

Warrington Local Plan Examination
Employment Land Matter
Hearing Statement.

On behalf of Taylor Wimpey.

Date: 9 June 2023 | Pegasus Ref: P21-3147 / R015v2

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1. Introduction

- 1.1. Pegasus Group are instructed by Taylor Wimpey to attend the additional hearing session on employment land matters in relation to the Warrington Local Plan examination.
- 1.2. We have reviewed the representations made by those representing Langtree and Liberty Properties submitted as part of the Council's ongoing consultation process associated with the Main Modifications to the Plan and in particular the removal of the South East Warrington Employment Area (formerly covered by Policy MD6 of the Submitted Local Plan).
- 1.3. As indicated at previous hearing sessions, I can confirm that we consider the South East Warrington Employment Area (SEWEA) is a prime 'grade A' location for logistics use due to its direct connectivity to the motor way network and is an obvious location for Green Belt release to facilitate such growth and to meet employment land needs.
- 1.4. Nonetheless and notwithstanding our support towards the general location of employment growth at the SEWEA, Taylor Wimpey have previously objected to the site and the detailed elements of the former site allocation policy (MD6) on the basis that it is disconnected from the main urban area of Warrington and the allocation alone (alongside its separation from the South East Warrington Urban Extension under Policy MD2) are insufficiently connected by suitable road, pedestrian cycle and public transport infrastructure. We have previously presented options to the examination process that would resolve our concerns in this regard and we do not intend to labour these points again.
- 1.5. Our previous objections also noted that the Council's originally submitted Local Plan was based on a high employment growth strategy (mirroring past employment growth) but that was not matched by the housing growth strategy, which was limited to the minimum output derived from the Government's Standard Methodology. Our position was that the housing requirement should be increased accordingly so as to match the employment growth, address the distinct lack of opportunities provide for housing growth as part of the adopted Local Plan that has in turn led to a lack of affordable housing supply and increased unaffordability across large parts of the Borough. Again, we do not wish to re-debate these points on the basis that the Inspector has found the Standard Method approach applied by the Council to be sound.
- 1.6. However, we have now had an opportunity to review the representations made on behalf of Langtree and Liberty Property and wish to comment on some of the observations reached in those representations in relation to anticipated job creation and the suggested quantum and location of the local labour supply. In particular, we go on to comment on to address:
 - The use of national employment densities for B8 uses and anticipated job creation variables in Section 2; and
 - The proportion of jobs created within Warrington and beyond and accessibility considerations in Section 3
- 1.7. In summary, we advocate the following position on behalf of Taylor Wimpey:
 - Applying past land take up rates in Warrington for this Local Plan period is deemed appropriate on the basis of the strong ongoing demand for employment floorspace in

the Warrington. This would support the 316 ha of employment land within the formerly Submitted Plan.

- Whilst we accept that there does not need to be an absolute match between employment land provision, estimated jobs growth and labour supply, we support the need for '**broad alignment**', in order for the local economy and housing market to function effectively and to avoid substantial increases in unsustainable commuting patterns (as per the Inspector's comments at paragraph 14 of ID10).
- The Submitted Local Plan (with the SEWEA included) would create a significant number of new jobs that would significantly surpass the potential new labour generated by the Standard Methodology for calculating the local housing need requirement meaning the required broad alignment would not be met.
- We do not agree with the revised low job estimates presented by the consultants representing Langtree and Liberty Properties for reasons set out in this hearing statement.
- If the SEWEA is to be re-introduced as an allocation, it therefore needs to be:
 - supported by additional housing growth to support the likely potential job growth and
 - improved local connectivity and sustainable modes of transport in terms of walking, cycling and public transport so as not to result in unsustainable commuting patterns and to provide genuine employment opportunities for those most in need.
- If the Standard Method housing requirement at 816 dwelling per annum is to be retained over the plan period, the SEWEA should not be contained within the plan. However, there should be references made within the Monitoring Section of the Plan that triggers an early review should employment land opportunities become depleted early on in the plan period.

2. Job Creation / Employment Densities

2.1. Table 2 in the BE Group's response (CD67) applies the following assumptions and suggests jobs growth will be **17,019 jobs** (or **10,344 with the SEWEA removed**):

- 3,870 jobs to be created by existing employment land supply of 38.9 ha (168,000 sq m) which results in an employment density of **44**;
- 1,550 jobs to be created at St Helen's Omega Extension of 31.80 ha (124,020 sq m) based on B8 Use Class Employment density of **80**;
- 4,924 jobs to be created by the 101 ha of employment land at the Fiddlers Ferry allocation will be developed for B8 Use Class. This is despite it being allocated for B2/B8 under Policy MD2.

2.2. Table 5.1 of Iceni Projects Assessment submitted on behalf of Langtree largely replicates BE Group's Table 2 (CD67) and also calculates **17,019** jobs on the same assumptions. However, it also applies a 95 employment density to St Helens, Fiddlers Ferry and the SEWEA, which results in less potential jobs being created at **14,943**.

2.3. It is important to highlight that the 95 FTE jobs density is applicable to B8 'national distribution centres' as set out in the HCA Employment Density Guide. Whilst we accept the location of Warrington will be capable of attracting national distribution centres, the site's proposed will deliver a range of warehouse sizes as illustrated by the indicative masterplans for each site in order to accommodate a range of occupiers to meet regional, final mile and more local warehousing and distribution needs, which command different employment densities as set out by the 2015 HCA Employment Density Guidelines at 77 and 70 FTE m² accordingly.

2.4. Furthermore, with regard to the B8 employment land/sites (including SEWEA), we would argue that Warrington's locational advantage within a highly populated area of the North West means that additional jobs could be created (over and above national averages) because it is a prime location for supporting head office ancillary space to be coupled with logistics and other employment floorspace. Indeed, in Appendix 4 of Langtree's recent submission (page 19 of Amion's Assessment), the following paragraphs/bullet points are particularly pertinent and state:

- *'According to Warrington & Co, since 2013 the development build-out and consented to date at Omega is some 358,747 m², while the number of permanent secured jobs is 7,785 [equates to an employment density of 46]. These estimates where subsequently refined, suggesting that 7,150 jobs have been created across almost 400,00 m² [equates to an employment density of 56]. Allowing for an adjustment of 90% (to account for some part-time working), this would equate to an overall **employment density of 61 m² per FTE**.*
- *The British Property Federation's (BPF's) 2015 study on the economic impact of the UK logistics sector also points towards increasing employment densities within logistics floorspace, highlighting examples of schemes which support densities of **40 m²** (a logistics facility) and **34 m²** (supermarket distribution centre) per FTE job.*

- 2.5. Pegasus Group have also undertaken further research in terms of the amount of report floorspace and jobs created at Omega as set out in the **Table A1 provided at Appendix 1**.
- 2.6. Accounting for part time jobs at 10%, the FTE employment densities range from 163 to 31 depending on the occupier but **the average for Omega is 74 FTE jobs per m2**. However, it should also be noted that there will be seasonal periods where this means additional jobs are created (particularly noting the type of occupiers there including Amazon, ASDA, Royal Mail, Hermes, Home Bargains, etc) all of which are likely to generate additional jobs around Christmas and other seasonal peak periods. Indeed, Hermes reported that their average number of jobs created on site is 230 which results in a employment density of **69** for their space but this can increase to 650 jobs at peak times which would result in an employment density of **44** (assuming a 50% FTE ratio at peak times). As such, based on figures reported by Warrington & Co/Amion and our own research we conclude that a credible average employment density range for B8 floorspace in Warrington could range from **61 to 74 m2 per FTE** for proposed B8 land.
- 2.7. With regard to Fiddlers Ferry, it should also be recognised in any employment density assessment that this is allocated for B2 uses, which could also include light industrial development. These uses command according employment densities of **36** and **47** under the 2015 HCA Employment Density Guidelines. On that basis, we do not consider the Iceni Assessment is based on a credible mix of likely end occupiers.
- 2.8. We have applied the above variables in **Table A2 at Appendix 2** and factored in the reported jobs expected to be created from non-employment land use over the plan period at **6,443 jobs**. Based on our assessment, the total FTE jobs created (with the SEWEA included) ranges between **26,057 to 29,800**. This is significantly higher than the potential labour supply of 18,300 generated by the standard Method for housing need.
- 2.9. Without the SEWEA the total FTE jobs created would range from 18,841 to 21,046, which is more aligned with the potential labour supply of 18,300 generated by the Standard Method for housing need.
- 2.10. We do not share the same views as Iceni in relation to displacement at 40-50% (see paragraph 5.6 of their representation/report). There is no indication that this has occurred to any significant extent within Warrington, even after the substantial levels of development at Omega. Warrington is a highly buoyant employment market and net employment growth between 1996 to 2020 is reported to be 48,350 based on similar employment land take up as proposed in the Submitted Local Plan (paragraph 11 of ID06). Occupancy rates for industrial premises were reported to be 96% by premises (see paragraph 3.35 of the EDNA **CDXX**) and occupancy rates +95% are regarded as showing a 'full market' (see paragraph 3.34 of the EDNA). Even if existing occupiers and business within Warrington were to relocate to the new sites, we would anticipate that existing/vacated premises would be taken up in a short period based on the above and certainly well within the proposed plan period (particularly bearing in mind live applications are already before the SoS for the SEWEA). Employees that move jobs are also only likely to create short term vacancies at existing employers that would need to be filled over the course of the plan period.
- 2.11. We agree with Iceni that multiplier effects would occur from the proposed employment sites in the Submitted Local Plan at a factor of x1.29 (see paragraph 5.7). **If multipliers are factored into our assessment above and at Table A2 of Appendix 2, this would deliver a range of total net additional jobs between 33,613 and 38,442 with the SEWEA included.**



This is substantially greater than the potential labour supply of 18,300 generated by the proposed housing strategy and would most certainly require a substantial increase in housing development to come forward over and above what is set out in the Submitted Local Plan.

- 2.12. **Without the SEWEA included, applying the x1.29 multiplier effect would generate between 24,305 to 27,149 jobs.** This is significantly greater than the potential labour supply of 18,300 generated by the SEWEA and would further indicate that the Standard Methodology for calculating housing need in Warrington is still out of sync with Warrington's planned growth potential aspirations under the modified plan. However, we are also of the view that the redevelopment of the Fiddlers Ferry site (the primary source of employment land in the modified plan) will take longer to come forward due to demolition and decommissioning and not representing a 'Grade A' employment site may not be deliver the same multiples over the course of the entire plan period.

3. Commuting & Travel to Work Considerations

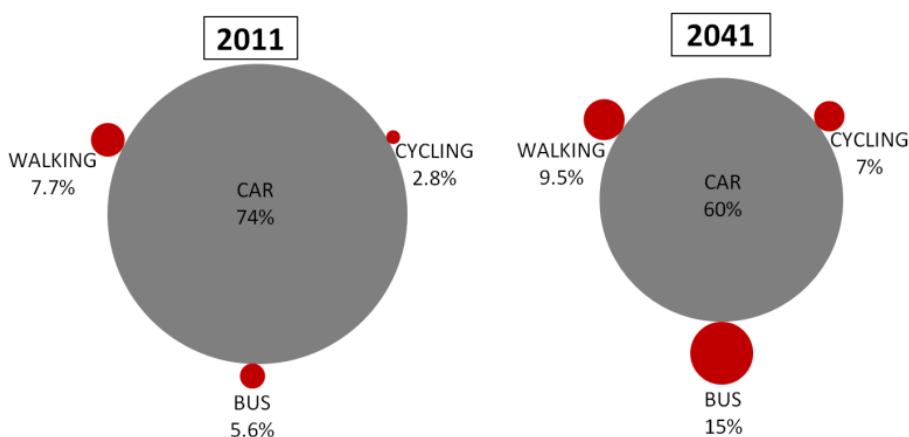
- 3.1. Through the representations prepared by Wisher Consulting, Icen Projects and Amion on behalf of Langtree and Liberty, there is a suggestion that any potential lack of a local labour supply would be offset by a strong likelihood that in-commuting of the workforce will occur.
- 3.2. In Section 4.2 of the Amion Consulting report, it is suggested that circa '50% of the anticipated jobs created by the Six56 scheme could represent 'leakage' based on 2011 Census commuting data (i.e. 50% of the jobs would not be fulfilled by local residents). However, the 2011 commuting patterns for Warrington are now clearly out of date and not reflective of commuting patterns post Covid. We appreciate the 2021 Census data is not particularly helpful in this regard due to the Census being undertaken during a period of lockdown. Nevertheless, reliance of the 2011 data needs to be treated with extreme caution due to its age, changing work patterns and inflation (including the rise of petrol prices and other cost of living issues), which all have a bearing on how far people are willing to commute.
- 3.3. Many of the jobs created by a logistics operator will need to be on-site (rather than remote/working from home). We accept that some in-commuting will always take place but Local Plan policies (and site allocations) should ensure that where high trip rates are to be expected (as in the case of the SEWEA), suitable and accessible modes of travel are/will become available and that transport matters are considered at the outset of the Plan Making process (see Section 9 of the NPPF). Moreover, reliance on a 50% in-commuting patterns would only re-in force the expectation that the SEWEA would be a location that is dominated by a workforce that drives to work. In reality, we consider that a 60-70% local workforce retention would be an appropriate model to work on.
- 3.4. However, even based on that approach, a considerable number of employees are expected to travel across Warrington to the Six 56 site (and presumably the same would be true of the wider SEWEA site and Fiddlers Ferry - all of which are remote from the main urban area of Warrington). Based on the information provided by Amion at Table 4.1 (Page 27), it is evident that they anticipate that **54%** of the local Warrington based workforce for the Six 56 scheme will be derived 5 wards where there are particularly high levels of deprivation, claimant counts and some evidence of residents working in the transport and distribution sector already. Notably, all 5 of these wards are located north of the ship canal and therefore some distances from the SEWEA and are not well connected by existing pedestrian, cycling or public transport routes/infrastructure. Unsurprisingly, these wards also happen to have the greatest number of households without any access to a private car (based on 2021 ONS data) ranging from 24%-35% of all households (and an average of 30% across these five wards) as illustrated by the Table A3 at **Appendix 3**. Targeting employment opportunities to these wards is positive but only if existing residents can access them with sufficient ease and without having to invest in a private car.
- 3.5. Whilst we note that the Six56 and other schemes at the SEWEA would invest in providing bus services to the site, the funding for this will not be indefinite and would not service all of the communities/wards set out in Table A3. This level of service is therefore unlikely to contribute significantly to much wider aspirations of modal shift as set out in LTP4.
- 3.6. Wisher Consulting (on behalf of Liberty) comment on the 'realities of in commuting' at paragraphs 2.32 to 2.36 of their report and state:

'Warrington is not a self-contained economic area, rather it is clearly intertwined with its City Region neighbours and the rest of Cheshire & Warrington Sub-Region with significant movements of labour across the wider economic area.

The reality is these significant labour movements means that the argument must be much less about minimising commuting and more about enhancing connectivity and promoting more sustainable modes of transport. There are examples of logistics clusters throughout the UK that are embracing public transport connectivity and achieving significant modal shift. This same approach could easily be deployed at the SEWEA.'

- 3.7. Given the issues set out in LTP4 and Warrington's commitment towards tackling climate change, our strong view is that the local plan should seek to minimise in-commuting as far as practically possible by providing new homes next to employment opportunities, whilst also recognising Warrington's location within the NW and its relationship with its neighbours. We also agree with Wisser consulting that the Local Plan should be about enhancing connectivity and promoting sustainable modes of transport.
- 3.8. The key issue is that Warrington currently suffers from very high car ownership and use (above national averaged) and LTP4 notes that the rate of car use is heavily influenced by the location of large out of centre employment locations being remote from where Warrington's residents live. The SEWEA as set out in the Submitted Local Plan does very little to alter this out of centre employment land-use pattern other than provide more employment opportunities to the south of the Borough (with the current focus on the town centre and along the M62 to the north).
- 3.9. However, as we have set out in detail in earlier representations, it was the original Regulation 19 Local Plan (which included the Garden Suburb proposals) that achieved the best outcomes in this regard. Critically, it physically connected the SEWEA to the existing and extended parts of Warrington with key public transport infrastructure. Moreover, it sought to reduce in commuting and did fully consider the delivery of sustainable transport modes because that version of the Plan was consistent with the Warrington Local Transport Plan (LTP4) which seeks to invest in infrastructure that would secure modal shift away from the private car (as per the proportions set out in the image below).

Figure 1: Targeted Modal Shift sourced from Warrington Local Transport Plan 4.



4. Conclusions

- 4.1. Whilst we do not support the proposed modifications to the plan (on the basis that we consider Warrington can and should accommodate more growth over the plan period), we do respect the Inspector's decision to remove the SEWEA from the plan on the basis that there should be a 'broad alignment' between employment and housing growth. In the event that the modified Local Plan is adopted and the SEWEA is not included in the plan, there will be a need for close monitoring of employment land, housing delivery and transport use patterns and suitable trigger mechanisms in place to inform a full and early review of the Local plan.

- 4.2. In the event that the SEWEA is reintroduced to the Local Plan, our strong view is that the evidence clearly points the need for additional housing growth (above the Standard Methodology) to support the anticipated labour supply requirements and the necessary public transport improvements to facilitate model shift and reduce reliance on the use of the private car in Warrington. Such issues were addressed by the original Garden Suburb proposal in the first draft Regulation 19 Local Plan and our position is that this remains an entirely justified and sustainable option for the Council to pursue through the Local Plan (albeit we accept this would require significant modification to the Local Plan).



Appendix 1 – Omega Employment Densities Table

Pegasus Table A1 – Actual Employment Densities at Omega, Warrington

Warrington Omega	Sqft	Sq m	Jobs	FTE Ratio	FTE	Employment Density FTE
Dominos	117,000	10,870	120	90%	108	101
Hut	690,000	64,103	800	90%	720	89
Travis Perkins	630,000	58,528	400	90%	360	163
Hermes Average	153,000	14,214	230	90%	207	69
Amazon	357000	33,166	1200	90%	1080	31
ASDA	400000	37,161	600	90%	540	69
Plastic Omnium	235,000	21,832	150	90%	135	162
Home Bargains	2,200,000	204,385	3,014	90%	2713	75
Royal Mail	344,448	32,000	600	90%	540	59
Total	5,126,448	476,259	7,114		6,403	74
Brakes	215,000	19,974	??	90%	??	??
Hermes Peak	153,000	14,214	650	50%	325	44

Website Sources

Dominos	https://www.warringtonguardian.co.uk/news/15242383.do-you-know-the-firms-based-at-omegas-lbn-site/
Hut	https://www.warringtonguardian.co.uk/news/15242383.do-you-know-the-firms-based-at-omegas-lbn-site/
Travis Perkins	https://www.warringtonguardian.co.uk/news/15242383.do-you-know-the-firms-based-at-omegas-lbn-site/
Hermes	https://www.warringtonguardian.co.uk/news/15242383.do-you-know-the-firms-based-at-omegas-lbn-site/
Amazon	https://www.warringtonguardian.co.uk/news/15242383.do-you-know-the-firms-based-at-omegas-lbn-site/
ASDA	https://www.chetwoods.com/projects/asda-adc/#:~:text=A%20400%2C000%20sqft%20distribution%20warehouse,to%202%20High%20Dynamic%20Stores.
ASDA	https://corporate.asda.com/newsroom/2017/06/12/royal-seal-of-approval-for-100-million-retail-distribution-warehouse-of-the-future
Plastic Omnium	https://www.hannan-uk.com/project/plastic-omnium-omega-business-park-warrington/#:~:text=This%20project%20involved%20the%20design,Plastic%20Omnium%20at%20Omega%20South.
Plastic Omnium	https://www.placenorthwest.co.uk/plastic-omnium-close-to-omega-deal/
Home Bargains	https://www.warringtonguardian.co.uk/news/18218454.home-bargains-move-omega-create-3-000-jobs/
Home Bargains	https://www.placenorthwest.co.uk/home-bargains-plots-2-2m-sq-ft-omega-hub/
Royal Mail	https://www.warringtonguardian.co.uk/news/20215756.royal-mail-opens-new-super-hub-parcels-warrington/
Brakes	https://www.hannan-uk.com/project/brakes-omega-business-park-warrington/
Brakes	https://www.placenorthwest.co.uk/brakes-omega-deal-agreed-shed-forward-sold/



Appendix 2 – Jobs Growth Table

Table 5.1 in Icen Projects Assessment (supporting Langtree Main Modifications Representations (PoE of Matthew Kingham))

Allocation	Size (ha)	Floorspace (Sq m)	Ratio	Use Class Desnsity (high)	Jobs (FTE) (high)	Use Class Density (low)	Jobs (FTE) (low)
Existing Sites	38.9	168,800	0.434	44	3,870	44	3,870
St Helens Omega Extention	31.8	124,020	0.390	80	1550	95	1305
Fiddlers Ferry	101.0	393,900	0.390	80	4924	95	4146
SEWEA	136.9	533,988	0.390	80	6675	95	5621
Total Supply	308.6	1,220,708			17,019		14,943

Pegasus Table A2 (using Local Employment Density Information)

Allocation	Size (ha)	Floorspace (Sq m)	Ratio	Use Class Desnsity (Local Info High)	Jobs (FTE) (high)	Use Class Desnsity (Local Info Low)	Jobs (FTE) (low)
Existing Sites	38.9	168,800	0.434	44	3,870	44	3,870
St Helens Omega Extention	31.8	124,020	0.390	61	2,033	74	1,676
Fiddlers Ferry (B2)	50.5	196,950	0.390	36	5,471	47	4,190
Fiddlers Ferry (B8)	50.5	196,950	0.390	61	3,229	74	2,661
SEWEA	136.9	533,988	0.390	61	8,754	74	7,216
Total Supply from Employment Land	308.6	1,220,708			23,357		19,614
Total Non Employment Land Jobs					6,443		6,443
Total Jobs Within Plan Period					29,800		26,057
Total Jobs Within Plan Period without SEWEA	171.7	686,720			21,046		18,841

Use Class Jobs Desnity Sources

For Fiddlers Ferry, we have assumed a 50/50 split for B8 and B2 useclass based on the Policy and scale and type of business within this general location.

36 employment density figure applied to Fiddlers Ferry is based on HCA 2015 Employment Densities Guide for B2 component of Fiddlers Ferry

47 employment desnsity figure applied to Fiddlers Ferry under the low scenario is based on HCA 2015 Employment Density Guide for Light Industrial Use

61 Employment Density figure taken from Amion Consulting Assessment prepared on behalf of Six56 Development (within Spawforths Main Modification Reps – see page 19 of Amion Report but pages not numerated).

74 Employment Density Figure for B8 taken from Pegasus Analysis of news articles published in relation to Omega businesses. See Sheet 1.



Appendix 3 – Car Ownership & Labour Supply Table

Table A3: Six56 Labour Supply Figures as Presented by Amion Consulting with Car Ownership Data

Ward	Households	No Car ownership		Six56 Local Labour Origin (Aminon Assumptions)				Claimant count		Economic activity		Household deprivation		Existing Employment Sector	
	No.	No.	%	High Range	Central Case	Low Range	%	No.	%	Economic activity rate	Un-employment	% Households with 1 or more characteristic	Average number of characteristics per household	% Transport distribution	SOC 8 & 9
Appleton (Warrington)	4,331	370	8.5%	33	29	25	1.5%	50	1%	56%	125	39%	0.49	4%	8%
Bewsey and Whitecross	5,686	2,009	35.3%	323	283	246	14.5%	485	14%	66%	363	57%	0.86	10%	33%
Birchwood (Warrington)	4,965	1,007	20.3%	130	114	99	5.8%	195	6%	59%	255	53%	0.77	6%	20%
Burtonwood and Winwick	2,576	324	12.6%	47	41	35	2.1%	70	2%	55%	102	50%	0.68	5%	14%
Chapelford and Old Hall	4,695	488	10.4%	70	61	53	3.1%	105	3%	68%	193	39%	0.52	5%	13%
Culcheth, Glazebury and Croft	4,610	525	11.4%	73	64	56	3.3%	110	3%	53%	203	45%	0.6	4%	12%
Fairfield and Howley	5,712	1,898	33.2%	237	207	180	10.6%	355	11%	65%	334	56%	0.85	9%	30%
Grappenhall	2,575	131	5.1%	27	23	20	1.2%	40	1%	59%	120	33%	0.41	4%	10%
Great Sankey North and Whittle Hall	4,047	277	6.8%	50	44	38	2.2%	75	2%	64%	139	40%	0.5	5%	13%
Great Sankey South	4,765	773	16.2%	110	96	84	4.9%	165	5%	64%	214	49%	0.69	7%	22%
Latchford East	4,070	977	24.0%	160	140	122	7.2%	240	7%	66%	219	52%	0.78	8%	25%
Latchford West	3,680	860	23.4%	103	90	79	4.6%	155	5%	60%	160	50%	0.73	7%	21%
Lymm North and Thelwall	4,967	486	9.8%	57	50	43	2.6%	85	3%	60%	147	41%	0.52	4%	10%
Lymm South	2,684	282	10.5%	37	32	28	1.7%	55	2%	58%	88	39%	0.49	3%	7%
Orford	5,200	1,441	27.7%	220	192	167	9.8%	330	10%	61%	307	58%	0.89	9%	32%
Penketh and Cuedley	4,237	490	11.6%	47	41	35	2.1%	70	2%	56%	130	48%	0.63	5%	14%
Poplars and Hulme	5,318	1,563	29.4%	260	227	198	11.6%	390	12%	60%	342	62%	0.96	9%	30%
Poulton North	4,159	590	14.2%	83	73	63	3.7%	125	4%	56%	212	51%	0.73	6%	19%
Poulton South	2,800	353	12.6%	50	44	38	2.2%	75	2%	61%	96	47%	0.62	6%	17%
Rixton and Woolston	3,873	386	10.0%	60	52	46	2.7%	90	3%	58%	131	47%	0.62	6%	15%
Stockton Heath	3,020	336	11.1%	30	26	23	1.3%	45	1%	62%	85	37%	0.47	4%	9%
Westbrook (Warrington)	2,570	211	8.2%	27	23	20	1.2%	40	1%	64%	74	41%	0.53	5%	14%
Total	90,540	15,777	16%	2,234	1,952	1,698	100.0%	3,350	100%	61%	4,039	47%	65%	6%	18%
Top 5 Most Deprived Wards Sub Total	25,986	7,888	30%	1,200	1,049	913	54%	1,800	54%	64%	1,565	57%	87%	9%	30%
Other Wards Sub Total	64,554	7,889	12%	1,034	903	785	46%	1,550	46%	60%	2,474	44%	59%	5%	14%

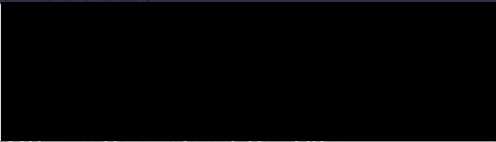
Sources:

Households and Car Ownership data from ONS (2021 Census)

Local Labour Origin, Claimant Count, Economic Activity, Household Deprivation and Existing Employment Sectors taken from Amion Report, Table 4.1 (Appendix 4 of Spawforths Main Modification Representation on behalf of Langtree)

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

Manchester



Offices throughout the UK.

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