

Prepared for:



Employment Land Statement

Property: Clegg Street, Liverpool L5 3SP

December 2018

Table of Contents

1.	Introduction.....	3
2.	Application Site	3
3.	Market.....	5
4.	Employment Land Supply	7
5.	Site Suitability	12
6.	Conclusion	15

Appendix One

Site Plan

1. Introduction

- 1.1 Matthews & Goodman (M&G) have been instructed by Caro Developments Clegg Street Ltd to provide an updated Employment Land Statement to support a revised detailed planning application being prepared by Zerum Consult Limited for a residential apartment scheme on land at Clegg Street, Liverpool.
- 1.2 The report is prepared by David Newman, a partner with M&G, who has over 20 years' experience dealing with industrial/distribution property and commercial employment sites throughout the North West of England.
- 1.3 The purpose of the report is to consider the employment land supply within Liverpool and the Application site's suitability for continued employment use.

2. Application Site

2.1 Location

- 2.1.1 The Application site is situated on Clegg Street in Everton, Liverpool, approximately 1 mile north east of the city centre.
- 2.1.2 Access to Clegg Street is via Prince Edwin Street and Fox Street which intersects with Great Homer Street / St Anne Street (B5186) which is becoming a mixed thoroughfare into Liverpool City Centre. It serves the inner urban area of Liverpool, however, the nearest motorway access to the east is the M62 junction which is some 5 miles distant.
- 2.1.3 Clegg Street sits in the northern tip of a traditional industrial area which is designated within the St Anne Street Primarily Industrial Area (PIA), although Clegg Street itself is very much separated by Prince Edwin Street at its junction with Great Homer Street. Over time this wider area has evolved with non-employment uses attracted to the location and it is now best described as mixed-use in character. To the west, it overlooks the A59 entrance to the Kingsway Tunnel. Millstead Primary School is situated to the east off Lliad Street, which runs parallel to Clegg Street, and caters for special educational needs. Directly to the north is a green buffer consisting of parkland with a pocket of traditional housing beyond this with similar pockets of housing punctuating the surrounding outer lying areas.
- 2.1.4 The properties immediately around the Application site no longer consist of employment and have been redeveloped for alternative residential use. On Clegg Street, adjacent to the Application site, is Caro's City Point scheme comprising a modern block of student accommodation with a total of 22 cluster flats providing 176 bedrooms. Opposite is Phoenix

Place, a new development by Nobles Construction which commenced construction in 2017 on land between Clegg Street and Lliad Street. It will provide 348 student rooms (274 cluster rooms and 74 studio studios) over two blocks (6-storey and 7-storey) with associated communal space / facilities and hard and soft landscaping. Once complete, the Application site will be isolated and look completely out of character to the developments surrounding it. Furthermore, with the frontage to Great Homer Street it will not convey a favourable impression in an area that is the gateway to the city centre and on the edge of the Project Jennifer regeneration zone.

- 2.1.5 Residential property developers have been attracted to the area to redevelop redundant sites and this activity is evident from the volume of sites that are being built, have planning permission or are in the planning pipeline for determination. Further to the north of Clegg Street, on land which lies between Scotland Road and Great Homer Street, is an area currently undergoing regeneration as part of the 'Project Jennifer' mixed-use scheme. The project comprises a £150 million mixed-use regeneration programme that will transform this part of North Liverpool.

2.2 **Description**

- 2.2.1 The Application site consists of a terrace of 8 small workshop / industrial units comprising a total floor area of 798.4 sq m (8,594 sq ft) or thereabouts, with single units measuring 92.9 sq m (1,000 sq ft). The gross site area of 0.22 hectares (0.56 acres) is larger than the footprint of the accommodation as the development boundary includes for part of Clegg Street and the turning head. A site plan is attached in Appendix One.
- 2.2.2 The external elevations are constructed of two tone brick beneath a flat roof incorporating roof lights with separate access doors and personnel entrance along the frontage. The loading doors open directly onto Clegg Street and so there is no dedicated loading apron or secure service yard with the premises.
- 2.2.3 By way of brief background, the premises were originally acquired in 2007 by St Modwen as part of a larger portfolio purchase of four industrial estates from Space Northwest. They were bought with the intention to support the Great Homer Street scheme known as Project Jennifer, with a view to assisting industrial occupiers affected or displaced by the redevelopment and provide options for occupiers to relocate. Over recent years they have been let out but only on short flexible leases at economic rents. The block is vacant except for some private individual storing cars on a temporary basis.
- 2.2.4 The revised application consists of a total of 127 units and the breakdown comprises 43 studios (34%), 76 x 1-bed apartments (60%) and 8 x 2-bed apartments (6%). In addition, there is a total of 27 car parking spaces and 76 cycle stands. The proposed scheme provides a mix of unit sizes to reflect current market demand.

3. Market

3.1 General Overview

- 3.1.1 The UK industrial market is performing strongly and in 2017 the 'big shed' market was characterised by strong take-up which has continued during the first half of 2018, particularly in the first quarter. Take-up of new / modern warehouses over 100,000 sq ft has increased above the five-year average.
- 3.1.2 Demand has been dominated by the retail sector with ecommerce (30%), non-internet retail (28%) and third-party logistics (32%) all contributing to significant shares of activity. Demand from manufacturing occupiers fell however following strong activity in preceding years.
- 3.1.3 The distribution sector is benefiting from retailers' ever-increasing desire to improve efficiency of their supply chains and driven by customers' expectations for same or next day delivery. The first half of 2018 saw the return to activity of Amazon, the largest single occupier, and B&M joined the ecommerce giant with significant occupation.
- 3.1.4 The looming Brexit deadline presents significant challenges to the sector including agreement on the movement of goods, the costs of tariffs and the availability of labour but the structural changes in the retail sector continue to support further growth.
- 3.1.5 There is still significant appetite for speculative development in the prime locations, but this is constrained by fewer opportunities as land availability tightens and some funds ensuring take-up of existing schemes before starting new development.
- 3.1.6 The North-West market effectively mirrors the national picture with strong activity across the distribution and ecommerce sectors. Occupier demand remains consistent for both new build and good quality refurbished second-hand accommodation.
- 3.1.7 2018 has seen demand remain strong within the SME market (below 90,000 sq ft) with particular activity in the 'mid-box' market for units of 25,000 - 70,000 sq ft highlighted by a handful of deals across the region. Demand for new build accommodation remains strong and owner occupier demand continues to strengthen.

3.2 Liverpool

- 3.2.1 Take-up in Liverpool's industrial market is largely driven by a few key manufacturers and distributors, primarily from the automotive and retail sectors. Cheaper land and labour than other north-west locations, good motorway connections and the global container port, found within the market, make Liverpool an attractive option to these companies.

- 3.2.2 Liverpool is within easy reach of the M62 and M57 motorways, it is well connected by rail to the rest of the UK and benefits from an international airport south of the city in Speke. The city also boasts one of the largest commercial ports in the UK and the completion of the new container terminal in 2019 will more than double capacity.
- 3.2.3 Manufacturing, particularly within the automotive sector, is crucial to Liverpool's economy. Despite remaining relatively strong in the wake of the financial crisis, the sector has recently suffered a number of setbacks. Indeed, Jaguar Land Rover (JLR) have recently announced a series of profit warnings linked to the global economic slowdown and in early 2018 the global firm announced plans to cut production at the Halewood plant, blaming Brexit related uncertainty and new tax laws. Whilst official job losses are yet to be reported, JLR have suggested that cuts will be taking place during 2018. The firm are a major employer within Liverpool and employ over 5,000 staff at the Haleswood facility.
- 3.2.4 In yet further bad news for both the automotive sector and the wider market area, car manufacturer Vauxhall has been struck by falling sales figures and subsequent job losses in the wake of the EU referendum. Whilst Vauxhall's main base falls outside of the Liverpool market, in Ellesmere Port, it is extremely likely that any job cuts will impact the entire North West region.
- 3.2.5 Liverpool is also home to a number of large food and drink and pharmaceutical manufacturing companies, although some of the occupants in this sector have struggled. Despite a decline in Liverpool's dockland activity, Cammell Laird, an iconic ship builder founded in 1828, is still a major employer. Nonetheless, the company have seen several rounds of contractions. More generally, manufacturers are likely to benefit from expansions at the port itself and the Seaforth Docks to the North of the city represent the last remaining major functional docks. Significantly for Liverpool's industrial market, the port is used by JLR to export cars from their Halewood Plant to foreign markets. Additionally, the completion of the new container terminal, Liverpool 2, will more than double capacity at the port and allow some of the largest container ships in the world to dock.
- 3.2.6 Although the transport and distribution sectors account for a relatively low proportion of employment in Liverpool, there are some major occupiers from the sector. The Mersey Docks & Harbour Company, part of Peel Ports, is the largest. Additionally, DHL operate many sites across the market, one facility solely servicing JLR. Other distribution firms include TNT and Tradeteam.
- 3.2.7 There have been some significant expansions from discount and value retailers in recent years, with these companies benefitting from the economic downturn as consumers tightened their belts. TJ Morris (Home Bargains), B&M Bargains and Matalan have all significantly expanded their warehouse operations since 2010 and between them employ around 2,500 people. In 2018, Matalan announced plans to recruit an additional 150 staff at its distribution centre in Kirby. The

discount retailer stated a larger workforce was needed to fulfil the recent growth in its online sales.

- 3.2.8 There is currently 48,586 sq m (523,000 sq ft) of space under construction in the Liverpool industrial market which includes Huyton and Knowsley, an increase on the figures for 2017. This compares with an annual average level of completions in the wider market area over the last 5 years of 81,008 sq m (872,000 sq ft) although uncertainty over an orderly exit from the EU may see these figures drop back again. Approximately 40% of the space under construction is expected to complete in 2018 with the remainder during 2019. Within the development pipeline there is 16.6 million sq ft of space (excluding the buildings under construction) and of this, 14.6 million sq ft has planning permission and 2.0 million sq ft is more preliminary.

4. Employment Land Supply

4.1 Supply

- 4.1.1 Liverpool City Council is in the process of developing a new Local Plan to set out policies for future development over the plan period to 2033 and having had a period of consultation, the document has been submitted for independent examination.

- 4.1.2 Policy EC1 Employment Land Supply of The Draft document, September 2016, states the following:

1. The City Council has a requirement for 149.5 hectares of land for industrial and business uses (Use Classes B1/2/8), over the period of the Local Plan (next 15-20 years) to meet the needs of the City and the sub-regional demand resulting from planned development associated with SuperPort. This requirement will be met through the following sources
 - a. Land developed for B Class uses between April 2013 and August 2016;
 - b. Employment land provision committed through extant planning permission for B Class uses, at August 2016; and
 - c. Sites allocated as Sites for Industrial/Business Development or Sites for Office Development or designated as Primarily Industrial Areas or Main Office Area within this Local Plan and shown in Schedule 7 and on the Policies Map.
2. The take-up of existing employment land will be monitored, and its ongoing supply managed, via regular review of site allocation, to meet changing market conditions in land for employment and other uses.

- 4.1.3 As part of the Council's process of preparing the new Local Plan, GL Hearn were commissioned to

provide an Employment Land Study and the final report was completed in February 2017. The labour demand forecasts within the Study outlined a need for between 105 hectares and 140 hectares of employment land for the 2013-2033 period to meet the needs of the city. Taking a mid-point of these forecasts provides a requirement of around 122 hectares. It is therefore surprising that the Council have chosen to ignore this study and adopt a higher figure, particularly considering that demand significantly dropped off in 2017 on the back of less optimistic growth forecasts in the economy connected with Brexit. Once 27 hectares is deducted which the Council has identified as being suitable to support the sub-regional demand specifically associated with the City Region SuperPort then the requirement drops to 122 hectares for the plan period.

- 4.1.4 The GL Hearn study also examined in detail the pipeline of committed land on identified sites; committed employment pipeline on non-identified sites and compared this with losses of employment land to alternative uses to calculate a residual demand versus an identified supply. The exercise identified a supply of nearly 63 hectares which exceeds the residual demand calculated of 56 hectares.
- 4.1.5 According to the GL Hearn report the council has identified that just under 2 hectares of employment land has been lost since 2013 to residential and other non-employment uses. We have ignored other sites with extant planning permissions for change of use to alternative non-employment uses because until development takes place the potential loss is not actually crystallised. The identified current employment land supply for the city has earmarked 29 sites across the city to support employment uses which cumulatively provide potential for 62.8 ha of developed land across the city for purely B-class purposes. (This figure of 62.8 hectare does not include the 314,500 sq m (338,536 sq ft) of B1 development at the Liverpool Waters development). The 2 hectares of employment land which has unequivocally been lost equates to just 3.2% of the overall employment land supply.
- 4.1.6 Part of the demand evidence relates to B1a/b office use which the Application site is not suitable to as it is not a recognised office location and would struggle to attract B1a/b occupiers to the site. Modern day occupiers tend to cluster together in traditional office locations, such as Liverpool City Centre, out of town business parks, and the Waterfront areas of Liverpool. Approximately 25-30- hectares has been identified for such use in the above areas.
- 4.1.7 The industrial / warehouse market in Liverpool can be categorised into the reuse of existing buildings and the development of new modern facilities. A conservative estimate from CoStar (November 2018) suggests there is 488,000 sq m (5.25 million sq ft) of existing industrial floorspace being actively marketed in Liverpool. A high proportion of this supply is made up of second hand premises, like Clegg Street, which are no longer suitable for modern employment uses and are often obsolete in terms of their design, layout, specification, security and location. As a result, many of these buildings tend to remain on the market for some considerable time. The loss of the Application site will not materially affect the overall provision of existing floor

space.

- 4.1.8 The key locations identified for B2 industrial and B8 warehouse/ distribution uses are at Speke, Stonebridge Cross Corridor and Great Howard Street A565 North Corridor. The Great Howard Street Corridor is subdivided into four sub areas, North, South, East and West and Clegg Street is within the East corridor which comprises a mix of uses, particularly evident by the Project Jennifer regeneration scheme being delivered. The GL Hearn Study identifies an existing site which is likely to prove more attractive to the market for any demand for employment generating uses rather than the Application site. This site is known as Tunnel Trumpet, Kingsway Tunnel, which is potentially available and is substantially larger than the Application site comprising 2.12 hectares (5.2 acres). It is situated on the eastern side of Scotland Road (A59) to the west of Clegg Street within the loop of the access into the Kingsway Tunnel. The site is previously developed land which is now clear and sits adjacent to the Bestway cash and carry and although there is no direct access to the A59 it is accessible to commercial vehicles. It does therefore offer alternative employment land within the immediate locality to the Application site should there be genuine demand and enquiries for such use.
- 4.1.9 The recommendation from the GL Hearn study is that, given the existing nature of the sub-area, employment space within the Great Howard Street A565 Corridor East should not be specifically protected and we strongly support this view. The report goes further and recommends that the Council should take a more flexible approach to consideration of other development proposals in the area.
- 4.1.10 The Application site is isolated as an employment site as the surrounding land on Clegg Street has or is being redeveloped for residential uses. This highlights that employment sites within the immediate area are becoming redundant and in our opinion, other uses such as residential development are becoming more appropriate and sustainable for the location. The Council clearly agree with these points having already granted outline residential planning permission for the Application site.

4.2 Demand

- 4.2.1 The table below shows the amount of completions in Liverpool in hectares since 2013, based on the Council's own monitoring data.

	2013/14	2014/15	2015/16	2013-2016
B1a (Offices)	0.40	0.21	1.24	1.86
B1b (R&D)	0.07	0.04	0.13	0.25
B1c (Light Industrial)	0.00	0.04	0.85	0.88
B2 (General Industrial)	0.44	0.00	3.36	3.80
B8 (Storage & Distribution)	0.18	13.06	40.95	54.19
Mixed	0.83	0.92	0.00	3.62
Total	1.9	14.3	46.5	64.6

Source: Liverpool City Council

It is clear the main sector of activity was B8 storage and distribution and 2015/2016 was an exceptional year with several large transactions completed by retailers, logistics providers or automotive suppliers. These completions were centred in the strategic employment sites either around Liverpool Port; Liverpool International Business Park in Speke or around the JLR Plant in Halewood. They were not located around the city centre or fringe of city centre.

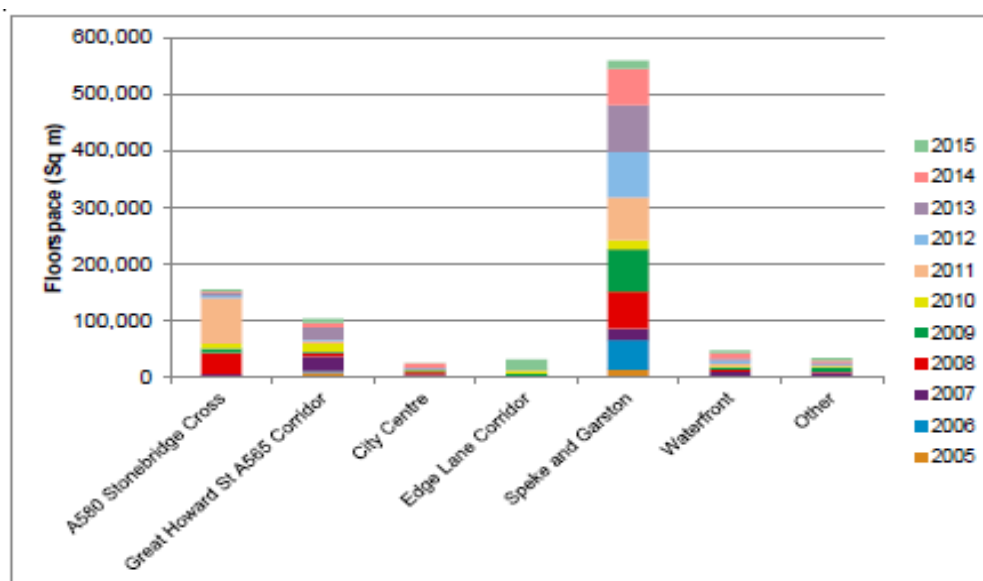
- 4.2.2 Examining this trend in more detail, the table below shows that the large shed market consisting of buildings over 9,290 sq m (100,000 sq ft) is the most active size band and accounted for 52% of the industrial transactions on average over a 5-year period to Q2 2017.

Take Up Profile average over 5 years	Percentage of Transactions
0-10,000 sq ft	9
10-25,000 sq ft	13
25-50,000 sq ft	10
50-100,000 sq ft	16
Over 100,000 sq ft	52

Source: PMA Deals Database

This is followed by the 4,645 – 9,290 sq m (50,000 sq ft – 100,000 sq ft) size band which made up 16% of the take-up. So, the greatest demand was in the largest two size ranges and accounted for two thirds or 68% of all transactions completed over the period. By comparison, the 0 sq m – 929 sq m (0 sq ft – 10,000 sq ft) bracket only made up 9% of the take-up. The market presently in Liverpool is for large warehouse distribution units that can only be accommodated on strategic sites away from the city area with weak demand for small units that fall within the size range of the accommodation found on the Application site.

- 4.2.3 There is a dearth of good quality existing space available in the market except for a few pockets of speculative development, such as at Speke or along A580 Stonebridge Cross Corridor. Due to increasing land and build costs, development is restricted to prime locations with demand driven from occupiers that do not favour fringe city centre locations and require good access to major trunk roads and the motorway network. The preference from occupiers requiring smaller start-up units / workshops is to be located on multi-unit estates with a shared yard, off street parking and some security presence, whether it be securely fenced and gated or patrolled. It is clear the Application site does falls short on these criteria
- 4.2.4 The table below shows the main employment areas by sub-market within Liverpool and the take-up figures for the period 2005-2015. Speke and Garston witnessed the greatest amount of floor space take-up over the last decade comprising more than half the City's total take-up for the period. The second most active area has been the A580 Stonebridge Cross Corridor amounting to 16% of floor space. These two specific locations are where the new development activity has been focused with the construction of modern buildings to suit occupiers' requirements.



Source: EGi and CoStar

- 4.2.5 More tellingly, the city centre take-up for the same period was only 3% of the overall total. The Application site is located on the edge of the city and this clearly demonstrates that occupier demand is focused on more favourable locations.
- 4.2.6 The Application site falls within the Great Howard Street A565 Corridor although the table does not show the division of this corridor into four sub-areas. Clegg Street is situated in the east where far less activity has taken place and only contains 3% of Liverpool's identified supply of

employment land (GL Hearn Liverpool Employment Land Study - February 2017). The corridor is mixed use in character and occupier demand for employment uses is directed towards other more appropriate locations within the Liverpool conurbation.

- 4.2.7 The estimate from PMA (Property Market Analysis LLP) is that take-up in Liverpool has fallen significantly and is now 55% below the 5-year average. More recent data shows in the last 5 years to Q3 2018 the amount of space pre-let / purpose built in Liverpool averaged 36,788 sq m (396,000 sq ft) per year, or 27% of take-up. Over the last 12 months to Q3 2018 this figure fell to 11,798 sq m (127,000 sq ft), equating to 10% of take-up.
- 4.2.8 Over 2018 to date, take-up has already exceeded the annual levels reached in 2017 where demand was subdued and had dropped to the lowest level recorded since 2007. However, this increase in take-up can be attributed to four notable Logistics deals of units over 10,764 sq m (100,000 sq ft) and not from deals within the SME sector within the smaller size bracket which exist on the Application site. Given where this demand is focused there is less pressure to retain smaller redundant and obsolete commercial premises in unfashionable employment locations.

5. Site Suitability

- 5.1 Prospective occupiers for industrial premises are attracted to a specific location for a variety of reasons which are generally common to all, albeit there are different priorities and preferences. The main factors affecting these decisions are Location, Building Specification, Labour Force and Physical Environment.
- 5.2 The Application site does not score highly on most of these characteristics:
- The location is some distance from a main dual carriageway or motorway and coupled with the fringe city centre position is unfavoured by modern occupiers
 - The current design, layout and configuration of the buildings does not meet current requirements for a small industrial unit estate. The main access doors are on the front elevation opening directly onto Clegg Street with no off-street loading or secure yard which is preferred. The unit sizes are within the size range with least demand in Liverpool based on the take-up figures previously reviewed.
 - The physical environment is not favourable for growth industry sectors and it is now evident that in conjunction with new residential schemes that have planning approval in place or are under construction, other buildings and sites in the locality are being redeveloped for non-industrial uses.
 - Site access for vans and larger commercial vehicles is restricted as Clegg Street is a cul-de-

sac and the commercial vehicle movements will not compliment the residential traffic from City Point and Phoenix Place residential blocks.

- The site on Clegg Street is not appropriate for redevelopment for industrial uses due to the changing character of the area to mixed-use.

5.3 Similarly, we do not consider any reasonable prospect of the Application site being suited to B1(a)(b) business use as Clegg Street and the wider PIA is not a recognised office location. Occupiers are now placing more importance on the location of their office for a variety of reasons:

- Working practices have changed, there has been a rise of flexible working, mobile and cloud computing. The flexible working style is gradually becoming the norm for many employees and they mix and match work time between desk, break out space, home and public shared space, such as cafes and bars. Employers are now conscious about the wellbeing of their staff and the amenities and services that need to be provided to their employees. City centre and business park locations will provide better facilities for a company's staff.
- Workplace culture has changed, there are a greater number of people working non-standard hours. City centre locations offer better amenities, attractions, late night transport networks and improved security.
- The attraction and retention of high quality labour and skills has a major impact on the location of the modern-day office. Many occupiers are now moving to city centre locations for the attractiveness of recruiting staff.
- Young, affluent and educated workers are increasingly congregating back towards city centre locations due to the amenities that are on offer. Hence the decision for many office occupiers to favour these areas to locate their office, high quality and large labour pool.

5.4 For the reasons noted above, we believe the Application site would be unsuitable for office use and struggle to secure an office occupier for the site. This is supported by the back story to the adjacent City Point scheme. The development originally secured planning permission for the erection of a part four/part five/part six-storey block for office/business use (within class B1 of the use classes order) and car parking, with associated ground level car parking and ancillary works. Due to the lack of demand from office occupiers, the accommodation was subsequently converted to form student accommodation comprising 22 cluster flats providing 176 student bedrooms.

- 5.5 Although forming part of the northern fringe of the PIA, Clegg Street is severed from the main section of the PIA and those remaining employment uses in the area are relatively small scale, consisting of light and heavy uses, favoured by local businesses operating from outdated premises but attracted by the flexible lease terms and cheap rents being offered. Alternative non-employment related uses are being introduced into the existing buildings and new residential development is taking place on cleared sites such as the 400 unit residential / student apartment scheme being delivered by Fox Street Village Limited. It is fair to say; the area is now significantly mixed-use in character.
- 5.6 The Great Howard Street A565 East Corridor is evolving and undergoing a transformation which is evident from the changing skyline. Project Jennifer to the north of the Application site on land between Scotland Road and Great Homer Street is a catalyst to regeneration in the area and the mixed-use regeneration programme will transform this part of North Liverpool with the provision of a new District Centre, supermarket, shops, improved public space and homes over a site of 18.2 hectares (45 acres). The area to the south of Clegg Street within the PIA is also witnessing new development with several poor quality former industrial sites either earmarked or currently being redeveloped for residential use, including the following:

Scheme	Planning Status	Scale
Great Homer Street	Approved	8-9 storeys
Phoenix Place	Under construction	6-7 storeys
St Anne Street	Approved	5-8 storeys
Fox Street	Under construction	5-7 storeys
Rose Place	Approved	7 storeys

- 5.7 It is evident from the above that the character of the wider area around Clegg Street is changing and is no longer one of employment uses. There is a distinct shift away from high density, tertiary industrial sites towards modern attractive residential accommodation or alternative uses.
- 5.8 The fact that these sites have changed from industrial uses into residential is a clear sign that the existing space is no longer fit for purpose and that other uses are required to breathe new life into the location and ensure a sustainable future.
- 5.9 Given the changing nature of the surrounding area coupled with the existing City Point scheme adjacent and the Phoenix Place development under construction opposite, the Application site is considered suitable for residential development.

6. Conclusion

- 6.1 This Statement has shown that the Application site is no longer suitable or desirable for employment uses.
- 6.2 It will be isolated and the minority land use once the new Phoenix Place development is completed and will look totally out of character overlooking a gateway thoroughfare into the city centre.
- 6.3 The loss of the Application site of 0.22 ha (0.56 acres) will have a negligible impact upon the overall supply figures. In fact, the GL Hearn Employment Study demonstrates that current identified supply exceeds projected demand.
- 6.4 There is a good supply of existing buildings within Liverpool comprising some 488,000 sq m (5.25 million sq ft) and therefore the loss of the Application site accommodation amounting to just 798.4 sq m (8,594 sq ft) will not register on this total.
- 6.5 The existing accommodation provided within the Application site does not conform to prospective occupiers' requirements and expectations for a small multi-unit estate. Site restraints and accessibility for commercial vehicles along Clegg Street with no off-street parking or loading areas / service yard and no secure gated and fenced environment are all factors which detract from the space. Occupiers' preferences are to be located on modern estates on main arterial routes around Liverpool or close to the city's excellent motorway network with good access to junctions which the Application site cannot deliver.
- 6.6 Recent B2 / B8 activity has focused around sites in Speke, Halewood and Stonecross and away from city or fringe of city centre locations which are no longer deemed desirable. Much of demand is for larger 'big sheds' or mid-range units with limited take-up registered for small units below 929 sq m (10,000 sq ft) therefore the loss of the units within the Application site is considered negligible.
- 6.7 The Application site sits within the Great Howard Street A565 Corridor East. The GL Hearn Study states that the Council does not need to specifically protect employment space and recommends taking a more flexible approach to development proposals for the area.
- 6.8 This Statement has demonstrated that the site at Clegg Street is not suitable for continued B2 / B8 employment use nor suited to B1 office development but is suitable for residential redevelopment given its sustainable location and proximity to surrounding schemes which are coming forward.
- 6.9 Outline residential planning permission has already been granted which demonstrates the Council already except the position and the revised application is merely to vary the scheme design to provide accommodation in keeping with current market demand.

Signing-Off Sheet

Client: Caro Developments

Project: Clegg Street, Liverpool

Document: Revised Employment Land Statement

Date: December 2018

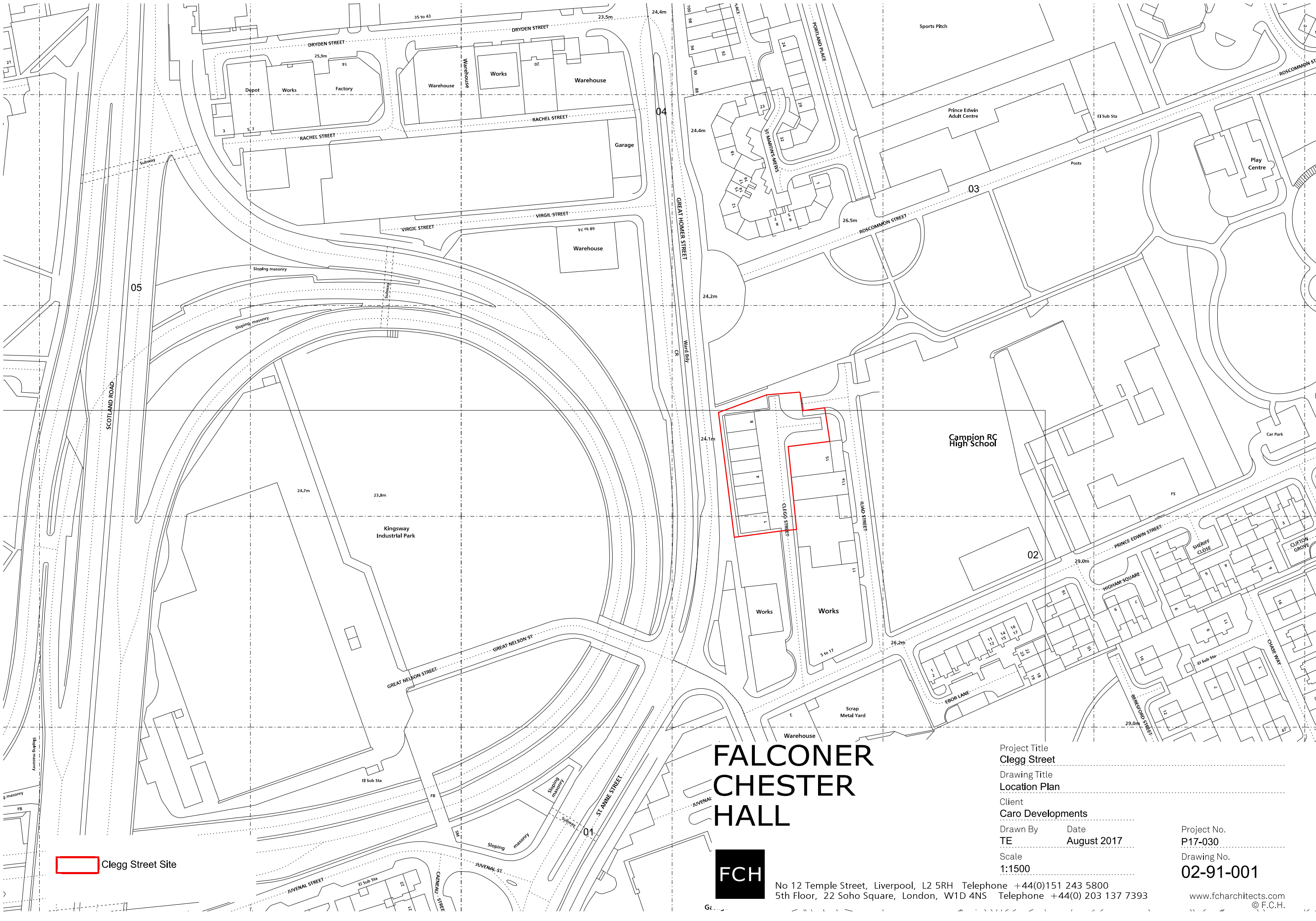
Ref: DN/SJ

Matthews & Goodman
Property Advisers
4th Floor, Exchange Station
Tithebarn Street
Liverpool
L2 2QP



Appendix One

Site Plan



FALCONER CHESTER HALL



No 12 Temple Street, Liverpool, L2 5RH Telephone +44(0)151 243 5800
5th Floor, 22 Soho Square, London, W1D 4NS Telephone +44(0) 203 137 7393

Project Title
Clegg Street

Drawing Title
Location Plan

Client
Caro Developments

Drawn By
TE

Date
August 2017

Scale
1:1500

Project No.
P17-030

Drawing No.
02-91-001

www.fcharchitects.com
© F.C.H.



David Newman
e. dnewman@matthews-goodman.co.uk