
Planning & Economic Statement

Former Electrium Sales Ltd Site, 1934 Sharston Road, Sharston Industrial Area, Wythenshawe, Manchester, M22 4RA

Erection Of Two Storey Warehouse Units (Class B2 and/ or B8 and/ or E (g)(iii)), Including Ancillary Offices And Trade Counters, With All Associated Works Including Landscaping, Car Parking And Alterations To Access Arrangements

Kier Sharston Ltd

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1. Introduction

Introduction

- 1.1. This Planning Statement has been prepared by Savills (UK) Limited, on behalf of Kier Sharston Ltd, in respect of an application which proposes the erection of new industrial and logistics warehouse units (Classes B2 and/ or B8 and/ or E(g)(iii)), including ancillary offices and trade counters, and all associated works at the Former Electrium Site at 1934 Sharston Road, which forms part of the Sharston Industrial Area in Wythenshawe.
- 1.2. The proposed development will deliver modern, high quality industrial and logistics floorspace in Kier's 'Trade City' format; a highly successful form of employment development which is well-suited to the needs of both local and national occupiers. As a result, the proposal will generate significant employment growth and contribute positively to the economic development and regeneration of Wythenshawe. It fully accords with objectives to deliver sustainable economic growth.
- 1.3. Formal pre-application discussions in relation to the proposal commenced in April 2025, with Planning Officers Jennifer Connor (Area Team Group Manager) and Des Jones (Planning Section Manager). Highway Officers Rebecca Hesketh and Syed Rahi were also in attendance. Further discussions in the lead up to the submission of the application were undertaken in June 2025. During those discussions, the principle of the development of the Site for economic uses was confirmed to be acceptable and the requisite submission documents confirmed. The meeting in June in particular focused on the design quality of the proposals, particularly with regard to the Longley Lane frontage.
- 1.4. This Statement and the suite of accompanying documents provide a robust assessment of the application in relation to relevant planning policies and any other material considerations to assist the LPA's determination of the application. The assessment demonstrates that the proposal is acceptable in all regards and that planning permission should be granted.

The Principal Issues

1.5. The principal issues are whether the proposal accords with the development plan and material considerations on the following matters:

1. Whether the principle of the development accords with the development plan?
2. Whether the proposal accords with national Government policy contained within the National Planning Policy Framework ('**NPPF**'), including the need to secure sustainable economic growth?
3. Whether the proposal accords with local and national policies relating to sustainability matters?
4. Whether the proposal accords with various development management policies, particularly those relating to transport and design matters?

1.6. The existing development plan and material considerations, including the NPPF and Planning Practice Guidance ('**PPG**'), provide the local and national Government's policies and guidance addressing the above issues.

1.7. In this case, the proposal accords with the adopted development plan. That is, it complies with local policies relating to employment use, economic development, the natural environment, highways, design and sustainability matters. Where this is the case, the full weight of Section 38(6) of the Planning and Compulsory Purchase Act applies, unless material considerations indicate otherwise.

1.8. Updated in February 2025, the NPPF places significant weight upon the need to encourage development within settlements for homes and other identified needs, particularly on previously developed or "brownfield" sites within the existing urban area. Paragraph 125 (c) of the NPPF states:

*"Planning policies and decisions should: ... c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, **proposals for which should be approved unless substantial harm would be caused**, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land"*

1.9. Paragraph 85 of the NPPF confirms that planning decisions should help create conditions where businesses

can invest and expand. It specifically states that 'significant weight should be placed on the need to support economic growth and productivity'. Paragraph 85 is a very important paragraph in the NPPF; it is one of very few policies in the NPPF which sets out the particular weight to be attached to the consideration of important matters.

- 1.10. This development achieves the above aims through the delivery of an employment scheme on a previously developed site. The proposal will strengthen the economy of the local area through the provision of new employment floorspace. The proposal will result in significant benefits and there will be no adverse impacts, let alone impacts that could be described as 'substantial'. It follows that in accordance with Paragraphs 85 and 125 (c) of the NPPF, planning permission should be granted.
- 1.11. The relevant material considerations also indicate that permission should be granted, as the proposal accords with the NPPF and PPG. As the proposal accords with the NPPF, it benefits from the presumption in favour of sustainable development.

The Case for the Proposal

- 1.12. The case for the proposal is that it:
1. Is positive investment in Wythenshawe, on a site that has previously been identified by the LPA as being suitable for economic development purposes. The proposal contributes towards local and national Government agendas to promote sustainable economic growth.
 2. Provides high quality, modern employment floorspace which is suited to the needs of both local businesses and large national operators.
 3. Generates significant new employment positions.
 4. Provides for the redevelopment of a vacant, brownfield site, which introduces new employment uses into a highly accessible urban location in close proximity to a variety of local amenities.
 5. Provides a development which will be accessible by a range of active and public transport modes.
 6. Is of a very high quality of physical design and appearance.
 7. Uses energy efficiently and utilise low carbon / renewable technologies.

- 8. Is resilient to Climate Change.
- 9. Acts as a catalyst for further investment and redevelopment in Wythenshawe.
- 10. Is acceptable in all regards.

1.13. It follows that the proposal will secure a high standard of socially, environmentally and economically sustainable development. As confirmed in the NPPF, the achievement of sustainable development is the primary goal of the planning system.

Structure of this Statement

1.14. In order to comprehensively assess the proposed development against the relevant planning policies, the remaining sections of this Statement are structured as follows:

- Section 2.0** Site Context
- Section 3.0** Proposed Development
- Section 4.0** Review of Planning Policy
- Section 5.0** Securing Sustainable Development
- Section 6.0** Assessment of the Proposal

1.15. We set out in **Section 7.0** our Summary and Conclusions that the proposed development accords with the development plan and all other material considerations

2. Site Context

The Site & Surroundings

- 2.1. The application site (which measures 1.6 hectares) comprises land and buildings on Sharston Road, within the Sharston Industrial Area (the '**Site**'). The Site is predominantly flat and broadly rectangular in shape. Buildings occupy almost the entirety of the existing Site, with limited areas of parking and landscaping provided to the northern, western and southern borders. The precise location and extent of the Site is illustrated on the Site Location Plan included as part of the submission.
- 2.2. The Site was until recently occupied by Electrium Sales and comprises a number of industrial buildings developed over time. Electrium is an electrical engineering company with manufacturing facilities. The existing use of the Site comprises a B2/B8 use with ancillary office space.
- 2.3. The Site is bound by Harper Road to the south, Sharston Road to the west, Longley Lane to the north and existing industrial buildings to the east. To the south, east and west of the Site are predominantly commercial uses within Sharston. To the north and north east of the Site across Longley Lane lies residential properties.
- 2.4. There are four existing vehicular accesses to the Site from Sharston Road, in addition to single vehicular access points from both Harper Road and Longley Lane. Pedestrian footpaths surround the Site, and there is an existing bus stop immediately adjacent the Site on both sides of Sharston Road, which includes services to Stockport, Manchester and Manchester Airport.
- 2.5. The Site is not located within a Conservation Area. The buildings are not statutorily or locally listed. The closest listed building is Wythenshawe Bus Depot (Grade II*), located 200m to the north west of the site, separated by existing buildings. The Site is in Flood Zone 1 and is therefore at a low risk of flooding.
- 2.6. The Council's Proposals Map illustrates that the Site is located within a defined 'Economic Improvement Area'. It identifies Sharston Industrial Estate as a principal location for employment, in which Council will encourage development which generates a high level of economic activity.

Planning History

- 2.7. On 15th July 2025, it was confirmed that Prior Approval for the demolition of the existing buildings would not be required (Ref: 143234/DEM/2025) (the '**2025 Prior Approval**'). On that basis, the demolition of the existing buildings on-site is able to commence and therefore provision for demolition is not made as part of this application.

3. The Proposed Development

- 3.1. The application seeks planning permission for the erection of new industrial and logistics (Class B2 and/ or B8 and/ or E (g)(iii)) warehouse units, with ancillary offices and trade counter, and all associated works including landscaping, car parking and alterations to the site access arrangements. The proposed development comprises approximately 8,511 sq. m (GIA) floorspace and is shown on Drawing Ref: 250060-HFR-AV-XX-DR-A-0501 Rev P06 – Proposed Site Plan. Table 1 outlines the floorspace areas within each of the proposed units.

	Schedule of Areas	GIA	
Unit 1	Ground Floor	2,790 sq.m	30,032 sq.ft
	First Floor	279 sq.m	3,003 sq.ft
	Total	3,069 sq.m	33,035 sq.ft
Unit 2	Ground Floor	698 sq.m	7,513 sq.ft
	First Floor	125 sq.m	1,345 sq.ft
	Total	823 sq.m	8,859 sq.ft
Unit 3	Ground Floor	558 sq.m	6,006 sq.ft
	First Floor	139.5 sq.m	1,502 sq.ft
	Total	697.5 sq.m	7,508 sq.ft
Unit 4	Ground Floor	465 sq.m	5,005 sq.ft
	First Floor	116.3 sq.m	1,251 sq.ft
	Total	581.3 sq.m	6,257 sq.ft
Unit 5	Ground Floor	871 sq.m	9,375 sq.ft
	First Floor	142 sq.m	1,528 sq.ft
	Total	1,013 sq.m	10,904 sq.ft
Unit 6	Ground Floor	585.6 sq.m	6,303 sq.ft
	First Floor	104.4 sq.m	1,124 sq.ft
	Total	690 sq.m	7,527 sq.ft
Unit 7	Ground Floor	343.5 sq.m	3,698 sq.ft
	First Floor	119.8 sq.m	1,290 sq.ft
	Total	463.3 sq.m	4,987 sq.ft
Unit 8	Ground Floor	510 sq.m	5,490 sq.ft
	First Floor	99.2 sq.m	1,068 sq.ft
	Total	609.3 sq.m	6,558 sq.ft
Unit 9	Ground Floor	419 sq.m	4,510 sq.ft
	First Floor	146.2 sq.m	1,573 sq.ft
	Total	565.2 sq.m	6,083 sq.ft
	TOTAL	8,511.5 sq.m	91,617 sq.ft

Table 1 – Schedule of Areas

- 3.2. The proposed development will result in the provision of a high quality industrial and employment scheme, with units of varying sizes which will provide high quality accommodation, which will support a range of local, regional and national operators. The proposed flexible use will ensure that the floorspace can be used for a

range of industrial and logistics uses, in order to maximise the potential for suitable operators to be accommodated at the site, thereby maximising the potential for economic growth and job creation.

- 3.3. Included with this submission at **Appendix 1** is a brochure prepared by Kier Property which provides additional detail and information on its industrial developments, including the 'Trade City' format. The brochure demonstrates the quality of the accommodation and range of uses which have been successfully delivered at other locations across the UK – such as Cheetham Hill, Winsford, Luton, Thurrock, Reading and Sydenham. Those existing schemes demonstrate that Kier's Trade City schemes attract a range of different occupiers, including:

Occupier Type	Occupiers
Local	Ross Care, Gemco, Evolution Ceramics, Euro Taste, Ether Worldwide, Valentte, Grant and Stone,
National	Screwfix, Toolstation, Travis Perkins, Edmundson Electrical, City Plumbing
International	Dnata, GoPuff, British Red Cross

Table 2 – Occupiers in Existing 'Trade City' Developments

- 3.4. Given the speculative nature of the proposals, provision is sought for use in Classes B2/ and or B8/and or Class E (g)(iii) in order to allow flexibility to accommodate a range of potential occupiers. In addition, each of the proposed units will include provision for ancillary office floorspace at mezzanine level, as well as an allowance for ancillary trade counters (which will only be used in connection with a tenant's primary operations).
- 3.5. In addition to the above, the proposals seek for associated works including landscaping, car parking and alterations to the site access arrangements, the details of which are discussed in detail below.
- 3.6. The proposed development has been carefully designed to achieve a high standard of environmental and social sustainability, including an objective to achieve BREEAM 'Excellent' certification and EPC A+ rating.

4. Review of Relevant Planning Policy

Introduction

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 directs LPAs to determine planning applications in accordance with the policies of the development plan, unless material considerations indicate otherwise.
- 4.2 The starting point for the consideration of a proposal is an assessment against the development plan. If a development accords with the plan, and it is up-to-date, then the decision should be to grant planning permission unless material considerations indicate otherwise. The NPPF and PPG are material considerations. The NPPF is the Government's national planning policies that development plans are supposed to accord with and the PPG sets out how the Secretary of State expects national planning policies to be applied.

The Development Plan

- 4.3 The comprising documents of the adopted development plan are:
- Places for Everyone Joint Development Plan Document (adopted March 2024) (**'Places for Everyone'**);
 - The Core Strategy (adopted July 2012) (the **'Core Strategy'**); and
 - The saved policies of the Unitary Development Plan (adopted 1995) (the **'UDP'**).
- 4.4 The Core Strategy is the key document guiding development around the city. The key policies to consider in relation to this planning application are:
- Policy CC5 – Transport
 - Policy CC9 – Design and Heritage

- Policy T1 – Sustainable Transport
- Policy T2 – Accessible Areas of Opportunity and Need
- Policy EN1 – Design Principles and Character Areas
- Policy EN4 – Reducing Emissions & Low / Zero Carbon Development
- Policy EN6 – Target Framework for CO² Reductions
- Policy EN8 – Adaptation to Climate Change
- Policy EN9 – Green Infrastructure
- Policy EC10 – Wythenshawe
- Policy EN14 – Flood Risk
- Policy EN15 – Biodiversity and Geological Conservation
- Policy EN16 – Air Quality
- Policy EN18 – Ground Contamination

4.5 Policy EC10 of the Core Strategy confirms that Wythenshawe is expected to provide 55ha of employment land within B1a (Office), B1b/c (Research and Development and Light Industrial) and B8 (Logistics and Distribution). Sharston Industrial Estate is acknowledged as an existing employment site under the 'East Wythenshawe Development Corridor', identified for B8 uses.

4.6 Whilst the majority of the policies in the UDP have been replaced by the Core Strategy, Policy EW12 confirms that the Council will protect the role of the Sharston Industrial Estate as a centre for industrial activity and employment.

Places for Everyone ('PFE')

4.7 The PFE Plan took effect and became part of the statutory development plan for each of the nine PFE authorities on March 21st 2024.

4.8 The relevant policies are as follows:

- Policy JP-S1 – 'Sustainable Development'
- Policy JP-J1 – 'Supporting Long-Term Economic Growth';

- Policy JP-J2 – ‘Employment Sites and Premises’;
- Policy JP-J4 – ‘Industry and Warehousing Development’
- Policy JP-C1 – ‘An Integrated Network’;
- Policy JP-C8 – ‘Transport Requirements for New Development’.

Material Considerations

The National Planning Policy Framework and Planning Policy Guidance

- 4.9 The NPPF sets out the Government’s planning policies for England. Paragraph 10 sets out the guiding principle for the national policy framework and states:

“So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.”

- 4.10 Paragraph 11 states that:

“For decision-taking this means:

- 1. approving development proposals that accord with an up-to-date development plan without delay; or*
- 2. where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; 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.”*

(Savills’ emphasis)

- 4.11 The remainder of the NPPF sets out planning principles that underpin plan-making and decision-taking. The development accords with key principles, as discussed in further detail below.
- 4.12 Paragraph 85 confirms that planning decisions should help create conditions where businesses can invest and expand. It specifically states that ‘significant weight should be placed on the need to support economic growth and productivity’. Paragraph 85 is a very important paragraph in the NPPF; it is one of very few policies in the NPPF which sets out the particular weight to be attached to the consideration of important matters.
- 4.13 Paragraph 117 states that priority should be given to pedestrian and cycle movements; the needs of people with disabilities and reduced mobility addressed; creation of safe, secure and attractive spaces; allow for the efficient delivery of goods; and be designed to enable use by sustainable vehicles.
- 4.14 Section 11 of the NPPF relates to making effective use of land. Paragraph 124 specifically seeks for planning policies and decisions to promote an effective use of land in meeting the need for various uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or ‘brownfield’ land.
- 4.15 Paragraph 125 states that planning policies and decisions should give substantial weight to the value of using suitable brownfield land within development and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land. It also promotes and supports the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.
- 4.16 Paragraph 131 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests

throughout the process.

4.17 The NPPF clearly identifies the importance of well-designed places and the need for a consistent and high quality standard of design. Paragraph 135 states that decisions should ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

4.18 Chapter 14 identifies the approach to meeting the climate change challenge. Paragraph 161 provides that the planning system should support the transition to a low carbon future by:

- Shaping places in a way that contributes to radical reductions in greenhouse gas emissions;
- Minimise vulnerability and improve resilience;
- Encourage the reuse of existing resources; and
- Support renewable and low carbon energy and associated infrastructure

5. Securing Sustainable Development

Introduction

5.1 Chapter 2 of the NPPF relates to the achievement of sustainable development, and Paragraph 8 sets out the three overarching objectives which all development should seek to achieve:

- a) **A social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being;
- b) **An economic objective** – 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; and
- c) **An environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

5.2 As detailed within **Appendix 1**, the Applicant has a track record of delivering similar schemes, with an increasing focus on achieving each of the objectives of sustainable development through the construction and operational phases of development. Evidence of the Applicant's commitment to sustainability include achieving 54% reduction in carbon emissions and 35% reduction in construction waste, since 2014. The regeneration of a large, vacant brownfield site for employment uses presents the opportunity to achieve a highly sustainable form of development, in accordance with the objectives of Paragraph 8 of the NPPF and Policy JP-S1 of the PFE, as provided for in detail below.

Social Sustainability

- 5.3 As described in the Indices of Deprivation 2019 (published by Manchester City Council), Sharston is listed as the seventh most deprived area in Manchester, with 33% of residents living in some form of deprivation.
- 5.4 We consider that the proposed development has a role to play in the transformation of the area, by providing access to employment which is:
- a) Intended to attract workers from the local labour market;
 - b) Easily accessible to all residents of south Manchester, including by public and active modes of transport;
 - c) Suitable to both small businesses and national business alike; and
 - d) Designed to be attractive to a wide range of people, skills and job roles, including apprentices.
- 5.5 The NPPF states that development proposals should support strong, vibrant and healthy communities, by fostering well designed beautiful and safe places with accessible services. This proposal meets an identified requirement for new employment floorspace within South Manchester. It will deliver a significant number of new employment positions, of which it is envisioned that a significant proportion will be drawn from the local labour market within Wythenshawe and the surrounding areas of south Manchester. The location of the proposed development ensures it is accessible to a number of local services, residential areas and amenities.
- 5.6 The proposal represents a very high-quality development which will raise the standard of warehousing which is prevalent within the local area. The Applicant has a proven track record of designing and delivering similar developments at various locations across the country, which have resulted in numerous social benefits to those local communities.
- 5.7 It is envisioned that the proposal will act as a catalyst for further redevelopment and regeneration within Wythenshawe, tapping into a market for which there is proven occupier demand from both local and national businesses. The comprehensive nature of the redevelopment will ensure that high quality prospective occupiers are attracted to the Site, which will remain in single ownership post-construction.

- 5.8 Furthermore, the Site will be secured against potential criminal activity through a range of measures, including the provision of secure access gates at the entrance. The operation of the Site will be managed by an appointed management company, which will be paid for by the incoming tenants' service charge. Therefore, the proposal represents an opportunity to create a well-designed and safe built environment in which local businesses can expand and evolve, and national businesses can flourish.
- 5.9 The redevelopment of the Site will bring the land back into effective use, delivering floorspace which provides a tangible benefit to the local community.
- 5.10 In light of the above, the social benefits of the proposal are significant and weigh heavily in favour of the grant of planning permission.

Environmental Sustainability

- 5.11 The need to create highly sustainable buildings is a key element of the proposed scheme, and every opportunity will be taken to introduce energy saving and sustainability measures as part of the proposed development. The strategy for the proposed development is to create low carbon, low resource demand development through design approaches, including those that:
- Have low energy demands;
 - Use low carbon technologies; and
 - Incorporate use of renewable technologies.
- 5.12 As detailed in the submitted Energy Statement, prepared by CHBS, the proposed development of this Site will incorporate low carbon and renewable technologies such as PV panels and air-source heat pumps. The BREEAM Pre-Assessment which accompanies the submission (also prepared by CHBS) highlights the objective to achieve a certification of 'Excellent' for this development. It follows that the proposed development of the Site will actively reduce carbon emissions and has been designed in a manner which prioritises energy efficiency.

5.13 In addition to the above, the development will provide electric vehicle charging bays throughout the Site for use by staff (including delivery vehicles) and visitors, in addition to strategically located dedicated cycle spaces. Therefore, the proposed development not only actively reduces the development's energy demands, it also provides the opportunity for staff and visitors to utilise low carbon and active modes of transport when accessing the Site.

5.14 The proposal will enable the high-quality redevelopment of a brownfield site, which introduces new commercial uses into a highly accessible urban location in close proximity to a variety of local amenities. It will deliver new employment floorspace in an area of the city with a long history of supporting similar forms of development.

5.15 Whilst the proposal will result in the loss of trees, it should be noted that the trees to be lost are all either Category B or C trees, and the proposed development includes scope to mitigate the impacts of that loss, as shown on the Proposed Landscaping Plan, which allows for:

- The planting of a new hedgerows around the site boundary, shrub planting and amenity grassland;
- The planting of 18 replacement trees within the Site, taking every available opportunity to maximise tree reprovion;
- The planting of native shrubs and wildflowers elsewhere within the Site; and
- The incorporation of landscaping into the proposed drainage strategy, incorporating SuDS.

5.16 The proposed inclusion of the above list of features will ensure that the development will deliver an overall benefit with regard to green infrastructure at the Site. Whilst the loss of any mature trees through the development process is regrettable, in this instance it is clear that the net on-site environmental benefits of the proposal are positive.

5.17 The above demonstrates that the proposal meets environmental policy objectives, namely that it

- Accords with the policy requirement to optimise the development of previously developed land;
- Incorporates the provision of sustainable drainage systems ('**SuDS**') into the design of the proposal;

- Incorporates renewable and low-carbon technology;
- Is energy efficient;
- Aims to achieve BREEAM 'Excellent' certification;
- Mitigates against on-site tree loss;
- Minimises impacts on natural resources by redeveloping brownfield land; and
- Promotes movement to a low carbon economy and minimises pollution by providing new employment floorspace on a site that is accessible to services, amenities, employment and residential areas in Sharston.

5.18 The proposal meets the key policy objective to mitigate and adapt to climate change by providing development in a sustainable location on a previously developed brownfield site. In light of the above, it is concluded that the proposal complies with the local policy requirements along with the NPPF's overarching objective to deliver sustainable environmental development

Economic Sustainability

5.19 The proposed development will assist in bringing vacant floorspace back into use in a sustainable manner and assist in securing economic growth. In line with Paragraph 125 of the NPPF, the proposal will support the development of under-utilised land.

5.20 The proposal will make a positive contribution to economic growth and prosperity, and accords with the Government's agenda to promote development that results in economic growth.

5.21 The construction of the proposed development requires the services of local building trade contractors which provides employment opportunities during the significant build-out period. Further, the proposal will create between 122 – 237 new jobs during the operational phase of the development.

5.22 In summary, the economic benefits of the proposal are significant. Notably, the proposal will allow the Site to be bought back into an economically productive use in a sustainable manner and assist in ensuring sustainable growth.

5.23 In light of the above, the overwhelming economic positives of the proposal weigh heavily in favour of the grant of permission. The proposed development accords with the overarching objectives of the NPPF which aim to support proposals that secure economic growth. It follows that the proposal should be supported under the terms of the relevant policies in the NPPF that seek to build a strong, competitive economy and place significant weight on the need to support economic growth.

Conclusion

5.24 In the light of the above, it is evident that the proposal will secure a high standard of socially, environmentally and economically sustainable development. It therefore complies with Policies EN4, EN6, EN8 & EN9 of the Core Strategy, Policies JP-S1 and JP-J1 of the PFE Plan in addition to the overarching objectives to achieve sustainable development contained at Chapter 2 of the NPPF. Given that position, it follows that planning permission should be granted at the earliest available opportunity.

6. Assessment of the Proposed Development

Introduction

6.1 As outlined in the preceding Sections above, the proposed development falls to be assessed in accordance with the policies contained in the development plan and all relevant material considerations. In addition to achieving the objectives of sustainable development, the key development themes are as follows:

1. Principle of Redevelopment
2. Economic Development
3. Highways and Accessibility
4. Other Development Management Considerations

6.2 The below provides an assessment of the proposal against local and national planning policies.

The Principle of Redevelopment

6.3 As previously noted, the Site is located at Sharston Industrial Estate, which is within a defined 'Economic Improvement Area' as defined in the UDP. Policy EW12 of the UDP confirms that the Council will protect the role of the Sharston Industrial Estate as a centre for industrial activity and employment. Similarly, Policy EC10 of the Core Strategy confirms that Wythenshawe is expected to provide 55ha of employment land within B1a (Office), B1b/c (now E(g)(iii) (Research and Development and Light Industrial) and B8 (Logistics and Distribution) uses. Sharston Industrial Estate is acknowledged as an existing employment site under the 'East Wythenshawe Development Corridor', identified for B8 uses.

6.4 Core Strategy Policy EC1 provides general support for proposals for economic growth, providing they have regard to improving sustainable transport, opportunities to provide jobs for local people and ensuring continued social, economic and environmental regeneration, amongst other requirements. Policy JP-J2 of the PFE Plan highlights the importance of protecting existing employment areas from redevelopment to other uses. Policy JP-J4 of the PFE Plan states that at least 3 million sq. m of new accessible industrial and

warehousing floorspace will be provided in the Plan area over the period 2022-2039. The need to provide this reflects the need for Greater Manchester to compete internationally for investment and provide sufficient choice and flexibility to respond to the needs of different businesses.

6.5 During pre-application discussions, the officers of the Local Planning Authority questioned whether the redevelopment of the existing Site was necessary, suggesting that the existing buildings could be refurbished and reoccupied on that basis, noting that Policy JP-S2 promotes the retrofitting of existing buildings as being critical to meet the challenge of climate change. The existing Site is however not fit for purpose for a number of reasons. Firstly, the buildings do not perform against any current energy standards, and a significant amount of investment would be required to bring the buildings up to an occupiable standard. Therefore, from an environmental sustainability perspective, it is not realistic or viable to retain the Site in its existing format. In addition to this, the existing buildings do not offer the eaves heights or energy performance required by the types of modern operators who are looking to occupy the Site. This is recognised by the Council at Paragraph 8.82 of the Core Strategy, which states that existing employment provision in Roundthorn and Sharston Industrial Estates is not considered entirely suitable for modern users. Across the Wythenshawe employment areas there is an identified need to provide a portfolio of sites and premises to meet the needs of inward investors and indigenous businesses. This proposal accords entirely with that objective.

6.6 The above demonstrates that the proposals accords with all relevant policies, including Policy EW12 of the UDP, Policies EC10 and EC1 of the Core Strategy, and Policies JP-S2 and JP-S4 of the PFE. In light of the above, it follows that the proposed redevelopment of the Site for the purposes of providing an industrial and logistics 'Trade City' park is acceptable in principle.

Economic Development

6.7 The Site is currently vacant land and buildings which has been devoid of any economically beneficial use since the former Electrium factory closed down last year. Therefore, the proposal presents the opportunity to realise the Site's economic potential, providing employment positions and increasing wages. Importantly, Paragraph 124 of the NPPF provides that planning decisions should promote and support the development of under-utilised land, whilst Paragraph 85 places significant weight on the need to support economic

development. The proposed development will assist in bringing the Site back into use in a sustainable manner and meet a requirement for new employment floorspace in this area of the city.

6.8 The proposed development represents a positive £20m investment in Wythenshawe. This construction cost can be used to estimate the temporary employment for construction firms and related trades.

6.9 Data from the Annual Business Survey published in 2024 reveals that total turnover in the UK construction sector during 2022 was £346.6bn. The average number of people employed in the construction sector during 2022 was 1.44 million, suggesting that average turnover per full-time equivalent (FTE) construction jobs in 2022 is approximately £240,694.

6.10 Using the build cost estimate of £20m and the average turnover per FTE construction job in 2022 of £240,694, the scheme will generate approximately 83 person years of temporary construction employment. This is equivalent to 83 construction workers being employed on a full-time basis for 12 months.

6.11 As detailed below, it is forecast that, once operational, the development will generate in the range of approximately 122 – 237 new jobs¹. Given the nature of the proposal and the range of target occupiers, it is expected that a significant proportion of those jobs will be taken up by local people.

Use	Max Floorspace (sq. m)	Employment Density (/sq. m)	Job Creation
B2 (Industrial)	8,511 sq. m GIA	36 (GIA)	237
B2 (Storage/Distribution)	8,511 sq.m. GIA	70 (GIA)	122
E (G) (iii) (Light Industrial)	6808.8 sq.m NIA	47 (NIA)	144

Table 3 - Job Creation

6.12 The above calculation does not include any provision for local and regional multipliers (jobs created as part of the supply chain etc). The figure of 122-237 full-time equivalent employment positions, plus the circa 83 construction jobs is therefore a broad minimum estimate. The number of jobs created by the proposed

¹ Based on the Employment Density Guide 2015

development is a material benefit that demonstrates the site will meet objectives to provide a significant contribution to local employment.

6.13 Not only will the proposal result in the provision of new employment; the form of development is considered to be the most effective available reuse of the Site, when taking into account the surrounding pattern of development and the Council's designation in the development plan. It follows that the proposed development complies with Paragraphs 124 & 125 of the NPPF.

6.14 As stated above, the NPPF confirms at Paragraph 85 that significant weight is to be applied to proposals that support economic growth and productivity. The proposal fully meets this policy requirement to which significant weight is required to be applied. It follows that the proposal should be supported under the terms of the relevant policies in the NPPF that seek to build a strong, competitive economy and place significant weight on the need to support economic growth.

6.15 In summary, the economic benefits of the proposal are significant. Notably, the proposal will allow the Site to be bought back into an economically productive use, in a manner which will ensure sustainable economic growth and make the best use of available brownfield land.

Highways and Accessibility

6.16 The proposals seek to consolidate the vehicular accesses into two main access points off Sharston Road and a single access off Harper Road. These access points will be widened to enable access by large servicing and delivery vehicles. As part of the proposals, the Harper Road access will be retained as existing and will provide access to staff parking associated with Unit 1. The two main vehicular access points to the Site will be off Sharston Road. The southern access from Sharston Road will provide parking and services associated with Units 2 and 3. All other access points will become redundant as a result of the proposed development, and the footways in these locations will be reinstated. As part of the works, the existing bus stop along Sharston Road will be relocated. We understand the proposed access works and improvements to footways will be subject to the Section 278 process.

- 6.17 The existing tarmac edges along the site boundary will be reinstated and extended to form a clearly defined pedestrian route, connecting to the newly formed internal access ways. This will allow for safe and legible pedestrian movement through the Site. Two pedestrian island crossings are also proposed on Sharston Road to improve the site's accessibility.
- 6.18 The development has been designed to provide inclusive and accessible movement throughout, with circulation routes around the units being fully DDA compliant. Clear markings and contrasting tarmac finishes will be used at the front of each unit to improve safety and visual clarity. All units will be equipped with Part M compliant toilet facilities, and provision is made for future lift installation if required. Doorways will provide a minimum clear opening width of 850mm in accordance with accessibility standards.
- 6.19 A total of 90 vehicle parking bays will be provided, including standard car parking bays, motorcycle bays, electric vehicle charging bays and accessible spaces.
- 6.20 A Transport Statement ('TS'), prepared by Sweco has been submitted as part of the application. The scope of the TS has been agreed with MCC prior to submission.
- 6.21 A review of the local highway network has been undertaken, which identifies the existing infrastructure providing access to the Site. An Accessibility Audit has also been undertaken to review the Site's accessibility by sustainable means, including public transport, cycling and walking.
- 6.22 The TS provides details of the proposed development with regard to traffic and transport, including the proposed access and servicing strategy, proposed pedestrian and walking facilities, car and cycle parking provision and works proposed along the site frontages.
- 6.23 A comparison of traffic generation between the extant and the proposed development has been undertaken, with historic traffic flows being derived against the same trip rates used for the proposed development, given that the existing buildings can be lawfully reoccupied for B2/ B8 uses without requirement for further planning consent. The comparison highlights that the proposals will result in a net positive impact on the local transport and highway networks as a result of a reduction in trips to/ from the Site overall.

- 6.24 The TS concludes that there is no reason why the development should not be granted planning permission with regards to transport impacts. It follows that the proposal complies with Policies T1 and T2 of the Core Strategy, Policies JP-C1 and JP-C8 of the PFE Plan and Paragraph 115 of the NPPF.

Other Development Management Considerations

- 6.25 This section considers all other relevant development management considerations with regard to the acceptability of the proposed development.

Air Quality

- 6.26 The Site lies 350m to the north of the Greater Manchester Air Quality Management Area, and therefore the application submission includes an Air Quality Assessment ('**AQA**'), undertaken by Stantec. A qualitative construction dust risk assessment has been undertaken in line with IAQM guidance. Through implementation of appropriate mitigation measures as outlined at Appendix B of the report, it is expected that the release of dust would be effectively controlled and mitigated, with residual effects considered to be 'not significant'. All dust impacts would be temporary and short-term in nature.
- 6.27 Operational phase traffic has been screened against the EPUK & IAQM guidance, and it has been determined that in line with this guidance detailed dispersion modelling assessment of potential air quality impacts is not required. In line with EPUK & IAQM guidance it is expected that air quality impacts should be negligible.
- 6.28 The AQA concludes that the proposed development is not expected to introduce sensitive uses to an area of exceedance of relevant AQALs. Therefore, the Site is deemed to be acceptable for its proposed use in air quality terms. The air quality conditions for future residents and users of the proposed development, taking into account the adjacent road network have been shown to be acceptable, with concentrations below the air quality objectives throughout the Site. The impact of the development on local air quality is predicted to be 'negligible' in accordance with national guidance.

6.29 As a result, we conclude that the proposal accords with Policy EN16 of the Core Strategy.

Energy and Sustainability

6.30 An Energy Statement, prepared by CHBS, has been submitted as part of the application. In order to accurately assess the energy demands of the site design stage, SBEM calculations have been performed. The development has been designed to maximise all available opportunities for reducing energy demand and carbon emissions through layout and orientation for passive energy reduction. A renewable energy pre-feasibility study has been performed and found that Solar PV and Air Source Heat Pumps are the most appropriate renewable energy technologies for the Site. The Air Source Heat Pumps would provide heating and domestic hot water to the core areas, whilst a Solar PV array with a minimum site-wide capacity of 90 kWp has been proposed.

6.31 This strategy would result in an overall site-wide energy demand and carbon dioxide emissions reduction of approximately 31.56% and 20.45% through energy efficiency and renewable energy generation when compared to the worst allowable Building Regulations Approved Document Part L Volume 2 2021 performance.

6.32 A BREEAM pre-assessment report has also been provided as part of the submission. A target of 70% or above in order to achieve a BREEAM 'Excellent' rating is aspired to, and detail of how this will be achieved is set out within the 'Credits and Comments Table' of the report.

6.33 In light of the above, the proposal is entirely acceptable from an energy and sustainability perspective and the proposed development will meet the requirements of Core Strategy Policies EN4 and EN6.

Trees and Ecology

6.34 A Preliminary Ecological Assessment ('**PEA**') has been submitted as part of the application. The PEA confirms that the Site has limited suitability for a number of protected species including reptiles, amphibians,

badgers and dormice, with only precautionary work measures required for hedgehogs. A Preliminary Roost Assessment has also been undertaken, along with bat emergence and re-entry surveys, which confirm that no evidence of roosting bats were identified along or within the on-site buildings or structure. The demolition of the building has already been confirmed to be acceptable, pursuant to the Prior Approval application granted earlier this year.

- 6.35 A Biodiversity Net Gain ('**BNG**') Assessment has also been provided as part of the submission. The results of the BNG Assessment show that off-site compensation will be required in order to deliver a 10% net gain in biodiversity through the development process, given that the nature of the redevelopment means that opportunities to retain existing and/ or create new habitats on-site are limited.
- 6.36 In respect of trees, as previously noted the proposed development will result in the loss of a number of trees as shown in the Tree Survey and AIA prepared by Arbtech. Whilst the loss of trees is regrettable, it should be noted that a large proportion of the trees to be lost are Category C trees, which are of low quality and value. In addition, as shown on the landscaping plans, the proposal does incorporate the introduction of new trees, shrubland and other soft landscaping proposals in order to mitigate the loss of these trees.
- 6.37 In light of the above, it can be concluded that the proposals are entirely acceptable from an ecology and landscaping perspective. It follows that the development accords with Policy DM1 of the Core Strategy in relation to quality landscaped environments in new developments and Policy EN15 in relation to Biodiversity and Geological Conservation.

Flood Risk and Drainage

- 6.38 As detailed in the Flood Risk Assessment and Drainage Strategy, provided by Stantec, the Site is located within an area at a low risk of flooding (Flood Zone 1) according to the Environment Agency's Flood Map for Planning, and is of a type of development which is considered to be 'less vulnerable' to the impacts of flooding.
- 6.39 Surface Water Drainage proposals have been reviewed in line with the hierarchy of surface water disposal,

as set out in Building Regulations – Approved Document H. The ground investigation identifies that infiltration into the ground is not considered feasible due to the levels of the proposed drainage design. The option to drain to a watercourse seems not to be feasible, given that the adjacent watercourse has been culverted. Therefore, the preferred drainage method, according to the hierarchy, is to drain to an existing sewer, which in this case is a private surface water running along the northern boundary of the Site. Discussions are ongoing with the asset owner to determine whether a connection into that sewer is possible. SUDs have also been considered as part of the proposals, as set out in Section 3.3. of the Drainage Strategy. A review of the possible SUDS solutions that are feasible concludes that Permeable Paving or Attenuation Tanks could be used on Site.

6.40 In terms of the Foul Drainage Strategy for the proposed development, it is proposed that this will be via a conventional gravity pipe system which will connect into the existing manhole which is to the north of the Site. This strategy has been approved by United Utilities.

6.41 It follows that the proposed development accords with Policies EN14 and EN17 of the Core Strategy.

Ground Contamination

6.42 Intrusive ground investigations have been undertaken at the Site, and confirm the ground conditions encountered are consistent with the published geology and the history of use.

6.43 Testing of contaminants of potential concern has identified some poly aromatic hydrocarbons (PAH) exceedances against human health targets for a commercial land use scenario. The PAH exceedances are suspected to be associated with asphalt material which was immediately above the sample location, and this is expected to be removed from Site as part of the Site strip. Asbestos will need to be carefully managed during ground works as set out in detail within the Report.

6.44 Subject to compliance with the recommendations as set out within the Ground Investigation Report, it is considered that the Site is suitable for the proposed development and there are unlikely to be abnormal ground conditions that would have a significant impact on the project programme.

- 6.45 As a result, it is considered that the mitigation measures proposed in the Ground Investigation Report can adequately remediate the Site and prepare the ground for redevelopment. Therefore, the proposal complies with Policy EN18 of the Core Strategy.

Noise

- 6.46 Due to the presence of nearby residential dwellings to the north of the Site on Longley Lane, the application is supported by a Noise Impact Assessment ('**NIA**'), undertaken by Acoustic & Engineering Consultants Limited. The NIA assesses the impact of the operation of the proposed warehouse units upon those existing residential dwellings.
- 6.47 In conclusion, the NIA demonstrates that 24 hour operation of the units is acceptable, 24 hour deliveries to the units are acceptable, and that plant associated with the units can be operated 24 hours a day. In addition, roller shutters at each unit can remain open during the daytime, but should remain closed at nighttime with the exception of when deliveries are received. Noise levels are in line with MCC's requirements and as a result, the proposed development complies with Policy DM1 of the Core Strategy and Paragraph 187 of the NPPF in relation to noise.

Design

- 6.48 Policy CC9 of the Core Strategy states that the development of new buildings will be of the highest standard of appearance and function. As detailed in the Design & Access Statement submitted with this application, not only is the proposed development functional as an employment destination, it is at the same time both highly sustainable (in terms of the selected materials and finishes) and also of a very high standard of external appearance.
- 6.49 In terms of the proposed warehouse units, the design will replicate Kier's successful Trade City format, as shown at **Appendix 1**. As set out within the submitted DAS, the site presents a range of physical and operational constraints that have largely informed the proposed design. From the outset, the design team

have explored a range of layout options to determine the most efficient and deliverable configuration. Option 6, which has been selected, presents the most effective solution in terms of site optimisation, operational efficiency and flexibility for future occupiers. The large standalone unit is positioned at the southern end of the site with its own dedicated access point, allowing for independent operation and minimising conflict with other users on site. To the north, two terraced blocks are arranged facing each other; these units are served by a separate access point from Sharston Road enabling clear and efficient vehicular movements.

- 6.50 In terms of the development's materiality, the new industrial units will be clad in horizontally laid cladding panels, finished in light grey to establish a clean, contemporary appearance aligned with modern industrial design principles. To introduce visual depth and articulation, flat panels are used around the window openings, creating a subtle banding effect that highlights the fenestration and adds architectural interest to the façades.
- 6.51 The chosen colour palette—comprising neutral light grey and reed green tones—has been deliberately selected for its understated and recessive qualities, helping to minimise visual impact and maintain a respectful relationship with neighbouring homes. In addition, vertically oriented curtain wall glazing has been introduced into the elevation to soften the industrial character of the façade and provide visual relief, creating a more refined and articulated frontage when viewed from the residential side of the street.
- 6.52 Particular attention has been paid to the design of the north elevation of the northern-most building at the Site, given the presence of residential dwellings on the opposite side of Longley Lane. The introduction of glazing and use of a variety of materials helps to break up the massing of the building and introduce activity and visual interest to the elevation, improving the appearance of the proposed development. We consider that the proposal therefore achieves a very high standard of design and integrates very well with surrounding areas. Overall, the approach to design reflects the project's commitment to delivering a well-designed, contextually appropriate scheme that meets a high standard of visual quality, whilst meeting the functional and operational needs of the occupiers.
- 6.53 We conclude that the proposed development will deliver a high quality, contemporary industrial warehouse development which will raise the standard of the built form in this area of Sharston. As a result, the proposal

complies with Policies CC9 and EN1 of the Core Strategy, and Paragraph 135 of the NPPF.

Landscaping

- 6.54 The proposals include the submission of a detailed Proposed Landscaping Plan (as well as Planting Plans), undertaken by TPM Landscape. As detailed above at Section 5.0, the proposals include provision for significant replanting of trees, hedgerows, shrubs and wildflowers throughout the Site; fully exploring opportunities to provide a high quality landscaping solution which is considered to go well beyond what would typically be expected for a development of this form.
- 6.55 As a result, it is considered that the proposed development accords with Policy DM1 as it relates to the provision of quality landscaped environments in new developments.

7. Summary and Conclusions

7.1 The application proposes the erection of 8,511 sq. m of industrial and logistics (Classes B2 and/ or B8 and/ or E(g)(iii)) floorspace at the Site, including all associated works. The proposal will achieve the three objectives of sustainable development, which lie at the heart of the planning system.

7.2 The assessment undertaken as part of this Statement has demonstrated that the proposal:

1. Is positive investment in Wythenshawe which has previously identified by the LPA as being suitable for economic development purposes. The proposal contributes towards local and national Government agendas to promote sustainable economic growth.
2. Provides high quality, modern employment floorspace which is suited to the needs of both local businesses and large national operators.
3. Generates significant new employment positions.
4. Provides for the redevelopment of a vacant, brownfield site, which introduces new employment uses into a highly accessible urban location in close proximity to a variety of local amenities.
5. Greatly improves the accessibility of the Site, and provides a development which will be accessible by a range of active and public transport modes.
6. Is of a very high quality of physical design and appearance.
7. Mitigates against on-site tree loss through the provision of new shrubland and trees;
8. Uses energy efficiently and utilises low carbon / renewable technologies.
9. Is resilient to Climate Change.
10. Achieves the social, environment and economic objectives of sustainable development.
11. Acts as a catalyst for further investment and redevelopment in Wythenshawe;
12. Is acceptable in all regards.

7.3 In the light of the assessment undertaken, we conclude that:

- The proposal accords with all relevant policies in the development plan;

- The proposal accords with the principal material considerations, namely the objective to secure sustainable development established by the NPPF; and
- There are no other material considerations that should outweigh the presumption in favour of granting planning permission for sustainable development as outlined at Paragraph 10 of the NPPF.

7.4 As a result, planning permission for the proposed development should be granted in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004.

Appendix 1 – Kier Industrial, Trade & Logistics Brochure

Industrial, Trade & Logistics





About us

We are part of a leading UK construction and infrastructure services company delivering vital economic and social infrastructure.

Our vision

Investing and developing in sites and schemes across the UK to unlock potential and create space for opportunity.

Our values



Collaborative

We enjoy what we do and work closely with clients and stakeholders to reach innovative solutions.



Trusted

We deliver what we promise. We act safely and ethically and we care for the environment and communities we work in at all times.



Focused

We are clear in our approach. We are disciplined and thorough in how we work and deliver for our clients and customers.

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Welcome to Kier Property

Group Managing Director **Leigh Thomas**

Whatever your needs, we can support you. We are a UK wide, highly skilled effective partner, constantly seeking and finding solutions that minimise risk, unlock potential and create value across all asset classes.

Above all, we focus on being easy and productive to work with, helping your organisation to streamline your projects and ensure they are delivered on time, on budget and to the highest standards.

We are part of a leading UK construction and infrastructure services company. We are well-placed to access fully integrated resources and expertise to support you through every stage of a project.

Our services range from putting funding in place, to finding a site and managing the build, right through to handover, sale or ongoing asset management.

We have equity joint ventures with Investec and PGIM Real Estate in place to specifically fund industrial developments. Through our partnerships, we continue to positively increase investment in the industrial market to the highest specification, targeting a minimum EPC rating of A and BREEAM Excellent certification.

www.tradeandlogistics.co.uk

We are also highly skilled at controlling development risk, managing it to enable our clients and partners to concentrate on their own core activities. This is important in providing greater certainty, improved confidence and, ultimately, improved value.

This brochure explains more about the benefits of partnering with Kier, using examples from across the UK to highlight our experience and illustrate our strengths. Please contact us to find out how we can help you gain even greater value from your property projects.



 Investec

 PGIM REAL ESTATE



Trade City - Watford
Work on Trade City began in August 2016 and Kier's first tenant at the site was Screwfix.

Our capabilities



Invest
We can provide clients with fully integrated end-to-end solutions, first acting as promoter and developer, and then as equity investor and facilities or asset manager. Much of our focus is on structured finance schemes that support new infrastructure projects.



Develop
Economic changes mean many companies face critical decisions about the buildings they occupy. We can use our wide-ranging development skills to create tailor-made property solutions that ensure occupiers get the greatest possible value from their property.



Manage
We manage property portfolios for local authorities and other public sector organisations to help them both extract maximum value from their assets and to experience the benefits of a facilities management service. The diverse range of properties, for which we are strategic asset manager, is expanding rapidly.



Pall Mall, Liverpool



Waterside Leisure, Walsall



Tri-Link 140, Normanton



Trade City, Reading



Arena Central, Birmingham



Walworth Business Park, Andover

Building for a Sustainable World

Andrew Davies, Chief Executive Kier Group

“Being sustainable is more important than it’s ever been, and to have a sustainable business is to have a resilient business. Kier is committed to preventing environmental and social harm, as well as replenishing our natural systems & renewable resources and having a positive impact on the communities and environments in which we operate.”

Environmental and Social Sustainability Framework

At Kier our purpose is to sustainably deliver infrastructure which is vital to the UK. For over 90 years we have been delivering for communities across the UK, and now, more than ever, it’s important that we do this sustainably.

Our sustainability framework, ‘Building for a Sustainable World’, looks beyond the ‘green’ trend and instead focuses on building on the good work that Kier has previously undertaken in environmental protection and the creation of social value in the communities we work in.

Our ‘Building for a Sustainable World’ framework sets a common direction of travel for the whole group and encompasses the two components of sustainability: Environmental Sustainability and Social Sustainability.

To champion a new decade of delivery for sustainable development, Kier has committed to achieving Net Zero carbon emissions across our own operations and supply chain by 2045. Other key sustainability targets include eliminating avoidable waste by 2035 and becoming single-use plastic free by 2030.



22%
year-over-year
reduction in
non-hazardous waste

65%
reduction in
carbon emissions
by 2030

£5bn
of social value
created by 2030

CO₂
NET ZERO carbon
emissions by 2045

Data: March 2022

**Social sustainability ensures
that we have a healthy and
productive workforce, a
robust supplier base and
strong customer portfolio.**

£233m

our total social value
return on investment

411

Volunteered
hours

140

completed
engagement
activities

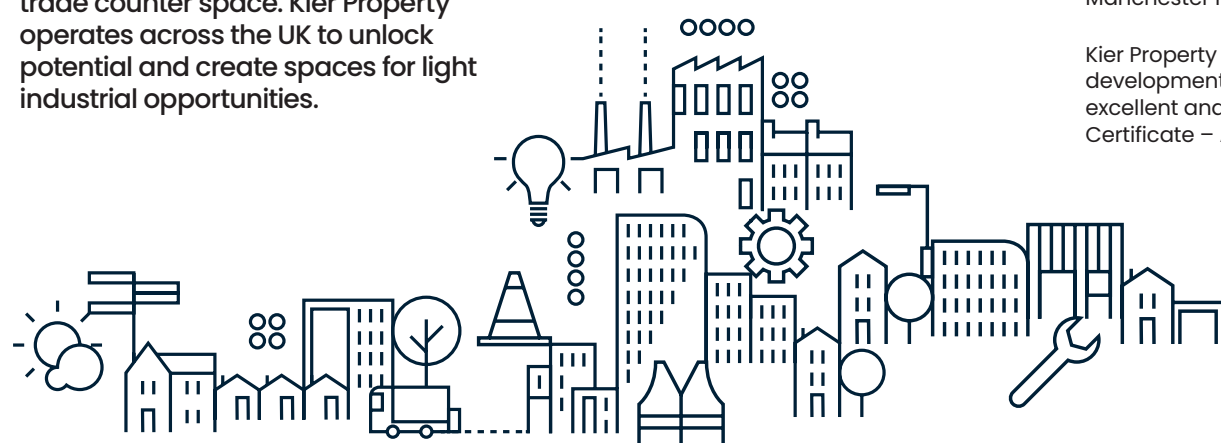
Data: March 2022



Trade City, Manchester: CGI image

Trade City

We have been developing our Trade City brand for almost 20 years with the delivery of 2.2m sq ft of light industrial/ trade counter space. Kier Property operates across the UK to unlock potential and create spaces for light industrial opportunities.



Manchester

Kier Property is delivering a 93,000 sq ft nine unit scheme ranging from 3,800 sq ft - 23,565 sq ft on a 4.8 acre site.

The site sits just one mile north of Manchester City Centre and forms part of the established Cheetham Hill Industrial area, close to the Cheetham Retail Park and Manchester Fort Shopping Park.

Kier Property has designed the development to achieve BREEAM excellent and Energy Performance Certificate - A.



Bognor Regis: CGI image

Bognor Regis

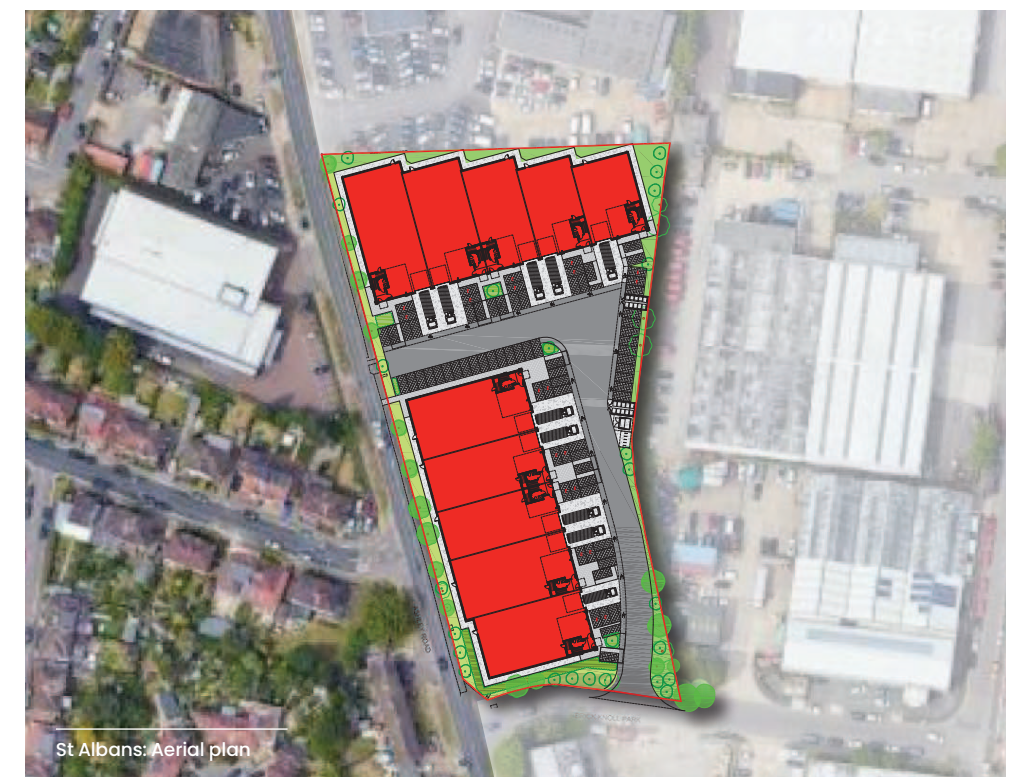
Kier Property purchased the 8.9 acre site from Landlink Development 1 Limited.

The land is situated on Saltbox Business Park and was purchased as three vacant plots. Phase II of the park, will see us bringing forward the delivery of circa 200,000 sq ft of modern, high quality, industrial space across 11 units, ranging between 3,000 to 50,000 sq ft.

The first phase, which was undertaken by the vendor, comprises a Warburtons distribution facility, Aldi store and Greggs and Starbucks drive-thrus.

St. Albans

This Trade City scheme consists of 10 new Industrial and trade counter units, ranging from 4,349 sq ft to 6,555 sq ft in close proximity to the A1(M).



St Albans: Aerial plan



Gravesend – Trade City

Trade City Gravesend consists of six new industrial, warehouse and trade counter units ranging from 5,823 sq. ft to 13,500 sq. ft of B1(c), B2 and B8 use. The Trade City site is positioned on the same site as a brand-new Lidl Superstore, ideally located 1 minute from the A2 Gravesend Junction.

The site was sold to L&G IPIF fund.



Trade City, Luton

Luton

A brown field site totalling 120,000 sq. ft. was acquired through Kier Property's joint venture with Investec. The scheme comprises 10 Trade City units ranging from 3,000 – 6,800 sq. ft and three Logistics City units ranging from 21,000 – 47,500 sq. ft.

The scheme hosts successful occupiers including; Evolution Ceramics, Euro Taste Limited, Gopuff, Ether Worldwide, Grant and Stone and Dnata – creating approximately 252 jobs.

Trade City was sold to Abridn's AIPUT Fund.

Maidenhead

Trade City Maidenhead consists of six new light industrial and warehouse units ranging from 2,266 sq. ft to 8,000 sq. ft with 44 car spaces.

The site is strategically located in one of Maidenhead's prime industrial and logistics estates in the heart of the Thames Valley approximately 30 miles west of London and 16 miles to the west of Heathrow Airport.

Maidenhead was sold to Royal London.



Trade City, Maidenhead



Thurrock – Trade City

The site is set in the heart of the West Thurrock Industrial area on Motherwell Way, close to Junction 30/31 of the M25.

Trade City Thurrock is a major 12 unit development, ranging in size from 4,316 – 10,334 sq. ft.

Foremost occupiers include: IKEA, Costco, B&Q, Decathlon, Next, M&S, Debenhams, House of Fraser, TGI Fridays, Pizza Hut, KFC and Costa Coffee.



Artis Park, Winsford



Winsford

This excellent trade and industrial opportunity, comprising units from 3,450 – 26,620 sq ft.

Occupiers include H&S Electrical, Europlas PCVU, Screwfix, British Red Cross, Ross Care, Gemco, Toolstation and City Plumbing.



Trade City, Chelmsford

Chelmsford

Kier Property acquired the site as part of the Ashtenne portfolio, secured planning and started speculatively onsite.

The scheme delivered Kier a development value of £6.25m with an ungeared IRR of over 35%.

Oxford

Trade City Oxford, in Cowley provides flexible trade counter and industrial space between 3,735 sq. ft and 25,000 sq. ft (total 48,000 sq. ft) Tenants include Eyre & Elliston and Auto Windscreens.



Bracknell

In conjunction with Travis Perkins Properties Ltd (TPP), planning was consented for a seven unit, 41,000 sq. ft scheme. TPP pre-let five units to their five trading brands. The remaining units were let to Edmundson Electrical and The Fascia Place Ltd.

The development provided Bracknell with a much needed trade counter destination and regenerated a previously vacant site. The scheme achieved a 'Very Good' BREEAM rating and included PV panels to provide sustainable energy.

Due to Kier's proven track record in attracting occupiers in search of that all-important location, there was a phase II at Trade City Bracknell.



Uxbridge

Trade City Uxbridge was a former gas works site with planning consent for 200,000 sq. ft.

Phase 1 of the site was anchored by pre-lets to AGS Fourwinds and the DSA, delivering 11 Trade City units totaling 35,000 sq. ft. 25% were pre-sold before PC (practical completion), with a further two selling within three months of completion.

In Phase 2 a total of 121,000 sq. ft has been delivered across 11 separate buildings ranging from 4,000 sq. ft - 24,000 sq. ft.

This development was undertaken with our joint venture partner DTZ Investment Management on a 50:50 basis.





CGI: Logistics City, Bracknell



CGI: Logistics City, Milton Keynes

Logistics City

Kier Property understands and appreciates occupier needs in the industrial & logistics sector having delivered 4.5m sq ft of mid-box industrial space. We are able to find solutions quickly, with our focus predominantly on buying industrial sites to develop as soon as practicable on receipt of planning.



Bracknell

Kier Property acquired the 5.15 acre industrial and logistics site on Longshot Lane in Bracknell.

Kier Property is on site building a speculatively Grade A Logistics City scheme totalling c.104,000 sq ft, including a first-floor office.

The development will target BREEAM Excellent and will incorporate a range of sustainable features including the use of sustainable construction materials, EV charging points, solar panels, LED lighting and cycle storage facilities and is targeting Net Zero Carbon.

Milton Keynes

This 125,647 sq ft logistics building (currently in for planning) is targeting Net Zero Carbon and BREEAM Excellent. It has an outstanding specification incorporating Grade A offices, green roof and external amenity area.

Based on Michigan Drive in Tongwell, approximately three miles from the centre of Milton Keynes. It is also close to junction 14 of the M1, providing access to the wider national motorway network.

Its ideal location makes it is extremely well placed to serve the majority of the UK within 4.5 hours HGV drive time, making it a prime 'Golden Triangle' logistics location.

Basingstoke

Kier developed a three-unit industrial (109,235 sq ft) scheme on this five-acre site. Unit A is occupied by Network Rail, Unit B is occupied by Thermo Fisher and Unit C was let to DFS - Sofology. We sold all three units to Carbot Properties.



Logistics City, Basingstoke



Logistics City, Normanton

Normanton

This flagship 142,338 sq. ft industrial facility is occupied by CMS Distribution. The warehouse also incorporates 6,107 sq. ft of office space.

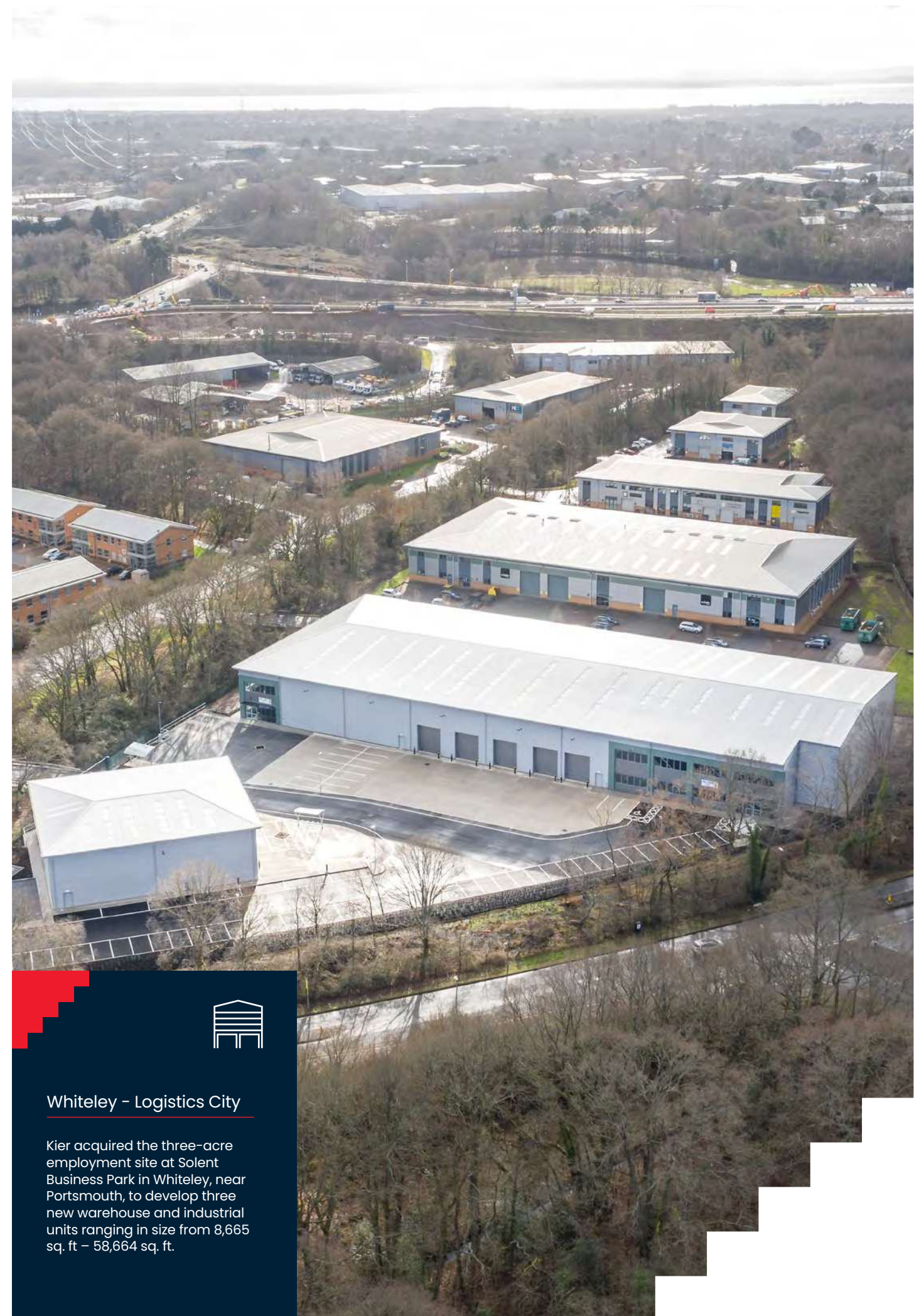
Located in Wakefield, Europort (J31 of the M62) the building is easily accessible and benefits from European rail freight access through the Europort freight terminal.

Frimley

Situated adjacent to the Trade City multi-let light industrial estate just off Frimley Road, this site offered a high quality landscaped environment with the opportunity to deliver "build to suit" units up to 41,120 sq. ft with generous car parking ratios on a busy logistical scheme.



Logistics City, Frimley



Whiteley - Logistics City

Kier acquired the three-acre employment site at Solent Business Park in Whiteley, near Portsmouth, to develop three new warehouse and industrial units ranging in size from 8,665 sq. ft – 58,664 sq. ft.



Logistics City, Andover



Andover

In partnership with Test Valley Borough Council (TVBC), Kier Property completed another phase at Walworth Business Park in Andover. The latest scheme, known as Blueprint, comprises two modern industrial units (27,580 sq. ft & 33,965 sq. ft) totalling 61,545 sq. ft. This follows on from the success of Evo 50, a 50,000 sq. ft speculative development let to Laleham and sold to the Canal & Rivers Trust.



Logistics City, Feltham

Feltham

Kier Property exchanged a sale and purchase agreement in an off-market deal, to purchase this five acre cleared site to deliver a GeoPost pre-let.

The agreement for lease was exchanged with GeoPost for a 41,000 sq ft pre-let distribution centre on a 20 year term. When at full operation, will handle up to 4,000 parcels an hour.

Prior to completing the site purchase, Kier Property secured forward funding on a developer's lease basis from AXA's UK long lease property fund.



Logistics City - Luton
Three Logistics City units ranging from 21,000 - 47,500 sq. ft developed adjacent to a 10 unit Trade City scheme.



Thurrock - Logistics City

Logistics City, Thurrock is a four unit development, which incorporated a pre-let to Selco, followed by lettings to Saint Gobain and Harrow Green. The site is set in the heart of the West Thurrock Industrial area on Motherwell Way, close to Junction 30/31 of the M25.



Pre-Lets

Investing and developing in sites enables our two brands to complement each other. We understand the requirements of our occupiers and often secure pre-lets for repeat customers.





Toolstation & Screwfix, Winsford



Toolstation & Screwfix, Winsford



Saint-Gobain & Selco, Thurrock



Trade City, Reading



Trade City, Sydenham

Sydenham

The 13-acre site was purchased from National Grid Properties (NGP) through an intensive competition process for a mixed-use scheme; comprising bulky goods, retail and light industrial uses.

Prior to development, the site was used as a gasworks and subsequently remediated to a high standard to prevent any further contamination issues.

The 120,000 sq. ft retail scheme was let to major retailers including Pets at Home, Next at Home, DSG (t/a PC World Superstore), B&Q and McDonalds. The Trade City industrial scheme comprised 75,000 sq. ft of space and was let to occupiers including Halfords Autocentres and Mercedes-Benz.

Kier was also the contractor for the main retail scheme. This was important for winning the initial bid by providing confidence of delivery to NGP. Best value was demonstrated through implementing an open book approach on all costs associated with the development. In giving further comfort, an overage provision back to NGP was included above an agreed profit threshold.

Mixed-Use

Our response to the ever-changing industrial market is to try to develop mixed-use schemes where we can expand our Trade City and Logistics City product across the UK while complementing our other key sectors.



Reading

Kier and Investec agreed an equity joint venture to purchase and fund the 20.5 acre 'Reading Gateway' site.

The development includes 175 houses/flats, an hotel, restaurants, retail warehouses, car showrooms and a trade city scheme.

The residential land was sold directly to Bewley Homes for delivery.

Kier secured a number of operators including Premier Inn, Wren Kitchens, Volvo, Nissan, Burger King, Costa Coffee and Beefeater.

The completed scheme had an end value of £75m.



Trade City, Watford

Watford

Trade City Watford consists of 12 units and was the first commercial element of the Watford Riverwell project. The £450m Watford Riverwell scheme is a partnership between Watford Borough Council and Kier Property to transform 70 acres of land over a 15-20-year period. The completed mixed-use scheme will provide over 1000 homes, offices, retail, leisure and hotel space.



Hayes - Trade City

Kier were selected as preferred developer by the London Borough of Hounslow Council to relocate and develop the Historic Western International Market.

Phase one comprised relocating the historic market onto a new site. A new 100,000 sq. ft fruit and vegetable hall and a 38,000 sq. ft flower hall were constructed, and in exchange Kier took ownership of the former market site.

Working alongside the Council, we secured planning consent for a Costco membership warehouse club by negotiating a change of use from employment uses to Sui Generis. Consent was granted for a 136,500 sq. ft warehouse with 550 car parking spaces. We also worked closely with Wimta (market tenants association) who represent in excess of 100 tenants to enable the Costco use on the site.

The building was forward funded at a price of £41m.

The residual phases included 180,000 sq. ft data centre and included a speculative Trade City development of 56,000 sq. ft over nine terraced units.





Blueprint, Andover

Kier has experience of delivering every stage of bespoke industrial projects



Columbus Quarter, Andover

Asset Management

Kier drive value through proactive asset management; our hands-on approach ensures we have a thorough understanding of each asset in the portfolio. We create and deliver a business plan for each asset under management, from acquisition through to disposal. We rigorously and continuously assess business plans, ensuring we are constantly alert to the opportunities for value enhancement through rental or capital growth.

We also deliver a service to landlords with existing assets looking to add value through focused asset and development management. Being part of a market-leading team means we have a holistic view of market conditions and can quickly identify opportunities to create value.



Test Valley
Borough Council

Andover – Evolution 50

In partnership with Test Valley Borough Council (TVBC), Kier Property has started on site with another phase at Walworth Business Park in Andover. The new scheme, known as Blueprint, comprises two modern industrial units (27,580 sq. ft & 33,965 sq. ft) totalling 61,545 sq. ft.

Kier Property was selected as TVBC's development partner and asset manager in 2011. The commencement of this scheme marks the fourth development Kier Property has delivered in partnership with TVBC. The last scheme which completed was Columbus Quarter, a 26,733 sq. ft retail scheme comprising a Lidl supermarket, a Starbucks franchise drive-thru and Greggs.



Trade City - Sydenham
The 120,000 sq. ft retail scheme was let to retailers Pets at Home, Next at Home, PC World, B&Q and McDonalds.



Trade City - Watford
Kier was selected by Watford Borough Council as joint venture development partner to deliver the £450m Watford Riverwell, regenerating 70 acres of land in West Watford.



Equality, Diversity & Inclusion

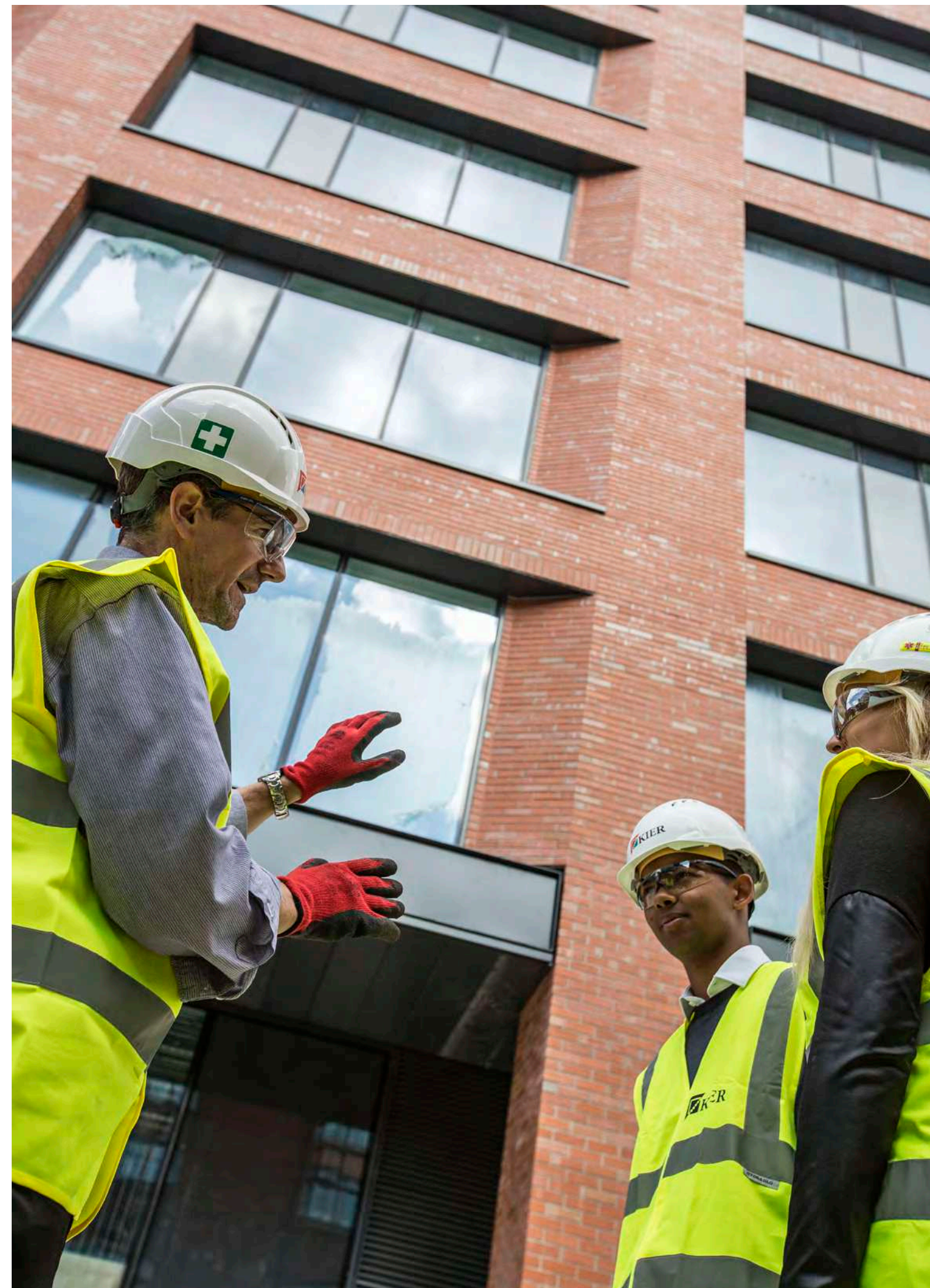
Kier wants to be the employer of choice for the brightest and the best. For us, behaving fairly and treating everyone equally is a crucial part of what we do and how we move forward as a business.



Kier believe employee diversity is an asset to our business. People of different age groups, from different backgrounds, genders and cultures, with a range of different experiences and capabilities, help us understand and serve our customers and reach our business objectives.

We recognise the need for our employees to possess the levels of skill and knowledge appropriate to the roles they perform in delivering the quality of service our clients expect.

This approach and mutual respect create a culture of co-operation and achievement that underpins the high quality of the services we offer. We want a truly inclusive organisation where our people can bring their whole selves to work and we offer them encouragement and support through a range of initiatives, programmes and commitments.



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