



**ARTICLE NO: 1E**

**CORPORATE & ENVIRONMENTAL  
OVERVIEW & SCRUTINY  
COMMITTEE**

**MEMBERS UPDATE 2014/15  
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**Article of: Assistant Director Housing and Regeneration**

**Relevant Managing Director: Managing Director (Transformation)**

**Contact for further information: Mr Dominic Carr (Extn. 5122)  
(E-mail: [dominic.carr@westlancs.gov.uk](mailto:dominic.carr@westlancs.gov.uk))**

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**SUBJECT: AN ANALYSIS OF THE SUPPLY OF, AND DEMAND FOR,  
DISTRIBUTION SPACE WITHIN THE LIVERPOOL CITY REGION (LCR)**

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Wards affected: Borough wide

## **1.0 PURPOSE OF ARTICLE**

1.1 To inform Members of the recently published Liverpool City Region (LCR) report '*Analysing the supply of, and demand for, distribution space within the Liverpool City Region (LCR)*' and to provide Members with an overview of the conclusions contained within the report.

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## **2.0 BACKGROUND**

2.1 Superport is the name given to the cluster of projects, investment and activity across the Liverpool City Region to develop a multimodal freight hub to rival other international port locations. The vision of Superport is "*... to bring together and integrate the strengths of the Ports, Airports and Freight Community to create a Superport for freight and passenger operations within the Liverpool City Region that will become a key driver of its economy. It will create the most effective and cost efficient environment for freight cargo logistics and passenger transit in the UK*".

2.2 The Liverpool City Region Local Enterprise Partnership (LCR LEP) co-ordinates the Superport proposals on behalf of its stakeholders. West Lancashire Borough Council recently became a Corporate Member of the LCR LEP. The stakeholders include local authorities, Peel Ports, Liverpool John Lennon Airport, Stobart Group, Mersey Maritime, Merseytravel, as well as a number of maritime, manufacturing, logistics and professional service organisations. The area of Superport includes the City Region's six local authorities of Halton, Knowsley,

Liverpool, Sefton, St Helens and Wirral - plus the immediate natural hinterland to Merseyside of West Lancashire, Warrington and Cheshire.

- 2.3 Approximately £1 billion of investment in Liverpool City Region's port and logistics assets is underway. This includes the £300 million investment in Liverpool 2 (a new deep water container terminal), the Mersey Gateway Bridge and the Mersey Multi Modal Gateway (3MG) in Halton, amongst others. This investment will deliver a transformation of the sector and significantly enhance the whole region's attractiveness for retail and manufacturing logistics operations.
- 2.4 In 2013, the LCR LEP commissioned consultants MAI Haywards to provide a report examining the ability of the City Region to provide the required amount of retail warehousing and other logistical space to support the Superport development. The study takes a broad look at the factors that will drive demand and also goes on to examine the current and planned supply of sites in the City Region that can meet this demand. These sites have been evaluated looking at a number of factors including size and quality against the demand profile. For this study Superport has been defined as sites that are one hour's drive time from the Port of Liverpool and as such includes parts of West Lancashire.
- 2.5 Council officers were consulted as this study was developed and alerted the consultants to a number of sites within West Lancashire which are suitable for port related business use. These sites have availability, appropriate planning designations and excellent access to the motorway network.

### **3.0 CURRENT POSITION**

- 3.1 In March 2014, the report was published and is available to view on the link below: <http://liverpoollep.org/PDF/SUPERPORTlowres.pdf>
- 3.2 In general, the report is positive regarding the future development of the Superport, with the proposed developments anticipated to create between 30,000 and 50,000 jobs across the City Region. However, the study also shows that there is an effective shortfall in the availability of high quality, accessible sites for logistics use in the medium to long term (5-20 years). The study also highlights that although there is a great deal of industrial land in the City Region, only a proportion of it is suitable to meet demand. In total the study identifies 12 sites currently available, and of a suitable size and quality, which contain 232.76 hectares of land to meet an estimated demand of 158 hectares of land over the next 5 years. However, the study also highlights that demand may rise if there is a higher take up in manufacturing. The study also recommends that, in order to provide choice for clients, the supply of an additional 25% on top of the 158ha of land would be sensible.
- 3.3 When looking at overall demand for employment land within 1 hour's drive time of the port, this study says that over the next 20 years there will be a requirement for 415 additional hectares for logistics and 216 additional hectares for manufacturing (excluding port based uses).
- 3.4 In relation to West Lancashire the study identifies 12 sites as offering potential to meet required need (being of a suitable size and location). This includes sites

which are available now and sites which may be available to come forward in the future. These sites are all allocated as B1 (Business), B2 (General Industrial) and B8 (Storage & Distribution) use within the recently adopted West Lancashire Local Plan. Most of the locations are on the existing industrial estates located within Skelmersdale; however, the study also highlights that 10ha of land at Yew Tree Farm in Burscough and 6.79ha of land at Simonswood industrial estate which were recently allocated in the West Lancashire Local Plan also offer potential to meet need. Of the sites considered within West Lancashire, 5 were identified as being over 5 hectares in size, offering good potential to provide larger logistics opportunities. In particular, the report highlights that XL Business Park in Stanley (Appendix A) has approximately 13ha of undeveloped land which can be used for B8 use (storage and distribution) and that the Comet site on XL Business Park (4.38ha building size) is currently available as a purpose built logistics warehouse.

#### **4.0 FUTURE ACTION**

- 4.1 West Lancashire is well situated to help provide some of the required distribution and other industrial space as part of the Superport proposals. West Lancashire has the ability to deliver sites in both the short, medium and long term. Council officers will continue to liaise with the LCR LEP to promote sites within West Lancashire which could be used as part of the Superport proposals and, where appropriate, will also integrate Superport proposals as economic strategies are being developed. The results of this report have already been fed through to consultants developing the West Lancashire Economic Development Strategy.
- 4.2 Council officers also work closely with the agents currently marketing the XL Business Park to explore all opportunities, share enquiries and investigate funding opportunities where appropriate. Officers actively market the site on the Council's online sites and premises database, and XL Business Park was recently featured within the business newsletter.

#### **5.0 SUSTAINABILITY IMPLICATIONS / COMMUNITY STRATEGY**

- 5.1 If sites within West Lancashire do come forward as part of the Superport proposals, there may be job creation opportunities, helping to raise employment levels across the Borough. There is also potential to help assist with the regeneration of Skelmersdale and other parts of the Borough and to help reduce deprivation within some of our local communities.

#### **6.0 FINANCIAL AND RESOURCE IMPLICATIONS**

- 6.1 There are no significant financial or resource implications arising from this report.

#### **7.0 RISK ASSESSMENT**

- 7.1 This item is for information only and makes no recommendations. It therefore does not require a formal risk assessment and no changes have been made to the risk register as a result of this report.

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### **Background Documents**

There are no background documents (as defined in Section 100D(5) of the Local Government Act 1972) to this Article.

### **Equality Impact Assessment**

The Article is for information only. Therefore no Equality Impact Assessment is required.

### **Appendices**

Appendix A: Map showing location of XL Business Park