring for 2016/17. 12.34 in additional completions has been recorded over the two years since the finalisation of the 2016 EDNA, 95.3 percent of it at Omega.

6.8 In total, over that period 305.31 ha of land has been developed over 1996-2018 and that equates to an average of 13.88 ha/year (slightly reduced on the 2016 EDNA average of 14.65 ha/year).

**Table 22 – Employment Land Take-Up 1996-2016**

Year	Total, ha	Comments
1996-1997	9.06	
1997-1998	12.41	
1998-1999	9.43	
1999-2000	21.80 (13.99 less Omega)	Above average take up this year reflects the development of a Royal Mail Central Processing Depot on 7.81 ha at Omega South
2000-2001	11.63	
2001-2002	18.62	Above average take up this year reflects the development of the North West Regional Assembly building at Centre Park (1.23 ha) and 6.83 ha of completions around Birchwood.
2002-2003	6.49	
2003-2004	3.80	
2004-2005	14.19	
2005-2006	9.68	
2006-2007	17.58	Above average take up this year reflect the completion of 1.77 ha of B1 business premises at Gemini Business Park, 3.13 ha at Birchwood Park and 1.5 ha at Mandarin Court, Centre Park.
2007-2008	7.41	
2008-2009	12.36	
2009-2010	8.20	
2010-2011	5.58	
2011-2012	8.14	
2012-2013	7.12	
2013-2014	19.28 (4.45 less Omega)	14.83 ha at Omega – Brakes and Hermes
2014-2015	63.91 (2.61 less Omega)	61.30 at Omega including Asda
2015-2016	26.28 (0.48 less Omega)	25.80 at Omega

Year	Total, ha	Comments
2016-2017	8.08 (0.43 less Omega)	7.65 at Omega – Amazon Updated on 2016 EDNA.
2017-2018	4.26 (0.15 less Omega)	4.11 ha at Omega – Dominos and Haydock Commercial Vehicles Updated on 2016 EDNA.
<b>Total</b>	<b>305.31 =13.88/year</b> <b>Less Omega 183.81 = 8.36/year</b>	

Source: WBC/BE Group, 2016

6.9 Take Up at Omega, to 2018, is 121.50 ha, with up to 33.70 ha likely to be taken up over the next few years as part of the Mountpark scheme (see Section 4.0).

6.10 Clearly, the scale of this development, which accounts for almost 40 percent of all completions since 1996 has a big impact on take up rates. Indeed, excluding Omega the annual take up rate reduces to 8.36 ha/year (reduced from 9.16 ha/year in 2016 EDNA).

6.11 As was noted in the 2016 EDNA, Omega is a strategic site with a market which is regional and national in scope, delivering B2 and B8 properties of an exceptional size in the local context. It has recently helped to satisfy a pent up regional demand for larger B2 and B8 options. Accordingly, the rest of this section looks at two forward projections of take-up – A strategic/local projection, inclusive of recent strategic Omega completions, i.e. based on 13.88 ha/year, and a local projection excluding Omega of 8.36 ha/year. A strategic only scenario is not considered as it would only be based on a short period (five years) of intense recent take up at Omega that may not reflect real future demand across the next 20 years.

6.12 Using the strategic/local projection take-up rate, inclusive of Omega, and applying it to the Local Plan period 2017-2037 (20 years), Warrington requires 277.60 ha of land to 2037, i.e.

$$13.88 \text{ ha/year} \times 20 \text{ (years)} = \mathbf{277.60 \text{ ha}}$$

6.13 Using the local take-up rate, exclusive of Omega, reduces the need to 167.20 ha, i.e.

$$8.36 \text{ ha/year} \times 20 \text{ (years)} = \mathbf{167.20 \text{ ha}}$$

- 6.14 The Borough should also have a buffer in supply to reflect a choice of sites by size, quality and location and to provide a continuum of supply beyond the end of the 2037 period. This also makes some allowance for the loss of further employment land to non B-Class uses over the period to 2037. There is no set guidance on how long this buffer should be, however, in the 46 employment land studies completed by BE Group over the last 12 years, a buffer of five years has usually been applied. This has been identified as an acceptable margin in Local Plan Examination's in Public (EIP's), in which BE Group's employment needs assessments have been appraised.
- 6.15 The five-year buffer has been used by BE Group, for employment land needs studies, for several of Warrington's neighbours. These include Halton, Knowsley and more distant West Lancashire in BE Group's Joint Employment Land and Premises Study (JELP, 2010) which has continued to inform these authorities needs, in now adopted Local Plans, to this day. St Helens needs was separately assessed in the 2015 St Helens Employment Land Needs Study, and again a five-year buffer was applied and accepted.
- 6.16 In the EIP for Sefton, the 'Report on the Examination into Sefton Local Plan' by Inspector Martin Pike (14th March 2017), relating to BE Group's Sefton Employment Land and Premises Study Update (2015) stated that: "*The buffer has been calculated on a consistent basis and I accept that an additional 5 years' supply is reasonable to provide flexibility and choice in the employment land market.*" [Paragraph 113, Page 30]. The Local Plan was found sound with modifications and adopted 20<sup>th</sup> April 2017. Table 23 outlines some additional Local Plan EIP's where BE Group's wider approach to employment land assessment, including provision of a 5-year buffer, has been accepted.

**Table 23 – Comments on the BE Group Approach in Inspectors Reports**

Local Authority Area	Employment Land Review Completed by BE Group (incorporating a 5-Year Buffer)	Inspectors Report Title Relevant Inspectors Comments
Vale of Glamorgan	Employment Land and Premises	REPORT ON THE EXAMINATION INTO THE VALE OF GLAMORGAN LOCAL DEVELOPMENT PLAN 2011 – 2026 Richard E. Jenkins Inspector. Published 25 <sup>th</sup>

	Study (2013)	<p>May 2017</p> <p><i>“The Plan’s local employment provisions derive originally from the 2013 Employment Land and Premises Study, prepared by BE Group. This study provided a forecast of employment land requirements utilising a number of recognised methods, but ultimately recommended that the Plan’s employment land requirements should be based on the long term historic take up forecast... Having considered all of the evidence, I am satisfied that the assumptions used in this respect are sound and that the evidence is sufficiently robust and flexible to underpin the Plan’s employment strategy.”</i> [Para 8.2, Pages 41-42]</p> <p>LDP found sound with modifications. Plan adopted 28th June 2017.</p>
Stroud	Employment Land Study (2013)	<p>REPORT ON THE EXAMINATION OF THE STROUD DISTRICT LOCAL PLAN</p> <p>Stephen J Pratt Inspector. Published 2<sup>nd</sup> November 2015</p> <p><i>“... the SDLP, as amended, is both aspirational and realistic in making provision for 58ha of employment land over the plan period, based on historic take-up and future trends... As such, it represents an appropriate, effective, positively prepared, justified and soundly based approach, which is consistent with the latest national guidance.”</i> [Para 63, Page 13]</p> <p>Plan found sound with modifications. Plan adopted 19<sup>th</sup> November 2015.</p>
Ribble Valley	Employment Land Review Refresh (2013)	<p>REPORT ON THE EXAMINATION INTO THE RIBBLE VALLEY CORE STRATEGY</p> <p>Simon Berkeley Inspector. Published 25th November 2014</p> <p><i>“Overall, I consider the ELR Refresh to be a suitably robust basis for setting the Plan’s employment land requirements. Following its recommendations regarding future employment land provision is an appropriate path.”</i> [Para 113, Page 21]</p>

6.17 Based on the historic take-up trend this would generate the following further land needs:

Strategic/Local Take Up Trend: 13.88 ha/year x 5 (years) = **69.40 ha**

Local Take Up Trend: 8.36 ha/year x 5 (years) = **41.80 ha**

6.18 Added to the 2037 need figure, this increases the requirement as follows:

Strategic/Local Take Up Trend: 277.60 ha + 69.40 ha = **347.00 ha**

Local Take Up Trend: 167.20 ha + 41.80 ha = **209.00 ha**

6.19 Finally, an analysis of the projected impact of Warrington City Masterplanning suggests additional land needs of 14.71 ha, to accommodate firms displaced from housing redevelopment sites (see Section 4.0). Incorporating this requirement increases the needs to:

Strategic/Local Take Up Trend, plus a buffer: 347.00 ha (need) + 14.71 ha  
(allowing for displacement) = **361.71 ha (final requirement)**

Local Take Up Trend, plus a buffer: 209.00 ha (need) + 14.71 ha  
(allowing for displacement) = **223.71 ha (final requirement)**

6.20 Overall need of additional land can then be assessed through a comparison of current supply set against these figures.

6.21 Section 4.0 identifies, realistic 2018 land supply scenario is 83.91 ha, of which 23.94 ha is largely local supply. This could require the Council finding a further 199.77 ha to meet local needs, increasing to 277.80 ha if a mixed local/strategic requirement is allowed for:

Strategic/Local Take Up Trend, plus a buffer: 361.71 ha – 83.91 ha  
(realistic supply, strategic and local combined) = **277.80 ha (further need)**

Local Take Up Trend, plus a buffer: 223.71 – 23.94 ha  
(realistic supply, local only) = **199.77 ha (further need)**

6.22 These final needs figures are slightly less than those in the 2016 EDNA, i.e. 276.37 ha Strategic/Local Needs and 203.31 ha for Local only need.

### ***Split by Use Class***

6.23 Whilst overall need is important, further analysis can evaluate what the potential needs will be in the different use classes. Table 24 splits the 1996-2018 take up by the main employment use classes (B1 (a, b, c), B2, B8).

**Table 24 – Employment Land Take-Up 1996-2017, by Use Class**

Completion Period	Use Class						Total (ha)
	B1(a)	B1(b)	B1(c)	B2	B8	Mixed	
1996-1997	0.71	-	0.71	-	4.77	2.87	9.06
1997-1998	3.42	-	-	-	6.24	2.75	12.41
1998-1999	2.52	-	0.70	0.73	2.55	2.93	9.43
1999-2000	4.43	-	3.12	-	10.7	3.55	21.8
2000-2001	5.76	-	2.86	-	0.1	2.91	11.63
2001-2002	6.49	-	1.92	-	7.85	2.36	18.62
2002 -2003	0.91	-	-	4.91	-	0.67	6.49
2003-2004	1.88	-	-	0.8	1.02	0.10	3.8
2004-2005	9.87	-	-	4.32	-	-	14.19
2005-2006	3.87	-	0.90	0.91	4.00	-	9.68
2006-2007	10.99	-	1.99	0.7	1.1-	2.80	17.58
2007-2008	3.92	-	0.98	2.51	-	-	7.41
2008-2009	4.27	-	2.38	2.75	2.96	-	12.36
2009-2010	7.94	-	-	0.26	-	-	8.2
2010-2011	0.34	-	0.38	0.53	4.33	-	5.58
2011-2012	2.74	-	-	0.82	4.58	-	8.14
2012-2013	4.4	-	-	0.64	2.08	-	7.12
2013-2014	2.03	-	0.67	1.75	14.83	-	19.28
2014-2015	2.61	-	-	-	61.3	-	63.91
2015-2016	0.48	-	-	-	25.8	-	26.28
2016-2017	-	-	-	-	8.08	-	8.08
2017-2018	-	-	0.15	1.32	2.79	-	4.26
<b>Total (percent) Inclusive of Omega</b>	<b>79.58 (26.1)</b>	<b>-</b>	<b>16.76 (5.5)</b>	<b>22.95 (7.5)</b>	<b>165.08 (54.0)</b>	<b>20.94 (6.9)</b>	<b>305.31 (100.0)</b>
<b>Total (percent) Excluding Omega</b>	<b>79.58 (43.3)</b>	<b>-</b>	<b>16.76 (9.1)</b>	<b>21.63 (11.8)</b>	<b>44.9 (24.4)</b>	<b>20.94 (11.4)</b>	<b>183.81 (100.0)</b>

Source: WBC/BE Group, 2018

6.24 Therefore, projecting the historic split of land need forward for the period to 2037, and differentiating between strategic and local growth options, Table 25 shows the anticipated need for the different use classes for the Strategic/Local Take-Up Model. This is then compared to the current realistic employment land supply, as defined in Section 4.0 and split, in that section, by B1/B2/B8 uses. The Further Need, by use class, for this model can then be identified.

**Table 25 – Full Need, Split by Use Class – Strategic/Local**

Period	Use Class (Percentage Split, percent)						Total (ha)
	B1(a)	B1(b)	B1(c)	B2	B8	Mixed	
<i>Percentage - Inclusive of Omega</i>	26.1	-	5.5	7.5	54.0	6.9	100.0
Strategic/Local Take Up Trend	90.57		26.44**	33.38**	187.38	23.94	361.71
2018 Realistic Supply, by Use Class*	19.50	-	30.26***		29.10***	5.05	83.91
<b>Further Needs</b>	<b>71.07</b>	-	<b>29.56</b>		<b>158.28</b>	<b>18.89</b>	<b>277.80</b>

Source: WBC/BE Group, 2018

\*Strategic and Local Supply.

\*\*The displaced businesses of Central Warrington, if Portal Business Centre tenants are excluded, are almost exclusively industrial. For the purposes of this exercise the need they generate (14.71 ha) is split evenly between B1(c)/B2 although in practice some may also include elements of B8 storage use.

\*\*\*For the purposes of this exercise, the remaining strategic B2/B8 supply at Omega is split evenly between those two uses.

- 6.25 As Table 25 shows, comparison between the Strategic/Local Take-Up Model and strategic/local land supply, shows a substantial shortfall in B8 land, of 158.89 ha. Comparison with the equivalent need in the Local only model (Table 25, below), suggest that 112.04 ha (70.5 percent) of this would be of a strategic nature. Even allowing for a reasonable provision of B1 uses on Omega Phases One and Two, there is still a sizable unmet need for B1(a) offices of 71.07 ha. Demand for further B1(c)/B2 industrial land is more modest by comparison.
- 6.26 Table 26 undertakes the same exercise for the Local Take-Up Model, comparing that need against the identified local only realistic supply (23.94 ha). As the need for offices does not change, but possible B1 land at Omega is taken out of consideration, the unmet B1(a) need raises to 82.30 ha. B8 need is 46.24 ha, an indication of what proportion of that need is locally based. The industrial requirement is 52.43 ha, including an allowance for business displacement in Central Warrington, with another 18.78 ha of mixed, but likely primarily industrial, need.

**Table 26 – Full Need, Split by Use Class – Local**

Period	Use Class (Percentage Split, percent)						Total (ha)
	B1(a)	B1(b)	B1(c)	B2	B8	Mixed	
<i>Percentage - Excluding Omega</i>	43.3	-	9.1	11.8	24.4	11.4	100.0
Local Take Up Trend	90.50		26.37**	32.01**	51.00	23.83	223.71
2016 Realistic Supply, by Use Class*	8.20	-	5.93		4.76	5.05	23.94
<b>Outstanding Needs</b>	<b>82.30</b>	<b>-</b>	<b>52.45</b>		<b>46.24</b>	<b>18.78</b>	<b>199.77</b>

Source: WBC/BE Group, 2018

\*Local Supply only.

\*\*The displaced businesses of Central Warrington, if Portal Business Centre tenants are excluded, are almost exclusively industrial. For the purposes of this exercise the need they generate (14.71 ha) is split evenly between B1(c)/B2 although in practice some may also include elements of B8 storage use.

### **Model 2A: Employment Based Forecast – Baseline Forecast**

- 6.27 Work has been completed using a number of economic forecasts. The EDNA completed in 2016 used as its base three econometric forecasts - Oxford Economics, Cambridge Econometrics and with higher level input from the Cheshire and Warrington Econometric Model (2015) which uses some Cambridge Econometrics regional data and is therefore similar in findings to the Cambridge Econometrics data. The forecasts projected employment change from 2016 to 2037 (or 2025 in the case of the Cheshire and Warrington model). In addition, the models available include actual data from 1981 onwards and thus past demand can be used to calculate the assumed land need over the historic period for comparison with actual land take-up over the same period.
- 6.28 This updated version of the document has used an updated (2018) model from Oxford Economics, which makes allowance, where possible, for national/regional economic change over the last two years.

### ***Employment***

- 6.29 The Oxford Economics forecasts break down employment to the level of 85 industrial sectors. The model provides employment change during the projected



time periods and allows those jobs relevant to employment land to be identified. It should be noted that these models provide a ‘Policy Off’ position. In other words, this is a non-intervention scenario in which none of the LEP or Local Authority specific initiatives are considered. Later this study considers some reasonable sensitivity analysis to examine potential ‘Policy On’ scenarios.

6.30 There are several points that need to be considered when interpreting and using economic forecasts and the results drawn from them:

- The results are indicative rather than exact. While econometric modelling is carried out using the best available economic data the results are an indication of what is likely to happen, and they may of course vary dependent on unexpected events. Brexit is an example of this and the current uncertainty on the form of Brexit and its economic impact.
- The longer term the data, more variation away from the forecast is likely.
- There can be significant differences in the outcomes predicted by different companies. Typically, forecasters start with their assumptions on the national growth position and break it down to a local level using a range of assumptions. Clearly the headline growth expectations and the assumptions will differ.

6.31 The overall job growth projections are set out in Table 27 below:

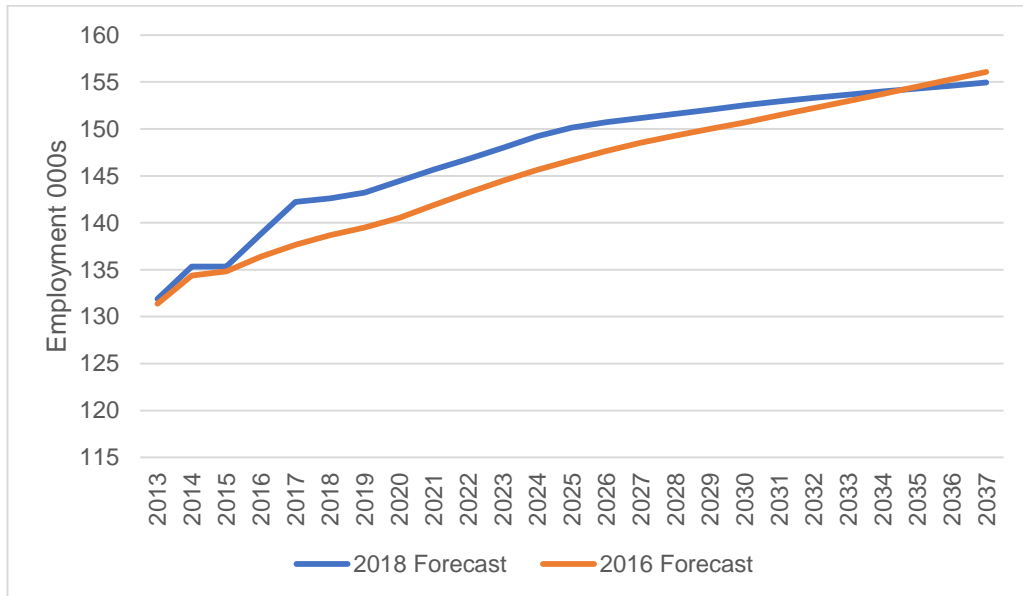
**Table 27 – Jobs Growth Projections**

<b>Forecasts</b>	<b>2013</b>	<b>2015</b>	<b>2017</b>	<b>2025</b>	<b>2037</b>
Oxford Economics (May 16)	131,400	134,800	NA	146,700	156,100
Oxford Economics (Jan 18)	131,900	135,300	142,200	150,100	154,900

*Source: Oxford Economics, 2016 and 2018*

6.32 It can be seen from Table 27 above that, since 2016, Oxford Economics have increased their estimate of employment growth for recent past years (2015-17) and expect this stronger predicted employment growth to continue to 2025 but with forecast growth beyond 2025 to be slower than their earlier forecast – the net effect by 2037 is that employment is predicted to be 1,200 jobs lower than they originally forecast (see Figure 15).

**Figure 15 – Employment Projections for Warrington 2013-2037**



Source: Oxford Economics, 2016 and 2018

- 6.33 Growth projections for the 2017-2037 forecast period are summarised in Table 28. The effect of the most recent forecast suggests that Warrington achieved a large amount of employment growth in the period 2015-2017, and this growth is broadly expected to continue to the mid 2020's. After that growth will slow, likely as a result of national economic issues including, but not necessarily exclusively, the Brexit impact. The net result is that overall jobs growth over 2017-2037 is now predicted to be some 5,700 jobs less than was predicted in 2016.

**Table 28 – Jobs Growth Projections, Forecast Period**

	<b>2017-2037</b>
Oxford Economics 2016 forecast	18,400
Oxford Economics 2018 forecast	12,700

Source: Oxford Economics, 2016 and 2018

- 6.34 To try and understand the differences in the projected growth, the sectoral split is analysed. The split is based on Standard Industrial Classification coding and has been amalgamated to a 12 sector category level for the purposes of this report (see Table 29).

**Table 29 – Employment Change by Employee Numbers 2017-2037**

<b>Sector</b>	<b>Oxford Economics*</b>
Agriculture, etc.	(100)
Mining and quarrying	-
Manufacturing	(2,200)
Electricity, gas and water	(500)
Construction	2,200
Distribution	1,000
Transport and storage	(100)
Accommodation and food services	900
Information and communications	500
Financial and business services	9,300
Government services	600
Other services	1,100
<b>Total</b>	<b>12,700</b>

Source: Oxford Economics, 2018

\*Figures in brackets are negative

- 6.35 The strongest growth predicted by the forecast is in the financial and business services sector with a growth of 9,300 jobs forecast to be created before 2037. The forecast also predicts an increase (albeit more modest) in employment in ICT, government services and other services. When these results are aggregated Oxford Economics predict a further 11,500 jobs in sectors likely to require B1(a) office accommodation. This represents a 15.7 percent increase on current sectoral employment levels in these sectors.
- 6.36 The forecast also predicts growth in construction, accommodation and food services is also predicted to grow adding a further 3,100 over the period.
- 6.37 The forecast predicts reasonable growth in distribution, of 1,000 jobs although this reflects a forecast growth in wholesale and retail in the economy. Transport and storage employment, conversely, is predicted to fall back slightly. This is without accounting for 'Policy On' initiatives such as Liverpool 'Superport' which provide further B8 growth potential.
- 6.38 Manufacturing is predicted to continue its decline in Warrington. Oxford Economics predict a further reduction of 2,200 in the sector.

6.39 At a more granular level it is important to consider some of these sector headings in more detail as they have an impact on the type of employment space required (see Table 30).

**Table 30 – Employment Change (selected SIC Code groups) 2017-2037**

Sector	Detailed sector (2 digit SIC Code)	Oxford Economics
<b>Construction</b>	Construction of buildings	600
	Civil engineering	400
	Specialised construction activities	1,200
<b>Distribution</b>	Wholesale and retail trade and repairs	100
	Wholesale trade, except of motor vehicles	300
	Retail trade, except of motor vehicles	600
<b>Transport and storage</b>	Land transport and transport via pipe	-100
	Water transport	0
	Air transport	0
	Warehousing and support activities	200
	Postal and courier activities	-200
<b>Government services</b>	Public administration and defence	-600
	Education	100
	Human health activities	700
	Residential care activities	300
	Social work activities	200
<b>Other services</b>	Creative, arts and entertainment activities	0
	Libraries, archives, museums and other	0
	Gambling and betting activities	100
	Sports activities and amusement	400
	Activities of membership organisation	100
	Repair of computers and personal	200
	Other personal service activities	200

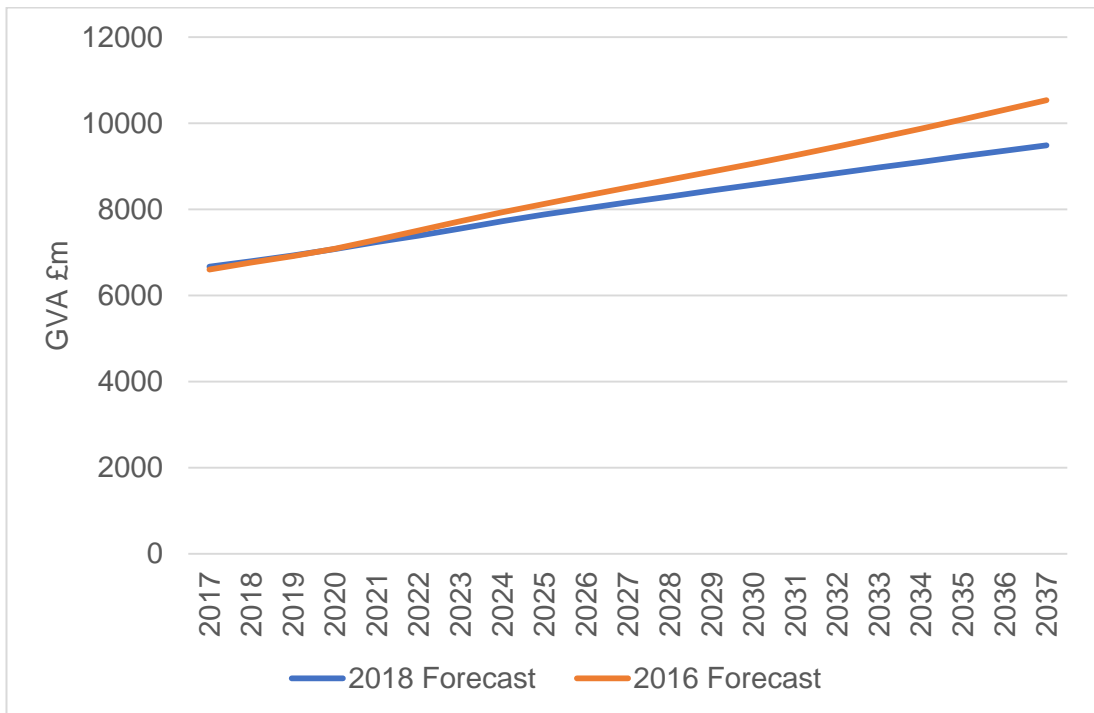
*Source: Oxford Economics, 2018*

6.40 This more granular definition of some sectors does demonstrate that some service sector activity does not automatically translate into a requirement for greater B1(a) office accommodation because the employment is likely to be based in specialist health, education, retail or cultural facilities, and the decline in storage and transport is not universal – with a modest increase in employment predicted in warehousing and support activities.

**GVA**

- 6.41 Growth across the sectors is not measured by jobs growth alone. Changes in Gross Value Added (GVA) measures the contribution to the economy of each sector and can show how jobs growth compares with economic growth.
- 6.42 The Oxford forecast sets out predictions for GVA growth and these are illustrated in Figure 16 and Table 31 show a comparison to the previous Oxford Forecast.
- 6.43 It is interesting to note that since 2016 the economic forecast for Warrington has estimated a reduction in GVA over the forecast period. Overall the GVA forecast by 2037 is 10 percent lower compared to the 2016 forecast. This equates to lower output of £1 billion.

**Figure 16 – Forecast GVA Growth to 2037 (£million)**



Source: Oxford Economics, 2018

**Table 31 – GVA Growth Forecasts 2017-2037**

	<b>GVA (Percent increase 2017-2037)</b>	<b>GVA Annual compound increase, percent</b>
Oxford Economics	42	1.75

Source: Oxford Economics, 2018

6.44 It is worth noting that, even with the downward revision, the forecast has an optimistic view of further GVA gain, as average growth for the UK over the last decade, was 1.25 percent. Clearly if Warrington only achieved this past national level of growth to 2037 then the jobs increase, and hence the land need, would be smaller than is forecast here.

***Assessing Objectively Assessed Needs***

6.45 In terms of future employment land requirements, only certain sectors will translate jobs into a requirement for employment land. The model assesses what percentage of jobs in each sector translates to floorspace. For example, in transport and storage a percentage of jobs will be warehouse based, whilst the remainder will be drivers not operating on site. Thus, this model is likely to be affected by several key factors:

- The future mix of activities in respect of office, manufacturing and warehousing employment within different sectors. It is not possible to predict the impact of evolving technical change over the period to 2037, and we have therefore assumed that this mix will not change over the period
- The percentage of employees in each sector that will translate to floorspace. The proportion of people in each industry sector that occupy B1, B2 or B8 space conforms to those ratios used in other studies and accepted in comparable locations and are sourced from the South East Regional Planning Conference's 'The Use of Business Space'
- The average space each employee occupies – the employment density. We have assumed no variation in the density rates through to 2037 and have used those densities identified in the HCA 2015 published Employment Densities Guide 3rd Edition. With changing work practices, the densities will vary, but in the absence of more locally sourced data this industry accepted data is used
- The average development floorspace per ha for office, manufacturing and warehousing activities. We have applied the uniform amount of 3900 sqm per ha.

6.46 These assumptions are summarised in Table 32.

**Table 32 – Model Assumptions**

Industry Sector	Employees		
	Percentage of Staff Occupying B1, B2, B8 Floorspace (percent)	Floorspace Occupied per Person (sqm)	Other Comments
Agriculture	5	12	Managerial, admin, thus B1(a) office space
Manufacturing	100	47	The density reflects largely B1(c) light industrial space. The model ratios do allow for higher levels for B2 uses.
Utilities	26	12	Managerial, admin, thus B1(a) office space
Construction	26	12	Managerial, admin, thus B1(a) office space
Distribution	48	70	Warehouses, offices - primarily 'Final Mile' Distribution Centres
Transport	48	70	Warehouses, offices - primarily 'Final Mile' Distribution Centres
Financial & Business	100	12	B1(a) offices
Government & Other Services	22	12	Local Government, Public Administration B1(a) offices

Source: SERPLAN and HCA, 2015

6.47 Using the adjustments shown in Table 32, the net job figure for each sector is calculated to reflect the proportion of jobs occupying 'B' floorspace. That figure is then multiplied by the floorspace per person to give total floorspace for each sector. The detailed calculations for this can be found in Appendix 6.

6.48 Once a total floorspace is calculated, the figures are then translated to a land requirement using the ratio of 3,900 sqm per hectare. This applies to all use classes. Table 33 show these calculations. Sectors showing jobs growth resulting a positive land requirement are shown separately from jobs reductions

**Table 33 – Employment Based Forecast 2017-2037\***

<b>Growth Sectors</b>	<b>Oxford Economics</b>
-----------------------	-------------------------

Total Floorspace, sqm	162,552
Divided by Development Floorspace per ha	3,900
Equivalent Employment Land Needed, ha	41.68

Sectors in Decline	Oxford Economics
Total Floorspace, sqm	(108,380)
Divided by Development Floorspace per ha	3,900
Equivalent Employment Land Reduction, ha	(23.31)
<i>Net Land Need, ha</i>	<i>13.89</i>

*Source: BE Group, 2018*

*\*Figures in brackets are negative, i.e. jobs/property/land losses.*

6.49 When the land needs from both jobs growth and jobs reduction are bought together the net land requirement based on these changes can be calculated as a land need of 13.89 ha.

6.50 However, the net outputs are severely limited by the large declines in manufacturing employment predicted in the model. Even if this decrease does occur as forecast, there is no reason to assume that a decline in employment will lead to a significant loss of employment land. Experience suggests that even where businesses are contracting, in labour terms, they will continue to hold onto sites in anticipation of future improvement and change. Also, where jobs are being lost to automation, those new automated processes will still require land on which to operate and can lead to higher productivity and growth.

6.51 Thus, there is a case for looking at the land need resulting from sectors predicted to grow only. This gives a need of **41.68 ha**.

6.52 However, even on a growth only scenario, the figures fall significantly below the forecast based on historic take-up.

### **Model 2B: Employment Based Forecast – Sensitivity Testing Against Policy On/Revised Growth Scenarios**

6.53 Model 2A examined the ‘Policy Off’ position, i.e. the outcome which, given national trends in the economy might be expected to occur anyway in Warrington without any intervention. This section provides a sensitivity test of the baseline forecasts against existing and emerging strategic policy initiatives. Specifically, these are Cheshire and Warrington LEP growth targets, as defined in the 2017 SEP and



further LEP growth projections.

**Sensitivity Test One – Strategic Economic Plan**

- 6.54 The 2017 SEP sets out the target that by 2040 Cheshire and Warrington would become a £50 billion economy creating 120,000 new jobs and 127,000 new homes.
- 6.55 The SEP outlines a mixture of geographic and functional programmes to support this growth prospect including sections on the Northern Gateway Development Zone (now the Constellation Partnership area) and Warrington New City. However, the geographic programmes do not necessarily restrict employment growth projections to a single local authority area.
- 6.56 The Constellation area covers Staffordshire, Stoke-on-Trent, Cheshire East and Cheshire West & Chester – and has been formed to take economic advantage of the opportunities arising from HS2 arriving in the area. Warrington will also derive benefit from HS2 connectivity improvements but is outside the Constellation area.
- 6.57 To permit some level of apportionment of SEP predicted growth, this study splits the projected growth according to the current distribution of employment, output and residents for Cheshire West and Chester, Cheshire East and Warrington. Table 34 shows what proportion of the three factors should be applied to Warrington.

**Table 34 – Apportionment of economic outputs across the LEP**

	Proportion in Warrington, Percent
GVA	23.1
Population	22.6
Employment	26.8

*Source: Mickledore, 2018*

- 6.58 If the 2017 work which developed the SEP, are apportioned on this this basis, the employment growth predicted in the SEP would suggest that Warrington would increase its employment by 32,160 jobs to 2040 (or on a straight-line basis 27,965 by 2037).

- 6.59 This ‘Policy On’ position is more ambitious than the forecast position predicted by Oxford Economics. Oxford Economics forecast 12,700 jobs to 2037 (see Table 35).

**Table 35 – Comparison of SEP with Baseline Economic Forecasts**

	<b>2017</b>	<b>2037</b>
SEP, jobs	-	+104,347
Warrington, percent		26.8
Warrington employment, jobs		+27,965
Oxford forecast, jobs	142,200	+14,600
<i>SEP difference from Oxford, jobs</i>		+10,405

*Source: Oxford Economics, Cheshire and Warrington LEP, 2013- 2016*

- 6.60 Applying a ‘Policy On’ scenario incorporating the SEP target would deliver a jobs to land target significantly different from those already set out in Model 2A. On this basis the SEP provides a useful sensitivity variation away from the Oxford Economics forecast.
- 6.61 Using the Oxford Economics Forecast as a base, Table 36 shows the expected proportional split of employment in Warrington, by sector, in 2037. Within this, it is possible to make an estimate (indicative only as some jobs will be accommodated in non B-Class premises) that a quarter of employment growth would be based in sectors requiring industrial/warehousing and the remaining three quarters would be in office type facilities.

**Table 36 – Proportions of Warrington Employment – Oxford Economics Forecast 2037**

<b>Sector</b>	<b>Percent</b>
Agriculture, etc.	0.2
Mining and quarrying	0.0
Manufacturing	3.7
Electricity, gas and water	1.4
Construction	7.2
Distribution	14.0
Transport and storage	7.2

Accommodation and food services	6.6
Information and communications	4.1
Financial and business services	33.3
Government services	17.4
Other services	4.9

*Source: Oxford Economics, 2018*

6.62 Applying this split to the additional jobs suggests that of the extra 10,405 jobs, 7,804 jobs will be in office/technical based environments and a further 2,601 jobs in warehouse/industrial environments. This is consistent with the sectors identified in the SEP.

6.63 This additional 'Policy On' employment will create an additional development land requirement as follows in Tables 37 and 38.

**Table 37 – Additional Floorspace from 'Policy On' Position**

Sector	Additional employment	Percentage of employment in premises, percent	Floor space required per person, sqm	Total Floor space required, sqm
Distribution, Transport and Storage	2,601	48	70	87,394
Business services, etc.	7,804	100	12	93,648
<b>Total</b>				<b>181,042</b>

*Source: BE Group and Mickledore, 2018*

**Table 38 – Additional Land Need from 'Policy On' Position**

Sector	Total Floor space required, sqm	Development space, sqm per ha	Total land required, ha
Distribution, Transport and Storage	87,394	3,900	22.41
Business services, etc	93,648	3,900	24.01
<b>Total</b>	<b>181,042</b>		<b>46.42</b>

*Source: BE Group and Mickledore, 2018*

6.64 The conclusion is therefore that using the 2017 SEP as the basis for the employment land requirement would result in an additional land requirement over the current forecasts of some 46.42 ha.

***Sensitivity Test Two – Variation on the Strategic Economic Plan***

- 6.65 The SEP Jobs Growth scenario specifically allocated to Warrington in the Warrington New City plan has been used to determine the housing numbers within the Preferred Development Option (PDO), 2017. This amounted to 1,240 jobs/year – or 24,800 over the 20-year period.
- 6.66 The SEP was therefore forecasting 319 more jobs per annum than the 2016 Oxford Forecast used in EDNA 2016 (or 6,380 more over the twenty-year period).
- 6.67 It is useful to consider this uplift (on the 2016 Oxford Forecast) created by the SEP over the current 2018 Oxford Forecast, an increase of 319 jobs/year. It is considered appropriate to create a sensitivity test on the 2016 Forecast data because of questions raised by the updated 2018 Oxford Forecast. I.e. that the 2018 data shows strong employment growth between 2016-2018 and a slowing of growth thereafter, something which does not accord with other evidence sources in this study. This approach suggests an increase of 954 jobs/year (19,080 additional jobs over 20 years), 4,480 more jobs over the 2018 Oxford Forecast.
- 6.68 Applying the office / warehousing split approximation of 75 percent / 25 percent suggests that the additional jobs would be apportioned 3,360 office and 1,120 warehousing.
- 6.69 The conclusion is therefore that applying the original employment uplift suggested by the SEP over the 2016 Oxford forecast and applying this to the 2018 Oxford forecast would result in an additional land requirement over the current forecasts of some 19.98 ha (See Tables 39 and 40).

**Table 39 – Additional Floorspace from ‘Policy On’ Position**

Sector	Additional employment	Percentage of employment in premises, percent	Floor space required per person, sqm	Total Floor space required, sqm
Distribution, Transport and Storage	1,120	48	70	37,632
Business services, etc.	3,360	100	12	40,320
<b>Total</b>				<b>77,952</b>

*Source: BE Group and Mickledore, 2018*

**Table 40 – Additional Land Need from ‘Policy On’ Position**

<b>Sector</b>	<b>Total Floor space required, sqm</b>	<b>Development space, sqm per ha</b>	<b>Total land required, ha</b>
Distribution, Transport and Storage	37,632	3,900	9.64
Business services, etc	40,320	3,900	10.34
<b>Total</b>	<b>77,952</b>		<b>19.98</b>

*Source: BE Group and Mickledore, 2018*

6.70 One justification for this scenario (and the previous one) is that the baseline (Policy Off) forecast underestimates the likely ongoing growth of distribution, transport and storage uses in Warrington based on:

- Market evidence of strong ongoing demand for larger B8 uses shown in this study
- The continuing take up of land at Omega for B8 uses which is showing no signs of slowing
- Developer aspirations, reflected in the Local Plan PDO, for further strategic B2/B8 developments at Port Warrington and the M6/M56 Junction
- The identified growth potential of the Port of Liverpool, generating land needs 400 ha of land for logistics uses (plus commodities land) across a wider sub-region including Warrington. This is against the comparatively modest range of sites in the City Region being brought forward to specifically meet this need
- Related growth aspirations in Greater Manchester, particularly extending along the Ship Canal.

6.71 The scenario also balances the baseline forecast’s apparent view that jobs growth will slow in the future with the wider findings of this study (and EDNA 2016) of a strong ongoing need for economic development land.

***Sensitivity Test Three – Northern Powerhouse Forecasts***

6.72 The economic growth potential of the North of England has been the focus of considerable discussion because of the Northern Powerhouse initiative. In June 2016 the Northern Powerhouse Independent Economic Review (NPIER) was published.

6.73 The NPIER set out a transformational account of the Northern Powerhouse as a

region that could add 850,000 jobs by 2050.

6.74 Allocating an appropriate level of this growth to Warrington inevitably requires several assumptions to be made:

- The first assumption is that the 850,000 are secured on a straight-line basis from 2017 to 2050 (33 years) albeit it is likely that economic momentum would increase employment more rapidly at the end of the period. Even apportionment would suggest that 515,000 jobs created by 2037
- The second assumption is that Warrington secures the same proportion of this employment growth as its share current share of employment across the Northern Powerhouse area.

6.75 In fact, Warrington represents just two percent of the employment across the Northern Powerhouse region and if the levels of growth predicted in the NPIER were secured and apportioned evenly, Warrington would secure employment growth of 10,300 in the period 2017-2037.

6.76 This is slightly lower than the employment levels forecast by Oxford Economics and therefore go some way to validating the NPIER work rather than creating a further realistic sensitivity analysis.

#### **Employment Land Take-Up/Employment Change Comparison**

6.77 The accuracy of the Base employment forecast of this Study can be questioned given how much the Oxford employment forecasts have changed in only two years. Growth over 2015-2017 is now considered to have been much higher than was forecast in 2016 while Warrington's growth is now forecast to weaken from 2025 onwards due to national economic issues such as Brexit. Given that, at the time of writing at least (July 2018) the nature of the UK's post Brexit economy, and the global economy generally, remain uncertain, it is impossible to say if this long-term projection is in any way accurate.

6.78 In addition, employment change does not translate to land provision in the way set out in the above employment-based models. There are several factors that will influence the land requirement and it is necessary to understand the market signals to predict a more accurate employment land requirement. These factors include:

- To what extent the growth in office employment takes place in town centre locations, at higher densities, rather than in low-density business parks. Warrington, with its twin office centres of Birchwood and the Town Centre will likely see development at a mix of densities. Where growth is predicted in town or city centres different densities would be applied, closer to 100 percent site coverage
- Will the decline in jobs lead to the release of land? As noted previously, experience suggests that even where businesses are contracting, they will continue to hold onto sites in anticipation of future improvement and change. Where jobs are being lost to automation, those new automated processes will still require land on which to operate and can lead to higher productivity and growth
- Land take-up/property needs can be for different reasons such as modernisation or geographic relocation, land banking for future needs
- Expansion may also be within existing premises or on expansion land not accounted for in land allocations.

6.79 Therefore, to test how closely jobs change translates to land take-up, historic trends have been compared. Using the same methodology, the land needs based on employment change has been calculated for two historic periods. For this analysis, the Oxford Economics baseline (Policy Off) forecast is used.

- The long-term period from 1996-2018 and compared to the actual land take-up during that period (Table 41)
- 2000-2007 which was a period of sustained economic growth nationally (Table 42).

**Table 41 – Employment Land Take-Up/Employment Change Comparison  
1996-2018 (Oxford Economics)\***

<b>Employment Change</b>	<b>Total Jobs</b>	<b>Land (Ha)</b>
Growth	46,600	130.58
Decline	(10,500)	(116.23)
Net growth / (loss)	<b>36,100</b>	<b>12.49</b>
Historic land take-up	-	<b>305.31</b> <b>(183.81 Less</b> <b>Omega)</b>

Source: Oxford Economics, WBC, BE Group, 2018

\*Figures in brackets are negative, i.e. jobs/property/land losses.

**Table 42 – Employment Land Take-Up/Employment Change Comparison  
2000-2007 (Oxford Economics)\***

Employment Change	Total Jobs	Land (Ha)
Growth	10,400	19.3
Decline	-1,100	(10.33)
Net growth	<b>9,300</b>	<b>8.97</b>
Historic land take-up	-	<b>81.99</b>

Source: Oxford Economics, WBC, BE Group, 2018

\*Figures in brackets are negative, i.e. jobs/property/land losses.

- 6.80 The two tables show that low net jobs growth during both periods, would have resulted in extremely modest land needs between 1996-2018 and 2000-2007 which represent only a fraction of what was taken up.
- 6.81 Thus, the trend shows that net jobs growth is not an accurate method of calculating land. **Even when land is calculated on the sectors that generate a positive jobs figure over the two periods, there is still a sizable shortfall between the anticipated take-up from a jobs calculation and the actual market take up, particularly if strategic development at Omega is included. This calculation reinforces the view that historic take-up is the most appropriate method.**

### Summary

- 6.82 The four alternative forecast options have been produced and considered for the period of 2017-2037, for Warrington Borough. The calculations for each are summarised in Table 43 and show varied outcomes.
- 6.83 The need calculated in each model allows for a five-year buffer to allow for choice and potential change in needs during the Plan Period as well as accounting for further possible losses in the supply. The realistic land supply, as identified in Section 4.0, is then deducted from gross need. A distinction is made between the realistic local supply of employment land, 23.94 ha, and the strategic supply at Omega, a further 59.97 ha (i.e. 83.91 ha total strategic/local supply).
- 6.84 To allow for this distinction in strategic and local supply, two take-up scenarios are put forward. The first projects forward all take-up, both strategic and local, over the



last 21 years, onwards to 2037. A scenario for strategic take up only is not considered because to date, only four years of very high take up have been recorded at Omega which may not prove typical of need for the next 20 years.

**Table 43 – Warrington Borough Land Forecast Models – Summary**

Model	Need (A+B+C)			Less Supply (D)	A+B+C-D=Surplus (Shortfall), ha	Revised Surplus (Shortfall), ha, accounting for SEP Target = Further 46.42 ha of land need.	Revised Surplus (Shortfall), ha, Variation on the Strategic Economic Plan = Further 19.98 ha of land need	Assumptions
	A: Land Need 2017-2037, ha	B: Buffer (five years further need) ha	C: Allowance for business displacement associated with Warrington Masterplan projects	D: Land Stock 2018, ha – Strategic and/or Local Supply*				
Strategic/ Local Take Up	277.60	69.40	14.71	83.91 Strategic/ local supply	(277.80)	-	-	Based on historic (22 years) take-up of 13.88 ha/pa. Inclusive of take-up at Omega Compares a combined strategic/local growth rate with a strategic/local supply picture SEP figure not applicable to take-up scenarios Of this, strategic need would be approx. 112.04 ha, local need would be 165.76 ha.
Local Take Up	167.20	41.80	14.71	23.94 Local supply	(199.77)	-	-	Based on historic (21 years) take-up of 8.36 ha/pa. Exclusive of take-up at Omega Compares a local growth rate with a local only supply picture SEP figures not applicable to take-up scenarios
Employment based on adjusted stock – Oxford Economics Model	+41.68 Growth +13.89 Change	+10.42 +3.47	14.71	23.94 Local supply	1)(42.87) 2) (8.13)	1) (89.29) 2) (54.55)	1) (62.85) 2) (28.11)	Based on 1) projected growth sectors 2) projected employment change across sectors A local growth only scenario

Source: BE Group and Mickledore, 2018

\*Realistic land supply at 2018

- 6.85 Under a strategic/local scenario the overall further need is 277.80 ha, largely the same as the net need of 276.37 ha identified in the 2016 EDNA. Under a local only scenario, which makes no allowance for strategic growth, the remaining need is 199.77 ha, reduced, but not significantly, from 203.31 ha in 2016.
- 6.86 If employment-based forecasts are taken, then net further requirements range from 8.13 ha to 42.87 ha. As the forecasts primarily measure local prospects for job growth they are compared to the local land supply only. The enhanced jobs targets of the SEP/Variation on SEP would boost that need by an additional 19.98-46.42 ha on top of each total. Both reflect the need to account for strategic Policy On forecasting and, in the case of the latter, the ongoing growth potential of the logistics sector in Warrington.
- 6.87 However, from the market assessment and reviewing the historic trends in employment change and land take up (along with uncertainties in long term forecasting generally) this approach suggests that employment land needs are underestimated. When a comparison of past employment change over the period 1996-2018 and 2000-2007 periods is made, actual land take-up is many times more than the estimate put forward by the growth only approach.
- 6.88 In conclusion, it is considered that the most appropriate forecasts are the two Take-Up Scenarios which look at local only and local/strategic needs. Within these two, the Local/Strategic Take-Up Model best reflects the full range of need Warrington is likely to have to 2037.
- 6.89 Warrington's previous take up can be split by the main employment use classes – B1(a, b, c), B2, B8. Table 44 applies the same proportionate split to the Borough's projected supply shortfall, to 2037, under the Local/Strategic Take-Up Model. A strong need for further B8 land is noted, of which 70 percent (112.04 ha) is identified as being primarily strategic in nature. Some 71 ha of B1(a) office land would also be required under this model.

**Table 44 – Full Need, Split by Use Class – Strategic/Local**

Period	Use Class (Percentage Split, percent)						Total (ha)
	B1(a)	B1(b)	B1(c)	B2	B8	Mixed	
<i>Percentage - Inclusive of Omega</i>	26.1	-	5.5	7.5	54.0	6.9	100.0
Strategic/Local Take Up Trend	90.57		26.44**	33.38**	187.38	23.94	361.71
2018 Realistic Supply, by Use Class*	19.50	-	30.26***		29.10***	5.05	83.91
<b>Further Needs</b>	<b>71.07</b>	-	<b>29.56</b>		<b>158.28</b>	<b>18.89</b>	<b>277.80</b>

Source: WBC/BE Group, 2018

\*Strategic and Local Supply.

\*\*The displaced businesses of Central Warrington, if Portal Business Centre tenants are excluded, are almost exclusively industrial. For the purposes of this exercise the need they generate (14.71 ha) is split evenly between B1(c)/B2 although in practice some may also include elements of B8 storage use.

\*\*\*For the purposes of this exercise, the remaining strategic B2/B8 supply at Omega is split evenly between those two uses.

## 7.0 CONCLUSIONS

### Introduction

7.1 This study has included a wide-ranging look at the factors affecting Warrington's economy, with reference to those that are likely to affect the future need for land and property within the Borough. It provides an update to the 2016 Warrington EDNA study, reflecting changes in strategic policy, the ongoing Warrington Local Plan Review process and changing local demand and supply conditions. This section draws together the main issues that will need to be addressed as a preliminary to the more detailed recommendations set out in Section 11.0.

7.2 The study has been undertaken in line with both the revised National Planning Policy Framework (2018) and relevant Planning Practice Guidance.

### Planning Policy Position

7.3 The revised NPPF amends national planning policy in several ways, notably introducing a 'presumption in favour of sustainable development' for both plan making and decision making. For employment however, a core aspect of NPPF policy remains fundamentally unchanged, the need to avoid long term protection of sites/properties not deliverable for B-Class use whilst, conversely, strengthening protection of key employment sites/areas. Local planning authorities should also take a positive approach to applications for alternative uses of developed land which is not allocated for a specific purpose in plans, where this would help to meet identified development needs.

7.4 LEP area targets, to 2040, are for: "*An economy of £50 billion, be 20 percent more productive per person than the UK average, create 120,000 net additional jobs and build 127,000 new homes*". Key will be Warrington New City proposals for 27,000+ new homes and 31,000 jobs, "*completing the Warrington New Town and investing in transport and community infrastructure.*" New City aspirations have informed Policy On scenarios of OAN, discussed below.

7.5 EDNA 2016 identified an OAN, to 2037, of 380.90 ha (276.37 ha less supply than available). Comparison with market demand indicated that new allocations of employment land should be focused in East Warrington, the M62 Corridor, Warrington Town Centre, Port Warrington and the M56 Corridor area at Barleycastle.

Generally, there is a strong ongoing demand for industrial/warehouse space, including strategic options, along with more modest office needs.

7.6 The Council have broadly taken forward these spatial recommendations in the emerging Local Plan Preferred Development Option (PDO) – proposing a split based on 389.40 ha of supply:

- Town Centre – 26.95 ha (6.9 percent), which will also reflect the masterplanning work of ‘Warrington Means Business’, whilst reflecting that core Town Centre property markets remain relatively modest
- Wider Urban Area (existing supply) – 92.42 ha (23.7 percent), largely reflecting the current realistic employment land supply, discussed below
- Warrington Waterfront – 110.23 ha (28.4 percent), again reflecting masterplanning and the wider growth potential of the Ship Canal Corridor
- Land at M56 Junction 9 (Garden City Suburb) – 116.80 ha (30.0 percent), reflects demand identified in the 2016 EDNA for strategic growth options on the M56 to balance the recent dependence on Omega, M62
- Employment Land Location: Land adjacent to Omega – 43.00 ha (11.0 percent), capitalising on the critical mass established at this location.

7.7 The PDO has further proposals to release Green Belt land for safeguarding to meet housing and employment needs post 2037. This Provides a ‘way forward’ for growth after the Local Plan period. Providing a case for Green Belt Release this far in the future may prove challenging, however, as it is beyond the forecast period of EDNA and other evidence base documents. Inspector will likely wish to ensure that such land is genuinely safeguarded for the long term and will not be accessed for emergency circumstances (i.e. a failure to maintain 5-year housing supply). Developers will also likely apply strong pressure for its early release.

### **Property Market Assessment**

7.8 While there is some strategic uncertainty on the horizon, generated by Brexit and potential for contraction in national/global markets, not seen in 2016, overall prospects are for strong ongoing growth in relevant property sectors. B-Class development which is coming forward remains some way short of meeting needs at both the strategic and local levels.

- 7.9 As in 2016, there is consensus amongst property market stakeholders that there is a need for further land allocations in Warrington. Again, where growth locations are mentioned, South Warrington is put forward to take advantage of the key M56/M6 links and provide strategic B2/B8 options. However, stakeholders are also clear that broader growth in local industrial and office stock, across Warrington Borough, is also needed.

### ***Industrial Market***

- 7.10 Nationally, 2015 appears to have been a recent market peak in growth but take up since that year has not reduced markedly in subsequent years. Whilst demand is being maintained, overall national supply has decreased for the last seven years, leaving the UK vacancy rate at a new all-time low of 4.4 percent. The strongest current demand segment is for 'mid box' options of 5,000-10,000 sqm.
- 7.11 Warrington is following this broad growth trend, with 2015 seeing the highest number of industrial deals (84) of units of more than 200 sqm each, since records of local transaction rates began in 1998. By comparison, 2016 and 2017 saw sharp declines in terms of both number of deals and total floorspace transacted. This is felt to be a measure of the local lack of industrial floorspace available, rather than evidence of a significant drop in demand.
- 7.12 Demand is for small-mid sized units of 450-10,000 sqm, although properties up to 14,000 sqm can find occupiers and some still larger requirements are reported from strategic operators. As in 2016, Birchwood, Gemini and Woolston Grange are popular locations. In rural areas, demand remains linked to motorway junctions. Away from these nodes, occupiers generally want premises conversions not land. There is also a lack of freehold options locally. Rents are reported at £43-65/ sqm, with some variation for very good or poor-quality space.
- 7.13 172,662 sqm of industrial space was vacant at July 2018. This is more than double the available floorspace recorded in the 2016 EDNA (82,259 sqm), with the difference reflecting several very large buildings (up to 28,000 sqm) on the market today, compared to 2016. However, even with these exceptional properties included, available supply still only accounts for 10.3 percent of total supply by floorspace and 3.5 percent by premises numbers. This continues to point to a lack of availability and choice for businesses. While more very large units are available today, the number of units available overall has halved, from 123 in 2016 to 62 in 2018. Availability is

reduced for all size ranges up to 2,000 sqm, and in all locations, but most noticeably for very small units of 0-100 sqm. Only two units in this size range are available today.

### ***Warehouse Market***

- 7.14 While some challenges linger on the horizon relating to Brexit and pricing concerns, the overall market remains strong, driven by an evolving retail sector. The North West remains the logistics market leader in the UK, with the highest amount of supply overall, but, just 1.5 years' worth of supply for Grade A units, the lowest of any region outside of the M25.
- 7.15 Development at Omega continued over 2016-18, and indeed comprised the bulk of new development in Warrington, over those years. Growth here is ongoing with the Mountpark scheme now being brought forward in the west, with one unit already pre-let, and developers remain interested in the provision of land for still further schemes here, reflecting the Borough's position at the centre of the region's communications network. New build Omega distribution units now achieve rents of £67/sqm, possibly rising to £73/sqm by the end of 2018.
- 7.16 Demand from the logistics sector is felt to be sustainable, if a pipeline of modern serviced space and units can be maintained, to compete with other locations in the North West.

### ***Office Market***

- 7.17 The regional office market is thriving, driven by strong SME growth. 2017 saw some of the strongest office take up rates on record. However, despite the dominance of SMEs, most recent new office development is aimed at larger companies with sole occupancy of larger floorplates, leading to a mismatch between supply and demand. Increased SME demand for flexible, short term leases, combined with specific growth in high tech sectors, and general economic uncertainty, is also boosting demand for serviced space, something less in evidence in 2016.
- 7.18 Local office demand ranges from one desk size up to 2,800 sqm, with achieved rents as high as £194/sqm, although £140-156/sqm appears to be the average for reasonable quality space. There is a lack of Town Centre stock, relative to demand. Birchwood and Gemini/Westbrook remain popular with Birchwood, a focus for large requirements, as was the case in 2016. Again, there are few industrial or office



freehold options and the lack of such stock means that Warrington is losing some potential occupiers to Runcorn and Widnes.

- 7.19 Out-of-town office development is suggested for Lymm and off Junction 8/9 of the M62, as these locations, while nominally rural, remain connected to the strategic transport network.
- 7.20 Warrington's supply of office accommodation comprises 49,167 sqm in 164 suites. This is a noticeable reduction on 2016 when 65,738 sqm of vacant office floorspace, comprised of 299 properties, was on the market. The supply reduction is for all sizes of suite, particularly the 0-100 sqm range. The present available supply equates to a vacancy rate of 9.6 percent by floorspace. By number of premises the vacancy rate is 9.5 percent although this rate may be skewed by multi-let business centres which only count as single hereditaments in VO data. Birchwood is the only source of large offices, greater than 2,000 sqm in size, in the Borough. The other supply focus is Warrington Town Centre where 14,745 sqm of floorspace can be found, in 89 units, again sharply reduced from 150 in 2018, with relatively uniform reduction in supply across schemes. As in 2016, the freehold supply is negligible.

### ***Warrington's Wider Economic Geography and Functional Economic Market Area***

- 7.21 The FEMA exercise of 2016 has been updated to provide greater analysis at the sub-area (MSOA) level and to respond to issues raised during the Regulation 18 consultation. Based on a mix of market evidence and commuting data, Warrington's Wider Economic Geography includes most of Wigan Borough, and the western portions of Trafford and Salford in Greater Manchester. The northern areas of Cheshire West and Chester and Cheshire East have strong links, as do Halton and St Helens in the Liverpool City Region. Although geographically more distant, Warrington also has good links with the urban centres of Manchester and Liverpool, and it is felt they also need to be considered as part of Warrington's wider economic geography . The other areas of Greater Manchester and the Liverpool City Region have more limited relationships with Warrington.
- 7.22 The 2016 EDNA considered this wider economic geography to be Warrington's FEMA for the purposes of policy formation. However, whilst it is essential that Warrington's future employment needs are considered in the context of its wider economic geography, it is apparent that the FEMA should relate to the administrative

boundary of the borough itself. This reflects the policy approach being taken by the Liverpool and Manchester sub regions and the Cheshire Authorities. It also reflects Warrington's economic importance in its own right.

- 7.23 In the Cheshire and Warrington sub-region, sites in Birchwood Park form part of the Cheshire Science Corridor Enterprise Zone with Thornton Science Park, sites in Ellesmere Port and Alderley Park, Macclesfield. The three locations generally have differing sectoral foci which should minimise competition although there is some overlap between Thornton and Birchwood regarding energy sectors. In Cheshire East, Ma6nitude has some potential to compete with Omega for B2/B8 requirements.
- 7.24 Warrington's office market faces strong competition from Manchester, primarily the City Centre, where 1.25 million sqm of additional floorspace is proposed in the GMSF, but also the Airport Gateway area. Another 410,000 sqm is planned in Salford City/Salford Quays. Discussions with stakeholders suggest this is inhibiting demand for larger office premises at present.
- 7.25 Elsewhere in Greater Manchester Port Salford is likely to compete with Port Warrington for Canal-linked logistics uses. Growth at Salford Quays will also impact on Warrington's office market, although the sectoral focus of the Quays (media/digital) differs somewhat from Warrington's. Growth plans for the Western Gateway area more generally (Salford and Trafford) may increase the draw of labour from Warrington. In Wigan, development of the 29 ha Pocket Nook Major Site, has the potential to create a sizable high-quality business park on the A580 East Lancashire Road, relatively close to Birchwood. There are some obstacles to delivery here however. Delivery of several other relevant Greater Manchester strategic locations, proposed in the 2016 GMSF remain uncertain at this time while there are planning applications/consented schemes at Junctions 23 and 25, M6 for mostly logistics uses.
- 7.26 The latest research into the Port of Liverpool predicts increases in all areas of port trade. This will result in a need for almost 400 ha of land for logistics uses in the sub region to 2037 years, with further land needed for commodities logistics. This need is supply driven and could be accommodated in a wide sub-regional area which extends to include Warrington. While there are several brownfield options which could meet some needs, Parkside, St Helens is the only very large scale strategic B2/B8 site in the pipeline in the Liverpool City Region.

- 7.27 In the Liverpool City Region, there is a clear link between Warrington and the Daresbury area of Halton, with large travel to work flows between the two locations. In West Runcorn, infill development/redevelopment at Inovyn and on the Ship Canal may prove attractive to high-tech and port linked companies that may otherwise have looked to Warrington although detailed planning at both locations is ongoing.
- 7.28 In St Helens, development of Parkside would create a Strategic Rail Freight Facility close to Warrington. This does offer some potential for competition although companies specifically needing a rail served site would not have Omega as an area of interest. It is also likely that the current phases of Omega will be largely complete once Parkside commences major delivery of premises and rather it will compete with future logistics sites in Warrington Borough.
- 7.29 The release of land west of Omega, that sits within St Helens Borough, for employment uses is increasingly likely. If ultimately allocated it would be accessed through the existing Omega site and represent a resource which would support the land needs of both Warrington and St Helens.

#### **Employment Land Supply**

- 4.36 In 2016, Warrington had a realistic employment land supply of 104.53 ha in 14 sites, of which 34.85 ha in 11 sites represents the local supply and just over two thirds, 69.68 ha in three sites, represents the strategic (Omega) supply. Updating this assessment to 2018, and excluding land now developed, unlikely to be brought forward, completed for alternative uses or held for specific occupiers suggests a supply figure, as of July 2018, of 83.91 ha in 10 sites, comprising:
- Local supply: 23.94 ha (28.5 percent), eight sites
  - Strategic (Omega): 59.97 ha (71.5 percent), two sites.
- 7.30 Take up over 2016-18 has focused at Omega, with Omega North now largely full. This trend will continue for the next few years with Mountpark taking up a further 33.70 ha, over a third of Warrington's remaining land supply. In principle, the remaining supply at Omega could last another decade. However, there will be pressure to release land currently designated for B1(a) offices for further B2/B8 uses. If that happens the remaining 26.27 ha will likely fill up much more rapidly.

- 7.31 While Fiddlers Ferry Power Station is expected to close in the long term, freeing up land for other employment generating uses (possibly including other power generating uses), decommissioning the facility will take time. The existing ash processing activities at the site are also expected to continue beyond the Power Station's Life span, until the deposits are fully depleted. Thus, while Fiddlers Ferry may provide a long-term option for growth, there is insufficient certainty in the scale and timescale of any land availability for the site, as a whole or in part, to be included within Warrington's employment land supply. The Council will need to monitor the location, over the course of the Plan Period, and identify any available land with B-Class suitability as, and when, it is feed up.
- 7.32 56.1 percent the local supply is likely to be taken up in a 6-10 year timeframe. Only at Birchwood is a significant portion of available and unconstrained land expected to remain available for more than a decade.
- 7.33 Warrington's office market faces strong competition from Manchester, primarily the City Centre, where 1.25 million sqm of additional floorspace is proposed in the GMSF, but also the Airport Gateway area. Another 410,000 sqm is planned in Salford City/Salford Quays. Discussions with stakeholders suggest this is inhibiting demand for larger office premises at present.

#### **Objectively Assessed Needs**

- 7.34 There is no definitive model for forecasting future employment land need. As in 2016, two 'Policy Off' based models have been used to assess future employment land provision. These are the projection forward of historic land take and a forecast based on employment sector change. All assessments of OAN relate to Warrington Borough only.
- 7.35 In terms of a 'Policy On' model, sensitivity testing has been undertaken to understand the forecast growth, above the baseline, outlined in the SEP (Warrington New City) and the Northern Powerhouse.
- 7.36 Take-up data was obtained for the 1996-2018 period from the Council. This includes 121.50 ha of development at Omega. Omega is a strategic site with a market which is regional and national in scope, delivering B2 and B8 properties of an exceptional size in the local context. Accordingly, two forward projections of take-up have been undertaken – A strategic/local projection, inclusive of recent strategic Omega

completions, with an average annual take up rate of 13.88 ha/year, and a local projection excluding Omega of 8.36 ha/year. These rates are slightly reduced since the 2016 EDNA, when the rates were 14.65 ha/year and 9.16 ha/year respectively. Projected forward over 20 years, 2017-2037, the following need is identified:

Strategic/Local Take Up Trend: 13.88 ha/year x 20 (years) = 277.60 ha

Local Take Up Trend: 8.36 ha/year x 20 (years) = 167.20 ha

7.37 The Borough should also have a buffer to reflect a choice of sites by size, quality and location and to provide a continuum of supply beyond the end of the 2037 period. This also makes some allowance for the loss of further employment land to non B-Class uses over the period to 2037. A more detailed justification for this approach, including precedents of where this has been accepted by Inspectors at EIP is provided in Paragraphs 6.14-6.16, Section 6.0. Based on the historic take-up trend this would generate a further land need of 69.40 ha under the strategic/local model, 41.80 ha under the local only model.

7.38 Finally, an analysis of the projected impact of Warrington Masterplanning suggests additional land needs of 14.71 ha, to accommodate firms displaced from housing redevelopment sites, as noted above. Incorporating this requirement increases the needs to:

Strategic/Local Take Up Trend, plus a buffer: 347.00 ha (need) + 14.71 ha  
(allowing for displacement) = 361.71 ha (final requirement)

Local Take Up Trend, plus a buffer: 209.00 ha (need) + 14.71 ha  
(allowing for displacement) = 223.71 ha (final requirement)

7.39 When measured against realistic supply, Warrington has insufficient land available to meet needs to 2037 (plus a buffer). To summarise:

Strategic/Local Take Up Trend, plus a buffer: 361.71 ha – 83.91 ha  
(realistic supply, strategic and local combined) = **277.80 ha (further need)**

Local Take Up Trend, plus a buffer: 223.71 – 23.94 ha  
(realistic supply, local only) = **199.77 ha (further need)**

7.40 The updated employment based forecast suggest the following in terms of future employment land provision to 2037 (Table 45).

**Table 45 – Employment Based Forecast 2017-2037\***

<b>Growth Sectors</b>	<b>Oxford Economics</b>
Total Floorspace, sqm	162,552
Divided by Development Floorspace per ha	3,900
Equivalent Employment Land Needed, ha	41.68

<b>Sectors in Decline</b>	<b>Oxford Economics</b>
Total Floorspace, sqm	(108,380)
Divided by Development Floorspace per ha	3,900
Equivalent Employment Land Reduction, ha	(23.31)
<i>Net Land Need, ha</i>	<i>13.89</i>

Source: BE Group, 2018

\*Figures in brackets are negative, i.e. jobs/property/land losses.

- 7.41 The forecast considers baseline local jobs only and accordingly are compared against Warrington’s local land supply only. Against that realistic local supply (31.44 ha) Warrington continues to have a supply deficit under most scenarios albeit a far smaller one than under the take-up models.
- 7.42 The strongest growth sectors in both forecasts is in the financial and business services sector with between 9,300 jobs forecast to be created before 2037. The forecast also predicts an increase (albeit more modest) in employment in Information and Communication, Government Services and particularly Other Services. For Warrington, this suggests ongoing growth in the local service sector economy which is particularly focused around Birchwood. In property terms almost all this growth will be in in the B1 office sector. Construction is also projected to see jobs growth.
- 7.43 The forecast predicts reasonable growth in distribution, of 1,000 jobs although this reflects a forecast growth in wholesale and retail in the economy. Transport and storage employment, conversely, is predicted to fall back slightly.
- 7.44 BE Group would question the accuracy of this forecast, and particularly its assumptions about negative growth in logistics against high growth in some office sectors, for several reasons:
- As is highlighted above, the market assessment clearly shows strong ongoing demand for B8 uses, even if Brexit provides some macro-economic uncertainty for 2019. Development of B2 and particularly B8 uses at Omega continued over 2016-18, and indeed comprised the bulk of new development

in Warrington, over those years. Growth here is ongoing with the Mountpark scheme now being brought forward and there is no evidence of demand slowing in the future. Even if this trend is not maintained over the whole Plan period, Warrington is clearly not likely to lose jobs in these sectors

- Baseline forecasts do not account for 'Policy On' initiatives such as the Liverpool 'Superport' which provide further B2, and particularly B8, growth potential. Port growth will have economic benefits for the whole North West, but locations which can provide large logistics allocations to directly meet the requirements of manufacturing/warehousing businesses will benefit most directly. At present only Warrington can offer large areas of strategic employment land on a direct route to the Port (M62) while the Ship Canal provides a further goods route which Warrington can take advantage of, and whose use Peel wish to maximise at Port Warrington
- Oxford Economic forecasts are based on an assessment of workplace-based employees in employment in each of broad 19 SIC2007 based sectors consistent with the North West and UK outlooks. Some sector specific estimates are driven predominantly by population estimates, others by total employment in the area and the remainder relative to the regional performance (largely exporting sectors). In the case of transportation and storage, and wholesale and retail trade, growth is based on a location quotient derived from consumer spending. This will not provide accurate assessments of jobs growth potential in Warrington's logistics sector since the bulk of that growth, from 2013 at least, has been in large Regional Distribution Centres which serve the entire North West, and beyond. Only a modest amount of the spending which supports these facilities will take place in Warrington Borough specifically. That local consumer spending will be focused in retail/wholesale sectors which do not require B-Class accommodation.
- Manufacturing jobs growth estimates are based on regional performance and will not take account of local strengths and weaknesses, with strengths including good demand for mid-sized properties and major B2 investments, alongside B8 functions, at Omega
- Office sector growth estimates are based on either forward projection of current local shares of sectoral employment or location quotient based upon total employment. Again, these take no account of local market conditions, which while strong, will not automatically generate massively more employment than B2/B8 sectors. In Warrington's case, office sector figures

may be somewhat affected by the large existing base of office businesses in Birchwood, giving the Borough an above average B1(a) base, relative to its population and stronger historic jobs growth. Proximity to the massive office base of Manchester and Salford will also have impacts.

- Overall Oxford forecasts suggest that Warrington achieved a large amount of employment growth in the period 2015-2017, and this growth is broadly expected to continue to the mid 2020's. After that growth will slow. The net result is that overall jobs growth over 2017-2037 is now predicted to be some 5,700 jobs less than was predicted in 2016. This reduced growth is based on assumptions that the national economy is close to the peak of the current economic cycle and a decline/recession is likely in the next decade. Also, allowance is made for the long-term impact of Brexit. Clearly there can be no certainty about either prediction.

7.45 To try and provide more accurate local forecasts, addressing some of these concerns, Sensitivity Testing was undertaken and is discussed below.

#### ***Sensitivity Testing***

7.46 The 2017 SEP target is that by 2040 Cheshire and Warrington would become a £50 billion economy generating 120,000 extra jobs. Based on the current split of employment across the sub-region, 26.8 percent of that growth could be in Warrington Borough, a gain of 27,965 jobs by 2040.

7.47 This 'Policy On' position thus forecasts an additional 10,405 jobs on the baseline forecast position predicted by Oxford Economics. Using the Oxford Economics Forecast as a base it is possible to make an estimate that a quarter of this extra employment growth would be based in sectors requiring industrial/warehousing and three quarters would be in offices. Using the same methodology as for Baseline Forecasting, this generates 181,042 sqm of additional floorspace and 46.42 ha of extra land need to 2037 on the Baseline land need forecast noted above.

7.48 The SEP Jobs Growth scenario specifically allocated to Warrington in the Warrington New City plan has been used to determine the housing numbers within the Local Plan PDO, 2017. This amounted to 1,240 jobs/year – or 24,800 over the 20-year period.



- 7.49 It is useful to consider this uplift (on the 2016 Oxford Forecast) created by the SEP over the current 2018 Oxford Forecast, an increase of 319 jobs/year. This approach suggests an increase of 954 jobs/year (19,080 additional jobs over 20 years), 4,480 more jobs over the 2018 Oxford Forecast. Applying the same criteria as for the first SEP based scenario would result in an additional land requirement over the current forecasts of some 19.98 ha.
- 7.50 The uplift in the land requirement reflects a 'Policy On' position which accords with the wider economic impact of ongoing regional growth in logistics and the initiatives of Superport in Liverpool combined with the Policy On ambitions for growth noted in Greater Manchester. It also reflects Warrington's own ambition to deliver long term growth above the minimum shown in baseline forecasting and the wider findings of this study (and EDNA 2016) of a strong ongoing need for economic development land.

### ***Scenario Testing***

- 7.51 However, the employment methods of forecasting, both 'Policy On' and 'Policy Off' still make no allowance for a range of practical issues such as the extent that growth in office employment takes place in town centre locations, at higher densities, rather than in low-density business parks. That land take-up/property needs can be for different reasons such as modernisation or geographic relocation or that expansion may also be within existing premises or on expansion land not accounted for in land allocations. Past experience suggests that even where businesses are contracting, they will continue to hold onto sites in anticipation of future improvements. Also, where jobs are being lost to automation, those new automated processes will still require land on which to operate, and improved productivity could lead to additional need.
- 7.52 Therefore, to test how closely jobs change translates to land take-up, historic trends have been compared. Using the same methodology, the land needs based on employment change has been calculated for two historic periods. For this analysis, the Oxford Economics baseline (Policy Off) forecast is used.
- The long-term period from 1996-2018 and compared to the actual land take-up during that period (Table 46)
  - 2000-2007 which was a period of sustained economic growth nationally (Table 47).

**Table 46 – Employment Land Take-Up/Employment Change Comparison 1996-2018 (Oxford Economics)\***

<b>Employment Change</b>	<b>Total Jobs</b>	<b>Land (Ha)</b>
Growth	46,600	130.58
Decline	(10,500)	(116.23)
Net growth / (loss)	<b>36,100</b>	<b>12.49</b>
Historic land take-up	-	<b>305.31</b> <b>(183.81 Less Omega)</b>

Source: Oxford Economics, WBC, BE Group, 2018

\*Figures in brackets are negative, i.e. jobs/property/land losses.

**Table 47 – Employment Land Take-Up/Employment Change Comparison 2000-2007 (Oxford Economics) \***

<b>Employment Change</b>	<b>Total Jobs</b>	<b>Land (Ha)</b>
Growth	10,400	19.3
Decline	-1,100	(10.33)
Net growth	<b>9,300</b>	<b>8.97</b>
Historic land take-up	-	<b>81.99</b>

Source: Oxford Economics, WBC, BE Group, 2018

\*Figures in brackets are negative, i.e. jobs/property/land losses.

7.53 The two tables show that low net jobs growth during both periods, would have resulted in extremely modest land needs between 1996-2018 and 2000-2007 which represent only a fraction of what was taken up. The trend shows that net jobs growth is not an accurate method of calculating land, with far more land being developed than was calculated from the jobs prediction, even when sectors forecast to grow only are considered.

7.54 A summary of the take up and Policy On /Policy Off forecast scenarios, for Warrington Borough, is set out in Table 48.

7.55 The variation in the outcome figures demonstrates the uncertainty of forecasting. The outputs, all shortfalls, range from 8.13 ha to 277.80 ha, even ignoring policy on sensitivity testing.

**Table 48 – Warrington Borough Land Forecast Models – Summary**

Model	Need (A+B+C)			Less Supply (D)	A+B+C-D=Surplus (Shortfall), ha	Revised Surplus (Shortfall), ha, accounting for SEP Target = Further 46.42 ha of land need.	Revised Surplus (Shortfall), ha, Variation on the Strategic Economic Plan = Further 19.98 ha of land need	Assumptions
	A: Land Need 2017-2037, ha	B: Buffer (five years further need) ha	C: Allowance for business displacement associated with Warrington Masterplan projects	D: Land Stock 2018, ha – Strategic and/or Local Supply*				
Strategic/ Local Take Up	277.60	69.40	14.71	83.91 Strategic/ local supply	(277.80)	-	-	Based on historic (22 years) take-up of 13.88 ha/pa. Inclusive of take-up at Omega Compares a combined strategic/local growth rate with a strategic/local supply picture SEP figure not applicable to take-up scenarios Of this, strategic need would be approx. 112.04 ha, local need would be 165.76 ha.
Local Take Up	167.20	41.80	14.71	23.94 Local supply	(199.77)	-	-	Based on historic (21 years) take-up of 8.36 ha/pa. Exclusive of take-up at Omega Compares a local growth rate with a local only supply picture SEP figures not applicable to take-up scenarios
Employment based on adjusted stock – Oxford Economics Model	+41.68 Growth +13.89 Change	+10.42 +3.47	14.71	23.94 Local supply	1)(42.87) 2) (8.13)	1) (89.29) 2) (54.55)	1) (62.85) 2) (28.11)	Based on 1) projected growth sectors 2) projected employment change across sectors A local growth only scenario

Source: BE Group and Mickledore, 2018

\*Realistic land supply at 2018

- 7.56 However, from the market assessment and reviewing the historic trends in employment change and land take up, the conclusion is that the employment-based forecasts underestimate land need significantly. When a comparison of past employment change over the period 1996-2018 is made, actual land take-up is far higher than the estimate that even the growth only sectors suggest. Finally, the locally based jobs targets cannot allow for the strategic growth potential of Omega and future strategic sites that will draw labour from outside of the Borough.
- 7.57 In conclusion, as in the 2016 EDNA, it is considered that the most appropriate forecasts are based on the historic take-up rates. The need to plan for strategic as well as local growth in the Borough favours the Strategic/Local Take Up model over the Local only forecast. This indicates a shortfall in Warrington's employment land supply of employment land, equating to **277.80 ha** to 2037. This only slightly increased on 2016, when the residual OAN was identified at 276.37 ha to 2037. Thus, the new land allocations put forward in the Local Plan PDO remain sufficient to meet needs.
- 7.58 Warrington's previous take up can be split by the main employment use classes – B1(a, b, c), B2, B8. Table 49 applies the same proportionate split to the Borough's projected needs against supply, to 2037. It shows the bulk of the need is for B8 land, including strategic requirements, but also with a sizable B1(a) office requirement.

**Table 49 – Full Need, Split by Use Class – Strategic/Local**

Period	Use Class (Percentage Split, percent)						Total (ha)
	B1(a)	B1(b)	B1(c)	B2	B8	Mixed	
<i>Percentage - Inclusive of Omega</i>	26.1	-	5.5	7.5	54.0	6.9	100.0
Strategic/Local Take Up Trend	90.57		26.44**	33.38**	187.38	23.94	361.71
2018 Realistic Supply, by Use Class*	19.50	-	30.26***		29.10***	5.05	83.91
<b>Further Needs</b>	<b>71.07</b>	-	<b>29.56</b>		<b>158.28</b>	<b>18.89</b>	<b>277.80</b>

Source: WBC/BE Group, 2018

\*Strategic and Local Supply.

\*\*The displaced businesses of Central Warrington, if Portal Business Centre tenants are excluded, are almost exclusively industrial. For the purposes of this exercise the need they generate (14.71 ha) is split evenly between B1(c)/B2 although in practice some may also include elements of B8 storage use.

\*\*\*For the purposes of this exercise, the remaining strategic B2/B8 supply at Omega is split evenly between those two uses.

### ***Employment Land and Jobs***

- 7.59 The preferred OAN forecast method is based on a forward projection of land take up. I.e. it takes Warrington's past market performance as a measure of likely future change. This model accounts for all the reasons why companies may wish to increase or decrease their floorspace/land, including factors unrelated to jobs growth/decline in those companies, such as the need to acquire space for product/parts storage, car/HGV parking or new automated facilities. For this reason, the identified OAN land figure of 277.80 ha net, cannot be simply converted into a figure predicting jobs growth, since at least some of that take up will come without any jobs gain for Warrington.
- 7.60 However, it is logical to assume that the Oxford Baseline jobs forecast, which suggests that Warrington will have a nominal land gain to 2037, underestimates the real numbers of jobs which will be created. The Baseline Forecast Scenario suggests a modest land need of no more than 43 ha to 2037, compared to the take up modelling OAN. The level of need shown in forecasting is already being taken up at Mountpark, Omega (over 33 ha).
- 7.61 The Baseline forecasts also suggest modest growth, and even decline, in manufacturing, transport, storage and distribution sector jobs, when other market evidence, consideration of key growth initiatives such as the Liverpool Superport, and Local Plan growth prospects at the M56/M6 Junction and Port Warrington, suggest that it will grow significantly. The more general long term reduction in rates of jobs growth for Warrington, forecast in the Oxford Baseline to 2037, also run counter to the broader study findings and wider policy aspirations for the Warrington New City. The Policy On SEP Scenarios shown, additional to the Oxford Baseline, are thus more realistic indications of the numbers of jobs likely to be created.

## **8.0 RECOMMENDATIONS**

- 8.1 This section sets out the consultants' recommendations arising from the Updated Economic Development Needs Assessment. The recommendations in this report have had full regard to the requirements of the new NPPF and PPGs to encourage and deliver growth through the planning system. It updates and supersedes Warrington 2016 Economic Development Needs Assessment.

### **Employment Land Supply**

#### **Recommendation 1 – Defining the Current Realistic Land Supply**

- 8.2 For this study, the current realistically available land supply in Warrington is defined as 10 sites as at July 2018. These comprise a local supply of 23.94 ha in eight sites and a strategic supply of 59.97 ha in two sites at Omega as identified in Section 4.0, Table 14. Employment land site proformas for these sites, and others excluded from the realistic supply, are included within Appendix 3.

#### **Recommendation 2 – Defining the Objectively Assessed Need**

- 8.3 The current realistic land supply of 83.91 ha is not sufficient to meet needs over the period 2017-2037 even if a five-year buffer is excluded. Based on the Strategic/Local Take Up rate, including an allowance of 14.71 ha for business displacement associated with Masterplan projects, the shortfall is 277.80 ha (only modestly changed on the 2016 need figure of 276 ha). Against a Local only take-up model, the shortfall reduces to 199.77 ha.
- 8.4 The forecasts of industry sector activity (jobs), suggest much more modest land needs. The need on these models is increased if an allowance is made for the Strategic Economic Plan (Warrington New City), generating additional requirements ranging from 20-46 ha.
- 8.5 However, BE Group does not recommend that the economic forecasts be the basis for defining employment land provision up to 2037. This is because the forecasts represent the absolute minimum amount of land required to accommodate the activities of different industry sectors. Other issues include:
- That within sectors expected to decline (particularly manufacturing) there will still be businesses that will grow and expand

- That there will be local market churn
- That there will be need to maintain a choice of supply by size, type, location and quality of sites and premises for businesses at differing levels of their maturity
- That there should be a continuing forward supply to accommodate site development beyond 2037
- The level and nature of the existing employment land supply at July 2018.

8.6 **It is therefore recommended (as in the 2016 EDNA) that Warrington Borough Council use the roll forward of historic take-up as the main measure of Warrington’s future land need for the period up to 2037. The Strategic/Local Take Up Model best accounts for the full range of need the Borough will face over the next 20 years. This indicates a need of 361.71 ha to 2037, incorporating a five-year buffer and an allowance for the impacts of masterplanned redevelopment. Measured against the Borough’s current realistic supply there is a shortfall of 277.80 ha.**

8.7 Warrington’s previous take up and realistic supply can be split by the main employment use classes – B1(a, b, c), B2, B8. Table 50 applies the same proportionate split to the land supply shortfall, to 2037, and shows that the strongest needs are for B8 warehousing land, followed by B1(a) offices. The industrial requirement is comparatively more modest.

**Table 50 – Full Need, Split by Use Class – Strategic/Local**

Period	Use Class (Percentage Split, percent)						Total (ha)
	B1(a)	B1(b)	B1(c)	B2	B8	Mixed	
Further Needs	71.07	-	29.56		158.28	18.89	277.80

*Source: WBC/BE Group, 2018*

8.8 However, in reality, modern companies frequently require a mix of office, industrial and storage space, tailored to their individual needs. The full range of needs which may emerge cannot be predicted in advance and indeed the requirements of companies change as they grow. Demand from different sectors will also fluctuate over the lifetime of the Local Plan. Thus, policy should avoid proscriptions on what B-Class uses can or cannot locate on employment sites, unless there are specific



environmental reasons for excluding some uses, such as the proximity of land to housing.

### **Recommendation 3 – OAN and Jobs**

- 8.9 The preferred method of projecting OAN, a forward projection of land take up, considers all market factors which may encourage business expansion, not just job creation. For this reason, the identified OAN land figure of 277.80 ha net, cannot be simply converted into a figure predicting jobs growth, since at least some of that take up will come without any jobs gain for Warrington.
- 8.10 However, based on the evidence, the Oxford Baseline jobs forecast appears to underestimate likely jobs generation from Warrington's potential future economic growth, allowing for policy and wider sub-regional change and a range of forecast issues highlighted in Para 7.44, Section 7.0 above. Thus, it is recommended that Local Policy look to the Policy On SEP Scenarios (particularly Sensitivity Test Two: 'Variation on the Strategic Economic Plan') additional to the Oxford Baseline, as more realistic indications of the numbers of jobs likely to be created.

### **Recommendation 4 – Areas of Search for New Allocations**

- 8.11 A need of 277.80 ha above current supply levels is identified. A key task for the Local Plan will therefore be to identify further locations for B1/B2/B8 provision. Based on study research, Table 51 outlines the strongest areas of search for new B-Class options.
- 8.12 As noted, over the long term some land availability may emerge at Fiddlers Ferry, but there is no certainty as to the scale or timescale of any options. It is recommended that the Council keep monitoring the location, throughout the Local Plan Period to identify any available land, if and when it comes forward.

### **Recommendation 5 – Future Reviews**

- 8.13 This report has shown how conditions in Warrington have changed in only the two years since the 2016 EDNA was completed. In addition, this study has suggested a need for further large land allocations to 2037, while take up at Omega is ongoing. In view of these factors, Warrington should review its employment land portfolio at intervals of around five years. This is also in accordance with the new NPPF which recommends plan reviews, and by implication reviews of the evidence which supports that plan, every five years.

**Table 51 – Areas of Search for New Employment Land**

Area of Search	Evidence
Town Centre	<p>North West growth driven by the SME sector and the market for sub 500 sqm units.</p> <p>Demand outstrips supply for all types and sizes of units, with rents increasing, prime yields reducing and a growing investment market for office space</p> <p>Requirements for serviced office space have massively increased, driven by growth in high tech firms, increasing desire for flexible leases and lack of alternatives.</p> <p>Oxford Economics predict a further 11,500 jobs in sectors likely to require B1(a) office accommodation, in Warrington to 2037 (19,300 under the best Policy On Scenarios). The growth will focus on financial and businesses services.</p> <p>Diverse Town Centre stock, from 1 desk size to 900 sqm is generally letting well, even of a lack of car parking can discourage some occupiers</p> <p>The Town Centre is experiencing a shortage of stock. Losses to residential conversion are further constraining supply.</p> <p>Town (City) Centre Masterplan in place with regeneration options being actively pursued by developers.</p>
Birchwood	<p>Oxford Economics predict a further 11,500 jobs in sectors likely to require B1(a) office accommodation, in Warrington to 2037 (19,300 under the best Policy On Scenarios). The growth will focus on financial and businesses services.</p> <p>Stakeholders indicate that Birchwood remains a focus for demand for larger offices (and higher value industry)</p> <p>Office rents of £156/sqm are being achieved</p> <p>Good activity and demand reported with two recent units of 900 sqm and 2,000 sqm both being let before promised refurbishment even happened.</p> <p>Self-contained office units with a good amount of parking, which Birchwood offers, are in particularly strong demand</p> <p>Enterprise Zone status is a strong asset for Birchwood Park. The market focus of Birchwood (nuclear, engineering, telecoms) is felt to be sufficiently different from the other Cheshire Science Corridor locations, avoiding excessive competition/duplication.</p>
Woolston	<p>Woolston continues to dominate in terms of local market deals achieved.</p> <p>Woolston Grange remains a focus for mid-scale industrial market demand, for units of 1,400-4,000 sqm. Demand outweighs supply both for land and property.</p>
Warrington Waterfront	<p>Growth here linked to the wider Port of Liverpool/Manchester Ship Canal economy. Other facilities on the Ship Canal already seeking growth evidence, especially Port Salford.</p> <p>The latest research into the Port of Liverpool predicts a need for almost 400 ha of land for logistics uses in the sub region to 2037, with further land needed for commodities logistics. This need is supply driven and could be accommodated in a wide sub-regional area which extends to include Warrington. While there are several brownfield options which could meet some needs in the Liverpool City Region, Parkside, St Helens is the only very large scale strategic B2/B8 site in the pipeline.</p>

Area of Search	Evidence
M56 Corridor	<p>The North West remains the logistics market leader in the UK. Despite macro-economic concerns the markets for large B2/B8 premises remain strong and there are significant ongoing shortfalls in supply.</p> <p>The latest research into the Port of Liverpool predicts a need for almost 400 ha of land for logistics uses in the sub region to 2037, with further land needed for commodities logistics. This need is supply driven and could be accommodated in a wide sub-regional area which extends to include Warrington. While there are several brownfield options which could meet some needs in the Liverpool City Region, Parkside, St Helens is the only very large scale strategic B2/B8 site in the pipeline.</p> <p>Forecasting indicates that Warrington could gain up to 2,600 transport and distribution jobs under the best Policy On growth scenario Large B2/B8 remains a focus for speculative development as evidenced by the Omega Mountpark scheme.</p> <p>As in 2016, there continues to be strong stakeholder support for allocations in South Warrington. This would support strategic growth in the crucial Manchester-North Wales Corridor, including schemes in Cheshire West and Chester. However, property stakeholders report strong market demand for local industrial/warehouse space in the existing Barleycastle Trading Estate/Stretton Green Distribution Park which cannot be met at present.</p> <p>Demand here is further evidenced by the range of planning applications consented/seeking approval, for business expansion at Barleycastle Trading Estate/Stretton Green Distribution Park. This now includes a major development application for a new Eddie Stobart facility.</p>
Omega growth	<p>The North West remains the logistics market leader in the UK. Despite macro-economic concerns the markets for large B2/B8 premises remain strong and there are significant ongoing shortfalls in supply.</p> <p>The latest research into the Port of Liverpool predicts a need for almost 400 ha of land for logistics uses in the sub region to 2037, with further land needed for commodities logistics. This need is supply driven and could be accommodated in a wide sub-regional area which extends to include Warrington. While there are several brownfield options which could meet some needs in the Liverpool City Region, Parkside, St Helens is the only very large scale strategic B2/B8 site in the pipeline.</p> <p>Forecasting indicates that Warrington could gain up to 2,600 transport and distribution jobs under the best Policy On growth scenario Large B2/B8 remains a focus for speculative development as evidenced by the Omega Mountpark scheme.</p> <p>Some 117.39 ha has been taken up at Omega since 2013 and a further 33.70 ha is expected to be taken up in the short term. At £70/sqm, Omega is achieving some of the best rents for larger B2/B8 space in the North West, with no evidence of demand reducing.</p>
M62 Junction 9, Winwick (serving North Warrington)	<p>Winwick Quay continues to be a focus for industrial market demand, albeit with a growing emphasis on B8 trade uses. With recent losses to retail and car showrooms, there is no growth land remaining in the Junction 9 area, south of the M62.</p> <p>Stakeholders identify that demand in the rural north of the Borough is focused at locations with good motorway access, particularly Junctions 8-9 M62. Away from the motorways, rural demand is mostly for premises conversions rather than new build development.</p>
Lymm	<p>Lymm has just seen two new rural office developments start-up. Stakeholders feel this indicates a growing market for out-of-town office developments. They believe that if supply was offered in this location, and similar areas, it would work well.</p> <p>Generally, sites at Lymm with good motorway access are identified as desirable to support the local economy.</p>

Source: BE Group, 2018

**Recommendation 6 – Maintain Awareness of External Influences**

8.14 As a first point, Warrington Borough Council must recognise its role, together with its neighbours, in developing the wider economy of the sub-region. In this respect, they are interconnected, to varying degrees, on several levels.

8.15 Key issues to note include:

- Wigan has growth plans along the A580 East Lancs Road, particularly if growth plans in the GMSF are realised. To avoid overlapping and competition, large scale B-Class development in rural areas of Warrington Borough, north of the M62, is not recommended
- The latest research into the Port of Liverpool predicts increases in all areas of port trade. This will result in a need for almost 400 ha of land for logistics uses in the sub region to 2037, with further land needed for commodities logistics. This need is supply driven and could be accommodated in a wide sub-regional area which extends to include Warrington. In principle, the overall brownfield supply of the City Region could meet this need. In practice, however, logistics operators will be looking for very large, serviced sites on the strategic road network. Parkside, St Helens (plus some smaller options around Haydock) is the only large new site in the Warrington 's Wider Economic Geography which will be able to offer this in the short term, combined with growth potential at Ma6nitude, Middlewich and potentially 3MG, Widnes.
- Halton and Warrington have a strong interrelationship around Daresbury and this will only grow and develop, particularly if Warrington Waterfront plans are realised
- Manchester (and Salford's) office market will continue to be a major draw for large office occupiers and put a break on the scale of office development which can be realised in Warrington
- Warrington's links with the two Cheshire local authority areas include the shared Enterprise Zone. Both Cheshire West and Warrington have growth plans in the M56 Corridor area which will strengthen these economic links.

8.16 Accordingly, a high level of joint working between these authorities and Warrington Borough Council is advisable and should be continued.

# **Appendix 1**

## **List of Consultees**

## **Appendix 1 – List of Consultees**

### ***General Consultees***

Altus Eileen Bilton  
Colliers  
GVA Bilfinger  
Legat Owen  
Morgan Williams  
Warrington Borough Council/Warrington  
and Co.  
Savills  
WHR Property Consultants

### ***Consultees for the Wider Economic Geography Section***

Association of Greater Manchester  
Authorities  
Cheshire East Council  
Cheshire West and Chester Council  
Halton Borough Council  
Liverpool City Council  
Manchester City Council  
Salford City Council  
St Helens Council  
Trafford Council  
West Lancashire Borough Council (For  
Liverpool City Region SHELMA Study)  
Wigan Council

## **Appendix 2**

# **Warrington Vacant Property Schedule**

## Appendix 2 – Warrington Vacant Property Schedule

### Schedule of Vacant Industrial Premises

Address	Area	Tenure	Price	Size
Units 3a/b, Warrington South Distribution Park, Lyncastle Road	Appleton	LH	Good	5,030
Plot 4, Warrington South Distribution Centre, Lyncastle Road	Appleton	LH	Good	4,542
Unit 3gb, Barleycastle Trading Estate, Barleycastle Lane	Appleton	LH	Budget	2,023
Barleycastle Trading Estate, Barleycastle Lane	Appleton	LH	Good	559
133 Hoyle Street	Bewsey	LH	Average	324
Unit at Hoyle Point, Hoyle Street	Bewsey	LH/FH	Good	200
720 Cavendish Avenue, Birchwood Park	Birchwood	LH	~	9,754
Units 1-4, Raglan Court, Risley Industrial Estate	Birchwood	LH	~	7,596
721 Cavendish Avenue, Birchwood Park	Birchwood	LH	~	3,483
Unit 3 Heaton Court, Risley Road	Birchwood	LH	Good	1,676
208b Cavendish Place, Birchwood Park	Birchwood	LH	Good	660
208a Cavendish Place, Birchwood Park	Birchwood	LH	Good	637
Unit at Ravenhurst Court, Risley Road	Birchwood	LH	Good	281
Omega Point Site, Burtonwood Road	Burtonwood	LH	Good	4,645
Zodiac, 1060 Europa Boulevard	Gemini	LH	Good	11,979
Europa Point, Europa Boulevard	Gemini	LH	~	4,273
Phase II, Europa Boulevard, Gemini Business Park	Gemini	LH	Good	3,294
Unit 211 Europa Trade Park, Europa Boulevard	Gemini	LH	Good	1,997
Unit 7-9, Europa Boulevard, Gemini Business Park	Gemini	LH	Average	1,430
Europa Point, Europa Boulevard	Gemini	LH	~	1,211
Phase II, Europa Boulevard, Gemini Business Park	Gemini	LH	Good	974
Unit 212 Europa Trade Park, Europa Boulevard	Gemini	LH	Good	600



Boulevard				
Unit 251 Europa Trade Park, Europa Boulevard	Gemini	LH	Good	502
Unit 8 Easter Court, Europa Boulevard	Gemini	LH	~	380
Unit 2 Gemini Trade Park, Europa Boulevard	Gemini	LH	Good	370
Unit 4, Gemini Trade Park, Europa Boulevard	Gemini	LH	Good	369
Unit 255 Europa Trade Park, Europa Boulevard	Gemini	LH	Good	350
Unit 11 Easter Court, Europa Boulevard	Gemini	LH	~	319
Unit 244 Europa Trade Park, Europa Boulevard	Gemini	LH	Good	287
Units 1-3, Albion Park, Warrington Road	Glazebury	LH/FH	Average	5,971
Unit 12, Albion Park, Warrington Road	Glazebury	LH	Average	427
Lingley Mere, Business Park, Lingley Green Avenue	Great Sankey	LH/FH	~	2,322
Unit 3e Penketh Business Park, Cleveleys Road	Great Sankey	LH	Good	362
Warehouses 1-3, Howley Lane	Latchford	FH	~	15,921
Units at Thelwall Lane	Latchford	LH	~	780
Unit 5b, Winstanley Industrial Estate, Long Lane	Orford	LH	Average	302
Unit 3, Gatewarth Industrial Estate, Barnard Street	Sankey Bridges	LH	Average	336
Unit at Stretton Distribution Centre, Grappenhall Lane	Stretton	FH	~	10,196
2b Osborne Court, Thelwall New Road	Thelwall	LH	Good	177
Warehouse One, Warrington 379, Dallam Court	Town Centre	LH	~	28,391
Warehouse Two, Warrington 379 Distribution Centre, Dallam Lane	Town Centre	LH	Good	6,813
Former B&Q Unit, Milner Street	Town Centre	LH	~	992
Warrior House, 1010 Centre Park	Town Centre	LH	Good	738
Warehouse on John Street	Town Centre	FH	~	674
Former KB Doors, Norman Street	Town Centre	LH	Good	375

Gateway 49 Trade Park, Kerfoot Street	Town Centre	LH	Good	353
Unit on Orchard Street	Town Centre	LH	Good	157
Unit 4, Howley Quay Industrial Estate, Howley Lane	Town Centre	LH	Good	101
Unit 8 Bishops Court, Calver Road	Winwick	LH	~	1,368
Distribution Warehouse, Winwick Quay Business Park, Winwick Road	Winwick	LH	~	514
Unit 21, Willow Court, West Quay Road	Winwick	LH	~	100
Kingsland 21, Kingsland Grange	Woolston	LH	Good	9,763
Unit 14, Kingsland 85, Kingsland Grange	Woolston	LH	Good	7,896
Unit 43b Hardwick Grange	Woolston	LH	~	4,198
Unit 2 Westway 21, Chesford Grange	Woolston	LH	Good	1,813
Unit at Bridge Lane	Woolston	LH	Average	574
Unit 17, Grosvenor Grange	Woolston	LH	Good	495
Unit 11, Birch Court, Grosvenor Grange	Woolston	LH	Good	324
Unit 4, Birch Court, Grosvenor Grange	Woolston	LH	Good	155
Unit 12, Birch Court, Grosvenor Grange	Woolston	LH	Good	155
Unit at Greys Court, Aston Court Industrial Estate	Woolston	LH	Good	88
Unit at Greys Court, Aston Court Industrial Estate	Woolston	LH	Good	86

Source: BE Group, 2018

### Schedule of Vacant Office Premises

Address	Area	Tenure	Quality	Size
Stanford House, Birchwood Park	Birchwood	LH	~	5,090
Sankey House, Birchwood Boulevard	Birchwood	LH	~	2,633
Building 1, Daten Park	Birchwood	LH	~	2,054
302, Bridgewater Place	Birchwood	LH	Good	1,099
Birkdale House, The Links	Birchwood	LH/FH	Good	1,011
St Andrews House, The Links, Kelvin Close	Birchwood	LH/FH	Good	928
730 Birchwood Boulevard	Birchwood	LH	Good	876
Building 3, Daten Park, Kelburn Court	Birchwood	LH	Good	797
Rutherford House	Birchwood	LH	POA	757

910 Birchwood Boulevard	Birchwood	LH	POA	743
300 Long Barn Boulevard	Birchwood	LH	Good	676
6 Olympic Park, Olympic Way	Birchwood	LH	~	668
8 Olympic Park, Olympic Way	Birchwood	LH	~	667
Fontwell House, Trident Business Park	Birchwood	LH	Good	634
First Floor Suite 114, Newton House, Birchwood Park	Birchwood	LH	~	595
9 Olympic Park, Olympic Way	Birchwood	LH	~	576
Office, Spencer House	Birchwood	LH	Average	493
Lingley House, 120 Birchwood Boulevard	Birchwood	LH	Good	447
5a Olympic Park, Olympic Way	Birchwood	LH	Good	391
Unit 3, Birchwood One Business Park	Birchwood	LH	Good	390
The Point, Birchwood Boulevard	Birchwood	LH	~	385
Unit 11b, Olympic Park, Olympic Way	Birchwood	LH/FH	Good	373
Unit 5b, Olympic Park, Olympic Way	Birchwood	LH	Good	370
101 Dalton Avenue, Birchwood Park	Birchwood	LH	Good	367
101 Dalton Avenue, Birchwood Park	Birchwood	LH	Good	310
Ground Floor Suite 013, Newton House, Birchwood Park	Birchwood	LH	~	300
Unit 12b, Olympic Park, Olympic Way	Birchwood	LH	Good	186
840/842 Birchwood Boulevard	Birchwood	LH	~	158
Aintree House, Trident Business Park	Birchwood	LH	Good	150
Unit 4b, Birchwood One Business Park	Birchwood	LH	Good	147
920 Birchwood Boulevard	Birchwood	LH	~	119
Unit 1, Trident Business Park	Birchwood	LH	Good	92
Ground Floor, Building 501, Birchwood One Business Park	Birchwood	LH	Good	92
841 Birchwood Boulevard	Birchwood	LH	~	79
862 Birchwood Boulevard	Birchwood	LH	~	79
Garrett House, Garrett Field	Birchwood	LH	Average	58
Suite at Turnberry House, The Breeze	Birchwood	LH	~	37
401 Faraday Street, Birchwood Park	Birchwood	LH	Good	31
Suite at Claremont House, The Breeze	Birchwood	LH	~	28
Chadwick House, Birchwood Park	Birchwood	LH	Average	27
2 Cinnamon Park, Crab Lane	Fearnhead	LH/FH	Good	1,368

Cinnamon House, Cinnamon Park	Fearnhead	LH	~	55
Cinnamon House, Cinnamon Park	Fearnhead	LH	Average	18
310 Europa House	Gemini	LH	Good	1,393
Phase II, Europa Point, Gemini Business Park	Gemini	LH	Average	974
Howley Lane	Latchford	LH	Average	27
18a Bridgewater Street	Lymm	LH	Average	85
Above Shop, The Cross	Lymm	LH	Good	42
Suite 16, Padgate Business Park	Padgate	LH	Average	61
Suite 4, Padgate Business Park	Padgate	LH	Average	57
Suite 6, Padgate Business Park	Padgate	LH	Average	56
Tannery Lane	Penketh	LH	Good	13
2 Lakeside Court, Lakeside Drive, Centre Park	Town Centre	LH/FH	~	1,035
1 Lakeside Court, Lakeside Drive, Centre Park	Town Centre	LH/FH	~	984
Unit 9, Mandarin Point, Centre Park	Town Centre	LH/FH	Good	961
330 Firecrest Court	Town Centre	LH	Good	957
1410 Centre Park Square	Town Centre	LH/FH	Good	861
Unit 4, Ibis Court, Centre Park	Town Centre	LH/FH	Good	770
Phoenix House, Centre Park	Town Centre	LH	Good	719
Unit 2, Ibis Court, Centre Park	Town Centre	LH/FH	Good	565
Unit 10, Mandarin Point, Centre Park	Town Centre	LH/FH	Good	550
Ground 15, St James' Centre	Town Centre	LH	Average	326
First Floor, The Boultings, Winwick Street	Town Centre	LH	Average	312
Second Floor, Bank Quay House	Town Centre	LH	Average	308
Crown Parade, Crown Street	Town Centre	LH	Average	290
Unit at Centre Park	Town Centre	LH	Average	278
250 Cygnet Court	Town Centre	FH	~	278
Unit 1, Empire Court, Museum Street	Town Centre	LH	Average	252
Unit 1 Bankside, Crosfield Street	Town Centre	LH	Average	229
Second Floor, Merseybank House, Barbauld Street	Town Centre	LH	Budget	227
102 Buttermarket Street	Town Centre	LH	Average	225
Unit 12, St James' Centre	Town Centre	LH	Average	188

Bewsey Street	Town Centre	LH	Average	179
Unit 1&2, St James' Centre	Town Centre	LH	Average	177
Unit 2 Bankside, Crosfield Street	Town Centre	LH	Average	175
Ribban Court, 20 Dallam Court	Town Centre	LH	Average	157
Ground 12, St James' Centre	Town Centre	LH	Average	148
Forster Street	Town Centre	FH	~	145
76-82 Sankey Street	Town Centre	LH	Average	143
Tannery Court, Tanners Lane	Town Centre	LH	Average	134
Unit 19, St James' Centre	Town Centre	LH	Average	133
Unit 10B&C, St James' Centre	Town Centre	LH	Average	128
Unit 15, St James' Centre	Town Centre	LH	Average	128
168a Forster Street	Town Centre	FH	~	127
Unit 6, Bankside, Crosfield Street	Town Centre	LH	Average	107
Unit 10&10A, St James' Centre	Town Centre	LH	Average	104
First Floor, Bank Quay House	Town Centre	LH	Average	95
Ribban Court, 20 Dallam Court	Town Centre	LH	Average	92
Unit 21, St James' Centre	Town Centre	LH	Average	89
Unit 203, The Base	Town Centre	LH	~	87
Unit 303, The Base	Town Centre	LH	~	87
Unit 23, Portal Business Centre	Town Centre	LH	~	74
Unit 15A, St James' Centre	Town Centre	LH	Average	69
Unit 12B, St James' Centre	Town Centre	LH	Average	65
Fourth Floor, Bank Quay House	Town Centre	LH	Average	64
Unit 307, The Base	Town Centre	LH	~	56
Unit 24M, St James' Centre	Town Centre	LH	Average	56
230 Cygnet Court, Centre Park	Town Centre	LH	Average	55
Unit 205, The Base	Town Centre	LH	~	54
Unit 305, The Base	Town Centre	LH	~	54
Unit 108, The Base	Town Centre	LH	~	53
Unit 210, The Base	Town Centre	LH	~	53
Unit 310, The Base	Town Centre	LH	~	53
Priory Court, Buttermarket Street	Town Centre	LH	Average	51
Ribban Court, 20 Dallam Court	Town Centre	LH	Average	51
Unit 22A, St James' Centre	Town Centre	LH	Average	51
Ground Floor Unit B, The Boultings,	Town Centre	LH	~	48

Winwick Street				
Office 12, Wilson Patten Street	Town Centre	LH	Average	48
Unit 110, The Base	Town Centre	LH	~	46
Unit 212, The Base	Town Centre	LH	~	46
Unit 312, The Base	Town Centre	LH	~	46
Unit 402, The Base	Town Centre	LH	~	45
Unit 410, The Base	Town Centre	LH	~	45
Bewsey Street	Town Centre	LH	~	44
Dallam Lane	Town Centre	LH	~	44
Unit 112, The Base	Town Centre	LH	~	44
Unit 25, Portal Business Centre	Town Centre	LH	~	42
Unit 101, The Base	Town Centre	LH	~	39
Unit 106, The Base	Town Centre	LH	~	39
Unit 206, The Base	Town Centre	LH	~	39
Unit 306, The Base	Town Centre	LH	~	39
Unit 23, St James' Centre	Town Centre	LH	Average	38
Unit 406, The Base	Town Centre	LH	~	37
Unit 114, Portal Business Centre	Town Centre	LH	~	35
Unit 405, The Base	Town Centre	LH	~	35
Unit 109, The Base	Town Centre	LH	~	34
Unit 211, The Base	Town Centre	LH	~	34
Unit 111, The Base	Town Centre	LH	~	30
Unit 213, The Base	Town Centre	LH	~	30
Third Floor, Bank Quay House	Town Centre	LH	Average	29
Office 10, 3-5 Wilson Patten Street	Town Centre	LH	Average	24
Office 3, 3-5 Wilson Patten Street	Town Centre	LH	Average	23
Office 14, 3-5 Wilson Patten Street	Town Centre	LH	Average	20
Tannery Court, Tanners Lane	Town Centre	LH	Average	18
Tannery Court, Tanners Lane	Town Centre	LH	Average	18
Suite 19, St James' Centre	Town Centre	LH	~	18
Office 14, 3-5 Wilson Patten Street	Town Centre	LH	Average	15
Suite 10, St James' Centre	Town Centre	LH	~	13
Suite 16, St James' Centre	Town Centre	LH	~	13
Suite 2, St James' Centre	Town Centre	LH	~	12
Bank Quay House, Sankey Street	Town Centre	LH	POA	5

First Floor, Walton Lodge, Hillcliffe Road	Walton	LH	Good	72
Ground Floor, Walton Lodge, Hillcliffe Road	Walton	LH	Good	28
Unit 4, Webster Court, Carina Park	Westbrook	LH/FH	Good	935
Brewhouse Pt G & Storage, Wilderspool Business Park	Wilderspool	LH	Good	556
Malthouse 2 <sup>nd</sup> Floor, Wilderspool Business Park	Wilderspool	LH	Good	386
Quayside 2a, Wilderspool Business Park	Wilderspool	LH	Good	264
Quayside Ga, Wilderspool Business Park	Wilderspool	LH	Good	251
Brewhouse Pt G, Wilderspool Business Park	Wilderspool	LH	Good	223
Front, Brewhouse 1, Wilderspool Business Park	Wilderspool	LH	Good	158
Brewhouse 3, Wilderspool Business Park	Wilderspool	LH	Good	47
Brewhouse Pt G, Wilderspool Business Park	Wilderspool	LH	Good	13
Ground Floor, Unit 1 Quay Business Centre	Winwick	LH	Average	325
First Floor, Building 7, Quay Business Centre	Winwick	LH	Good	282
Building 8, Quay Business Centre	Winwick	LH	Good	238
Building 14, Quay Business Centre	Winwick	LH	Good	228
Office 4, Causeway Bridges Business Centre	Winwick	LH	Good	64
Suite 2, Building 1, Quay Business Centre	Winwick	LH	Good	42
Suite 1, Building 1, Quay Business Centre	Winwick	LH	Good	35
Suite 4, Building 1, Quay Business Centre	Winwick	LH	Good	33
Office 3, Causeway Bridges Business Centre	Winwick	LH	Good	32
Suite 3, Building 1, Quay Business Centre	Winwick	LH	Good	26
21 Bridge Road	Woolston	FH	650,000	1,090
15 Manchester Road	Woolston	LH	Average	32

Source: BE Group, 2018

### Schedule of Vacant Industrial Premises

<b>Address</b>	<b>Area</b>	<b>Tenure</b>	<b>Price</b>	<b>Size</b>
Units 3a/b, Warrington South Distribution Park, Lyncastle Road	Appleton	LH	Good	5,030
Plot 4, Warrington South Distribution Centre, Lyncastle Road	Appleton	LH	Good	4,542
Unit 3gb, Barleycastle Trading Estate, Barleycastle Lane	Appleton	LH	Budget	2,023
Barleycastle Trading Estate, Barleycastle Lane	Appleton	LH	Good	559
133 Hoyle Street	Bewsey	LH	Average	324
Unit at Hoyle Point, Hoyle Street	Bewsey	LH/FH	Good	200
720 Cavendish Avenue, Birchwood Park	Birchwood	LH	~	9,754
Units 1-4, Raglan Court, Risley Industrial Estate	Birchwood	LH	~	7,596
721 Cavendish Avenue, Birchwood Park	Birchwood	LH	~	3,483
Unit 3 Heaton Court, Risley Road	Birchwood	LH	Good	1,676
208b Cavendish Place, Birchwood Park	Birchwood	LH	Good	660
208a Cavendish Place, Birchwood Park	Birchwood	LH	Good	637
Unit at Ravenhurst Court, Risley Road	Birchwood	LH	Good	281
Omega Point Site, Burtonwood Road	Burtonwood	LH	Good	4,645
Zodiac, 1060 Europa Boulevard	Gemini	LH	Good	11,979
Europa Point, Europa Boulevard	Gemini	LH	~	4,273
Phase II, Europa Boulevard, Gemini Business Park	Gemini	LH	Good	3,294
Unit 211 Europa Trade Park, Europa Boulevard	Gemini	LH	Good	1,997
Unit 7-9, Europa Boulevard, Gemini Business Park	Gemini	LH	Average	1,430
Europa Point, Europa Boulevard	Gemini	LH	~	1,211
Phase II, Europa Boulevard, Gemini Business Park	Gemini	LH	Good	974
Unit 212 Europa Trade Park, Europa Boulevard	Gemini	LH	Good	600
Unit 251 Europa Trade Park, Europa Boulevard	Gemini	LH	Good	502
Unit 8 Easter Court, Europa Boulevard	Gemini	LH	~	380



Unit 2 Gemini Trade Park, Europa Boulevard	Gemini	LH	Good	370
Unit 4, Gemini Trade Park, Europa Boulevard	Gemini	LH	Good	369
Unit 255 Europa Trade Park, Europa Boulevard	Gemini	LH	Good	350
Unit 11 Easter Court, Europa Boulevard	Gemini	LH	~	319
Unit 244 Europa Trade Park, Europa Boulevard	Gemini	LH	Good	287
Units 1-3, Albion Park, Warrington Road	Glazebury	LH/FH	Average	5,971
Unit 12, Albion Park, Warrington Road	Glazebury	LH	Average	427
Lingley Mere, Business Park, Lingley Green Avenue	Great Sankey	LH/FH	~	2,322
Unit 3e Penketh Business Park, Cleveleys Road	Great Sankey	LH	Good	362
Warehouses 1-3, Howley Lane	Latchford	FH	~	15,921
Units at Thelwall Lane	Latchford	LH	~	780
Unit 5b, Winstanley Industrial Estate, Long Lane	Orford	LH	Average	302
Unit 3, Gatewarth Industrial Estate, Barnard Street	Sankey Bridges	LH	Average	336
Unit at Stretton Distribution Centre, Grappenhall Lane	Stretton	FH	~	10,196
2b Osborne Court, Thelwall New Road	Thelwall	LH	Good	177
Warrington 379, Dallam Court	Town Centre	LH	~	35,204
Warrington 379 Distribution Centre, Dallam Lane	Town Centre	LH	Good	6,813
Former B&Q Unit, Milner Street	Town Centre	LH	~	992
Warrior House, 1010 Centre Park	Town Centre	LH	Good	738
Warehouse on John Street	Town Centre	FH	~	674
Former KB Doors, Norman Street	Town Centre	LH	Good	375
Gateway 49 Trade Park, Kerfoot Street	Town Centre	LH	Good	353
Unit on Orchard Street	Town Centre	LH	Good	157
Unit 4, Howley Quay Industrial Estate, Howley Lane	Town Centre	LH	Good	101
Unit 8 Bishops Court, Calver Road	Winwick	LH	~	1,368

Distribution Warehouse, Winwick Quay Business Park, Winwick Road	Winwick	LH	~	514
Unit 21, Willow Court, West Quay Road	Winwick	LH	~	100
Kingsland 21, Kingsland Grange	Woolston	LH	Good	9,763
Unit 14, Kingsland 85, Kingsland Grange	Woolston	LH	Good	7,896
Unit 43b Hardwick Grange	Woolston	LH	~	4,198
Unit 2 Westway 21, Chesford Grange	Woolston	LH	Good	1,813
Unit at Bridge Lane	Woolston	LH	Average	574
Unit 17, Grosvenor Grange	Woolston	LH	Good	495
Unit 11, Birch Court, Grosvenor Grange	Woolston	LH	Good	324
Unit 4, Birch Court, Grosvenor Grange	Woolston	LH	Good	155
Unit 12, Birch Court, Grosvenor Grange	Woolston	LH	Good	155
Unit at Greys Court, Aston Court Industrial Estate	Woolston	LH	Good	88
Unit at Greys Court, Aston Court Industrial Estate	Woolston	LH	Good	86

*Source: BE Group, 2018*

## **Appendix 3**

# **Employment Site Proformas**

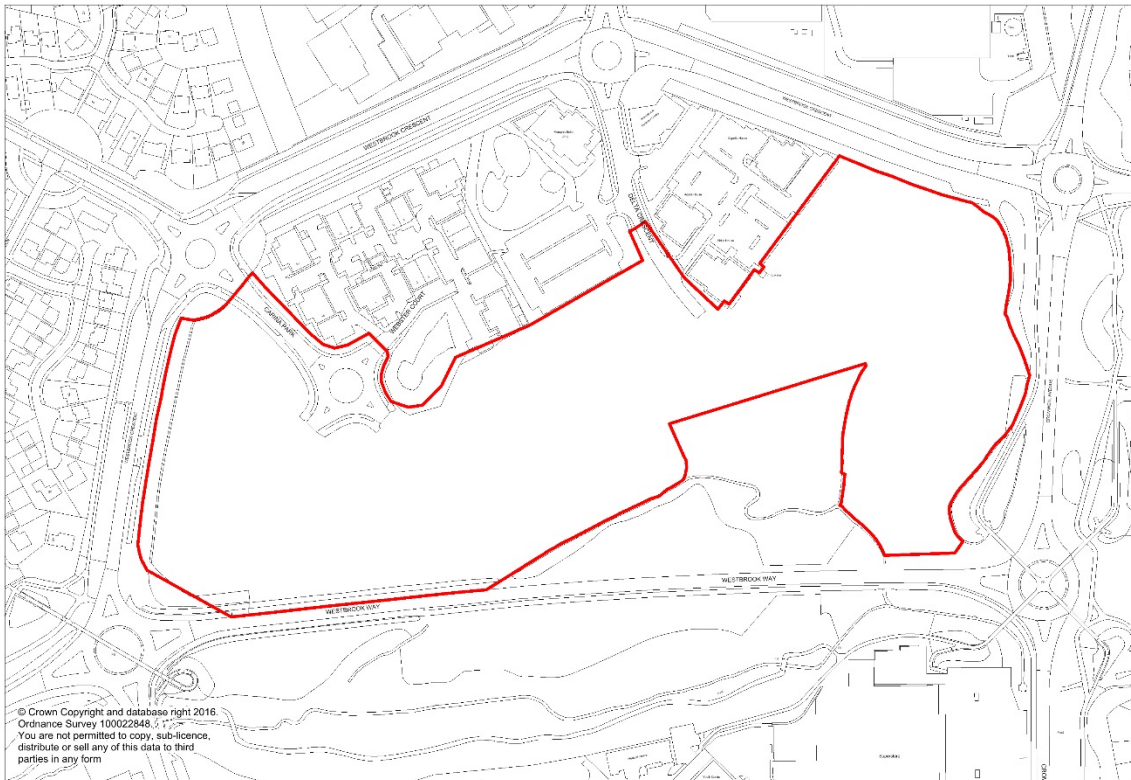
### **Appendix 3 – Employment Site Proformas**

This appendix contains details of employment sites via a table of their details followed by a map showing the site outlined in red.

### Local Employment Sites

<b>Site Ref: Name</b>	36c: Gemini 16, Westbrook
<b>Owner</b>	Homes and Communities Agency, Quorum Estates
<b>Agent(s)</b>	Bloor Homes (housing developer)
<b>Size, ha</b>	7.60
<b>Market Availability</b>	Not available
<b>Planning</b>	<p>Within existing Employment Area (Policy PV1) Consent for B1, B2, B8 uses under Section 6.1 / 7.1 of the New Towns Act</p> <p>2014/24762 – Reserved matters consent for 120 homes. Three further discharge of conditions consents.</p> <p>2013/22322 – Outline consent for the principle of residential development with associated access, parking and open greenspace</p> <p>2016/29110 – Application for an A1 foodstore refused</p> <p>2018/32808 – Full planning application for 79 homes on the eastern portion of the site, currently under consideration</p>
<b>Proposal</b>	Western portion of the land, 5.4 ha, is now developed for housing. Remaining land also proposed for residential.
<b>Constraints</b>	<p>Trees onsite</p> <p>Ponds onsite</p> <p>Streams cross the site</p> <p>Access to Westbrook Crescent, from eastern land, is now limited by housing development site</p> <p>Site has claw back conditions regarding any value derived</p>
<b>Comments</b>	Only 2.20 ha now remains undeveloped, with housing adjacent and around access road. Assumed remainder will be lost to residential uses.
<b>Likely Development Potential</b>	Housing
<b>Serviced</b>	Yes
<b>Availability, years</b>	Assume no B-Class development

**Site: 36c: Gemini 16, Westbrook**



<b>Site Ref: Name</b>	336: Land off Bewsey Road
<b>Owner</b>	Asinile Ltd
<b>Agent(s)</b>	Aarck Design
<b>Size, ha</b>	0.28 Reduced to 0.15 ha if land for A1 retail use is excluded
<b>Market Availability</b>	Not available
<b>Planning</b>	Within existing Employment Area (Policy PV1) 2010/16550 – Full consent for four, mixed A1 retail and B1(c) light industrial units
<b>Proposal</b>	Proposed for: <ul style="list-style-type: none"> <li>• A1 – 114 sqm</li> <li>• B1(c) – 580 sqm</li> </ul>
<b>Constraints</b>	Flood risk area – Flood Zone 3.
<b>Comments</b>	Now developed
<b>Likely Development Potential</b>	B1(c) Industrial
<b>Serviced</b>	Yes
<b>Availability, years</b>	Complete

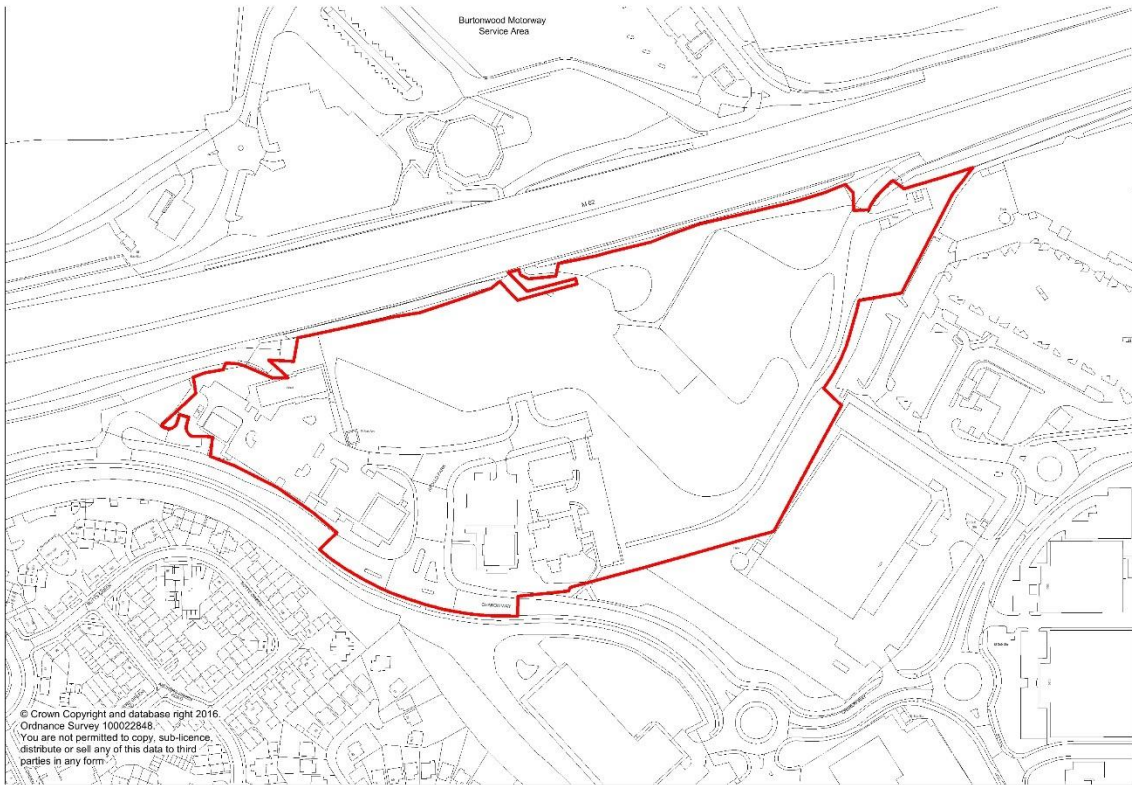
**Site 336: Land off Bewsey Road**





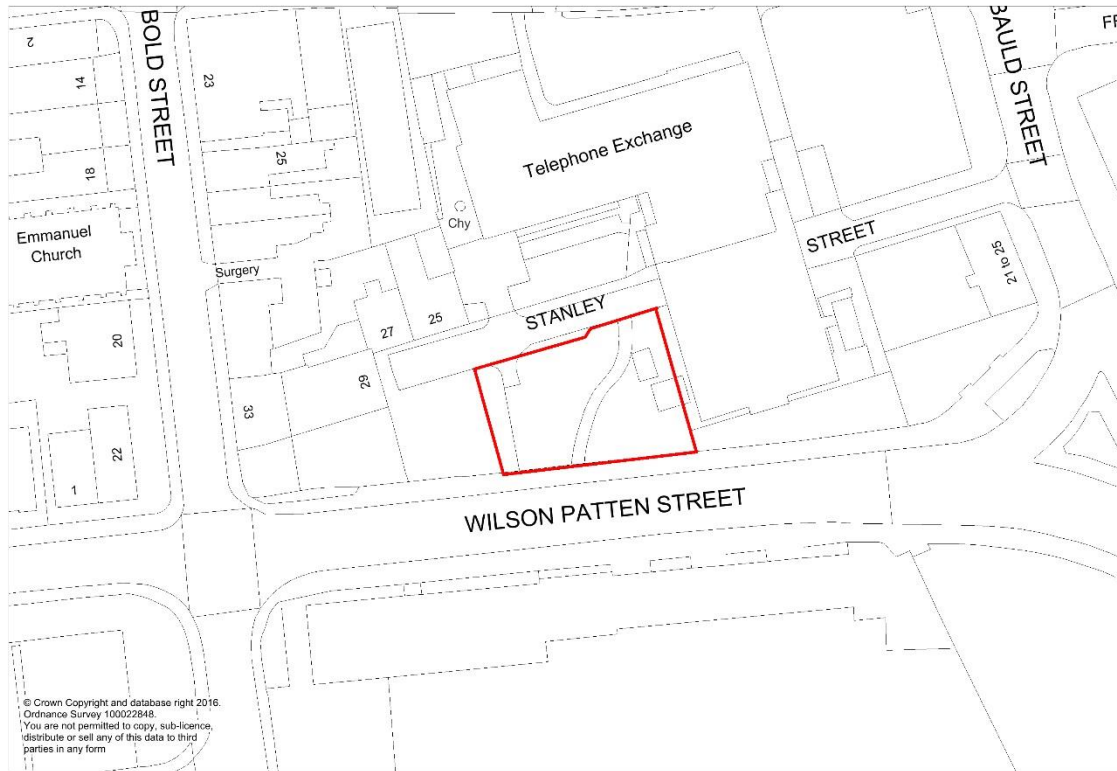
<b>Site Ref: Name</b>	356: Gemini 8 Retail Park, Charon Way, Westbrook
<b>Owner</b>	Marshall CDP
<b>Agent(s)</b>	Knight Frank, Davis Harrison
<b>Size, ha</b>	5.21 (4.34 if health/leisure facility consented)
<b>Market Availability</b>	Marketed for design and build developments of 929-18,581 sqm on either a freehold or a leasehold basis.
<b>Planning</b>	<p>Within existing Employment Area (Policy PV1) 2007/11923 (Outline) and 2012/19514 (reserved Matters) - consent for redevelopment for B1/B2 and B8 business uses together with Hotel (C1) and pub/restaurant (A3/A4). Provision of access and on-site infrastructure, provision of internal estate road, plateau formation, drainage and all associated works 2013/21417 – In May 2013, the period in which a Reserved Matters application can be submitted was extended by 5 years.</p> <p>2018/32405–Full consent for a new health and leisure facility of some 3,300 sqm currently being sought</p>
<b>Proposal</b>	<p>Original proposal comprised the following:</p> <ul style="list-style-type: none"> <li>• 0.77ha – pub/restaurant/hotel (3,100 sqm gross floor area) – developed as Starbucks ‘Drive To’, Travelodge, Subway, Harvester restaurant, Frankie and Benny’s and Marston’s pub/restaurant ‘The Skymaster’.</li> <li>• 2.03ha – B1(a) office (10,917 sqm gross floor area)</li> <li>• 3.18ha – B1(c)/B2/B8 industrial (12,450 sqm gross floor area)</li> </ul> <p>New health and leisure facility, if consented, would take up 0.87 ha of land east of The Skymaster pub.</p>
<b>Constraints</b>	-
<b>Comments</b>	Now a cleared development site
<b>Likely Development Potential</b>	<p>2.03ha – B1(a) office</p> <p>3.18ha – B1(c)/B2/B8 industrial</p>
<b>Serviced</b>	No
<b>Availability, years</b>	6-10

**Site 356: Gemini 8 Retail Park, Charon Way, Westbrook**



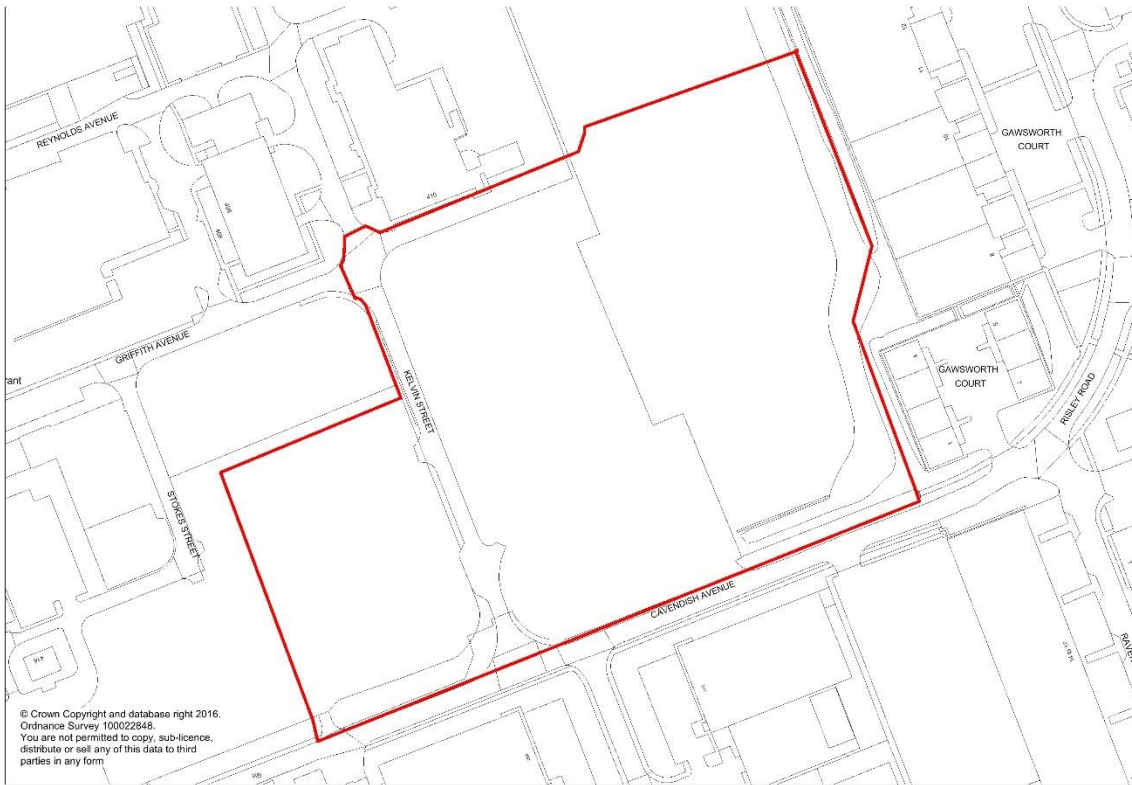
<b>Site Ref: Name</b>	360: Land at Stanley Street
<b>Owner</b>	Chesro
<b>Agent(s)</b>	Emery Planning Partnership
<b>Size, ha</b>	0.05 (net developable area)
<b>Market Availability</b>	Site on the market with outline consent.
<b>Planning</b>	Town Centre site In Area of Archaeological Importance (Policy QE8) 2009/14268 and 2010/16063 – Outline consent for the construction of a 5-storey office block and associated car parking with matters of appearance and landscaping reserved for later approval 2013/22160 – Extension of time secured for three years to 8 <sup>th</sup> August 2016 and now lapsed
<b>Proposal</b>	Proposed for a 1,677 sqm, five-storey office building In 2016, Chesro made a 2016 Regulation 18 Submission (R18-087) seeking allocation of the site for employment (B1(a, b)) or housing
<b>Constraints</b>	Small tightly defined site overlooked by Telephone Exchange building Protected trees adjacent Conservation Area adjacent Electricity sub-station located on a small part of the site.
<b>Comments</b>	Land currently a small contract car park, operated by the owner.
<b>Likely Development Potential</b>	B1(a) office
<b>Serviced</b>	No
<b>Availability, years</b>	6-10

**Site 360: Land at Stanley Street**



<b>Site Ref: Name</b>	367: The Quadrant (South), Birchwood Park
<b>Owner</b>	Warrington Borough Council
<b>Agent(s)</b>	B8
<b>Size, ha</b>	3.64 (of which approx. 1.87 ha remains undeveloped)
<b>Market Availability</b>	Land not available. Completed properties now let.
<b>Planning</b>	Within existing Employment Area (Policy PV1) 2014/23358 – Full consent for seven units for general industry and/or warehouse/distribution use (Use Classes B2 and/or B8).
<b>Proposal</b>	Proposed for seven units totalling 12,225 sqm. Units 711 (1,298 sqm), 712 (1,623sqm) and 713 (2,008 sqm) are completed and let. Thus, four units totalling 7,296 sqm remain to be delivered on approx. 1.87 ha of land (Plots 710, 714-716).
<b>Constraints</b>	Trees onsite Foundations of cleared buildings onsite
<b>Comments</b>	Further units are proposed as primarily B8 options. Further development will be dependent on ongoing market expansion. Some overlap with land to the north which forms part of Site 381 (see the below proforma) Falls within the Cheshire Science Corridor Enterprise Zone.
<b>Likely Development Potential</b>	B1(c)/B2 industrial B8 storage and distribution
<b>Serviced</b>	Yes
<b>Availability, years</b>	1-5

**Site 367: The Quadrant (South), Birchwood Park**



<b>Site Name</b>	<b>Ref:</b> 381: Plots 107, 501-502, 611-612, 701-702 and Quadrant, Eastern Edge, Birchwood Park
<b>Owner</b>	Warrington Borough Council
<b>Agent(s)</b>	BE Group, B8, Jones Lang LaSalle
<b>Size, ha</b>	11.66(10.50, less Plots 611-612. N.B. sizes taken from current planning consent, reflecting approach to other Employment Sites. Do differ from sizes given in Birchwood Park Masterplan
<b>Market Availability</b>	Not available
<b>Planning</b>	Within existing Employment Area (Policy PV1) 2015/26044 – Outline consent for the demolition of some existing buildings and erection of offices, light and general industrial and warehousing development (use classes B1, B2 and B8) and ancillary uses (A1/A2/D1/D2)
<b>Proposal</b>	Proposed for up to 50,464 sqm of B1 floorspace, 27,129 sqm of B2/B8 floorspace and 1,000 sqm of A1/A2/D1/D2 floorspace subject to a combined floor area of 70,379 -72,089 sqm. The differing total reflects that at least one plot (701-702) may be developed for different amounts of B1 or B2/B8 floorspace. The permission will assume the demolition of three existing buildings totalling 7,642 sqm. Proposal extends across six parcels of land across Birchwood Park: <ul style="list-style-type: none"> <li>• 107: B1 offices</li> <li>• 306: B1 offices</li> <li>• 501-502: B1 offices</li> <li>• 701-702: B1 offices or B2/B8</li> <li>• 611-612: B1 offices</li> <li>• Quadrant: B2/B8.</li> </ul>
<b>Constraints</b>	-
<b>Comments</b>	<p>Sites:</p> <ul style="list-style-type: none"> <li>• 107 (1.53 ha): Had previous outline planning permission for a B1 office building in 2008 (renewed in 2012). On market for design and build development, likely B2/B8 use</li> <li>• 306(0.50 ha): Proposed for office uses</li> <li>• 501-502 (2.90 ha): Proposed for office uses. Has a previous consent for some 20,000 sqm of B1(a) space. Interest from one potential occupier.</li> <li>• 611-612 (1.16 ha): Currently accommodates AREVA Projects, no plans for change. <i>Excluded from land supply.</i></li> <li>• 701-702 (4.41 ha): Proposed for industrial uses</li> <li>• Quadrant (1.79ha, some overlap with Site 367: The Quadrant (South)): The bulk of the site is now marketed for a warehouse pre-let opportunity of 9,754 sqm, referred to as 718-720 Cavendish Avenue</li> </ul> <p>All the plots apart from 611-612 fall within the Cheshire Science Corridor Enterprise Zone</p> <p>All development will be on a design and build basis, responding to individual requirements as they arise. Speculative development is not proposed at this time, and when happens likely to be for industrial units only.</p>
<b>Likely Development Potential</b>	Current likely split: <ul style="list-style-type: none"> <li>• B1(a) – 3.14 ha</li> <li>• B2/B8 – 5.57 ha</li> <li>• B8 – 1.79 ha</li> </ul>

<b>Serviced</b>	Yes
<b>Availability, years</b>	10+

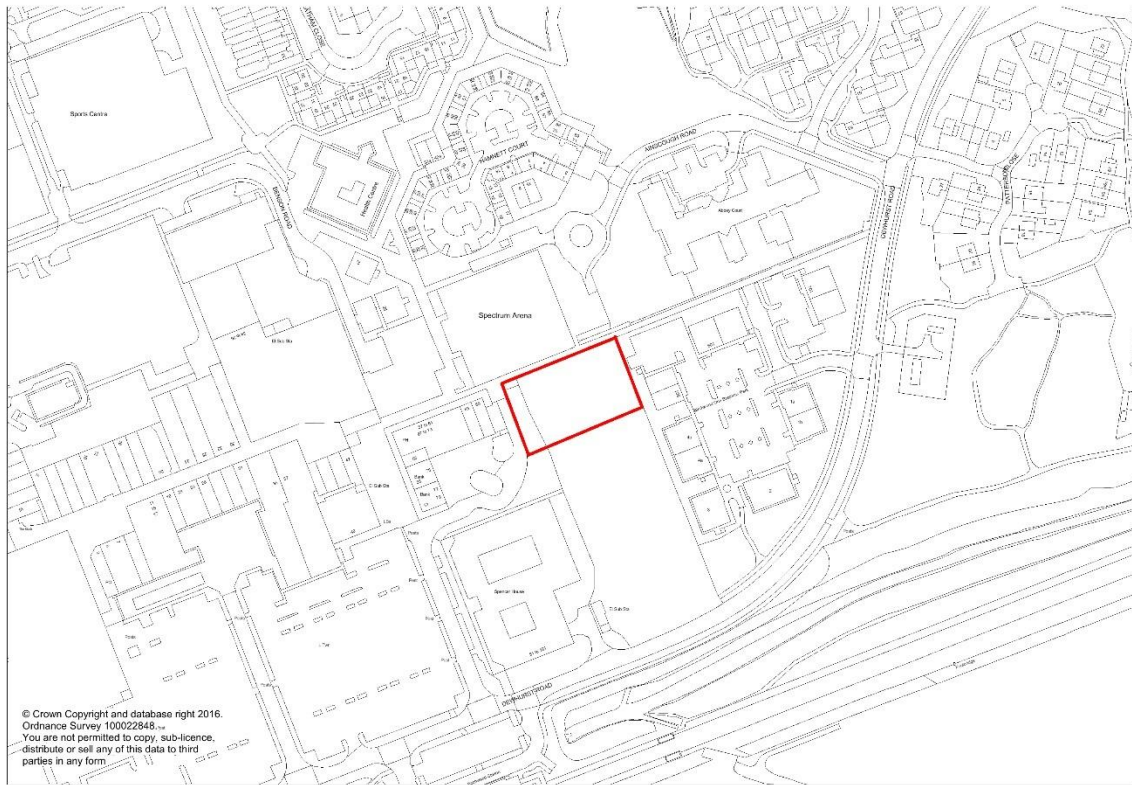
**Site 381: Plots 107, 501-502, 611-612, 701-702 and Quadrant, Eastern Edge, Birchwood Park**





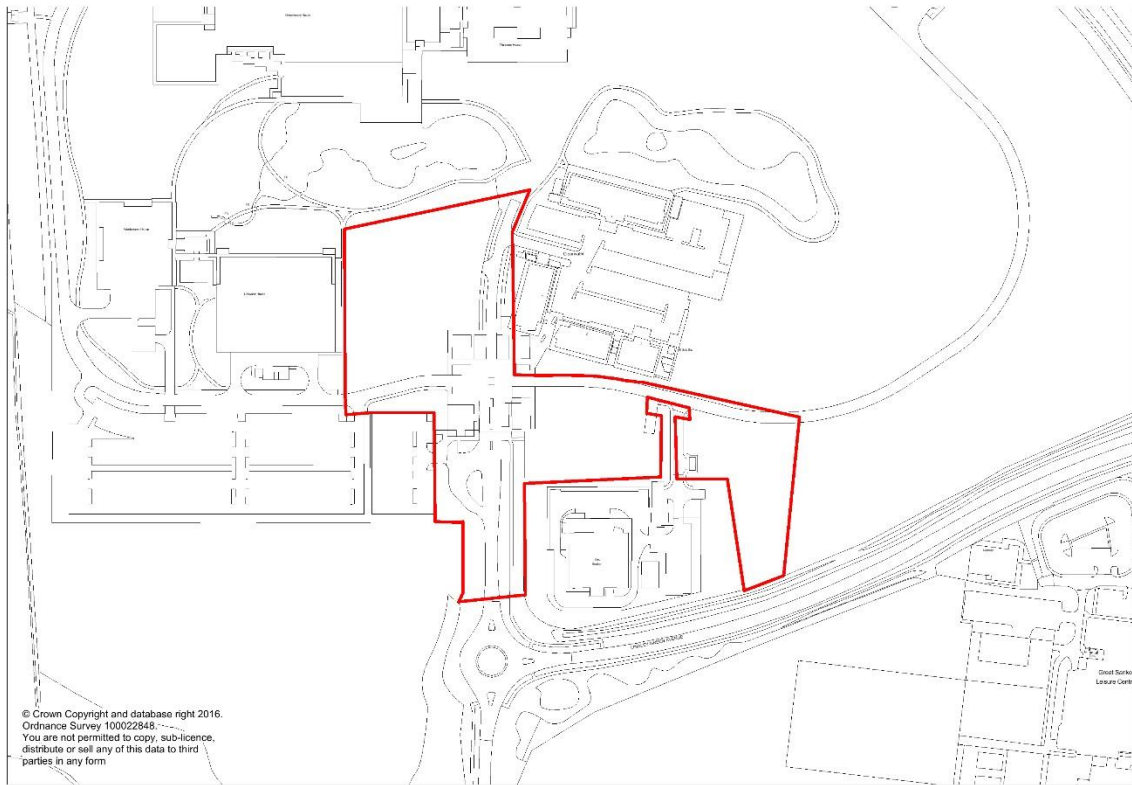
<b>Site Ref: Name</b>	382: Benson Road, Birchwood
<b>Owner</b>	The Trustees of the Done Pension Fund (Betfred)
<b>Agent(s)</b>	-
<b>Size, ha</b>	0.24
<b>Market Availability</b>	Not available
<b>Planning</b>	Within existing Employment Area (Policy PV1) 2015/26220 – Outline consent for a two-storey office block with supplementary parking and a link bridge the existing space at the Spectrum Centre
<b>Proposal</b>	Proposed for an additional 2,400 sqm of additional gross internal floorspace
<b>Constraints</b>	Trees onsite
<b>Comments</b>	Office could provide further space for Betfred, a second occupier, or most likely a mix of the two.
<b>Likely Development Potential</b>	B1(a) office
<b>Serviced</b>	No
<b>Availability, years</b>	6-10

**Site: 382: Benson Road, Birchwood**



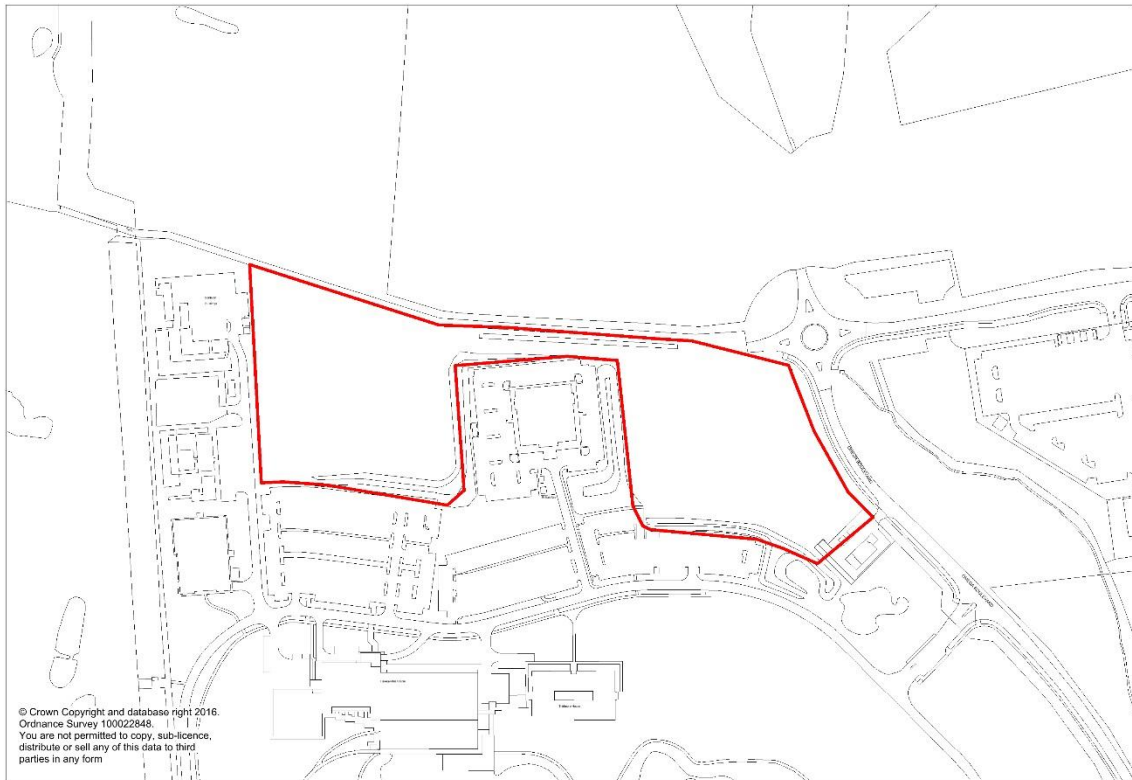
<b>Site Ref: Name</b>	357: Phase 1 Remainder - Lingley Mere
<b>Owner</b>	United Utilities
<b>Agent(s)</b>	Muse Developments, GVA, Edwards and Co.
<b>Size, ha</b>	2.35
<b>Market Availability</b>	On market as design and build options
<b>Planning</b>	Within Strategic Proposal Area of Omega and Lingley Mere (Policy CS8) Within existing Employment Area (Policy PV1) 2012/20299 (formally 2004/03286) – Outline consent for 8,808 sqm of floorspace (use class B1(a)). 591 car parking space, access arrangements and associated infrastructure
<b>Proposal</b>	8,808 sqm of offices of 1,858-4,459 sqm
<b>Constraints</b>	Foundations of cleared buildings onsite
<b>Comments</b>	No short term plans for delivery here
<b>Likely Development Potential</b>	B1(a) office
<b>Serviced</b>	Yes
<b>Availability, years</b>	6-10

**Site 357: Phase 1 Remainder - Lingley Mere**



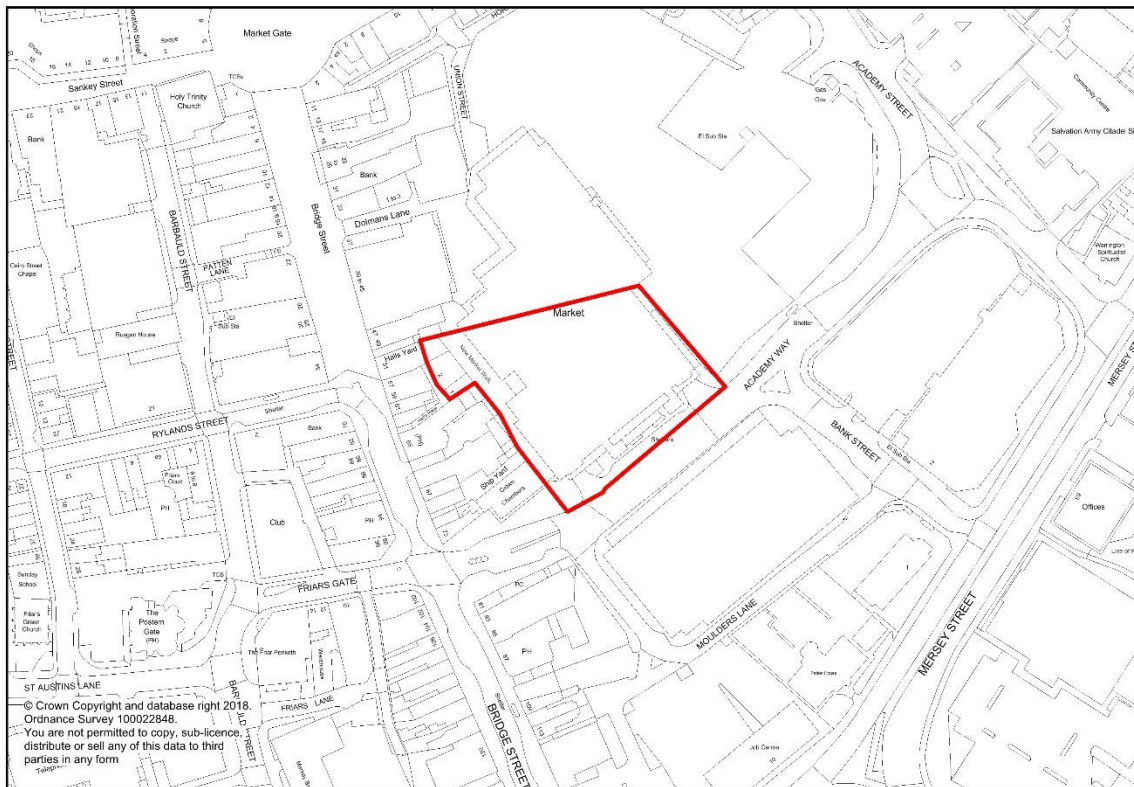
<b>Site Ref: Name</b>	15 A(c): Phase 3 - Lingley Mere
<b>Owner</b>	United Utilities
<b>Agent(s)</b>	Muse Developments, GVA, Edwards and Co.
<b>Size, ha</b>	3.62
<b>Market Availability</b>	Not available
<b>Planning</b>	Within Strategic Proposal Area of Omega and Lingley Mere (Policy CS8) Within existing Employment Area (Policy PV1) 2013/21105 (formally 2006/09067) – Outline consent for employment development comprising 1,600 sqm B2; 13,000 sqm B8; 1,250 sqm ancillary B1 and associated uses. Time Limit extended 15 years
<b>Proposal</b>	Proposed for a primarily industrial phase of Lingley Mere, on land east and west of the Grasmere building
<b>Constraints</b>	Trees onsite Ponds onsite
<b>Comments</b>	Most of the frontage of this site now comprises car parking Following the loss of land to the east to housing, residential development is increasingly likely on at least a portion of this site as well. United Utilities submitted the eastern portion of this site (1.80 ha) to the 2017 Warrington Call for Sites exercise, for housing use. However, no commitments have been made on this in the planning/Local Plan process.
<b>Likely Development Potential</b>	Indicative split based on the current consent: <ul style="list-style-type: none"> <li>• B1(a) – 0.29 ha</li> <li>• B2 – 0.36 ha</li> <li>• B8 – 2.97 ha</li> </ul>
<b>Serviced</b>	No
<b>Availability, years</b>	6-10 (But loss of some further land to residential uses possible)

**Site 15 A(c): Phase 3 - Lingley Mere**



<b>Site Ref: Name</b>	400: Land within Warrington Town Centre, Bounded by 51 - 73 Bridge Street, Academy Way and Bank Street.
<b>Owner</b>	West Lancashire Investments/N M D J Investments
<b>Agent(s)</b>	How Planning
<b>Size, ha</b>	0.48
<b>Market Availability</b>	Not available
<b>Planning</b>	Within Town Centre (Policy CS7) 2015/27183 – Full consent for New Council Offices. Demolition of all existing on-site buildings and structures; the construction of a four-storey Class B1 Council Office building as part of the Bridge Street Quarter development
<b>Proposal</b>	Proposed for 9,559 sqm office for Warrington Borough Council. The Council's existing office at New Town House is expected to be reused for residential.
<b>Constraints</b>	-
<b>Comments</b>	Under construction
<b>Likely Development Potential</b>	B1(a) office
<b>Serviced</b>	Yes
<b>Availability, years</b>	Will be developed for the exclusive use of Warrington Borough Council

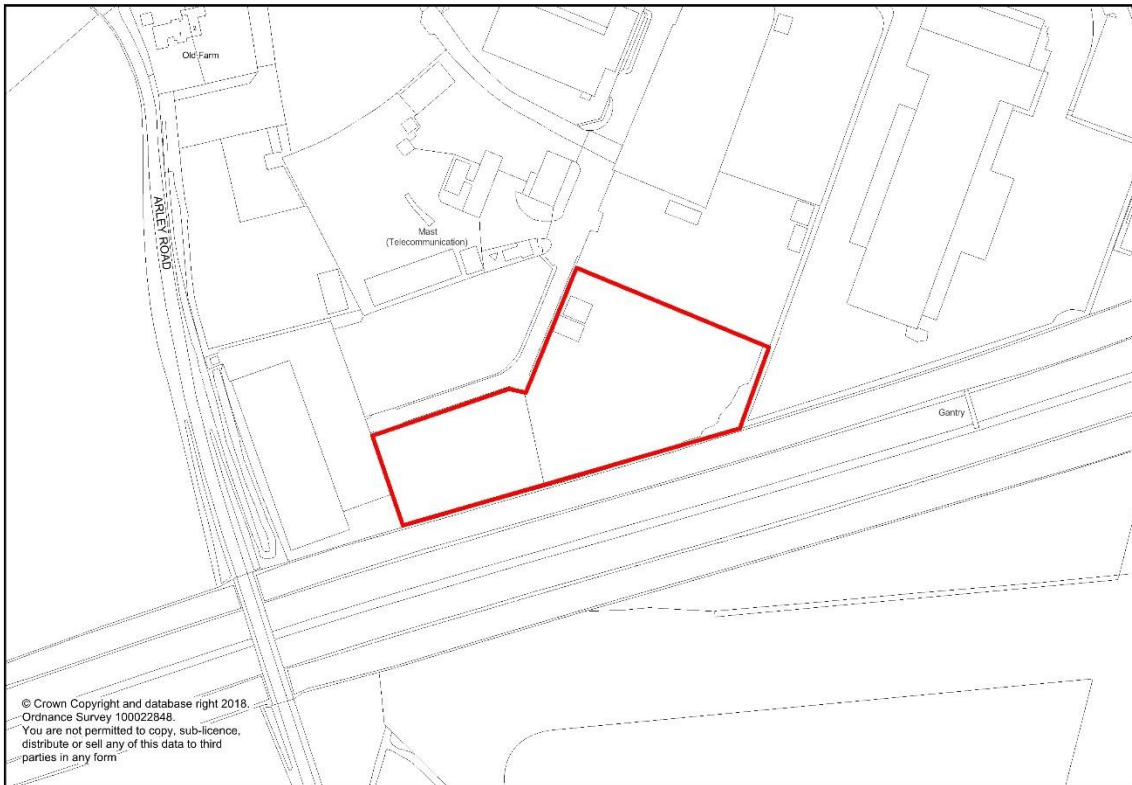
**400: Land within Warrington Town Centre**





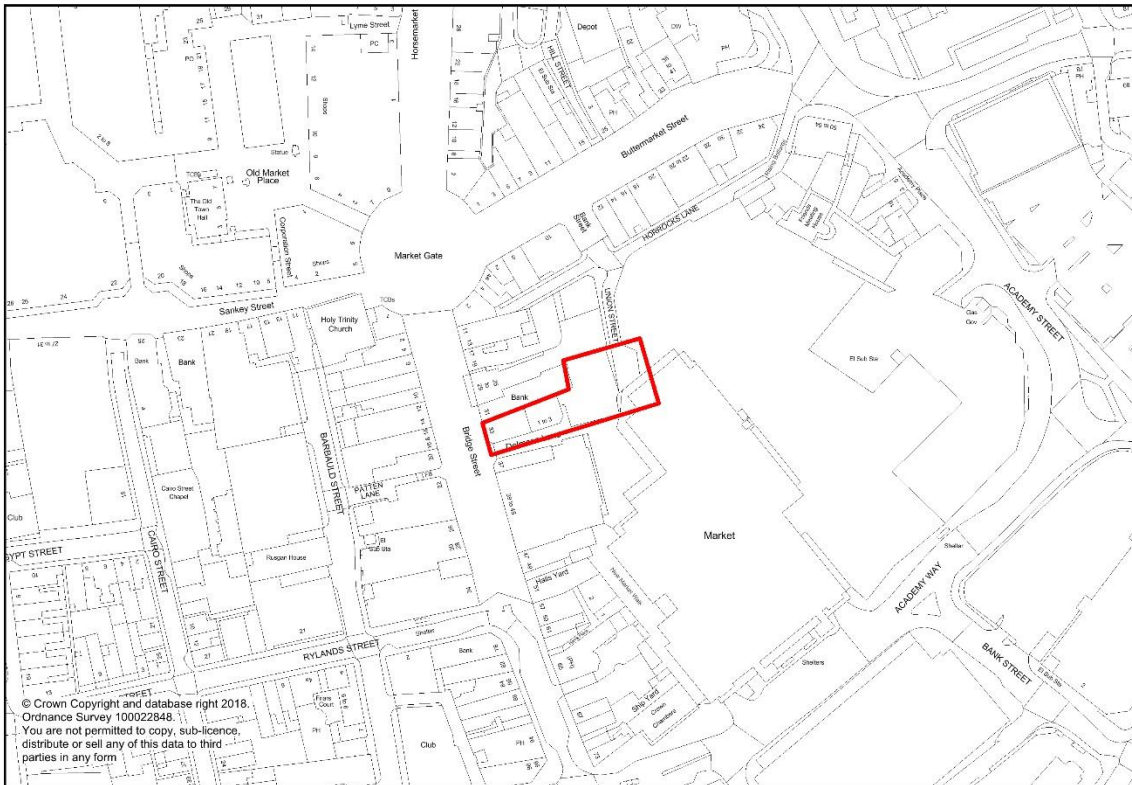
<b>Site Ref: Name</b>	403: Konstructa, Barleycastle Trading Estate, Lyncastle Road, Appleton
<b>Owner</b>	Shepherd Group Properties
<b>Agent(s)</b>	Hayward McMullan Architects
<b>Size, ha</b>	0.18
<b>Market Availability</b>	Not available
<b>Planning</b>	2016/28170– Full consent for two storey office building (B1) and new workshop (B2) with associated parking
<b>Proposal</b>	718 sqm (478 sqm net)unit comprising 268 sqm (148 sqm net) of B1(a) offices and 450 sqm (330 sqm net)of B2 general industry
<b>Constraints</b>	-
<b>Comments</b>	Clearance and relocation/expansion of existing facilities
<b>Likely Development Potential</b>	B1(a) office B2 general industry
<b>Serviced</b>	Yes
<b>Availability, years</b>	Will be developed for the exclusive use of Konstructa

**403: Konstructa, Barleycastle Trading Estate**



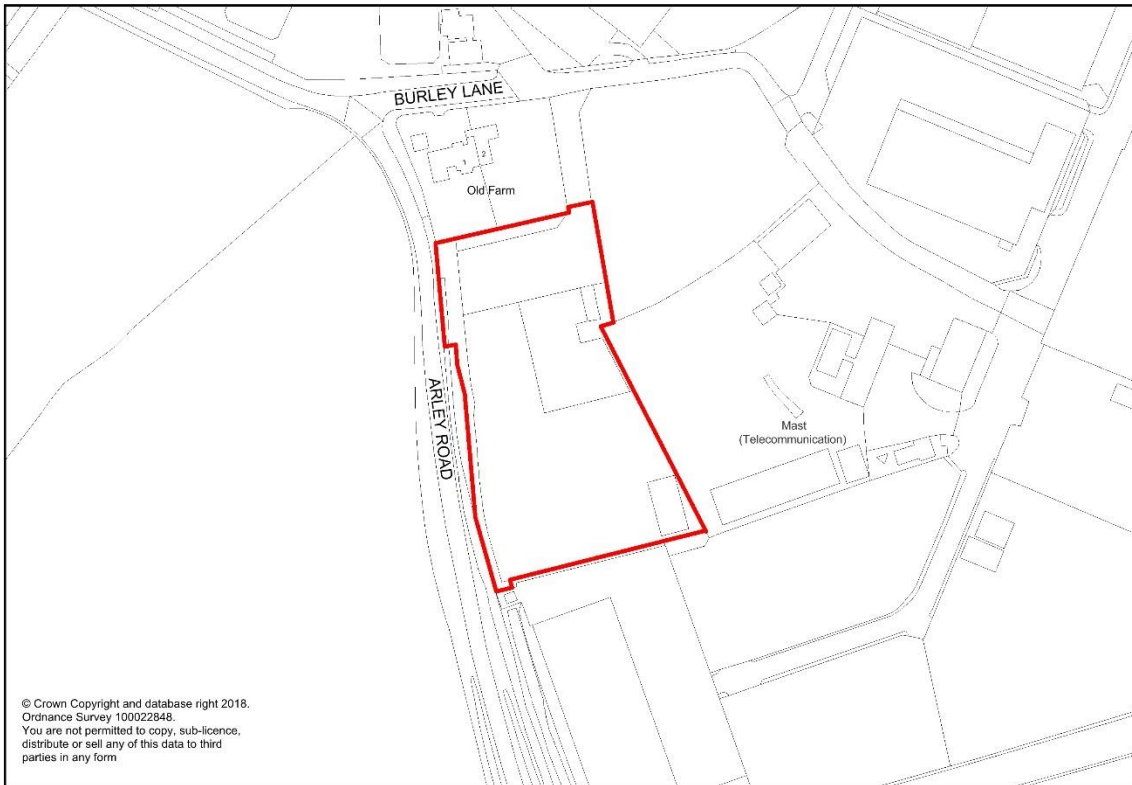
<b>Site Ref: Name</b>	404: Land off Dolmans Lane between Bridge Street and, Union Street (33 Bridge Street)
<b>Owner</b>	Warrington Borough Council
<b>Agent(s)</b>	Muse is Developer, How Planning
<b>Size, ha</b>	0.10
<b>Market Availability</b>	Not available
<b>Planning</b>	Within Town Centre (Policy CS7) 2016/28606 – Full consent for Demolition of existing on-site buildings and structures, the construction of new two-storey retail/commercial units for Class A1 (retail), A2 (financial and professional services), A3 (restaurants and cafés) and B1 (office).
<b>Proposal</b>	New town centre property of 958 sqm in two storeys. Redevelopment of existing terraced retail unit.
<b>Constraints</b>	-
<b>Comments</b>	Small scale town centre redevelopment. Would suit one or more occupiers with A2/B1(a) requirements such as a recruitment agency
<b>Likely Development Potential</b>	A1/A2/A3 retail and food B1(a) office
<b>Serviced</b>	Yes
<b>Availability, years</b>	1-5

**404: Land off Dolmans Lane between Bridge Street and, Union Street**



<b>Site Ref: Name</b>	405: Blue Machinery, Barleycastle Trading Estate, Lyncastle Road
<b>Owner</b>	Blue Machinery Spares
<b>Agent(s)</b>	d2 architects
<b>Size, ha</b>	0.83
<b>Market Availability</b>	Not available
<b>Planning</b>	2016/2899 – Full consent for new industrial warehouse building for storage (replacing smaller storage building), single storey extension to existing building for further storage and a two storey extension for additional office space, associated parking provision and landscaping.
<b>Proposal</b>	Proposal for: <ul style="list-style-type: none"> <li>• One new building to provide B8 storage – 1,699 sqm,</li> <li>• Side extension – 180 sqm</li> <li>• Rear extension (providing B1(a)offices) – 265 sqm</li> </ul>
<b>Constraints</b>	-
<b>Comments</b>	Expansion of existing facilities
<b>Likely Development Potential</b>	B1(a) office B2 general industrial B8 storage and distribution
<b>Serviced</b>	Yes
<b>Availability, years</b>	Will be developed for the exclusive use of Blue Machinery Spares

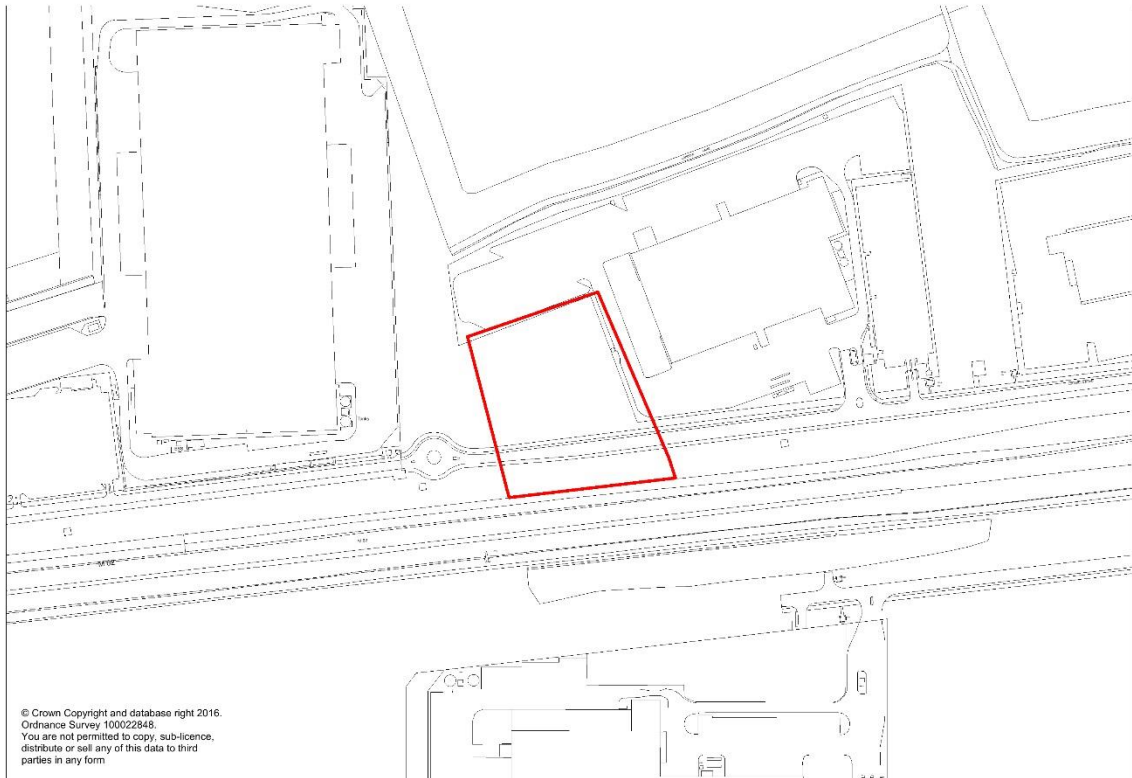
**405: Blue Machinery, Barleycastle Trading Estate**



### Strategic Sites – Omega

<b>Site Ref: Name</b>	Omega 1 4(L): Omega North - Parcel 4(L) (2016 Ref)/Plot 2B, Lockheed Road, Omega North (2018 Ref.)
<b>Owner</b>	Homes England
<b>Agent(s)</b>	Miller Developments (developer), GVA, Jones Lang LaSalle
<b>Size, ha</b>	2.06 (of which 1.32 ha is now developed)
<b>Market Availability</b>	Marketed as a design and build opportunity for a B2/B8 unit of up to 5,574 sqm
<b>Planning</b>	<p>Within Strategic Proposal Area of Omega and Lingley Mere (Policy CS8)</p> <p>Falls within 2003/01449 – General Outline consent for Omega Phases 1 &amp; 2 involving phased redevelopment for primarily employment uses (offices, industrial, storage &amp; distribution) with associated development for subsidiary uses (retail, food and drink, non-residential institutions and hotel), and associated car parking, landscaping and infrastructure.</p> <p>2016/28656 - Reserved Matters Consent for HGV Service Centre (Use Class B2), ancillary offices and HGV sale</p>
<b>Proposal</b>	1.32 ha is now developed as Haydock Commercial Vehicles' 3,251 sqm Scania maintenance facility.
<b>Constraints</b>	-
<b>Comments</b>	<p>In principle, 0.74 ha remains on this site. However, this is primarily backland and not developable, except as expansion land for neighbouring occupiers.</p> <p>It is also noted that Brackley Property Developments is currently seeking planning (2018/33188) for development of a 8,194 sqm B2/B8 unit on 1.90 ha located west of Travis Perkins, and formerly within the curtilage of this occupier (Plot 1C Surplus Land, marketed as Omega Point).</p> <p>If consented, the development would represent an intensification of uses in Omega North rather than new employment land delivery.</p> <p>The site is being actively marketed with development and occupation expected within an 18-month timeframe.</p>
<b>Likely Development Potential</b>	Strategic – B2/B8
<b>Serviced</b>	Yes
<b>Availability, years</b>	Complete (effectively)

**Site: Omega 1 4(L): Omega North – Parcel4(L)/Plot 2B**





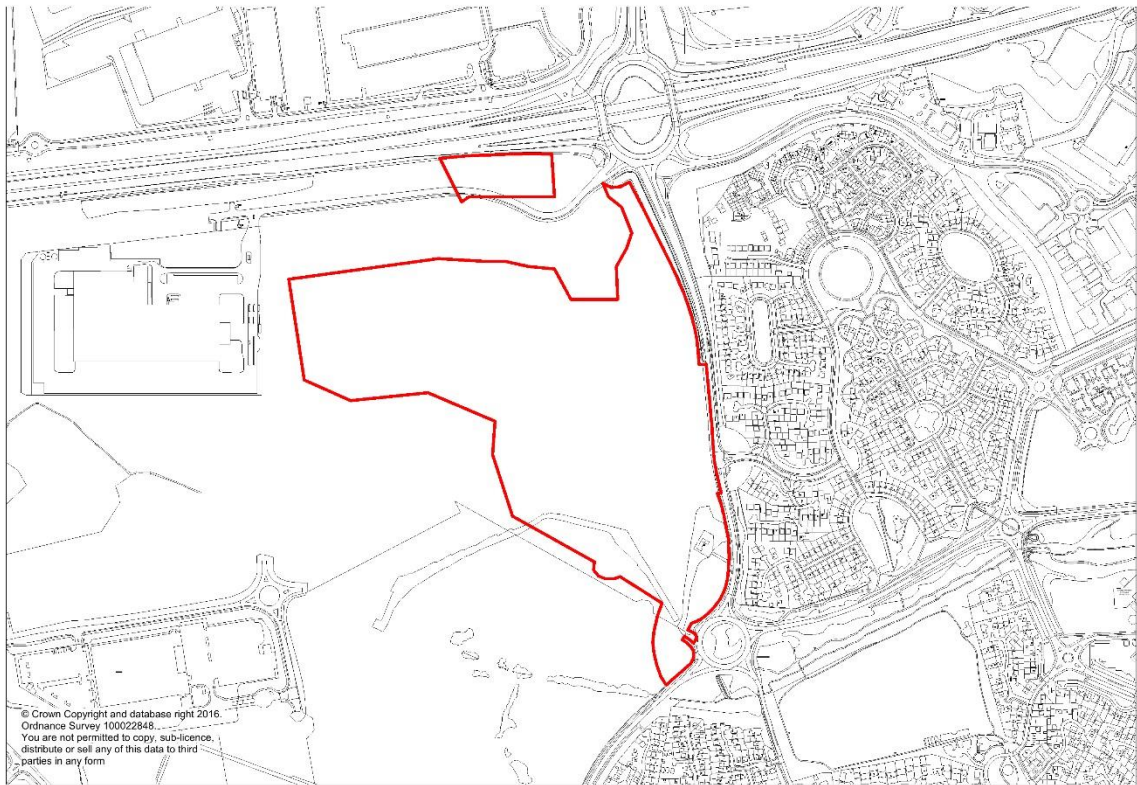
<b>Site Ref: Name</b>	Omega 7C: Plot 7C Omega South
<b>Owner</b>	LondonMetric
<b>Agent(s)</b>	-
<b>Size, ha</b>	7.65
<b>Market Availability</b>	Not available. Marketed as Prime@Omega and let to Amazon in 2017.
<b>Planning</b>	Within Strategic Proposal Area of Omega and Lingley Mere (Policy CS8) 2015/26884 –Reserved Matters consent for a logistics facility (Use Class B8) with ancillary office, associated car parking, landscaping and site access following outline planning permission 2014/2329 – Outline consent for up to 196,000 sqm of B2/B8 space across all of the Zone 7 sites.
<b>Proposal</b>	Developed as a 33,000 sqmB8 warehouse property.
<b>Constraints</b>	-
<b>Comments</b>	Now developed
<b>Likely Development Potential</b>	Strategic – B2/B8
<b>Serviced</b>	Yes
<b>Availability, years</b>	Complete

**Site: Omega 7C: Plot 7C Omega South**



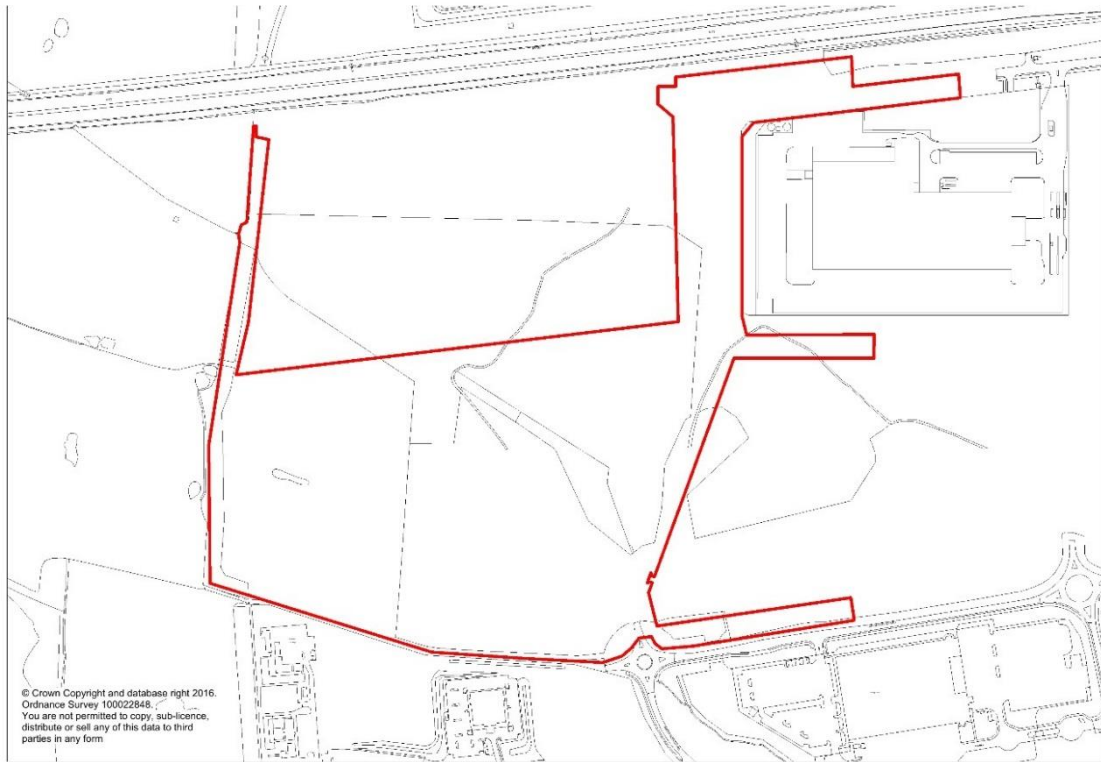
<b>Site Ref: Name</b>	Omega Phases 1 and 2 Remainder
<b>Owner</b>	Homes England
<b>Agent(s)</b>	Omega Warrington
<b>Size, ha</b>	29.06 (26.27 remaining in 2018)
<b>Market Availability</b>	On the market
<b>Planning</b>	<p>Within Strategic Proposal Area of Omega and Lingley Mere (Policy CS8)</p> <p>2013/22086 (previously 2003/01449) – Outline consent for a phased redevelopment for primarily employment uses (B1, B2, B8) with associated development for subsidiary uses (retail, food and drink, non-residential institutions and hotel), and associated car parking, landscaping and infrastructure, including demolition of existing structures on site.</p> <p>2015/26475 and 2016/27338 – Revised consents, varying several conditions and limiting the gross floor areas to 256,317 sqm, of which no more than 74,260 sqm gross is to be used for B1 purposes; 155,781 sqm is to be used for B2/B8 purposes (comprising 100,039 sqm; B8 Omega Phase 1 55,742 sqm B2/B8 Omega Phase 2); 16,723 sqm shall be used for B2 purposes (Omega Phase 2); 11,150 sqm gross for a hotel (Class C1) purposes and no more than 1,200 sqm, for A1/A3/A4/A5 and D1 purposes</p> <p>2016/27588 – Reserved matters consent for a manufacturing (B2) and Logistics (B8) facility with associated car parking, landscaping and site access, creation of new infrastructure road and secondary substation</p> <p>2017/30371 - Outline consent for manufacturing (B2) and distribution/logistics (B8) (in a 30 per cent B2 to 70 per cent B8 ratio) and Office (B1a) floorspace.</p>
<b>Proposal</b>	<p>Current consented proposal is for 77,000 sqm of B2/B8 and 59,000 sqm of B1(a) offices.</p> <p>Within the area 2.79 ha is now developed as a 10,870 sqm unit for the exclusive use of Domino's Pizza.</p>
<b>Constraints</b>	<p>Trees onsite</p> <p>Ponds onsite</p> <p>Includes some areas of contaminated land</p> <p>Includes some areas containing protected species</p>
<b>Comments</b>	<p>6-10 year estimate of take up assumes the area will retain an element of B1(a) offices, which are likely to require a greater time period to deliver. If take up here proves to be for larger B2/B8 options, as elsewhere in Omega, the rate of take up is likely to be much more rapid given recent experience.</p>
<b>Likely Development Potential</b>	<p>Indicative split based on the current consent:</p> <ul style="list-style-type: none"> <li>• B1(a) – 11.30 ha</li> <li>• B2 – 4.49 ha</li> <li>• B8 – 10.48 ha</li> </ul>
<b>Serviced</b>	No
<b>Availability, years</b>	6-10

**Site: Omega Phases 1 and 2 Remainder**



<b>Site Ref: Name</b>	Omega Zone 7 Remainder: Omega South - Zone 7
<b>Owner</b>	Homes England
<b>Agent(s)</b>	Developer is Mountpark Logistics EU sarl (Omega, Homes England, USAA Real Estate). Agents are CBRE and Jones Lang LaSalle
<b>Size, ha</b>	33.70
<b>Market Availability</b>	On the market as 'Mountpark'. Speculative units being developed and marketed
<b>Planning</b>	Within Strategic Proposal Area of Omega and Lingley Mere (Policy CS8) 2014/23290 – Outline consent for up to 196,000 sqm of B2/B8 space across all of the Zone 7 sites 2017/31212 – Reserved Matters Consent for four units of not more than 233,480 sqm in total.
<b>Proposal</b>	Three units of 8,433-32,216 sqm under construction, expected to be complete by winter 2018. Royal Mail has now pre-let the 32,216 sqm unit, for £62/sqm. A Fourth unit of 17,063 sqm is consented as a second phase.
<b>Constraints</b>	Trees onsite Ponds onsite Includes some areas of contaminated land Includes some areas containing protected species
<b>Comments</b>	-
<b>Likely Development Potential</b>	Strategic – B2/B8
<b>Serviced</b>	No
<b>Availability, years</b>	1-5

**Site: Omega Zone 7 Remainder: Omega South - Zone 7**



# **Appendix 4**

## **Site Scoring System**

**Appendix 4 – Site Scoring System**

Site Location and Access	Proximity to strategic highway network	<ul style="list-style-type: none"> <li>• Site adjacent to primary route (motorway, strategic highways network or county route) - M6, M62, M56, A49 junction– score 10</li> <li>• Site 0.5 km from primary route – score 9</li> <li>• Site 1.0 km from primary route – score 8</li> <li>• For each further half km distance from junction, reduce score by one point, i.e. any site 5.0 km or further from primary route scores zero.</li> </ul>
	Proximity to key local routes	<p>Proximity to key local routes (A49, A50, A57, A56):</p> <ul style="list-style-type: none"> <li>• Site within 1.0 km from A49, A50, A57, A56 junction – score 10</li> <li>• Site within 5.0 km from A49, A50, A57, A56 junction – score 6</li> <li>• Site within 10.0 km from A49, A50, A57, A56 junction – score 3</li> <li>• Site more than 10.0 km from A49, A50, A57, A56 junction – score 0.</li> </ul>
	Prominence	<ul style="list-style-type: none"> <li>• Site adjacent to, and visible from M6, M62, M56 or A49 – score 10/9</li> <li>• Site adjacent to, and visible from other dual carriageway – score 8/7</li> <li>• Site adjacent to, and visible from other A road – score 6/5</li> <li>• Site has local prominence, e.g. within its industrial location – score 4/3</li> <li>• Site located in ‘backlands’ – score 2/1/0</li> </ul>
	Public Transport	<ul style="list-style-type: none"> <li>• Site close to bus route (within 0.5 km) and near to rail station (within 2 km) – score 10</li> <li>• Site within 0.5 km of a bus route – score 5</li> <li>• Limited public transport – score 0</li> </ul>
Planning Status		<ul style="list-style-type: none"> <li>• If site has detailed/full planning status – score 10</li> <li>• If site has outline planning status – score 8</li> <li>• If site allocated in the development plan – score 4</li> <li>• If site is available, subject to planning – score 1</li> </ul>
Site Conditions	Services Availability	<ul style="list-style-type: none"> <li>• If all services are provided and in place – score 10</li> <li>• If priority services are available with no abnormal costs – score 7</li> <li>• If all priority services are available, but with abnormal costs – score 3</li> <li>• Some services are unavailable – score 0</li> </ul>
	Constraints	<p>May be physical (including access), planning, or legal</p> <p>Reduce score by 2 for each constraint</p> <p>If there are none – score 10</p>



	Environmental Setting	<p>Subjective, score 0 to 10, examples:</p> <ul style="list-style-type: none"> <li>• Good quality business park/greenfield location – score 10</li> <li>• Moderate quality industrial estate – score 5</li> <li>• Poor quality industrial estate/in-fill location – score 2</li> </ul>
	Flexibility	<p>Subjective, score 0 to 10: Score site in terms of site shape and ability to sub-divide to suit smaller occupiers Consider the site within its context/category. Score 10 if it is flexible, 0 if it is inflexible.</p>
Site Availability		<ul style="list-style-type: none"> <li>• Site available to develop within 0-1 year – score 10</li> <li>• Site available to develop within 1-5 years – score 6</li> <li>• Site available to develop 6-10 years – score 3</li> <li>• Site available to develop 10+ years – score 0</li> </ul>

Source: BE Group, 2018

# **Appendix 5**

## **Site Scoring Results**

### Appendix 5 - Site Scoring Results

Site Name	Revised Size (ha)	Site Location and Access				Planning Status	Site Conditions				Site availability	Total	Market led Sub-total	Likely Use	Constraints
		Road Proximity - Strategic Highway	Road Proximity - Local	Prominence	Public Transport		Services Availability	Constraints	Environmental Setting	Flexibility					
Land off Dolmans Lane between Bridge Street and Union Street (33 Bridge Street)	0.10	9	10	4	10	10	10	10	8	1	6	78	32	Office/Retail	None
Plots 107, 501-502, 611-612, 701-702 and Quadrant, Eastern Edge, Birchwood Park	10.50	7	6	4	10	8	10	10	10	10	0	75	37	Office/Industrial	None
The Quadrant (South), Birchwood Park	1.87	7	6	4	10	10	10	6	10	5	6	74	32	Industrial	Trees onsite Foundations of cleared buildings onsite
Omega Phases 1 and 2 Remainder	26.27	10	6	10	5	8	7	2	10	10	3	71	46	Office/Industrial	Trees onsite Ponds onsite Includes some areas of contaminated land Includes some areas containing protected species
Phase 1 Remainder - Lingley Mere	2.35	6	10	4	5	8	10	8	10	6	3	70	36	Office	Foundations of cleared buildings onsite
Phase 3 - Lingley Mere	3.62	7	10	4	5	8	7	6	10	7	3	67	38	Office/Industrial	Trees onsite Ponds onsite
Gemini 8 Retail Park, Charon Way, Westbrook	5.21	9	6	3	5	8	7	10	9	6	3	66	33	Office/Industrial	None
Land at Stanley Street	0.05	9	10	6	10	8	7	4	7	0	3	64	32	Office	Small tightly defined site overlooked by Telephone Exchange building Conservation Area adjacent Protected trees adjacent
Omega South - Zone 7	33.70	6	6	3	5	8	7	2	10	10	6	63	35	Industrial	Trees onsite Ponds onsite Includes some areas of contaminated land Includes some areas containing protected species
Benson Road, Birchwood	0.24	2	6	3	10	8	7	8	8	1	3	56	20	Office	Trees onsite

Source: BE Group, 2018

## **Appendix 6**

# **Objectively Assessed Needs Forecast Calculations**

## Appendix 6 – Objectively Assessed Needs Forecast Calculations

This appendix details the calculations undertaken to convert jobs projections, for the forecast scenario into land need projections.

### Oxford Economics - 2017-2037

Sector	2017 Jobs (000s)	2037 Jobs (000s)	Jobs Change 2017-2037	Percentage of Staff Occupying B1, B2, B8 Floorspace (percent)	Net Jobs	Floorspace occupied per person (sqm)	Floorspace Need, sqm
Agriculture, etc.	0.4	0.3	-100.00	5	-5	12	-60
Mining and quarrying	0.0	0.0	0.00	-	-	-	-
Manufacturing	7.9	5.7	-2,200.00	100	-2200	47	-103,400
Electricity, gas and water	2.8	2.2	-500.00	26	-130	12	-1,560
Construction	8.9	11.1	2,200.00	26	572	12	6,864
Distribution	20.7	21.7	1,000.00	48	480	70	33,600
Transport and storage	11.3	11.2	-100.00	48	-48	70	-3,360
Accommodation and food services	9.3	10.2	900.00	-	-	-	-
Information and communications	5.8	6.3	500.00	100	500	12	6,000
Financial and business services	42.2	51.5	9,300.00	100	9300	12	111,600
Government services	26.3	26.9	600.00	22	132	12	1,584
Other services	6.6	7.7	1,100.00	22	242	12	2,904
<b>Total</b>	<b>142.2</b>	<b>154.9</b>					

Source: Oxford Economics, 2018; HCA, 2015; Mickledore, 2018

- From sectors predicted to grow: 162,552 sqm – 41.68 ha (at 3,900 sqm/ha)
- From sectors predicted to decline: 108,380 sqm – 27.79 ha (at 3,900 sqm/ha).

**Oxford Economics – Calculation of Past Take Up 1996-2018**

Sector	1996 Jobs (000s)	2018 Jobs (000s)	Jobs Change 1996-2018	Percentage of Staff Occupying B1, B2, B8 Floorspace (percent)	Net Jobs	Floorspace occupied per person (sqm)	Floorspace Need, sqm
Agriculture, etc.	0.4	0.4	-	5	-	12	-
Mining and quarrying	0.0	0.0	-	-	-	-	-
Manufacturing	15.4	7.9	-7,500	100	-7,500	47	-352,500
Electricity, gas and water	2.8	2.8	-	26	-	12	-
Construction	8.3	9.1	800	26	208	12	2,496
Distribution	23.7	20.7	-3,000	48	-1,440	70	-100,800
Transport and storage	5.6	11.2	5,600	48	2,688	70	188,160
Accommodation and food services	5.3	9.2	3,900	-	-	-	-
Information and communications	3.7	5.8	2,200	100	2,200	12	26,400
Financial and business services	21.3	42.9	21,600	100	21,600	12	259,200
Government services	16.7	26.2	9,500	22	2,090	12	25,080
Other services	3.5	6.5	3,000	22	660	12	7,920
<b>Total</b>	<b>106.8</b>	<b>142.7</b>					

Source: Oxford Economics, 2018; HCA, 2015; Mickledore, 2018

- From sectors predicted to grow: 509,256 sqm – 130.58 ha (at 3,900 sqm/ha)
- From sectors predicted to decline: 453,300 sqm – 116.23 ha (at 3,900 sqm/ha).

**Oxford Economics – Calculation of Past Take Up 2000-2007**

Sector	2000 Jobs (000s)	2007 Jobs (000s)	Jobs Change 2000-2007	Percentage of Staff Occupying B1, B2, B8 Floorspace (percent)	Net Jobs	Floorspace occupied per person (sqm)	Floorspace Need, sqm
Agriculture, etc.	0	0	100	5	5	12	60
Mining and quarrying	0	0	-100	-	-	-	-
Manufacturing	10	9	-500	100	-500	47	-23,500
Electricity, gas and water	3	4	100	26	26	12	312
Construction	9	11	2,200		-		-
Distribution	23	22	-500	48	-240	70	-16,800
Transport and storage	6	7	800	48	384	70	26,880
Accommodation and food services	7	7	-	-	-	-	-
Information and communications	7	7	-	100	-	12	-
Financial and business services	27	30	3,100	100	3,100	12	37,200
Government services	20	24	3,300	22	726	12	8,712
Other services	4	5	800	22	176	12	2,112
<b>Total</b>	<b>116.0</b>	<b>125.0</b>					

Source: Oxford Economics, 2018; HCA, 2015; Mickledore, 2018

- From sectors predicted to grow: 75,276 sqm – 19 ha (at 3,900 sqm/ha)
- From sectors predicted to decline: 40,300 sqm – 10 ha (at 3,900 sqm/ha).