



WEST BERKSHIRE - EMPLOYMENT LAND REVIEW ADDENDUM

For **West Berkshire Council**



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1 Introduction

- 1.1 This Addendum provides an update to the 2020 West Berkshire Employment Land Review. That document was prepared prior to Covid 19 and prior to the UK exiting the EU, and before significant changes were made to the planning system – the introduction of Use Class E and GPDO Class ZA and MA - that have implications for how local economies operate.
- 1.2 To ensure the employment evidence that will underpin the next version of the emerging Local Plan - the Reg 19 draft Plan – is soundly based on robust and up to date data, it is necessary to consider the latest economic forecast to see if the impact of Covid and Brexit change the findings and recommendations set out in the 2020 ELR.
- 1.3 The macro-economic events are leading to some major structural changes in how and where work activities are carried out, and has also led to lifestyle changes, fast tracking some, such as remote working and on-line purchasing that were evident previously. The overall impact of these macro-economic changes for planning for economic growth are likely to be shifting levels of demand for employment floorspace / land.
- 1.4 We also note that the Reg 19 Plan that is due to be published in December 2022/January 2023, extends the plan period to 2039, and this needs to be reflected in the evidence.
- 1.5 It is necessary to review the future need for employment floorspace, and also to ensure that there is sufficient supply of land to accommodate the identified need. The 2020 ELR identified:

| | Office (B1a/b) | | Industrial (B1c, B2&B8) | |
|----------------------------|-------------------|-----------|----------------------------|-----------|
| | Sq m NIA | Ha | Sq m GIA | Ha |
| a Net demand | 62,699 | | 136,217 | |
| b Gross demand | 79,524 | | 144,485 | |
| c Gross supply | 14,935 | | 83,325 | |
| d Requirement (b-c) | 65,000 | 11 | 62,000 | 16 |

- 1.6 Both the office and industrial floorspace demand in the 2020 ELR were based on the 2019 economic forecast. It is relevant to note that whereas in the case of industrial need the economic forecast and past trends assessments closely aligned, the past trends approach for office need generated negative demand and requirement, and as plans must be positively prepared the ELR recommended the economic forecast approach for office need.
- 1.7 The 2020 ELR conclusions on the requirement were:

- For offices a 65,000 sq m requirement – the site at Theale (THE8) could accommodate 31,000 sq m, and the balance 34,000 sq m could be met through a combination of new office provision on the London Road Industrial Estate, redevelopment schemes in Newbury town centre, and/or mixed-use allocations on larger housing sites.
- For industrial a 62,000 sq m requirement – that should be met through extensions to five existing industrial areas:
 - MID5 – Land east of Colthrop Industrial Estate, Thatcham;
 - ALD3 – Former Youngs Garden Centre, Youngs Industrial Estate, Aldermaston;
 - ALD6 – Land off Benyon Road, Easter Park, Tadley;
 - ALD8 – Land south of Youngs Industrial Estate, Rag Hill, Padworth;
 - LAM6 – Land West of Ramsbury Road, Membury.

1.8 This Addendum:

- Firstly, refreshes the demand assessment:
 - past trends – reviewing the latest data to see if it is consistent with the 2020 ELR, or if it suggests a different projection;
 - labour demand – review whether the latest baseline economic forecast and data on the planning pipeline of supply suggests any change in future economic prospects.
- Next it updates the property market review – a review of the patterns of activity in the office and industrial markets – what has been delivered and where, and what are the thresholds for development viability, to see whether the conclusions reached in 2020 remain sound. Key issues here are to discern the impact of the changes to the GPDO and Use Class E, and in particular the impact on town centres and on the local economy, plus review if/how changes at Vodafone’s HQ are impacting on the wider property market.
- Then updates the assessment of supply – updating those sites that have experienced change since the 2020 ELR, and any new site submission where appropriate.
- Finally, the Addendum draws together the demand and supply issues to consider if changes are needed to the policy conclusions and recommendations. The key issue being whether the balance between demand and available supply has changed, but also are changes needed to respond to the Use Class and GPDO changes.

2. Past trends

- 2.1 First, we look at what has happened in the past – completions both gains and losses of office and then industrial stock, the overall net change, and then based on adding the most recent three years to the past trend period, we project forward need based on this past trend.

Offices

- 2.2 The 2020 study concluded that change in actual floorspace quantum over the past trend period (nine-year 2010/11-2018/19) had seen gains in office floorspace matched almost exactly by losses, and change was therefore virtually zero (Table 5.1 in the 2020 ELR identifies a net change of just 77 sq m per annum). The only significant gain was in 2012/13 with the completion of the Nationwide data centre on the Greenham Business Park, which is B1b floorspace, but in reality is not providing office type jobs. Most years since 2012/13 had seen a reduction in office floorspace, with the bulk of the losses coming in Newbury town centre, the largest being Northcroft and Avonbank House in 2017/18. The 'sense test' comparison with the Valuation Office Agency floorspace data showed 2013 was a 'high point' in office floorspace in the District with steady and consistent decline in the years that followed.
- 2.3 Table 2.1 below extends the past trends period to include the three most recent years.

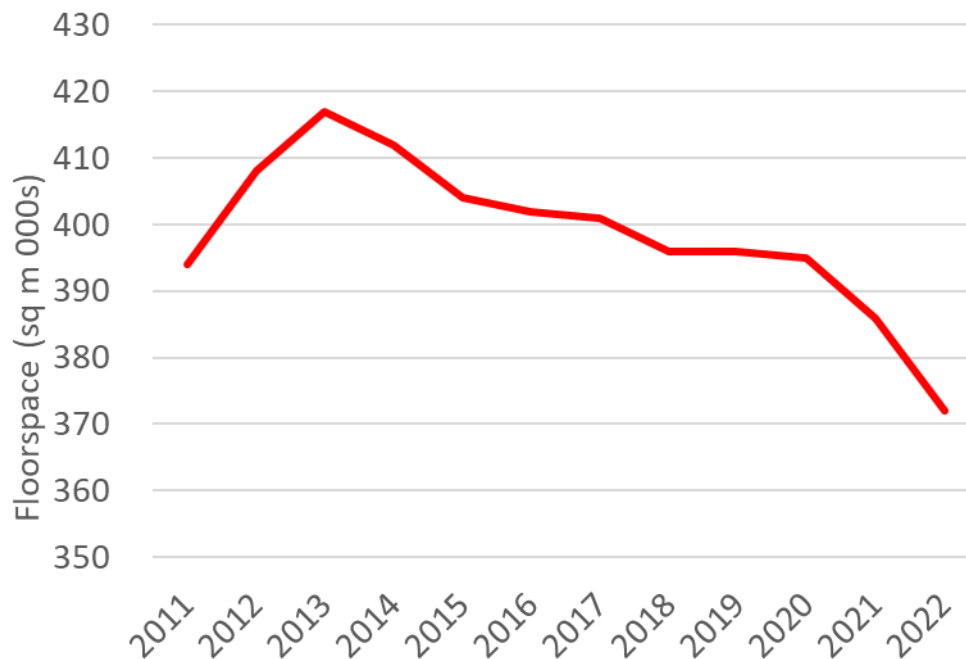
Table 2.1 Office floorspace change

| | Gross gains (sq m) | Gross losses (sq m) | Net change (sq m) |
|----------------------------------|--------------------|---------------------|-------------------|
| 2010/11 | 1,230 | 3,339 | -2,109 |
| 2011/12 | 3,671 | 2,184 | 1,487 |
| 2012/13 | 12,571 | 600 | 11,971 |
| 2013/14 | 507 | 2,467 | -1,960 |
| 2014/15 | 5,052 | 2,923 | 2,129 |
| 2015/16 | 2,093 | 4,310 | -2,218 |
| 2016/17 | 600 | 2,921 | -2,321 |
| 2017/18 | 4,428 | 10,313 | -5,885 |
| 2018/19 | 3,768 | 4,172 | -404 |
| 2019/20 | 978 | 4,284 | -3,306 |
| 2020/21 | 2,968 | 4,890 | -1,922 |
| 2021/22 | 3,974 | 7,667 | -3,693 |
| Total | 41,840 | 50,070 | -8,230 |
| Per ann ave 2010/11-21/22 | 3,487 | 4,173 | -686 |

Source: WBDC monitoring

2.4 The pattern for each of the three most recent years is similar – very little new floorspace with more substantial losses. The table shows that the net decline in office floorspace has been evident for most of the past decade, coinciding with the 2013 introduction of the office to residential PDR changes. The latest VOA data that is up to 2022 (shown in Figure 2.1 below) corresponds with this recent sharper decline.

Figure 2.1 West Berkshire office floorspace



Source: VOA as at March 31st each year

2.5 PDRs (office to residential) account for two-thirds of the 17,000 sq m office losses in the past three years (12,000 sq m) with the largest being those at Newbury Business Park - Lambourn House, Derby House and Nexus House. Over the three years 36 office units have been lost with an average floorspace (excluding the Newbury Business Park buildings) of 390 sq m, meaning the District is losing a lot of smaller scale office premises. These are completed changes, later on in the report we look at how much stock remains in the ‘PDR pipeline’.

Industrial

2.6 In the 2020 ELR the industrial past trends data was positive for all years with just one exception - 2017/18. The average net gain over the whole period was 6,415 sq m per annum, which at the industry standard 40% plot ratio would require approaching 2 ha per annum. The VOA ‘sense check’ aligned with this.

2.7 As shown in Table 2.2 below, adding the three most recent years into the trend leaves the per annum average virtually unchanged at 6,286 sq m. The average for just these three most recent years is close to this longer-term average. Indeed, whichever trend period is taken, the average remains around the 6,500 sq m per annum.

Table 2.2 Industrial floorspace change

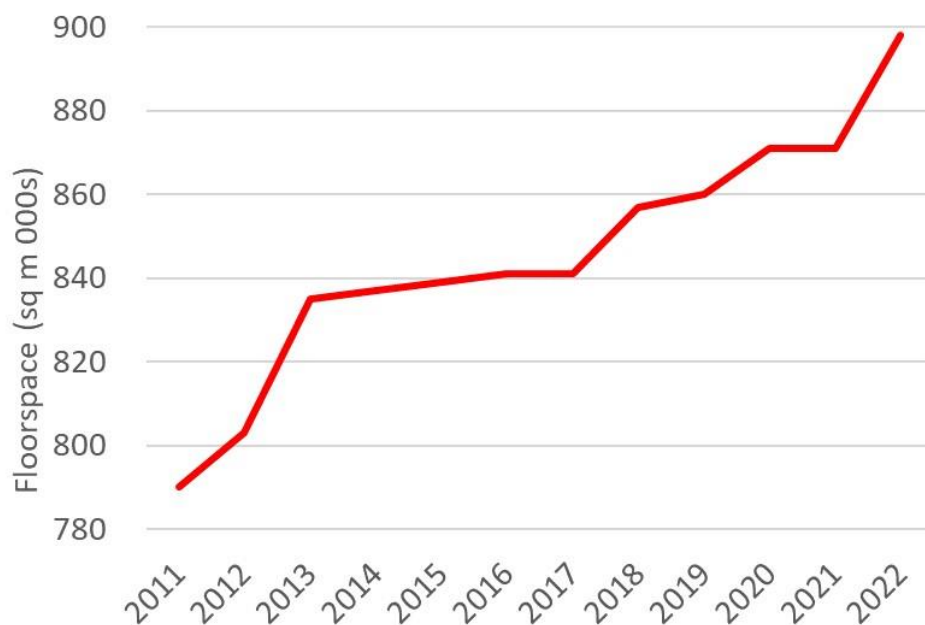
| | Gross gains (sq m) | Gross losses (sq m) | Net change (sq m) |
|----------------------------------|--------------------|---------------------|-------------------|
| 2010/11 | 9,629 | 2,129 | 7,500 |
| 2011/12 | 24,160 | 3,792 | 20,368 |
| 2012/13 | 3,976 | 1,874 | 2,102 |
| 2013/14 | 5,178 | 1,317 | 3,861 |
| 2014/15 | 9,286 | 2,226 | 7,060 |
| 2015/16 | 9,425 | 2,850 | 6,576 |
| 2016/17 | 6,393 | 235 | 6,158 |
| 2017/18 | 6,394 | 7,493 | -1,099 |
| 2018/19 | 6,620 | 1,410 | 5,210 |
| 2019/20 | 4,816 | 2,125 | 2,691 |
| 2020/21 | 15,316 | 1,768 | 13,548 |
| 2021/22 | 1,818 | 355 | 1,463 |
| Total | 103,011 | 27,574 | 75,438 |
| Per ann ave 2010/11-21/22 | 8,584 | 2,298 | 6,286 |

Source: WBDC monitoring, excludes schemes at AWE sites.

- 2.8 Over the three most recent years approximately 18,000 sq m of net additional space was added. By far the largest share of this was delivered in 2020/21, and this mostly through just a handful of schemes - the expansion of the Harrods Distribution Centre at Colthrop by (6,000 sq m of warehousing), the redevelopment of the former Kuehne and Nagel site at Arlington (net increase of 3,500 sq m for flexible industrial or warehouse uses), the redevelopment of the Technology Centre, Station Road, Theale increased the industrial floorspace at that location by 1,900 sq m.
- 2.9 The new space delivered is evenly divided between warehousing and industrial, and broadly evenly split between redevelopment of existing industrial sites and extensions to existing premises. Overall, the overwhelming majority of this new industrial space has been provided within the designated Employment Areas. What is notable is that with the exception of some relatively minor change of use from agricultural buildings to warehouses and the new warehouse at Easter Park, there were no sizable new premises added to the stock.
- 2.10 The VOA industrial floorspace data, as shown in Figure 2.2 below, accords with an upward industrial floorspace trajectory over the past decade. Compared with Table 2.2 the VOA data identifies higher growth (over 100,000 sq m between 2011-22), but

this is likely to be because VOA include schemes at AWE whereas we have excluded AWE schemes from the analysis in Table 2.2. However, the overall direction of change is very clear in the data.

Figure 2.2 West Berkshire industrial floorspace



Source: VOA as at March 31st each year

Trend based projection

- 2.11 For offices, because the sector has been steadily shrinking over the past decade, the trend-based projection is now firmly negative.
- 2.12 For industrial the past trend in net change in floorspace delivery is almost exactly the same as that identified in the 2020 ELR on an economic forecast basis.

Table 2.3 West Berkshire industrial net demand (past trend based) 2022-39

| | Total Industrial | p.a. |
|--|------------------|--------------|
| a Floorspace change (GIA sq m) (projected 2022-39) | 106,862 | 6,286 |
| b Stock vacancy adjustment (sq m GIA) | 44,097 | |
| c Net demand (sq m GIA) [a+b] | 150,959 | 8,880 |
| d Net demand (hectare) [c @40% plot ratio] | 37.7 | 2.2 |

Source: West Berkshire Plan monitoring with Stantec analysis (a) Per annum average net change for the period 2010/11-21/22 (see Table 2.2 above)

- 2.13 Therefore, projecting forward past trends in the net change in completions over the Plan period (17 years) we arrive at a very similar figure to the 2020 ELR when considered on a per annum basis (circa 6,500 sq m), generating a net need for 106,862 sq m (row a). To this we add an allowance to correct for the very low rate of

current availability /vacancy. As shown in the market review section, industrial vacancy is currently just 2.4%, set against a rate of 7.5% that is the industry standard for an efficient and effective property market. The stock vacancy adjustment is the difference between the vacancy rate (5.1%) and target (7.5%) ie 2.4%, as a proportion of the latest total stock figure (898,000 sq m Mar 2022), and this adjustment equates to 44,097 sq m (row b).

- 2.14 Thus, in total the trend based minimum industrial need is approximately 151,000 sq m, which at an average 40% floorspace efficiency over the 17-year plan period generates a requirement for 37.7 ha of land, or 2.2 ha per annum. This is very close to the 2020 ELR that identified a 34 ha requirement, over the 16 year Plan period.
- 2.15 As we shall see later on in the economic forecast section that approach identifies a very similar, but marginally lower, net demand figure (141,000 sq m), Given the NPPF requirement to plan positively but realistically for economic growth, the past trends-based projection is preferred.
- 2.16 We project forward net change rather than gross gains because in the past there has been losses of industrial land, due to weak demand leading to unviability of employment uses, and although we think the stock is generally fit for purpose, there may be parts of estates or non-designated areas that could be released to other uses. So, with a stronger market, the rate of losses should slow and the remaining stock is good quality. But, we emphasise that the need figure based on net change represents a minimum.
- 2.17 If gross gains in industrial floorspace were projected forward (ie all losses were replaced), this would represent a much more aspirational figure, and the total need over the Plan period would be 190,000 sq m or 47 ha (a third higher). However, to support this higher figure the Council needs to continue releasing stock whereas the evidence would support retention.

3. Economic forecast

- 3.1 First, we set out the forecast from the 2020 ELR. That forecast was from March 2019. Then we look at jobs and floorspace delivered in the recent past (the period at this time being 2015-19) using the most up to date data, before comparing the past forecast with the latest economic forecast.
- 3.2 The 2020 ELR evidence was based on a 16-year Plan period 2020-36, whereas the new Plan covers a 17 year 2022-2039 horizon. To allow for direct comparison between the assessments we provide the data in terms of per annum as well as over the total Plan period.

The 2020 ELR forecast

Table 3.1 What the 2020 ELR forecast

| 2020-36 | Jobs | Jobs |
|-------------------------|-------------------|---------------------|
| | Change 2020-36 | Change per annum |
| Office | 3,765 | 235 |
| <i>Industrial</i> | 1,075 | 67 |
| <i>Warehousing</i> | 498 | 31 |
| Industrial total | 1,573 | 98 |

Source: Experian and Stantec analysis

Nb the office jobs figures exclude the jobs that are forecast to be absorbed by Vodafone

- 3.3 The 2020 ELR forecast comparatively modest growth for both office and industrial.

Jobs delivered in the recent past – 2015-19

- 3.4 This was a four-year period of high growth in the economic cycle, prior to the Covid related fall in 2020. We present data on jobs and make broad comparison with floorspace change.
- 3.5 The review period excludes 2020 to avoid Covid impact.

Table 3.2 Job change 2015-19

| | Jobs | |
|-------------------------|----------------------|-------------------|
| | 2020 ELR forecast | 2015-19 actual |
| | change p.a. | change p.a. |
| Office | 235 | 37 |
| <i>Industrial</i> | 67 | 188 |
| <i>Warehousing</i> | 31 | 70 |
| Industrial total | 98 | 258 |

Source: Jobs - Experian and Stantec analysis

- 3.6 Offices – much lower change in actual jobs than forecast, just 37 additional jobs per annum. Referring back, this very low job growth broadly aligns with the floorspace data that recorded a small loss for the District between 2015-19.
- 3.7 Industrial – stronger actual job growth than forecast that aligns with the strong floorspace growth seen in both the Plan monitoring and VOA data.

Floorspace forecast

- 3.8 First, we identify the forecast from the 2020 ELR. Then we compare this with the latest forecast for the 2022-39 period.

The 2020 ELR forecast

- 3.9 This was a 16-year period – 2020-36.
- 3.10 Net demand is generated from forecast change in jobs and corrections for existing under-provision.

Table 3.3 Net demand for floorspace – office and industrial

| | Floorspace | |
|--------------------------|-------------------|---------------------|
| | Change 2020-36 | Change per annum |
| | Sq m | Sq m |
| Office | 62,699 | 3,900 |
| <i>Industrial</i> | 52,052 | 3,253 |
| <i>Warehousing</i> | 39,348 | 2,459 |
| Industrial stock vacancy | 44,818 | |
| Industrial total | 136,218 | 8,514 |

Source: 2020 ELR tabs 5.5-5.7 and 5.8

- 3.11 The right-hand column in Table 3.3 presents the per annum averages for comparison purposes.

What the latest data forecasts

- 3.12 We apply the same approach as that in 2020, including removing a proportion of the job change in the sectors associated with Vodafone. This is because based on data from the Inter-Departmental Business Register (IDBR), we estimate that Vodafone (and its supply chain) accounts for around half of the 'J' sector jobs, but Vodafone absorb these jobs within their campus, not generating a demand for new land, and we therefore discount these jobs from the forecast.
- 3.13 The table below presents the calculation of the current net demand figure with row g comparable to the summary figure for office net demand in Table 3.3 above – 62,699 sq m or 3,900 sq m per annum.

Table 3.4 Office net demand – plan period 2022-39

| | Total | p.a. |
|--|---------------|--------------|
| a Jobs change (2022-39) | 3,904 | 230 |
| b Density factor (sq m NIA /job) | 12.0 | |
| c Occupier demand (sq m NIA) [a*b] | 46,848 | |
| d Vacancy factor (sq m NIA) [c*8.1%] | 3,795 | |
| e Total occupier demand (sq m NIA) [c+d] | 50,642 | 2,979 |
| f Stock vacancy adjustment (sq m NIA) | 4,072 | |
| g Net demand (sq m NIA) [e+f] | 54,714 | 3,218 |

Source: Experian and Stantec analysis

- 3.14 Job growth in the latest forecast (row a - 230 office jobs per annum) is very similar to the 235 per annum in the 2019 forecast. Applying a standard 12 sq m per job to this equates to an occupier demand (row c) of almost 47,000 sq m. One further adjustment is made to occupier demand, a vacancy 'buffer' is added to allow for some choice in that floorspace (row d). This is calculated by adding 8.1% to the occupier demand, that being the proportion required to deliver 7.5% of additional buffer floorspace¹. Adding this vacancy factor (row d) to the job change generated demand (row c) takes the total occupier demand to just over 50,000 sq m (row e).
- 3.15 The final part of the net demand calculation is to allow for an existing stock vacancy adjustment (row f), and this is where an adjustment is made to return the existing stock to having 7.5% floorspace vacant, providing choice in the market. Whereas in 2019 the vacancy rate was 3.9%, which led to an adjustment of 14,128 sq m², the vacancy rate is now 6.4% thereby needing a much smaller adjustment as shown on

¹ 7.5% is the industry-wide accepted vacancy rate in an optimally efficient market. To provide 7.5% of space over the plan period, for every 92.5 sq m of additional space that will be taken up by occupiers (row c in Table 3.4), developers should provide a further 7.5 sq m that will remain vacant. Therefore, developer demand will be 7.5 / 92.5 = 8.1%. above occupier demand (row d).

² Table 5.5 of 2020 ELR

row f in the above table. Thus, while the forecast job growth is only marginally lower in the latest forecast compared with the 2019 forecast - 230 office jobs per annum compared to 235 per annum, the net demand for offices at approximately 55,000 sq m NIA is lower than the approximate 63,000 sq m demand in the 2020 ELR. On a per annum net demand basis (row g) the figure of 3,218 sq m is 17% lower than the 3,900 sq m/per annum identified in the 2020 ELR figure, and this is chiefly because of a change in the stock vacancy adjustment (row f).

- 3.16 While the growth in office jobs is marginally lower than the pre-Covid forecast, it is still positive over the Plan period. A big factor driving the positive office job growth is a lot of the jobs are 'people servicing' jobs, jobs in professional services and administrative services. As the population grows there is a corresponding growth in the need for these people servicing jobs.
- 3.17 Below, the same calculation is set out for industrial net demand.

Table 3.5 Industrial net demand

| | Core industrial | Warehousing | Total Industrial | p.a. |
|---|-----------------|-------------|------------------|--------------|
| a Jobs change (2022-39) | 1,162 | 558 | 1,720 | 101 |
| b Density factor (sq m GIA /job) | 45 | 66.5 | | |
| c Occupier demand (sq m GIA) [a*b] | 52,337 | 37,090 | 89,427 | |
| d Vacancy factor (sq m GIA) [c*8.1%] | 4,239 | 3,004 | 7,244 | |
| e Total occupier demand (sq m GIA) [c+d] | | | 96,670 | |
| f Stock vacancy adjustment (sq m GIA) | | | 44,097 | |
| g Net demand (sq m GIA) [e+f] | | | 140,767 | 8,280 |
| h Net demand (hectare) [g @40% plot ratio] | | | 35.2 | 2.1 |

Source: Experian and Stantec analysis. The method calculation for the vacancy factor applied to the occupier demand (row d) is the same as that applied above for office net demand.

- 3.18 Over the 17-year forecast period industrial job change is estimated to be 101 per annum mainly core industrial jobs rather than warehousing. This is very close to the 2020 ELR forecast (98 industrial jobs), but less than half of what has been delivered in the recent past (258 industrial jobs per annum between 2015 and 2019 (the most recent period for which actual data is available avoiding the impact of Covid)). Overall, the forecast of future net demand at approximately 141,000 sq m is very close to the 136,000 sq m forecast in the 2020 ELR.

From net to gross demand for offices

- 3.19 Following the 2020 approach, the step needed to calculate gross demand is to make an allowance for future office floorspace/land lost to other uses through committed losses in the planning pipeline that need to be replaced. These losses when added to the net demand figure constitute the gross demand for offices, which will then be compared to the available supply to identify the balance – under or over supply.

- 3.20 It is necessary to make the allowance for losses because the economic forecasts that underpin the net demand calculations will not have taken account of losses in existing floorspace, losses that have/will lead to the displacement of jobs. As explained in the original report we base this allowance on known losses in the planning pipeline.
- 3.21 The one change we do make from the 2020 study is not to include the loss of 13,000 sq m of office at Benham Valence, a site proposed for conversion into a medical park. After consideration we do not identify this floorspace for replacement because the businesses that were in occupation vacated several years ago, and the 1980s office buildings were demolished around the same time. Thus, there are no jobs associated with that floorspace.
- 3.22 Table 3.6 below shows the pipeline of permissions for future change from office to other uses, and are shown separately for planning permissions and prior approvals. It identifies losses in Newbury town centre, collectively for the other centres, for Newbury Business Park, collectively for the other PEAs and the losses beyond the designated areas, plus the totals. A schedule of these losses is provided at Appendix A.

Table 3.6 Office losses –pipeline of permissions/approvals

| | Newbury town centre Sq m | Other town centres Sq m | Newbury Business Park Sq m | Other PEAs Sq m | Non-designated Sq m | Total Sq m |
|---------------------|-----------------------------|----------------------------|-------------------------------|--------------------|------------------------|---------------|
| Planning permission | 1,946 | 1,016 | 0 | 384 | 2,564 | 5,909 |
| Prior approval | 14,336 | 0 | 5,798 | 261 | 0 | 20,395 |
| Totals | 16,281 | 1,016 | 5,798 | 645 | 2,564 | 26,304 |

Source: West Berks Monitoring data for 2021/22 and Stantec analysis

- 3.23 In terms of the pipeline, the table shows the weight of future office losses remains firmly with prior approvals, and these are very largely confined to Newbury town centre – where the main scheme is Bayer House (12,700 sq m), and to Newbury Business Park where Emerald House accounts for almost all of the loss.
- 3.24 As regards future need and the future role of PDR losses, the PDR pipeline is still available to be implemented (at the time of drafting), but changes to PDR rights now mean only small schemes (<1,500sqm) can benefit from PDR rights. This is likely to limit losses going forward - or at least bring them back into planning control where losses can be considered on their relative merits. So, we hope this ceases to be such a significant issue looking forward. However, one factor to monitor is to what extent properties are subdivided to benefit from the right.
- 3.25 The schedule of pipeline PDRs listed at Appendix A also illustrates the scale of the losses of smaller premises and gradual erosion of stock through the conversion of individual floors in office buildings.

- 3.26 The planning permission losses are a relatively modest figure, only slightly higher than the planning permissions figure in the 2020 study, with around half of all such losses outside of designated areas.
- 3.27 The introduction of Use Class E has not had a discernible effect on the volume of office to residential planning applications. Where Use Class E could prove helpful for employment in town centres in particular is that it provides much more flexibility for owners / occupiers, making it much easier for surplus retail space to be flipped to other uses without the need for planning permission. Thus, supporting the scope for walk to work flexible office and hybrid office/workshop space to come forward in town centres within urban areas. In accordance with the 2020 approach and reflecting the fact that most of the PDR losses are of vacant offices, we do not make an allowance for the PDR losses, only including an allowance for the planning permission losses. We also adjust the office losses from planning permissions from GIA to NIA³ to allow consistency with the 2020 ELR. Thus, the resulting gross demand calculation is set out in the table below.

Table 3.7 Office gross demand

| | Sq m NIA |
|--|---------------|
| h Net demand 2022-39 (sq m NIA) | 54,714 |
| Office losses (add to demand) | |
| i Planning permissions (sq m NIA) | 5,023 |
| j Plan allocations | 0 |
| k Total future losses (i+j) | 5,023 |
| l Gross demand (sq m NIA) [h+k] | 59,737 |

Source: Experian, West Berks Monitoring data for 2021/22 and Stantec analysis. (i) planning permission losses is the Table 3.6 GIA figure (5,909 sq m) converted to NIA by multiplying by 85%.

- 3.28 The 2020 report identified a gross demand figure of almost 80,000 sq m, which compares with overall office demand now of approximately 60,000 sq m. The corresponding GIA figure for office demand is 69,000 sq m.

From net to gross demand for industrial

- 3.29 Following the same approach as that outlined above for office, we next consider the gross demand for industrial – combined use classes E(g)iii, B2 and B8.
- 3.30 Table 3.8 below shows recent completions and the pipeline of permissions from industrial to other uses. Relatively little space has been lost from the PEAs, and none are identified for future loss. A schedule of these losses is provided at Appendix B.

³ from GIA to NIA by deducting 15%

Table 3.8 Industrial losses –pipeline permissions

| | Designated areas Sq m | Non-designated Sq m | Total Sq m |
|---------------------|--------------------------|------------------------|---------------|
| Planning permission | 0 | 4,017 | 4,017 |

Source: West Berks Monitoring data for 2021/22 and Stantec analysis

- 3.31 There is very little in the planning pipeline, the table above shows a modest total all of which is in non-designated locations, and the two main sites are redevelopment of industrial uses in rural locations that will lead to a modest overall reduction in floorspace - The Workshop, Englefield and Hadley Farm, Lambourn Woodlands.
- 3.32 The resulting gross demand calculation is set out in the table below.

Table 3.9 Industrial gross demand

| | Sq m |
|---|----------------|
| g Net demand (sq m GIA) | 140,767 |
| Industrial losses (add to demand) | |
| h Planning permissions | 4,017 |
| i Plan allocations | |
| j Total future losses (sq m) [h+i] | 4,017 |
| k Gross demand (sq m GIA) [g+j] | 144,784 |
| l Gross demand (hectare) [k/4,000] | 36.2 |

Source: Experian, West Berks Monitoring data for 2021/22 and Stantec analysis

- 3.33 The forecast of gross demand using the latest forecast data is almost identical to the 2020 report that identified a gross industrial demand for almost 145,000 sq m.
- 3.34 Thus, the demand figure for the updated economic forecast assessment is consistent with the 2019 forecasts that underpin the 2020 ELR. Indeed, as the preceding chapter showed the alternative past trend-based projection is only marginally higher at 151,000 sq m net, that in gross terms with the addition of the known industrial planning losses (Table 3.8) is approximately 155,000 sq m. Although the figures from the two approaches are very similar, it is the higher past trends based 155,000 sq m industrial demand figure that should be taken forward to ensure general conformity with the need to plan positively.

4 Property Market Review

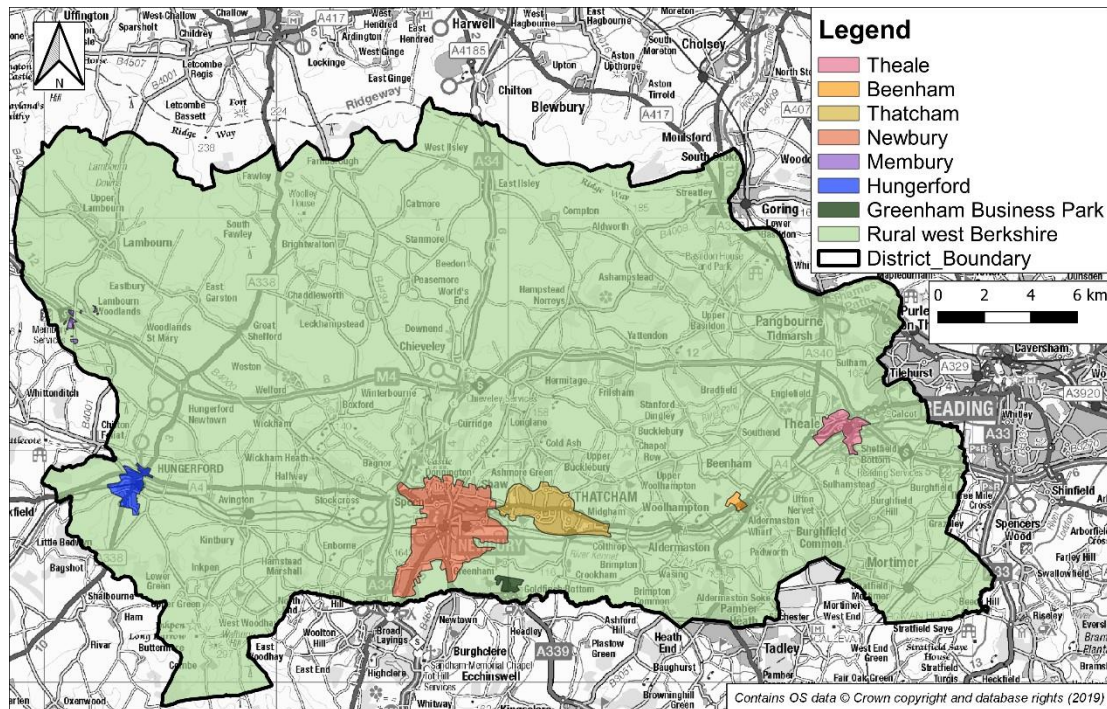
Introduction

- 4.1 In this section, we provide an update on the property market since the August 2020 study. The analysis of the property market in the August 2020 study was undertaken during the period between 2018 and 2020, therefore did not reflect the impact of the global Covid-19 pandemic. This update reflects the changes that have occurred in the market during the pandemic, but there are still some uncertainties about whether these changes will lead to permanent structural changes.

Sources and definitions

- 4.1 The previous assessment relied on Estates Gazette Interactive (EGi), CoStar and commercial property research reports for evidence of take-up, availability and values, both for the market overall and individual properties. Take-up and vacancy data was originally accessed on EGi and CoStar in August 2018, and was subsequently updated in October 2019. Urbà does not have a licence for EGi data, only CoStar, therefore in this update, we have not relied on EGi. The exclusion of the EGi data does not have a significant bearing on the assessment because most of the properties listed in the authority area are listed on both platforms.
- 4.2 In the previous assessment, it was easy to analyse Valuation Office Agency (VOA) data to establish the total stock figures by unit and floorspace because it was possible to extract the property address with the corresponding use and floor area in a list form. This assessment is no longer possible, and to obtain the same information it now requires much more detailed analysis through going into the detailed valuation of each individual property listed and manually recording the data. Such an assessment is not proportionate, and the exclusion of the data does not significantly impact the assessment because we still use the VOA data to provide an assessment of total stock on just a floorspace basis and not on a unit basis.
- 4.3 As per the previous study, our update analysis uses the same main employment markets in the authority area – these we set in Figure 4.1 for reference.

Figure 4.1 Main employment areas in West Berkshire



Source: OS, West Berkshire Authority area Council (2018)

4.4 We have also used the same size bandings as per the previous assessment to allow an understanding of supply and demand trends – we have replicated this original 2018 data for ease of reference in Table 4.1 and Table 4.2 below.

Table 4.1 West Berkshire size range bands – office

| Size sq ft | Sq m | Label |
|-----------------|-------------|--------------|
| up to 1,000 | up to 93 | Micro |
| 1,001 – 2,000 | 93 - 186 | Small |
| 2,001 – 5,000 | 186 – 465 | Small/medium |
| 5,001 – 10,000 | 465 – 929 | Medium |
| 10,001 – 20,000 | 929 – 1,858 | Medium/large |
| 20,001 plus | 1,858 plus | Large |

Source: AspinallVerdi (2018)

Table 4.2 West Berkshire size range bands – industrial

| Size sq ft | Sq m | Label |
|---------------|---------------|--------------|
| up to 1,000 | up to 93 | Micro |
| 1,001-2,000 | 93 - 186 | Small |
| 2,001-5,000 | 186 – 465 | Small/medium |
| 5,001-10,000 | 465 – 929 | Medium |
| 10,001-20,000 | 929 – 1,858 | Medium/large |
| 20,001-50,000 | 1,858 – 4,645 | Large |
| 50,000 plus | 4,645 plus | Strategic |

Source: AspinallVerdi (2018)

- 4.5 To supplement our desk-based research we have undertaken some one to one telephone consultations with local property agents, this has helped substantiate our understanding of the market.

The office market

National Overview

- 4.6 As was identified in the previous study, before the pandemic, speculative office development was only occurring in strong and established office markets such as in London, Thames Valley (e.g. around Reading) and key regional centres such as Birmingham and Manchester. In other markets, new development required a pre-let in place to a blue-chip covenant. At that time, we were seeing a shift in requirements from out of town locations to town and city centres, driven by staff wanting to be closer to public transport links and amenities.
- 4.7 During the pandemic, the government encouraged working from home measures resulting in unoccupied offices or at greatly reduced occupancy. Companies were forced to embrace video conferencing and other measures to ensure business continuity. The change in working practices brought forward during the pandemic is likely to have a lasting impact with most companies now allowing some form of working from home to continue, either fully remote or hybrid (i.e. a certain number of days per week). This change in working practices has led to many companies reassessing their real estate footprint – Carter Jonas reports that fewer occupiers are looking to expand due to uncertainties around the impact of the hybrid working model and are placing an ever-greater emphasis on smaller but higher quality space (flight to quality). This, they explain is driven by a desire to create a vibrant and attractive work environment to encourage employees back to the office and assist with recruitment, retention and productivity strategies, as well as staff health and wellbeing issues. In addition, there is a greater focus on buildings that are sustainable and energy-efficient, as occupiers try to meet increasingly ambitious Environmental, Social, and Governance (ESG) aspirations.⁴ How this translates into property

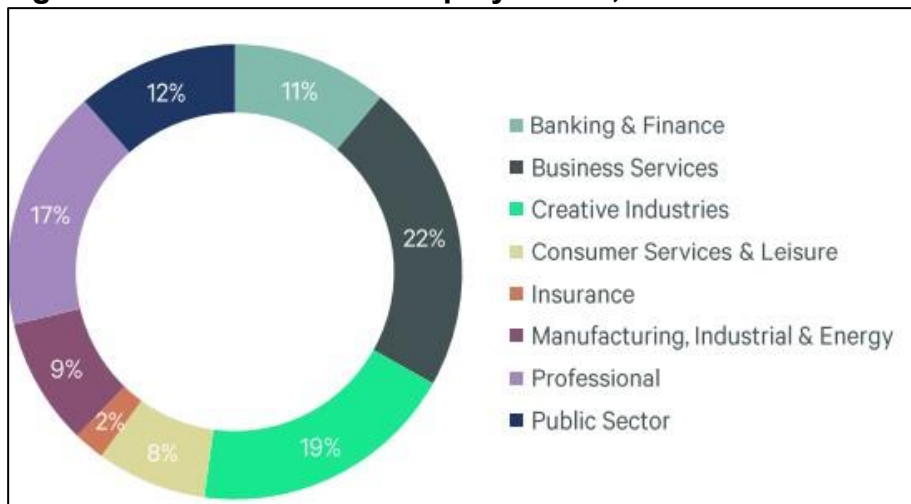
⁴ Carter Jonas, 31 March 2022, Commercial Market Outlook

specification is illustrated through the International WELL Building Institute (IWBI) performance rating⁵ for buildings that provides an assessment of more than 30 features across seven themes:

- Indoor Air Quality
- Water Quality Management
- Lighting Measurement
- Thermal Conditions
- Acoustic Performance
- Environmental Monitoring
- Occupant Experience

4.8 The previous assessment identified that the main sector demand was from finance, professional services, Technology, Media and Telecommunications (TMTs) and flexible workspace providers. CBRE recently reported (see analysis in Figure 4.2) that business services had been responsible for the largest take-up of office space across their UK markets⁶ followed by creative and professionals.

Figure 4.2 UK Markets take-up by sector, 12 months to end to Q2 2022



Source: CBRE UK Office Market, Q2 2022

Thames Valley/West London as an office location

4.9 As discussed in the previous assessment, the Thames Valley/West London corridor is a long-established and attractive office location, and remains so. LSH report that the consolidation of space and flight to quality is evident across the area, LSH state that *'in both 2020 and 2021, close to two thirds of take-up across the 25 markets'*⁷

⁵ <https://v2.wellcertified.com/en/performance-rating-sl/overview>

⁶ CBRE's UK markets comprise the 10 city office markets outside of Central London: Aberdeen, Belfast, Birmingham, Bristol, Edinburgh, Glasgow, Leeds, Liverpool, Manchester and Southampton

⁷ The 25 key markets are across the southeast region, excluding central, east, north and south London.

*involved grade A space, the highest share seen at any point over the past 15 years.*⁸

The flight to quality is resulting in rents for higher quality space holding firm, although in markets where there is ample supply, increasingly competitive rent free packages are being offered.⁹

- 4.10 Speculative development is still occurring across the Thames Valley, such as, One Station Hill in Reading which is under construction and will provide 25,550 sq m of new Grade A space. Reading and Maidenhead have also seen headline rents increase since the 2020 study; Reading now at £420 psm from £410 psm and Maidenhead at £430 psm up from £420 psm.
- 4.11 Demand for space across the Thames Valley remains from TMTs, professional services, finance, insurance and pharmaceuticals.

West Berkshire Demand

- 4.12 The previous assessment identified that demand for office space in West Berkshire follows a similar pattern to the wider Thames Valley. But generally, there are fewer corporate requirements than compared to Reading, Bracknell etc., with requirements tending to be for smaller units. This corresponds with the type of stock available, with a wide range of units attracting both SMEs and local businesses. The previous assessment identified a clear divide in the market with areas in the authority area i.e. Theale, connected to the Reading market more than Newbury and Thatcham. These characteristics remain the same.
- 4.13 The previous assessment showed that between 2014 – 2019 the 5-year average annual take-up across the authority area was 55 units / 16,844 sq m (181,302 sq ft). The updated data in Table 4.3 shows that in the year preceding the pandemic there was a slowdown in the number of transactions and quantum of floorspace and then volumes remained relatively stable throughout the pandemic.
- 4.14 The overall impact this has had is that the 5-year average has fallen to 41 units, but interestingly the 5-year annual average floorspace has increased which appears counter to the wider market trends. But this has been caused by several large transactions occurring pre-pandemic (2018), which has helped inflate the 5-year average figure.

⁸ LSH, 2022, Thames Valley & South East Office market report.

⁹ LSH, 2022, Thames Valley & South East Office market report.

Table 4.3 West Berkshire - annual office take-up 2017-2021

| Calendar year | Annual no. of transactions | Annual total floorspace take-up sq m (sq ft) |
|-----------------------------------|----------------------------|--|
| 2017 | 61 | 22,498 (242,162) |
| 2018 | 52 | 34,255 (368,723) |
| 2019 | 28 | 10,333 (111,224) |
| 2020 | 35 | 10,955 (117,919) |
| 2021 | 31 | 8,786 (94,571) |
| 2022* | 24 | 4,790 (51,558) |
| Total | 231 | 91,617 (986,157) |
| Annual Average 2017 - 2021 | 41 | 17,365 (186,920) |

Source: CoStar, August 2022

- 4.15 The take-up is consistent with our consultations, whereby an agent indicated that demand started to fall due to Brexit and did not recover. Although they indicated that in this calendar year (2022) they have seen an upturn. Current demand is said to be mixed, with some occupiers preferring to wait and see the full impact of hybrid or working from home practices have on their space requirements, others using the change in working practices to consolidate their space requirements and those that are pursuing requirements seeking quality stock which they cannot necessarily find.
- 4.16 We now analyse take-up on each of the employment areas. Take-up is the output of demand and is important to analyse not only to see who is taking space, but also whether those seeking space can satisfy their requirements.

Newbury

- 4.17 As identified in the previous assessment, demand for office space in Newbury comes from a range of sectors that include professional services and TMTs. The town centre does not provide modern Grade A space in large floorplates, and tends to satisfy requirements for smaller units that require flexible lease terms, and access to amenities and public transport. These requirements are mostly local or regional companies, with some nationals who require a presence in the region. Requirements that need modern premises that cannot be satisfied in the town centre subsequently locate to the out of town parks in Newbury or the wider Thames Valley e.g., in 2015 Bayer left Newbury for Green Park because there was not a suitable building for them.
- 4.18 Table 4.4 sets out the take-up of office space recorded on CoStar in Newbury since 2017. The data shows that in the years preceding the global pandemic we were seeing a slowdown in both the number of transactions and floorspace take-up. We see in 2018 that Stryker (TMT) took a 7,827 sq m unit and Grass Valley (TMT) had a lease renewal on their 10,661 sq m headquarter office – these two transactions have inflated the floorspace take-up in 2018 and without these transactions, the total take-

up in floorspace terms would be similar to the following years. Smaller transactions included Naturebureau (professional services) which took a 120 sq m unit and Edwards Lifesciences (medical) which took a 630 sq m unit.

Table 4.4 Office floorspace take-up, 2017-22, Newbury

| Calendar year | No. of transactions | Min size take-up sq m | Max size take-up sq m | Total take-up sq m |
|-----------------------------------|---------------------|-----------------------|-----------------------|--------------------|
| 2017 | 23 | 26 | 1,460 | 8,686 |
| 2018 | 16 | 16 | 10,661 | 20,142 |
| 2019 | 13 | 20 | 781 | 2,717 |
| 2020 | 10 | 37 | 983 | 1,954 |
| 2021 | 9 | 65 | 1,285 | 3,258 |
| 2022* | 6 | 25 | 1,852 | 2,354 |
| Total | 77 | | | 39,111 |
| Annual Average 2017 - 2021 | 14 | | | 7,351 |

Source: CoStar, August 2022

Thatcham

- 4.19 As identified in the previous assessment, there is generally less demand for office space in Thatcham compared to Newbury and Theale, and this remains the case. Demand for space in Thatcham is from a range of sectors and we see in Table 4.5 that the take-up of space since 2017 has remained fairly consistent despite the pandemic. Occupiers who have taken space during this period include SSE Electricity (utilities) who took 215 sq m unit and Phabrix (TMT) who took a 670 sq m unit.

Table 4.5 Office floorspace take-up, 2017-22, Thatcham

| Calendar year | No. of transactions | Min size take-up sq m | Max size take-up sq m | Total take-up sq m |
|-----------------------------------|---------------------|-----------------------|-----------------------|--------------------|
| 2017 | 4 | 70 | 382 | 914 |
| 2018 | 3 | 56 | 310 | 503 |
| 2019 | 2 | 209 | 896 | 1,104 |
| 2020 | 3 | 77 | 671 | 887 |
| 2021 | 2 | 111 | 213 | 325 |
| 2022* | 3 | 28 | 45 | 103 |
| Total | 17 | | | 3,836 |
| Annual Average 2017 - 2021 | 3 | | | 747 |

Source: CoStar, August 2022

Hungerford

- 4.20 The previous assessment identified that the office market in Hungerford is small and is comparably less than other areas of the authority area. Demand at the time was from local businesses covering sectors such as professional services and SME engineering firms. The demand profile broadly remains the same but there is evidence of other types of SMEs taking space. Since 2017 occupiers that have taken space include Property Vision (property developer) who took a 100 sq m unit and Dickins Hopgood Chidley (professional services) who took an 87 sq m unit. As shown in Table 4.6 there are generally low levels of take-up in Hungerford, which is a reflection of the relatively small nature of the market.

Table 4.6 Office floorspace take-up, 2017-22, Hungerford

| Calendar year | No. of transactions | Min size take-up sq m | Max size take-up sq m | Total take up sq m |
|-----------------------------------|---------------------|-----------------------|-----------------------|--------------------|
| 2017 | 3 | 59 | 252 | 550 |
| 2018 | 5 | 32 | 252 | 710 |
| 2019 | 1 | 7 | 7 | 7 |
| 2020 | 2 | 38 | 61 | 99 |
| 2021 | 2 | 110 | 573 | 683 |
| 2022* | 1 | 130 | 130 | 130 |
| Total | 14 | | | 2,178 |
| Annual Average 2017 - 2021 | 3 | | | 410 |

Source: CoStar, August 2022

Theale

- 4.21 The previous assessment identified that there was strong demand for offices in Theale due to its proximity to Reading and as such there were more examples of corporate occupiers taking space than in other parts of the authority area. Although, in line with the wider Thames Valley, demand for offices at Theale has weakened in recent years due to the pandemic, but space here is still in demand due to the stock meeting current occupiers' requirements in terms of quality, and provides a discount in rent compared to other office parks in closer to Reading. With the buildings being offered in smaller units, this area is also to capture demand for those seeking smaller units.
- 4.22 Demand for space in Theale comes from TMTs, and professional and financial services. Table 4.7 sets out the take-up of office space recorded on CoStar in Theale. Occupiers who have taken space during this period include Willis Towers Watson (insurance) who took a 420 sq m unit, Temenos (TMT) who took a 125 sq m unit and Magrathea Telecommunications (TMT) took a lease renewal on their 200 sq m.

Table 4.7 Office floorspace take-up, 2017-22, Theale

| Calendar year | No. of transactions | Min size take-up sq m | Max size take-up sq m | Total take up sq m |
|-----------------------------------|---------------------|-----------------------|-----------------------|--------------------|
| 2017 | 15 | 62 | 3,544 | 304 |
| 2018 | 18 | 90 | 1,177 | 10,472 |
| 2019 | 7 | 55 | 3,198 | 5,827 |
| 2020 | 5 | 80 | 1,896 | 3,850 |
| 2021 | 7 | 69 | 786 | 2,291 |
| 2022* | 9 | 60 | 496 | 1,515 |
| Total | 61 | | | 24,259 |
| Annual Average 2017 - 2021 | 10 | | | 4,549 |

Source: CoStar, August 2022

Membury & Beenham

- 4.23 The previous assessment did not identify any recent take-up of office space in Membury or Beenham, the reason for this was that occupiers remained in occupation for a long period of time, leading to no churn of the stock. Demand for space in both locations tends to be from local occupiers who require affordable space, these occupiers may be serving the local area or using this as a central base to service a wider market with the business owners having links to the local area. Since the previous assessment CoStar shows a single transaction occurring at Beenham Grange Business Park of 159 sq m to Gema Records (online retailer).

Greenham Business Park

- 4.24 The previous assessment identified that demand for office space at Greenham Park had increased as vacant space had been lost closer to Newbury. Demand for space was from professional services, TMTs and housing associations, with these occupiers prepared to trade the access to public transport, services and facilities for workers that town centre locations offer, for the availability of suitable office space in a more remote location. Demand in this location remains strong but since 2017 there has been limited take-up due to a lack of supply when space has become available this has been taken up. 2020 saw the most take-up that included:
- Roc Technologies (TMT) took a 930 sq m unit on a 20-year lease
 - Total Rail Solutions (infrastructure) took a 380 sq m unit on undisclosed terms.

Rural West Berkshire

- 4.25 The previous assessment identified that demand in the rural areas is from small local professional services, looking for space in the village centres – with these occupiers prepared to take dated accommodation. The only exceptions identified were at Calleva Park and Easter Park, which are located in close proximity to AWE. Occupiers at Calleva Park and Easter Park were either located here for historic

reasons or had links to AWE. The profile of demand in the rural area remains broadly the same although now there is evidence of TMTs taking space in this area.

4.26 As shown in Table 4.8 the take-up of office space has remained robust through the pandemic. Occupiers that have taken space during this period include:

- Sensory Integration Network (TMT) took 64 sq m in Pangbourne.
- iKnowledge Solutions (training provider) took 245 sq m at Easter Park.

Table 4.8 Office floorspace take-up, 2017-22, Rural West Berkshire

| Calendar year | No. of transactions | Min size take-up sq m | Max size take-up sq m | Total take up sq m |
|-----------------------------------|---------------------|-----------------------|-----------------------|--------------------|
| 2017 | 10 | 23 | 415 | 1,401 |
| 2018 | 9 | 52 | 1,009 | 2,260 |
| 2019 | 3 | 84 | 106 | 287 |
| 2020 | 11 | 20 | 1,009 | 2,110 |
| 2021 | 10 | 23 | 929 | 2,039 |
| 2022* | 4 | 92 | 226 | 652 |
| Total | 47 | | | 8,749 |
| Annual Average 2017 - 2021 | 9 | | | 1,619 |

Source: CoStar, August 2022

Supply and market balance

Overview

Table 4.9 sets out the change in total stock, as recorded on the VOA, compared to the vacancy floorspace recorded on CoStar. The data shows that in recent years stock has been lost, but the vacancy has increased at a faster rate leading to an increase in the authority-wide vacancy rate. The vacancy rate on 01 March 2022 was 5.07%, around 19,000 sq m. The most recent data (October 2022) shows that vacancy has increased further to around 26,000 sq m. If we assume that the total stock figure has remained the same at 372,000 sq m then the vacancy rate is now around 7.00%.

Table 4.9 Change in total stock & vacancy rates

| Date | 2018 | 2019 | 2020 | 2021 | 2022 |
|---------------------------------------|--------------|---------------|---------------|---------------|---------------|
| Total stock sq m 01 March | 396,000 | 396,000 | 395,000 | 386,000 | 372,000 |
| Change in floorspace sq m | | 0 | -1,000 | -9,000 | -14,000 |
| Change in floorspace % | | 0% | 0% | -2% | -4% |
| Vacancy Q.1 | 6,663 | 11,009 | 13,317 | 13,645 | 18,864 |
| % of vacant space against total stock | 1.68% | 2.78% | 3.37% | 3.53% | 5.07% |

Source: CoStar, VOA, Urbà, October 2022

4.27 When we cross-reference the current available floorspace of 26,000 sq m with the annual take-up of 17,365 sq m (Table 4.3) it equates to 1 ½ years supply, this is an increase from the previous assessment which showed 11 month's supply. We would consider the office vacancy to be shifting from being low to becoming more reasonable.

4.28 We now analyse availability,¹⁰ which differs from vacancy,¹¹ in each of the defined areas:

Newbury

4.29 The previous assessment showed that there were 14 units available on CoStar, with this area having the most availability in the authority area. The highest availability (6 units) at the time was in the 187 - 464 sq m (2001 - 5,000 sq ft) size range. As shown in Table 4.10, availability in Newbury has significantly increased, this has been predominately in the unit sizes up to 464 sq m (5,000 sq ft). The available space in Table 4.10 does not include Vodafone headquarters which has recently been subject to a sale and leaseback, and as part of this, three of the seven buildings, which total 19,500 sq m, have been made available for re-purposing. If these three buildings were to be released to the occupier market this would increase the available floorspace by 80%. Vodafone may provide some much needed quality Grade A space into Newbury, albeit not in the town centre.

¹⁰ The total amount of space that is currently being marketed as available for lease or sale in a given time period. It includes any space that is available, regardless of whether the space is vacant, occupied, available for sublease, or available at a future date. CoStar includes only existing, under construction, and under renovation buildings in its statistical calculations of available space.

¹¹ Vacant space refers to all space not currently occupied by a tenant, regardless of any lease obligation that may be on the space. Vacant space could be space that is either available or not available. For example, sublease space that is currently being paid for by a tenant but not occupied by that tenant, would be considered vacant space. Likewise, space that has been leased but not yet occupied because of finish work being done would also be considered vacant space.

Table 4.10 Office floorspace availability as individual units Newbury

| Size of units | No. of units | Total sq m |
|--|--------------|---------------|
| Up to 93 sq m (Up to 1,000 sq ft) | 24 | 1,145 |
| 94 - 186 sq m (1,001 - 2,000 sq ft) | 16 | 1,919 |
| 187 - 464 sq m (2001 - 5,000 sq ft) | 31 | 9,055 |
| 465 - 929 sq m (5,001 - 10,000 sq ft) | 1 | 594 |
| 930 - 1,858 sq m (10,001 - 20,000 sq ft) | 3 | 4,637 |
| 1,859 sq m (20,001 sq ft) plus | 1 | 6,441 |
| Total | 76 | 23,791 |

Source: CoStar, August 2022

Thatcham

- 4.30 The previous assessment showed that there was just a single office unit available in Thatcham. The update shows that this unit is still available, and still represents the only available floorspace in this area. The single unit is 138 sq m, and is part of the ground floor at Unit 5 -7 Rivermead Industrial Estate which forms part of the wider Colthrop Industrial Estate – therefore not particularly attractive to modern office requirements.

Hungerford

- 4.31 The previous assessment showed that there were no units available in Hungerford. As shown in Table 4.11 there is now a small amount of availability in Hungerford, three units that total 377 sq m.

Table 4.11 Office floorspace availability as individual units, Hungerford

| Size of units | No. of units | Total sq m |
|--|--------------|------------|
| Up to 93 sq m (Up to 1,000 sq ft) | 2 | 53 |
| 94 - 186 sq m (1,001 - 2,000 sq ft) | 0 | 0 |
| 187 - 464 sq m (2001 - 5,000 sq ft) | 1 | 324 |
| 465 - 929 sq m (5,001 - 10,000 sq ft) | 0 | 0 |
| 930 - 1,858 sq m (10,001 - 20,000 sq ft) | 0 | 0 |
| 1,859 sq m (20,001 sq ft) plus | 0 | 0 |
| Total | 3 | 377 |

Source: CoStar, August 2022

Theale

- 4.32 The previous assessment showed that there were 10 units available in Theale, the updated analysis in Table 4.12 shows that availability has increased significantly to 29 units, with most of the availability falling in the small/medium, medium and medium/large size bands.

4.12 Office floorspace availability as individual units, Theale

| Size of units | No. of units | Total sq m |
|--|--------------|---------------|
| Up to 93 sq m (Up to 1,000 sq ft) | 2 | 82 |
| 94 - 186 sq m (1,001 - 2,000 sq ft) | 3 | 393 |
| 187 - 464 sq m (2001 - 5,000 sq ft) | 6 | 1,686 |
| 465 - 929 sq m (5,001 - 10,000 sq ft) | 7 | 6,264 |
| 930 - 1,858 sq m (10,001 - 20,000 sq ft) | 7 | 7,239 |
| 1,859 sq m (20,001 sq ft) plus | 4 | 6,524 |
| Total | 29 | 22,187 |

Source: CoStar, August 2022

Membury

- 4.33 The previous assessment showed that there were no units available in Membury and this remains the case.

Beenham

- 4.34 The situation is also the same in Beenham, whereby the previous assessment showed that there were no units available, and this remains the case.

Greenham Business Park

- 4.35 The previous assessment also showed that there were no units available at Greenham Business Park. Now, there is a single unit of 79 sq m available as part of the ground floor of 4 Communications Road. The unit is available on a new lease at an all-inclusive rent of £260 psm.

Rural West Berkshire

- 4.36 In Rural West Berkshire the same trend follows. The previous assessment showed that there were 10 units available, with no units above the small/medium size banding. Table 4.13 shows that availability has more than doubled to 25 units, the concentration of availability is still for the smaller units.

Table 4.13 Office floorspace availability as individual units, Rural West Berkshire

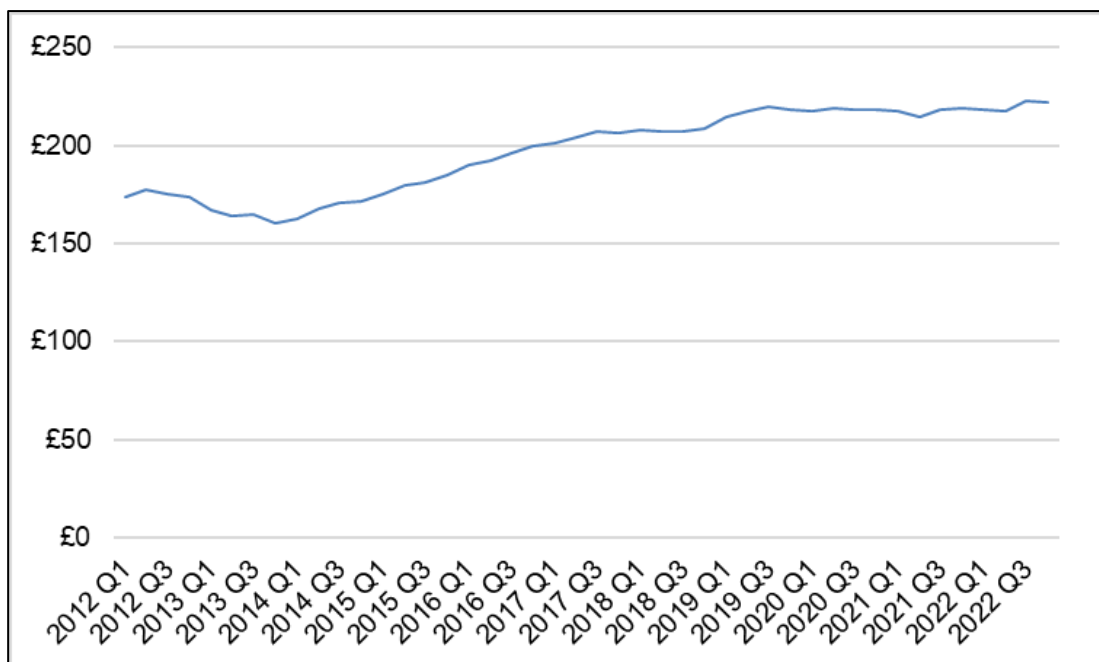
| Size of units | No. of units | Total sq m |
|--|--------------|--------------|
| Up to 93 sq m (Up to 1,000 sq ft) | 7 | 517 |
| 94 - 186 sq m (1,001 - 2,000 sq ft) | 14 | 1,732 |
| 187 - 464 sq m (2001 - 5,000 sq ft) | 3 | 878 |
| 465 - 929 sq m (5,001 - 10,000 sq ft) | 1 | 471 |
| 930 - 1,858 sq m (10,001 - 20,000 sq ft) | 0 | 0 |
| 1, 1,859 sq m (20,001 sq ft) plus | 0 | 0 |
| Total | 25 | 3,597 |

Source: CoStar, October 2022

Rents and the economics of development

- 4.37 The previous assessment explained that rents across the authority area were wide ranging. The highest rents in the authority were at Arlington Business Park at between £269 and £323 psm (£25 and £30 psf), which were between £54 and 108 psm (£5 and £10 psf) lower than Reading. In Newbury rents varied more widely, between £108 and £269 psm (£10 and £25 psf). At Greenham Business Park rents were £205 psm (£19 psf) and Thatcham between £86 and £160 psm (£8 - £15 psf).
- 4.38 The West Berkshire market rent (as defined by CoStar¹²) for offices has plateaued in recent years across the District (see Figure 4.3), with CoStar reporting for quarter 2, 2022 a rent of £222 psm.

Figure 4.3 Market rent, West Berkshire



Source: CoStar, October 2022

- 4.39 Consultations with agents indicated that prime office rents in Newbury town are between £215 - £270 psm. But as we see through the deals referred to below rents achieved at Arlington Business Park are higher than the prime rents quoted by agents in Newbury, whereas the rents achieved in Hungerford are much lower:
- Nov 2021 – 420 Lakeview, Arlington Business Park, Theale - Vigilant Apps (TMT) took 69 sq m at a rent of £388 psm on a 2-year lease.
 - March 2020 - 1410 Waterside Drive, Arlington Business Park, Theale – Honda (vehicle manufacturer) took 550 sq m at a rent of £344 psm on a 10-year lease.
 - April 2020 - Dower House, London Rd, Newbury - Analog Devices (TMT) took 985 sq m at a rent of £196 psm on a 15-year lease with a break at year 5.

¹² CoStar defines market rent as the rental income that a property would most probably command in the open market.

- May 2021 - 4, The Sector, Newbury Business Park - Wates (construction) took 767 sq m at a rent £226 psm on a 10-year lease with 24-month's rent free.
 - Sept 2021 – Quill House, Charnham Lane, Hungerford - an undisclosed tenant took 110 sq m at a rent of £140 sq m on undisclosed terms.
- 4.40 The evidence of rents shows that there has been a slight increase in rents at Theale for the better-quality stock since the previous assessment. Rents elsewhere are in line with the previous assessment, although where good quality covenants are prepared to commit to longer term leases (i.e. 10-years plus) they can command significant rent free periods.
- 4.41 Still, the rents achieved across the area make it viable to maintain and refurbish the existing stock. Development is still viable with a pre-let in place in prime areas (e.g. Arlington Business Park), but not on a speculative basis. The rents achieved at Arlington Business Park are similar to that being achieved at other out of town business parks around Reading such as Thames Valley Park (circa £350 psm) and Green Park (circa £400 psm).
- 4.42 Development is not viable in Newbury on either a pre-let or speculatively basis, with rents needing to much higher at around £377 psm to enable viable development.

Development opportunities

There are currently no office development opportunities advertised on CoStar. This does not pose an immediate issue in the majority of the areas analysed except for around Newbury town where agents report that there is an imbalance in the market of insufficient Grade A space. Although rents are far from the level (around £375 psm) to enable viable development.

Conclusion on the office property market

- 4.43 Our updated assessment has shown that despite the global pandemic the office market across the authority area has remained relatively robust. In the smaller market areas such as Hungerford and Thatcham there remains steady take-up and vacancy remains low. In the larger market areas of Newbury and Theale vacancy has increased significantly, but all this has done is to bring the authority wide vacancy rate to a more reasonable level to allow for market churn. We would expect vacancy rates to be higher than the previous assessment due to the cooling of the office market caused by the global pandemic. At this point in time, the higher vacancy in Newbury is not a concern because the space is available in smaller units which is where the demand lies. Although there appears to be an imbalance in the Newbury market of occupiers not necessarily being able to find the quality space they want. If the surplus Vodafone space is released onto the market, it could help address the imbalance, although this is not located in the town centre. Whereas at Theale there is more vacancy for the larger units, and this is ideal to capture those larger corporate requirements which are seeking higher quality units.

The industrial/warehouse market

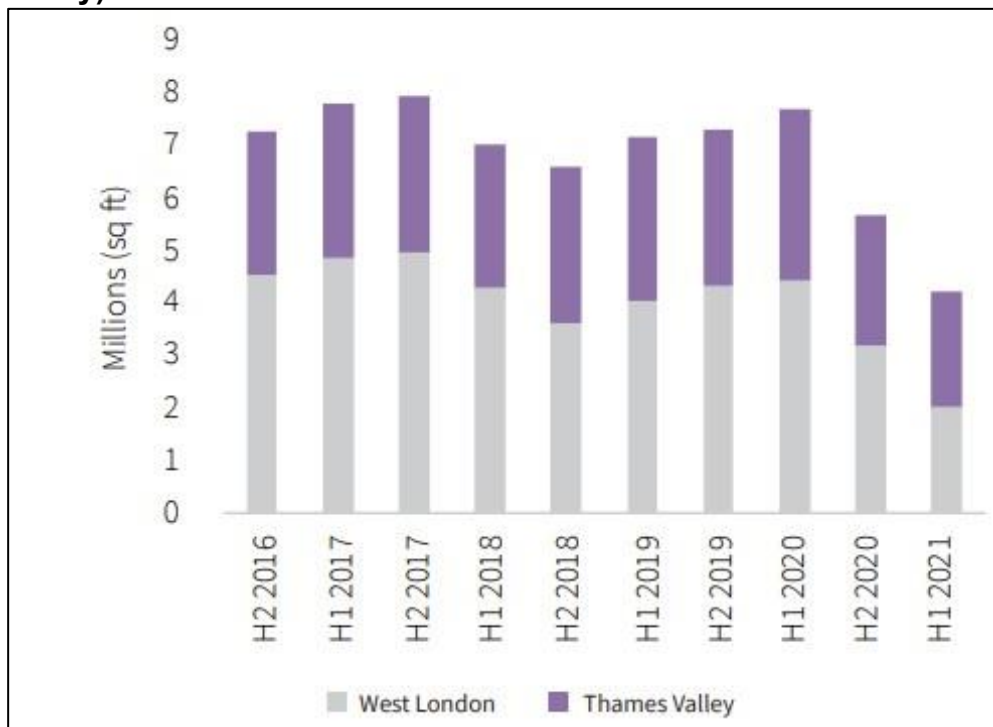
National overview

- 4.44 Before the global pandemic, the majority of the new build market focus was strategic warehousing which was driven by requirements from online retailers and third-party logistics companies (3PLs). Demand was also strong for small and mid-sized units, with these requirements seeking good quality units, that were flexible in nature to respond to market needs, in well-landscaped environments.
- 4.45 During the pandemic, demand for strategic warehousing increased due to a growth in online sales. We also saw small and mid-sized units being re-purposed to respond to the pandemic e.g. Gtech and Dyson went from manufacturing vacuum cleaners to ventilators.
- 4.46 What we are now seeing is a slight cooling of the strategic warehouse market as online sales have fallen, due to a combination of the high street re-opening, inflationary pressures on households reducing spending, and occupiers growing into space they have acquired. In the small and mid-size units, market vacancy rates are low due to a lack of new build occurring.
- 4.47 Overall occupiers now are seeking accommodation with high levels of sustainability, in well landscaped environments (especially small to mid-size units) that has good access to major motorways and principal A-roads to allow easy access of goods.

Thames Valley/West London as an industrial location

- 4.48 The industrial market across the Thames Valley/West London has tightened further since the previous assessment – see Figure 4.4. Research by JLL shows that during the pandemic supply fell and is now at its lowest levels. The lack of new space coming forward is generally due to a lack of sites available – the area is constrained due to Green Belt and developers focusing on higher value uses such as residential, so there is a lack of new sites being promoted.

Figure 4.4 Supply in the western corridor (west London and Thames Valley)



Source: JLL Western Corridor Report, Autumn 2021

- 4.49 As we show in our analysis and also reported by JLL the constrained market is leading to existing employment areas being redeveloped to provide new often intensified and better configured industrial accommodation. JLL¹³ cite the example of Frimley Business Park near Farnborough where Bridges Fund Management and XLB are seeking to redevelop a 3.6-hectare site for an 8,400 sq m logistics building.
- 4.50 There is pent-up demand from blue chip retailers and 3PLs (third-party logistics), requiring strategic units, some of whom are already located in the Thames Valley but cannot move due to a lack of existing sites. These occupiers require the following specification:
- Units size ranging between 9,290 - 46,450 sq m.
 - Plot ratios ranging between 30 – 40%.
 - Sufficient yard depths of between 45 – 55 metres.
 - Higher eaves height (15 – 21 metres) to allow for greater occupier flexibility:
 - Allow for increased racking capacity.
 - Allows installation of mezzanine floors to aid storage and stock picking, also to maximise operational utilisation of warehouse space while minimising rental cost (rent is typically only paid on the ground floor of a big box unit).

¹³ JLL, Autumn 2021, Western Corridor Report

- Longer and thinner design to maximize the quantum of loading bays for goods inward and goods outward. Loading bay ratio between 1:560 and 1:930 sq m.
- Increased floor loading capacity to accommodate impact of robotics and mezzanine footprints.
- Office blocks and data centres to help manage the IT infrastructure (storage and analysis of data).

4.51 Notwithstanding some of the specific requirements from retailers and 3PLs most occupiers across Thames Valley/West London regardless of size of unit and the sector, require purpose built industrial/warehouse units (the space is constructed with the occupiers configuring the units how they wish), high levels of sustainability, site cover of 40 – 50% which allows for suitable yard space for servicing and car parking, good quality environment to attract and retain staff and 10 – 15 metres eaves height.

West Berkshire

Demand

- 4.52 The previous assessment explained that demand for industrial space in West Berkshire is from both local and national occupiers that require good quality premises that have good access to the strategic road network.
- 4.53 Agents now indicate that the occupier market remains robust, and that West Berkshire has become a viable location for largescale warehouse and distribution uses due to a dearth of availability elsewhere in the Thames Valley. Our consultations indicate that due to the lack of availability of new build stock across the Thames Valley, new build space that is being brought forward in West Berkshire is attracting interest from existing occupiers located elsewhere in the Thames Valley from as far afield as Slough – these occupiers are having to look more widely to satisfy their requirements as they are being “priced out” of more expensive locations.
- 4.54 Also, there is demand pressure from last-mile distribution, a sector of the market which has been growing as online sales have been increasing, but there is little in the way of suitable stock to accommodate these requirements. In fact, our agent consultation indicated that due to lack of available stock across West Berkshire most occupiers, regardless of size and sector, find it difficult to satisfy their requirements.
- 4.55 The previous analysis showed that between 2014 and 2018 the annual industrial take-up averaged 37 units /21,581 sq m (232,300 sq ft). Table 4.14 shows that between 2017 and 2021 the annual number of transactions remained similar at 35 but floorspace increased to 27,536 sq m (296,395 sq ft).

Table 4.14 West Berkshire - annual industrial take-up

| Calendar year | Annual no. of transactions | Annual total floorspace take-up sq m (sq ft) |
|-----------------------------------|----------------------------|--|
| 2017 | 30 | 18,866 (203,072) |
| 2018 | 46 | 43,154 (464,506) |
| 2019 | 31 | 18,969 (204,181) |
| 2020 | 37 | 36,321 (390,956) |
| 2021 | 32 | 20,369 (219,250) |
| 2022* | 27 | 18,683 (201,102) |
| Total | 203 | 156,362 (1,683,066) |
| Annual Average 2017 - 2021 | 35 | 27,536 (296,395) |

Source: CoStar, August 2022

- 4.56 We now analyse take-up on each of the industrial areas, as with the office analysis take-up is the output of demand and it is important to analyse not only to see who is taking space, but also whether those seeking space can satisfy their requirements.
- Newbury*
- 4.57 The previous assessment identified that Newbury sees stronger demand than other locations in the authority area. Demand for space was from regional and national occupiers attracted to the area due to its direct links to the M4 motorway and access to the M3 via the A34 and A339 – these factors remain.
- 4.58 Table 4.15 shows the take-up of industrial space in Newbury since 2017, occupiers that have taken space during this period include:
- Supa Nova Events (event company) took 1,236 sq m at Hambridge Business Centre.
 - ETB Autocentres (car repair) took 576 sq m at The Paddocks.
 - SAS (auctioneer) took 1,133 sq m at Nexus Park.

Table 4.15 Industrial floorspace take-up, Newbury

| Calendar year | No. of transactions | Min size take-up sq m | Max size take-up sq m | Total take up sq m |
|-----------------------------------|---------------------|-----------------------|-----------------------|--------------------|
| 2017 | 7 | 221 | 784 | 2,685 |
| 2018 | 24 | 57 | 2,585 | 15,502 |
| 2019 | 14 | 103 | 997 | 5,301 |
| 2020 | 11 | 103 | 864 | 3,874 |
| 2021 | 8 | 161 | 1,381 | 5,228 |
| 2022* | 7 | 101 | 3,655 | 8,619 |
| Total | 71 | | | 41,209 |
| Annual Average 2017 - 2021 | 13 | | | 6,518 |

Source: CoStar, August 2022

Thatcham

- 4.59 The previous assessment identified that demand for industrial space in Thatcham is from a mix of local and larger companies servicing the area as well as national occupiers mostly based around Colthorp Industrial Estate – this still remains the case.
- 4.60 Table 4.16 shows that since 2017 there have been good levels of take-up in Thatcham, occupiers that have taken space include:
- Future Pro Logistics (3PL) took 2,335 sq m at Thatcham Park.
 - V-Engineering (vehicle repair for McLaren and Ferrari) took 620 sq m at Thatcham Park.

Table 4.16 Industrial floorspace take-up, Thatcham

| Calendar year | No. of transactions | Min size take-up sq m | Max size take-up sq m | Total take up sq m |
|-----------------------------------|---------------------|-----------------------|-----------------------|--------------------|
| 2017 | 5 | 228 | 2,611 | 3,911 |
| 2018 | 5 | 104 | 3,551 | 8,540 |
| 2019 | 4 | 269 | 5,898 | 8,818 |
| 2020 | 12 | 151 | 3,360 | 9,591 |
| 2021 | 7 | 315 | 2,334 | 7,541 |
| 2022* | 6 | 379 | 1,737 | 4,135 |
| Total | 39 | | | 42,535 |
| Annual Average 2017 - 2021 | 7 | | | 7,680 |

Source: CoStar, August 2022

Hungerford

- 4.61 The previous assessment identified that demand for industrial space in Hungerford was from companies servicing the local area, who seek good links to the M4 motorway. We are now also seeing demand from local companies who are servicing national markets and those who are part of a global group.
- 4.62 Table 4.17 shows that there have been low levels of take-up for industrial space in Hungerford, and as we are seeing across West Berkshire this is not due to a lack of demand, but a lack of supply. Occupiers that have taken space during this period include:
- Thermatek (manufacturer) took 180 sq m at Station Yard.
 - Compressor Products International (compressor distributor) took 1,170 sq m at Smitham Bridge Road.

Table 4.17 Industrial floorspace take-up, Hungerford

| Calendar year | No. of transactions | Min size take-up sq m | Max size take-up sq m | Total take up sq m |
|-----------------------------------|---------------------|-----------------------|-----------------------|--------------------|
| 2017 | 2 | 243 | 3,566 | 3,809 |
| 2018 | 1 | 1,169 | 1,169 | 1,169 |
| 2019 | 0 | 0 | 0 | 0 |
| 2020 | 0 | 0 | 0 | 0 |
| 2021 | 3 | 99 | 478 | 755 |
| 2022* | 2 | 134 | 433 | 567 |
| Total | 8 | | | 6,300 |
| Annual Average 2017 - 2021 | 1 | | | 1,147 |

Source: CoStar, August 2022

Theale

- 4.63 The previous assessment identified that Theale's proximity to junction 12 of the M4 means that it is an attractive location for B8 distribution (specifically last mile servicing Reading). As supply has further tightened along the M4 corridor towards London demand for space close to motorway junctions, such as at Theale has increased since the previous assessment.
- 4.64 Table 4.18 shows the take-up of industrial space in Theale since 2017, occupiers that have taken space during this period include:
- mineARC (TMT) took 215 sq m at The Markham Centre.
 - Profixed (contractor) took 175 sq m at Access 12.

Table 4.18 Industrial floorspace take-up, Theale

| Calendar year | No. of transactions | Min size take-up sq m | Max size take-up sq m | Total take-up sq m |
|-----------------------------------|---------------------|-----------------------|-----------------------|--------------------|
| 2017 | 4 | 152 | 1,844 | 2,475 |
| 2018 | 6 | 118 | 11,013 | 13,423 |
| 2019 | 3 | 93 | 326 | 634 |
| 2020 | 3 | 109 | 12,489 | 14,421 |
| 2021 | 5 | 116 | 2,287 | 4,660 |
| 2022* | 3 | 123 | 215 | 474 |
| Total | 24 | | | 36,087 |
| Annual Average 2017 - 2021 | 4 | | | 7,123 |

Source: CoStar, August 2022

Membury

4.65 The industrial offer at Membury is relatively small with CoStar only recording the following two transactions since 2017:

- The Ely Building at Member Airfield - a unit of 1,1370 sq m to an undisclosed tenant.
- Unit E, Aerial Business Park - a unit of 970 sq m to an undisclosed tenant.

Beenham

4.66 The previous assessment identified that much of the Beenham Grange Industrial Area was occupied by more traditional 'dirty' industrial uses. However, we are now seeing a shift to more clean industries. Table 4.19 shows the take-up of industrial space in Beenham since 2017, occupiers that have taken space during this period include:

- Scotts Reading (construction company) took 280 sq m.
- Cybertronics (TMT) took 280 sq m.

Table 4.19 Industrial floorspace take-up, Beenham

| Calendar year | No. of transactions | Min size take-up sq m | Max size take-up sq m | Total take-up sq m |
|-----------------------------------|---------------------|-----------------------|-----------------------|--------------------|
| 2017 | 1 | 581 | 581 | 581 |
| 2018 | 2 | 416 | 561 | 977 |
| 2019 | 0 | 0 | 0 | 0 |
| 2020 | 1 | 279 | 279 | 279 |
| 2021 | 1 | 277 | 277 | 277 |
| 2022* | 1 | 279 | 279 | 279 |
| Total | 6 | | | 2,393 |
| Annual Average 2017 - 2021 | 1 | | | 423 |

Source: CoStar, August 2022

Greenham Business Park

- 4.67 The previous assessment identified that Greenham Business Park had attracted food production and storage sectors. Analysis of CoStar shows that there have not been any recent transactions recorded, the last transactions listed were in 2017 for two units to Diamond Quality Care Services (healthcare) took a total of 780 sq m.

Rural West Berkshire

- 4.68 The previous assessment found that the majority of demand in the rural area was concentrated at the largest estates of Red Shute Hill Estate, Youngs Industrial Estate and Easter Park as these provided the highest quality units and the greatest critical mass outside of the more established industrial locations. We see demand for space across the rural area from a range of sectors, with many of the businesses having links to the area although servicing a much larger market.
- 4.69 Table 4.20 shows the take-up of industrial space since 2017 has been relatively consistent. Occupiers that have taken space during this period include:
- FuturePro Logistics & Mail (3PL) took 70 sq m at Easter Park.
 - Avidety (maintenance of electricity cables) who took 960 sq m at Pincents Kiln Industrial Park.
 - Horologium (watch repair) who took 85 sq m at The Old Mill Trading Estate, Pangbourne,

Table 4.20 Industrial floorspace take-up, Rural West Berkshire

| Calendar year | No. of transactions | Min size take-up sq m | Max size take-up sq m | Total take up sq m |
|-----------------------------------|---------------------|-----------------------|-----------------------|--------------------|
| 2017 | 9 | 53 | 2,176 | 2,391 |
| 2018 | 7 | 48 | 1,024 | 2,598 |
| 2019 | 7 | 71 | 871 | 2,573 |
| 2020 | 9 | 49 | 962 | 2,550 |
| 2021 | 7 | 53 | 533 | 1,651 |
| 2022* | 6 | 144 | 516 | 2,072 |
| Total | 45 | | | 13,836 |
| Annual Average 2017 - 2021 | 8 | | | 2,353 |

Source: CoStar, August 2022

Supply and market balance

Overview

- 4.70 Table 4.21 sets out the change in total stock, as recorded on the VOA, compared to vacancy floorspace recorded on CoStar. The data shows that in recent years stock has increased, but only slightly. The VOA data doesn't specify where the new stock has been delivered, but analysis of the Council's completions shows that a significant completion during this period was at Thatcham Distribution Park, which delivered 11,362 sq m of space. Between 2018 and 2020 the authority area had virtually zero vacancy, but this has improved as new space has been released onto the market, although vacancy remains well below that required for an efficiently functioning market.

Table 4.21 Change in total stock & vacancy rates

| Date | 2018 | 2019 | 2020 | 2021 | 2022 |
|--|--------------|--------------|--------------|--------------|---------------|
| Total stock sq m 01 March | 857,000 | 860,000 | 871,000 | 871,000 | 898,000 |
| Change in floorspace sq m | | 3,000 | 11,000 | 0 | 27,000 |
| Change in floorspace % | | 0.4% | 1% | 0% | 3% |
| Vacancy Q.1 | 542 | 0 | 0 | 9,789 | 20,077 |
| % of vacant space against total stock | 0.06% | 0.00% | 0.00% | 1.12% | 2.24% |

Source: CoStar, VOA, Urbà, October 2022

- 4.71 When we cross-reference the vacant floorspace of 20,077 sq m (vacancy has remained relatively constant from March until October 2022) with the annual take-up of 27,536 sq m (Table 4.14) it equates to 9months supply which is a slight decrease

of the 11-months reported in the previous assessment. The market was previously very tight and now has got even tighter.

4.72 We now analyse availability in each of the employment areas:

Newbury

4.73 The previous assessment showed that there were 10-units available in Newbury on CoStar. As shown in Table 4.22 availability has dropped slightly to 7-units with no units available up to 186 sq m (2,000 sq ft) or 1,859 sq m (20,001 sq ft) plus – this was a similar situation in the previous assessment - therefore we are seeing a continued imbalance in the market with occupiers not able to always satisfy their requirements.

Table 4.22 Industrial floorspace availability as individual units, Newbury

| Size of units | No. of units | Total sq m |
|---|--------------|--------------|
| Up to 93 sq m (Up to 1,000 sq ft) | 0 | 0 |
| 94 - 186 sq m (1,001 - 2,000 sq ft) | 0 | 0 |
| 187 - 464 sq m (2001 - 5,000 sq ft) | 4 | 1,249 |
| 465 - 929 sq m (5,001 - 10,000 sq ft) | 2 | 1,197 |
| 930 - 1,858 sq m (10,001 - 20,000 sq ft) | 1 | 1,735 |
| 1,859 sq m – 4,645 sq m (20,001 - 50,000 sq ft) | 0 | 0 |
| 4,646 sq m (50,000 sq ft) plus | 0 | 0 |
| Total | 7 | 4,181 |

Source: CoStar, August 2022

Thatcham

4.74 The previous assessment showed that in total there were 8-units available in Thatcham, and despite the release of the new development at Thatcham Park,

4.75 Table 4.23 shows that the number of units available has fallen slightly. The previous assessment showed that there were 4-units available in the 465 - 929 sq m (5,001 - 10,000 sq ft) size range, now there are none available. Also, both assessments are showing no availability at the smaller and larger ends of the size range. The 3 largest units that are now available are 3 of the 7-units which were built as part of the Thatcham Park development.

4.76 Despite new development occurring in Thatcham, when we cross-reference the combined availability of Newbury and Thatcham markets, there is an acute shortage in many of the size ranges.

Table 4.23 Industrial floorspace availability as individual units, Thatcham

| Size of units | No. of units | Total sq m |
|---|--------------|--------------|
| Up to 93 sq m (Up to 1,000 sq ft) | 0 | 0 |
| 94 - 186 sq m (1,001 - 2,000 sq ft) | 2 | 283 |
| 187 - 464 sq m (2001 - 5,000 sq ft) | 1 | 315 |
| 465 - 929 sq m (5,001 - 10,000 sq ft) | 0 | 0 |
| 930 - 1,858 sq m (10,001 - 20,000 sq ft) | 1 | 1,633 |
| 1,859 sq m – 4,645 sq m (20,001 - 50,000 sq ft) | 2 | 5,136 |
| 4,646 sq m (50,000 sq ft) plus | 0 | 0 |
| Total | 6 | 7,368 |

Source: CoStar, August 2022

Hungerford

- 4.77 There are currently no units advertised as available in Hungerford on CoStar, the previous assessment showed there was just one unit available at the time. These assessments show that the market is very tight in Hungerford, and when space does become available it is re-occupied.

Theale

- 4.78 The previous assessment showed that there were 4-units available in Theale, Table 4.24 shows there is still a total of 4 units available. The update shows that there are no longer units available in the 465 - 929 sq m (5,001 - 10,000 sq ft) and 930 - 1,858 sq m (10,001 - 20,000 sq ft) size bands. Overall, the availability at Theale continues to show that the market is tight, with occupiers not always able to satisfy their requirements.

Table 4.24 Industrial floorspace availability as individual units, Theale

| Size of units | No. of units | Total sq m |
|---|--------------|---------------|
| Up to 93 sq m (Up to 1,000 sq ft) | 0 | 0 |
| 94 - 186 sq m (1,001 - 2,000 sq ft) | 1 | 123 |
| 187 - 464 sq m (2001 - 5,000 sq ft) | 1 | 385 |
| 465 - 929 sq m (5,001 - 10,000 sq ft) | 0 | 0 |
| 930 - 1,858 sq m (10,001 - 20,000 sq ft) | 0 | 0 |
| 1,859 sq m – 4,645 sq m (20,001 - 50,000 sq ft) | 0 | 0 |
| 4,646 sq m (50,000 sq ft) plus | 2 | 16,984 |
| Total | 4 | 17,491 |

Source: CoStar, August 2022

- 4.79 Not included in the above analysis, although listed in CoStar, are the proposed units on the edge of Theale (marketed as Panattoni Park). The CoStar data lists that one unit of 29,500 sq m is under construction and two further units proposed of 92,000

and 69,900 sq m – we understand that none of these units have planning permission and therefore are not part of the current supply.

Membury

- 4.80 There are currently no units advertised as available in Membury on CoStar, this is the same as the previous assessment. As previously identified, the employment area here is small and our assessment of take-up shows that once space is made available it is re-occupied, leading to very little market churn of stock here.

Beenham

- 4.81 The previous assessment showed that there were no units available on CoStar. The updated analysis shows that there are now two units available of 230 and 280 sq m.

Greenham Business Park

- 4.82 The previous assessment showed that there were no units available on CoStar. The updated analysis shows that there is a single unit of 577 sq m. The take-up and availability data indicates that there is little market churn of stock here.

Rural West Berkshire

- 4.83 The previous assessment showed that there were seven units available on CoStar in the rural area. As we see from Table 4.25 availability has increased slightly, this has been in the 187 - 464 sq m (2001 - 5,000 sq ft) and 930 - 1,858 sq m (10,001 - 20,000 sq ft) size bands.

Table 4.25 Industrial floorspace availability as individual units, Rural West Berkshire

| Size of units | No. of units | Total sq m |
|---|--------------|--------------|
| Up to 93 sq m (Up to 1,000 sq ft) | 1 | 59 |
| 94 - 186 sq m (1,001 - 2,000 sq ft) | 1 | 121 |
| 187 - 464 sq m (2001 - 5,000 sq ft) | 3 | 776 |
| 465 - 929 sq m (5,001 - 10,000 sq ft) | 3 | 1,978 |
| 930 - 1,858 sq m (10,001 - 20,000 sq ft) | 2 | 2,011 |
| 1,859 sq m – 4,645 sq m (20,001 - 50,000 sq ft) | 0 | 0 |
| 4,646 sq m (50,000 sq ft) plus | 0 | 0 |
| Total | 10 | 4,945 |

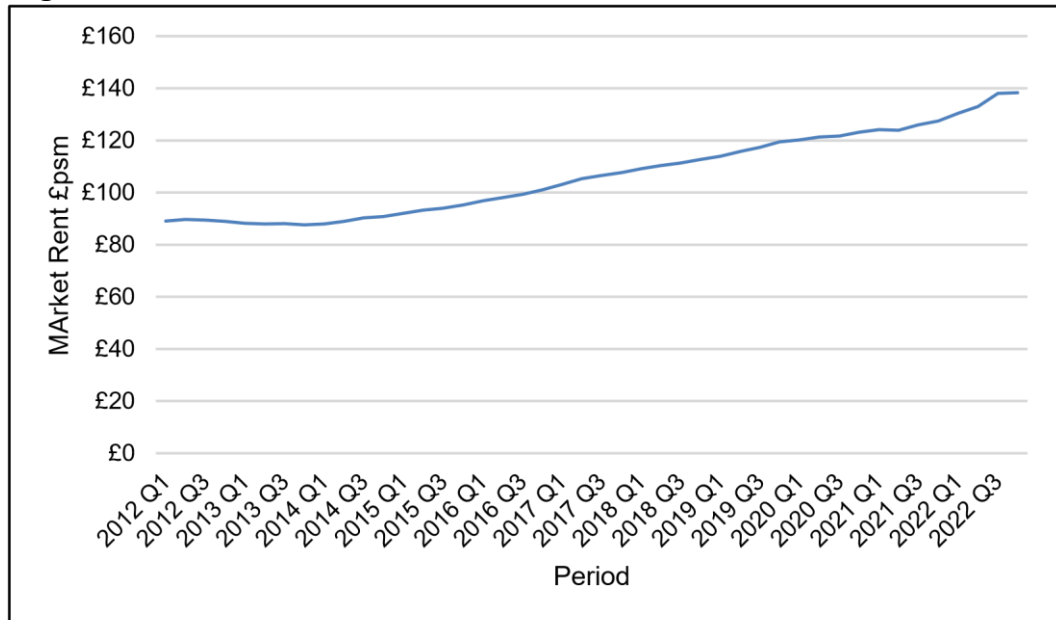
Source: CoStar, October 2022

Rents and the economics of development

- 4.84 The previous assessment explained that the best example of rents across the authority area were those achieved at Access 12, Theale. Here new build rents achieved between £118 and £130 psm (£11.80 and £12.20 psf) for smaller units and around £108 psm (£10 psf) for larger units.

4.85 The West Berkshire market rent (as defined by CoStar¹⁴) has been increasing over a sustained period of time (see Figure 4.5), with CoStar reporting for quarter 3, 2022 a rent of £138 psm.

Figure 4.5 Market rent, West Berkshire



Source: CoStar, October 2022

4.86 We see from the evidence of deals below that rents have generally increased across the main industrial locations - Theale, Thatcham and Newbury:

- May 2021 – Units D1 – D6 Access 12, Theale - James Development Pvt Limited took 116 sq m at a rent of £145 psm on a 5-year lease.
- Jan 2021 – Unit 2, Access 12, Theale – New Homes Flooring took 1,960 sq m asking rent of £129 psm on undisclosed terms.⁹
- May 2021 – Units 1 – 4 Thatcham Park - V-Engineering (vehicle repair for McLaren and Ferrari) took 620 sq m at a rent of £124 psm on a 10-year lease.
- June 2020 – Units 6 – 6 Transigo, Thatcham - Jacobs Field Services (manufacturer) took 885 sq m at a rent of £129 psm on 1-year lease.
- June 2019 – The Paddocks Industrial Estate - Kew Electrical (trade counter) took 230 sq m at an asking rent of £137 psm on undisclosed terms.
- Oct 2021 - Newbury Trade Park - Down's Carpets (trade counter) took 480 sq m at an asking rent of £145 psm on undisclosed terms.

4.87 New build quoting rents at A34 Connect at Greenham Business Park (see details below) are £125 psm, which represents a significant discount to Reading at £170 psm. Even with near zero availability new build quoting rents are well below that of Reading, which provides West Berkshire with a competitive advantage.

¹⁴ CoStar defines market rent as the rental income that a property would most probably command in the open market.

Development opportunities

- 4.88 As previously mentioned, CoStar does list a site on the edge of Theale (being marketed as Panattoni Park), as a development opportunity, but given the lack of planning, we have not considered it any further at this stage. Other development opportunities identified on CoStar are:
- Beenham Eco Park, Beenham – two units available on a pre-let basis of 1,320 sq m and 1,562 sq m respectively - total new space of 2,882 sq m.
 - A34 Connect at Greenham Business Park – two units of 4,338 sq m and 7,398 sq m respectively - total new space of 11,736 sq m. The units will be built by March 2023.
- 4.89 The proposed new space will add an additional 14,618 sq m of supply to the market. When we compare it to the 5-year annual average take-up for the authority area (Table 4.14) the new space will add around 6-months of additional supply, which is not sufficient to deal with the shortfall in the longer term

Conclusion on the industrial/warehouse property market

- 4.90 Demand for industrial space has increased since the previous assessment, while supply has continued to fall, placing further pressure on the existing stock. Demand across the Thames Valley is strong for largescale distribution, and despite a slight cooling of this market, demand remains robust because occupiers have not been able to satisfy their requirements for a sustained period. West Berkshire is now considered a credible location for largescale storage and distribution due to a lack of suitable space elsewhere in the Thames Valley. Furthermore, the lower rents in West Berkshire are making it an attractive location for those occupiers being “priced out” of more expensive locations, closer to London and Reading.
- 4.91 The analysis of take-up suggests low levels, but this is because not all occupiers can find the space they want due to a shortage of supply and these requirements are unlikely to move at all due to the shortage of available space across the Thames Valley. The new development at Beenham and Greenham Business Park will help relieve some of the immediate pressure for large, strategic and medium size space, but will not add sufficient floorspace to relieve the pent-up demand, nor will this deal with the shortage in supply of smaller units. Overall, there remains an acute shortage of good quality space.

Conclusions on the employment areas

- 4.92 We have undertaken a brief review of the Protected Employment Areas (PEAs) to identify any change from the position reported in the 2020 ELR. The updated site appraisals are set out at Appendix C. For the most part the 2020 reviews and recommendations reached remain, but we note any material changes in activity or in our recommendations. Below we report on these by exception.

- 4.93 In respect of the Newbury sites, the potential to extend Turnpike Estate PEA boundary north onto a scrap yard has passed as the site now has planning permission for housing.
- 4.94 The discussion of the Beenham Grange Industrial Area included reference to four sites promoted for industrial use through the Call for Sites. Two of these have now been dismissed through the on-going HELAA and SA/SEA work - BEEN4 (Beenham Landfill, Grange Lane), BEEN6 (Beenham Landfill, A4 Road Frontage), and one area added- Northway Porsche, Grange Lane (BEEN10). This change and the review of the potential future supply is reported on in the 'Potential land' chapter later in this Addendum.
- 4.95 At Membury the LAM6 site now has outline planning permission for logistics and distribution and is discussed as part of the pipeline of industrial commitments in the next chapter. Lowesdon Works (Lambourn Business Park) has planning permission to reprovide the existing employment space in new buildings, and the site is now cleared.
- 4.96 In Hungerford the residential permissions in the Station Road PEA have lapsed, and there is no longer the need to redraw the PEA boundary to exclude that parcel of land (the Oakes Bros site).
- 4.97 In rural West Berkshire changes to the AWE Land Use Planning Consultation Zones means a number of sites are now within the Detailed Emergency Planning Zones (DEPZ) and the scope for future development is now possibly heavily constrained. The impact on development within these locations is discussed below in the 'Potential land' chapter. The discussion of the potential of land to the rear at Red Shute Hill (CA6) for expansion has now been dismissed through the on-going HELAA and SA/SEA work.
- 4.98 The 2020 ELR also considered a number of existing employment areas and the scope to designate these as PEAs that would increase the policy protection to help maintain and enhance the stock. We did consider the Old Mill Trading Estate, Pangbourne as suitable for designation as a rural PEA. However, on reflection given it is very small (0.2 ha), it is below a sensible threshold for PEAs (0.5 ha), as sites so small without prospect of expansion will not make a material difference to the overall future provision of employment space in the District. We therefore recommend that the Old Mill Trading Estate, Pangbourne is not carried forward in sites to designate as PEAs in the Reg 19 Plan. All other recommendations in this regard stand.

5 Supply and market balance

- 5.1 This chapter identifies the committed supply of land and floorspace for employment use. This comes in two forms (i) extant planning permissions for employment uses and (ii) plan site allocations for employment use.
- 5.2 Here we also calculate market balance, comparing gross demand for employment use with committed supply to assess if there is or is not sufficient supply to meet the identified demand. A shortfall would denote a need for more floorspace to be identified and allocated in the plan.
- 5.3 We first consider supply and market balance for offices and then for industrial uses.

Office supply

- 5.4 Here we review the amount of floorspace available from the pipeline of committed supply of new office floorspace from (i) extant planning permissions identifying the quantum in town centres, the PEAs and those in non-designated areas, and (ii) any plan allocations. Appendix A identifies all the individual permissions and allocations.

Table 5.1 Office pipeline of future supply

| | Town centres Sq m | PEAs Sq m | Non-designated Sq m | Total Sq m |
|-----------------------------|----------------------|--------------|------------------------|---------------|
| Planning permission | 0 | 1,853 | 7,068 | 8,921 |
| Plan allocations | 0 | 0 | 0 | 0 |
| m Total supply (GIA) | 0 | 1,853 | 7,068 | 8,921 |

Source: West Berks Monitoring data for 2021/22 and Stantec analysis

- 5.5 The bulk of the existing planning permissions are in non-employment designated areas, and these are spread across the District with the largest being 2,100 sq m on Silchester Road, Tadley. With no office allocations in the adopted Plan, the overall supply of office floorspace is 8,921 sq m (row m), which equates to 7,583 sq m NIA¹⁵. This is a little lower than the 15,000 sq m recorded in the 2020 ELR.
- 5.6 Table 5.2 below carries forward the gross demand (l) and gross supply of floorspace (m – converted from GIA to NIA) from previous tables to calculate the ‘balance’ (n).

Table 5.2 Office balance – economic forecast based

| | 2022-39 Sq m |
|--|-----------------|
| l Gross demand (sq m NIA) | 59,737 |
| m Total supply (sq m NIA) | 7,583 |
| n Under supply (sq m NIA) [l-m] | 52,154 |

Source: West Berks Monitoring data for 2021/22 and Stantec analysis

¹⁵ GIA to NIA by deducting 15%.

- 5.7 Total supply commitments (m) set against the gross demand (l) on a per annum average basis equates to just 2.5 years of supply, so supply is very light.
- 5.8 As noted earlier the 2020 ELR identified an under-supply (need) figure of approximately 65,000 sq m, which is 13,000 sq m more than the updated figure. The updated analysis therefore identifies a balance of approximately 52,000 sq m undersupply.

Industrial

- 5.9 The table below sets out the new supply of industrial floorspace through completions and pipeline permissions. Appendix B sets out a schedule of all the completions and pipeline permissions.

Table 5.3 Industrial pipeline of future supply

| | Hambridge Rd/Lane Sq m | Other PEAs Sq m | Non- designated Sq m | Total Sq m |
|-----------------------|------------------------------|-----------------------|----------------------------|---------------|
| Planning permission | 5,419 | 6,867 | 51,581 | 63,867 |
| Plan allocations | 0 | 0 | 0 | 0 |
| m Total supply | 5,419 | 6,867 | 51,581 | 63,867 |

Source: West Berks Monitoring data for 2021/22 and Stantec analysis

- 5.10 The existing planning permissions have a similar total floorspace figure to the 2020 ELR, with the largest being the recent permission for an 15,917 sq m industrial estate at Paices Hill adjacent to AWE. In Greenham Business Park two major sites - Lindenmuth Way and English Provender together have permission for around 20,000 sq m. The final two schemes of scale are the permission for the expansion 10,000 sq m site for Walkers Logistics in Membury, and land within Charnham Park with a permission remaining for 5,992 sq m of industrial floorspace.
- 5.11 With no industrial allocations in the adopted Plan over and above those parcels of land that have permissions mentioned above, such as at Charnham Park, the overall supply of floorspace is 63,867 sq m. This is a little lower than the 83,000 sq m recorded in the 2020 ELR, with the difference reflecting some recently implemented industrial/warehouse intensification schemes.
- 5.12 Table 5.4 below carries forward the gross demand based on the past trends approach (l) and gross supply of floorspace (m) from previous tables to calculate the 'balance' (o).

Table 5.4 Industrial balance – past trend based

| | 2022-39 Sq m |
|--|-----------------|
| l Gross demand (sq m GIA) | 154,976 |
| m Total supply (sq m GIA) | 63,867 |
| o Total supply (sq m GIA) [l-m] | 91,109 |

Source: West Berks Monitoring data for 2021/22 and Stantec analysis

-
- 5.13 Total supply commitments (m) set against the gross demand (l) on a per annum average basis equates to 7 years of supply, so supply to provide for economic growth over a little less than half the plan period.
- 5.14 The industrial requirement – the balance to find for the remainder of the Plan period is approximately 91,000 sq m or 23 ha.

6 Potential land to meet the shortfall

- 6.1 The balance to find for office is 52,000 sq m and for industrial 91,000 sq m, and in this section we consider how to fill that gap. The source of potential land are the sites promoted through the Call for Sites and considered in the Council's Housing and Employment Land Availability Assessment (HELAA) and SA/SEA process.
- 6.2 The sites considered in this Addendum have some changes from those considered in the 2020 ELR. This is because the on-going HELAA and SA/SEA assessments have resulted in some sites coming into consideration and others going out.
- 6.3 The sites coming into consideration are: BRIM3 (Larkwhistle Farm, Brimpton Common), BUR14 (Herons Nest, Station Road, Theale), CHI9 (The Old Nursery, Bradley Court Lane, Chieveley), LAM10 (Land to the south of Trinity Grain, Ramsbury Road, Membury) and SM8 (Perrins Farm, Beech Hill, Mortimer).
- 6.4 Those no longer under consideration for employment uses are: LAM8 (land west of Lambourn Business Park) THE6 (Theale Rail Depot), THE8 (Land adjacent J12 of M4), BEEN4 (Beenham Landfill, Grange Lane), BEEN6 (Beenham Landfill, A4 road frontage) and CA6 (extension to Red Shute IE (Old Sandpit site)).
- 6.5 Thus, in total 17 sites are within scope. These have mostly been promoted for industrial uses rather than office, while some were promoted for 'employment use', and in those cases we have considered whether office has potential. The appraisals are set out in the site assessments at Appendix C.
- 6.6 The Addendum's narrow focus is whether the land promoted is likely to be attractive to potential developers and future occupiers for industrial or office use from a property market perspective.
- 6.7 It is not the role of this study to recommend sites to allocate, as there are a very wide range of suitability and availability factors, well beyond the scope of this study that need to be considered before the Council can decide on which sites to allocate. This Addendum does set out the market review, but this is just one element feeding into the Council's considerations.
- 6.8 The scope for employment use (industrial) at two of the 17 sites (two that were included in the 2020 ELR assessment) has already been confirmed through 2021 planning permissions that are factored into the committed supply calculated in the preceding chapter. These are LAM6 (Land west of Ramsbury Road, Membury) and ALD8 (Land to the northwest side of Paices Hill (Blacks Lake), Aldermaston). The assessments for both these sites are retained for completeness. As detailed below there has been a more recent permission for industrial use at MID5 (Land to the east of Colthrop IE), but because this is yet to feature in the Council's published monitoring data for 2022/23, we identify it here as potential land to meet the industrial need.

Potential land to meet the outstanding office floorspace requirement

- 6.9 The office floorspace requirement to find over the Plan period to 2039 after accounting for all known planned supply as set out in Table 5.2 above, is 52,154 sq m, this is down from approximately 65,000 sq m in the 2020 ELR.
- 6.10 A number of sites were submitted for office use through the HELAA, and some of these are considered in the site assessments as part of this study (Appendix C), but only one is considered suitable for office use – BUR 12 Land at Green Park, Kirton’s Farm Road – see Table 6.1 below). This site could equally accommodate industrial units, and so we include it in both assessments.

Table 6.1 Potential office site

| Site | Constraint | Ha | |
|--|---|------|-----|
| Land with potential for office use, and but with major constraint | | | |
| BUR12 | Land at Green Park, Kirton's Farm Road, Reading | DEPZ | 3.2 |

Source: WBDC HELAA and Stantec analysis

- 6.11 Applying a plot ratio of 60% to the land area would generate approximately 20,000 sq m of floorspace. However, this site is within the DEPZ area, and so that issue will need to be addressed before this site could possibly come forward. In terms of the other sites assessed - LAM10 (Land to the south of Trinity Grain) was promoted for uses including office, but we think it will not be attractive to anything other than ancillary office, and is much better as an industrial site. The only other site that could provide office space, but only on a very minor scale and only through reuse of existing farm buildings is SM8 Perrins Farm, Mortimer.
- 6.12 Thus, there is insufficient land available to meet the identified demand for 52,154 sq m over the whole plan period. In the short-term market demand is very weak, and the net change in office floorspace has been negative, so the very low pipeline of commitments (that provides only 2.5 years supply), and the lack of available, suitable and deliverable sites being promoted does not raise short term concerns.
- 6.13 Medium to longer term should the office market return to positive growth as we saw a decade ago, with vacancy/availability at low rates, the lack of a pipeline of new stock will be a problem. This is why the 2020 ELR supported a longer-term strategy to deliver office growth opportunities through town centre (and edge of town centre) regeneration, and through providing employment space as part of future housing-led mixed-use developments, delivering walk to work opportunities for new local residents. This medium to longer term strategy remains as set out in the 2020 ELR.
- 6.14 We would add in this regard, that as the Council’s strategy for the regeneration of the London Road Industrial Estate develops, there may be scope to introduce an element of office provision within the mix. This area has significant Local Authority ownership and is very much an edge of town centre location. While we understand and support the intensified redevelopment of the industrial provision across the Estate, the very low prevailing densities suggest there will be potential to deliver offices as well as modern industrial stock.

Potential land to meet the outstanding industrial floorspace requirement

- 6.15 The industrial floorspace requirement over the Plan period to 2039 after accounting for all planned supply as set out in Table 5.4 above, is 91.109 sq m, equivalent in land terms to approximately 23 ha.
- 6.16 The property market assessment demonstrates demand for industrial, and in particular warehousing for logistics and distribution, and this is strongest on the eastern side of the District.
- 6.17 Seventeen sites promoted through the HELAA for employment uses, either solely or as part of a mix of employment uses, were reviewed within this Study – see site assessments in Appendix C.
- 6.18 The site assessments found:
- three were ruled out for employment uses (SM8, THA24 and CHI9) due principally to their rural settings and remoteness, and the poor road network connections which make them unattractive for employment uses. In the case of THA24 high flood risk and site viability reasons were also major factors.
 - Fourteen have potential for industrial use. of which:
 - Two already benefit from planning permissions for industrial uses and are already considered as part of the committed supply (LAM8 and LAM6).
 - One has a more recent planning permission for industrial use (MID5),
 - One is considered a good site and not to experience either of the two major constraints experienced by a number of sites in this area – being located in either AONB or DEPZ (PAD4).
 - The remaining ten sites (we include Kirton’s Farm Road as the site could deliver either office or industrial or indeed a mix) are either potentially constrained by being within AONB or the DEPZ.
- 6.19 In reaching the conclusion that these sites have potential to provide employment space the assessment has considered the suitability and attraction for employment use. This involved considering each site’s location – is it in an area that are attractive to the market, whether the sites are suitable having regard to compatibility of surrounding uses, access to the highway network and public transport, access to amenities and a number of other factors. In terms of availability all are promoted through the HELAA and are therefore likely to have a willing owner. The full assessments are set out at Appendix C.
- 6.20 The table below identifies the sites.

Table 6.2 Potential sites for industrial uses
Land with potential for industrial use and no major constraints

| Site | Constraint | Ha |
|---|---|-------------|
| Land with planning permission for industrial use | | |
| MID5 | Land to the east of Colthrop IE | 5.1 |
| Land with potential for industrial use, and no major constraints | | |
| PAD4 | Land adjacent to Padworth IWFM, Padworth Lane | 3.1 |
| Land with potential for industrial use, but with major constraints | | |
| BUR12 | Land at Green Park, Kirton's Farm Road, Reading | DEPZ 3.2 |
| ALD6 | Land off Benyon Road, Easter Park, Tadley | DEPZ 2.1 |
| ALD3 | Former Youngs Garden Centre, Aldermaston | DEPZ 2.6 |
| LAM10 | Land south of Trinity Grain, Ramsbury Rd, Membury | AONB 2.2 |
| BEEN3 | Beenham Landfill & Compost Area, Beenham | AONB 7.3 |
| BEEN5 | Beenham Landfill, Pips Way, Beenham | AONB 3.7 |
| BEEN10 | Northway Porsche, Grange Lane, Beenham | AONB 2.7 |
| BUR14 | Heron's Nest, Station Road, Theale | DEPZ 31.3 |
| ALD10 | Strawberry Farm, Burghfield Road, Tadley | DEPZ 7.0 |
| BRIM3 | Larkwhistle Farm, Brimpton Road, Brimpton Common | DEPZ 10.6 |
| Land with potential for industrial use, but with major constraints Total | | 72.7 |

Source: WBDC HELAA and Stantec analysis

- 6.21 Set against the 23 ha requirement there are two sites that the Council should consider allocating above all others – MID5 and PAD4. They head the list because they either have planning permission for employment uses and/or are considered not to be encumbered by major policy constraints collectively they can deliver 8.2 ha. The eastern extension to Colthrop is considered the best of these sites given its market location and extending a very successful Industrial Estate. The Padworth Lane site, a former oil terminal adjacent to a modern waste management facility, and industrial uses are a very suitable use for the repurposing of that site. If these are allocated the gap reduces to 15 ha.
- 6.22 Then we turn to land with potential for industrial use, but which has major constraints; these number 10 sites in total, and all are either within the DEPZ or within AONB. The first three on the schedule are all within the DEPZ – we have discussed Kirton's Farm Road earlier, and the other two are extensions to existing employment areas in Aldermaston. We favour all three of these sites, as we do the next on the list LAM10 at Membury as although in the AONB the site would be within the built form rather than extending it. LAM10 was promoted for office and/or B8 use. Our view is it will not attract office occupiers (other than ancillary office), but it is capable of providing small scale industrial / warehouse units rather than the larger formats coming forward elsewhere in that PEA. Together these first four sites (BUR12, ALD6, ALD 3 and LAM10) would deliver 10 ha, reducing the balance to find to 5 ha (or 8 ha if BUR12 does come forward for office).
- 6.23 We also favour sites at Beenham. The three Beenham sites (BEEN3,5&10) are in the market attractive east side of the District, and would form expansions of the existing employment PEA. In practice there is little to choose between the

Aldermaston and Beenham locations, and given the Padworth Lane opportunity close by consolidating in the Beenham area could be an attractive option for developers and occupiers. The three sites collectively could potentially deliver in the region of 15 ha of industrial land, with the opportunity for a more comprehensive approach to delivery.

- 6.24 It is important to note that the industrial land requirement identified in this Addendum is a minimum, and therefore should both of the major policy constraints be overcome there is nothing to stop the Council allocating more sites than are strictly required to deliver the minimum need.
- 6.25 In similar vein to the point made immediately above the final three sites on the industrial land table are currently the 'longest shots' (shown in italic type). All are in the DEPZ, major upgrade is needed to road access and connectivity links in the case of BUR14, and the other two (ALD10 and BRIM3) are remote from other industrial, less well connected in highway terms and closer to sensitive receptors than the more favoured sites referred to above. These sites have potential, but are less market attractive due to the factors mentioned. However, it is not appropriate from an employment perspective to rule them out completely, as all three are large regular shaped sites. BUR14 – Herons Nest is particularly interesting, as while it is a remote site in terms of established industrial, and access is very poor, it is a site of subregional dimensions that could accommodate a large amount of floorspace that could generate value enough for major highway upgrade. This site alone could therefore deliver all of the District's industrial need over the plan period.
- 6.26 It is relevant to note that none of these sites (neither those at the top of the table nor the 'potentials') would address the needs of the District's main market area – Newbury. As with offices no suitable sites have been promoted to date in Newbury. While there are schemes in the pipeline in the wider Newbury area such as those at Greenham Business Park, in terms of the future supply there is a qualitative imbalance, with nothing in Newbury.
- 6.27 Paragraph 11 of the National Planning Policy Framework identifies a number of policies which protect areas or assets of particular importance and recognises that this may provide a strong reason for restricting the overall, type or distribution of development. However, it is not for the ELR to determine whether land within the AONB or within the DEPZ or with high flood risk will be needed for employment use. It will be for the Local Plan Review process to further consider and assess the suitability of such sites within the constraints and supply of land in the District.

7 Conclusions

7.1 In this Addendum we have assessed the need for both additional office and industrial floorspace / land, and in this final chapter we conclude on the findings – the scale of the need and how need can best be met and make the recommendations. We consider office and industrial employment land uses separately. In summary the quantitative assessment findings are:

Table 7.1 Summary quantitative assessment

| Requirement | | Office sq m NIA | Industrial sq m GIA |
|---------------------------------------|-------------------------|-----------------------|---------------------------|
| 2020 ELR | Gross demand 2020-36 | 79,524 | 144,485 |
| | <i>per annum</i> | 4,970 | 9,030 |
| | Known supply | 14,935 | 83,325 |
| | Requirement | 64,589 | 61,160 |
| 2022 Addendum | | | |
| Based on economic forecast | Gross demand 2022-39 | 59,737 | 144,784 |
| | <i>per annum</i> | 3,514 | 8,517 |
| | Known supply | 7,583 | 63,867 |
| | Requirement | 52,154 | 80,918 |
| Based on past trends in floorspace | Gross demand 2022-39 | | 154,976 |
| | <i>per annum</i> | | 9,116 |
| | Known supply | | 63,867 |
| | Requirement | | 91,109 |

Source: Stantec analysis

- 7.2 The recommended floorspace requirements for additional land allocations are highlighted in dark grey.
- 7.3 The new office requirement of approximately 52,000 sq m is lower than that in the 2020 ELR, but still a significant floorspace figure.
- 7.4 The industrial requirement at a plot ratio of 40% floorspace coverage equates to a land area of 23 ha (or 1.4 ha per annum). This is higher than the 16 ha identified in the 2020 ELR, and requires an additional 7 ha, but on a per annum basis requires 1.4 ha compared to 1 ha. As referred to earlier this figure must be treated as a minimum requirement.
- 7.5 The summary findings of the qualitative property market assessment are:
- Our updated assessment has shown that despite the global pandemic the office market across the District has remained relatively robust. In the smaller market areas such as Hungerford and Thatcham there remains steady take-up and vacancy remains low. In the larger market areas of Newbury and Theale vacancy

has increased significantly, but all this has done is to bring the District-wide vacancy rate to a more reasonable level to allow for market churn. We would expect vacancy rates to be higher than the previous assessment due to the cooling of the office market caused by the global pandemic, and the higher vacancy is not a concern because the space is available in smaller units which is where the demand lies. In Theale vacancy is focused on larger units, and this is ideal to capture larger corporate requirements which are seeking higher quality units.

- Demand for industrial space has increased since the previous assessment, while supply has continued to fall, placing further pressure on the existing stock. Demand across the Thames Valley is strong for largescale distribution, and remains robust because occupiers have not been able to satisfy their requirements for a sustained period; it is a tight market. West Berkshire is now considered a credible location for largescale storage and distribution helped by comparatively lower rents making it an attractive location for those occupiers being “priced out” of more expensive locations, closer to London and Reading. Take-up in the District has been low level, but this is because not all occupiers can find the space they want, and these requirements are unlikely to move at all due to the shortage of available space across the Thames Valley. New development at Beenham and Greenham Business Park will help, but will not relieve the pent-up demand, particularly in the supply of smaller units. Overall, there remains an acute shortage of good quality space.

Summary of demand for employment floorspace

- 7.6 For offices the floorspace need to be accommodated has fallen from circa 65,000 sq m over 16 years to circa 52,000 sq m over 17 years. At a 100% plot ratio this would require 5 ha, but we caution against using a land area requirement for office, as plot ratios vary enormously with setting. The office sector has been steadily shrinking in terms of floorspace over the past decade, and the trend-based projection is now firmly negative. However, because availability/ vacancy rates are below the optimum level for a fully effective market, albeit marginally, we do not consider it is advisable to release land or premises from office use.
- 7.7 For industrial uses, the economic forecast and past trends produce a similar assessment of need. Past trends in industrial floorspace provision have been consistently strong over a number of years, with the most recent years (since 2019/20) seeing additional floorspace delivered predominantly through redevelopments and extensions, which aligns with the Local Plan policy objectives. Recent growth in industrial jobs has been strong, albeit the latest available actual data was for 2015-19 a period at the top of the economic cycle.
- 7.8 The latest past trends projection for industrial is a little higher than the economic forecast, but broadly in line with the 2020 ELR, and we recommend the new Plan looks to accommodate a minimum of 155,000 sq m to 2039. With approximately 64,000 sq m in the known supply, the industrial requirement is approximately 91,000 sq m, or 23 ha of land.

Conclusion on meeting the gap in provision

- 7.9 For offices the gap in the overall balance (circa 52,000 sq m NIA) is not of concern in the short-term given that net change has been negative for some time, gross office gains have been very modest, and developers are not promoting many sites for office use. In the medium to longer term the gap should be filled by seeking to maximise the potential for new office provision through redevelopment schemes, of existing retail or office uses within Newbury town centre, such as possibly the Kennet Shopping Centre. It could also be met through mixed-use allocations to include an element of housing and employment, providing for the shift towards the desirability of walk to work options. For viability reasons, new offices may need to come forward alongside new housing – especially smaller offices to meet the needs of the Newbury market.
- 7.10 The next plan will need to demonstrate how the 52,000 sq m of net additional office floorspace could be accommodated with ‘reasonable prospects’ of delivery. As discussed in section 5 this excludes a small allowance for Vodafone because the future needs of this firm (and their supply chain) needs to be considered separately by the Council¹⁶.
- 7.11 It is important to recognise that the floorspace requirement needs to be seen in the context of the whole plan period – hence we separate this out between short and medium/longer term periods. Both of the economic forecast sources used in this study suggest that the office sector will, over the plan period, return to growth, and the agents consulted in the course of this study confirm a need for more space in the market – albeit short term market signals (and pipeline of supply) may be weak. The Council should scope the next generation of policies so that, if market demand for offices strengthens, it is clear that the requirement is a minimum and policy is flexible and supportive for all forms of office development. This would include larger offices (although scope to deliver larger offices in the historic town centre setting is unlikely), but would need to include smaller, flexible offices that agents report are in demand across all office related sectors, but have no matching supply at the moment.
- 7.12 Given the continued general uncertainty surrounding the future of UK high streets, it is quite possible that the next generation of town centre offices come from the redevelopment and reconfiguration of retail space. In policy terms this could be captured in a revised Policy C9 encouraging town centre or edge of centre retail redevelopment schemes to include as much office space as possible, and for redevelopment of offices to maximise reprovision.
- 7.13 For industrial, demand is much higher than for offices. Partly because the market is not starting from a position of ‘balance’, and there is almost no vacant space available to allow businesses to move, expand or enter the West Berks market. The balance to find is 23 ha of new land needed to meet future demand for industrial uses over the Plan period.

¹⁶ Were this adjustment not to be made the ‘need’ would increase by around 10,000 sq m or 1.7 ha of land.

- 7.14 Given the need to address a current market shortage for industrial space there is, unlike for offices, a more pressing need to frontload the plan with a readily available pipeline of space. So, we suggest that as much as possible of this 23 ha minimum should be allocated on easily deliverable sites.
- 7.15 No single site, devoid of major constraints has been identified through the HELAA that is capable of meeting the whole shortfall for industrial floorspace. Two sites are promoted that are generally unconstrained and cumulatively could bridge 8.2 ha of the quantitative gap. The balance to find reduces to a minimum 15 ha and a further 10 sites have been assessed as having potential for employment use subject to other policy considerations. As set out above we favour the extensions to two sites in Aldermaston, Membury and the three sites at Beenham. Should the major policy constraints be overcome these six sites could deliver 20 ha of industrial land, providing a modest margin on top of the requirement.
- 7.16 None of the promoted industrial sites are in Newbury, which is an imbalance in provision that should ideally be addressed. Intensive regeneration of the low density London Road IE, is an opportunity to deliver additional industrial floorspace and job opportunities to compliment housing growth in the urban area.
- 7.17 Finally, should all other options fail to adequately meet demand consideration should be given to providing new industrial floorspace as part of any potential large housing allocations, providing walk to work opportunities. Albeit this route would only deliver smaller and lighter units, but these are in demand, and viable in the East (Reading market area), although less so elsewhere.

Appendix A Office gains and losses

Office planning permissions (gains)

| Office gains (sq m) | Other PEA's | Not designated | Total |
|--|--------------|----------------|--------------|
| Stacey Developments, Silchester Road, Pamber Heath, Tadley, RG26 3PY | | 2,215 | 2,215 |
| The Workshop, Englefield Estate Yard, The Street, Englefield, Reading, RG7 5ES | | 1,711 | 1,711 |
| The Manor House, Church Street, Hampstead Norreys | | 1,285 | 1,285 |
| Red Shute Mill Business Centre Red Shute Hill Hermitage Thatcham Berkshire RG18 9QL | 899 | | 899 |
| Hillfields, Reading Road, Burghfield Common, Reading, West Berkshire, RG7 3YG | | 756 | 756 |
| Land adjacent to 7-8 Express Way, Newbury, RG14 5TX | 544 | | 544 |
| 3 Adlam Villas Greenham Road Newbury RG14 7HX | | 422 | 422 |
| Beenham Grange, Grange Lane, Beenham, Reading, West Berkshire, RG7 5PR | 410 | | 410 |
| Land east of Arrowhead Road & South of level crossing, Arlington Business Park, Theale | | 260 | 260 |
| Manor Farm, The Village | | 240 | 240 |
| The Rectory, Englefield Road, Theale, RG7 5AS | | 179 | 179 |
| Total | 1,853 | 7,068 | 8,921 |

Office planning permissions to other uses (losses)

| Office losses (sq m) | Prior approval | Planning permission | Total |
|---|----------------|---------------------|----------------|
| Bayer House, Strawberry Hill, Newbury, RG14 1JA | -12,969 | | -12,969 |
| Emerald House, Newbury Business Park, London Road, Newbury, RG14 2PZ | -4,825 | | -4,825 |
| Beansheaf Farm, Bourne Close, Calcot, Reading, RG31 7BD | | -1,792 | -1,792 |
| Bloor Homes, Southern, River View House, Newbury Business Park, London Road, Newbury, RG14 2PS | -973 | | -973 |
| 3 London Road Newbury RG14 1JL | | -669 | -669 |
| Aldi Foodstore Ltd and York House, London Road, Newbury, RG14 1LA | | -596 | -596 |
| 19 and 19A High Street Theale Reading Berkshire RG7 5AH | | -476 | -476 |
| 1 Northbrook Place, Newbury, RG14 1DQ | -439 | | -439 |
| Unit 1, Juno House, Calleva Park, Aldermaston, Reading, RG7 8RA | | -384 | -384 |
| 49 Church Street Theale Reading RG7 5BX | | -354 | -354 |
| Jacobs Well, West Street, Newbury, RG14 1BD | | -320 | -320 |
| Northway Porsche Grange Place Grange Lane Beenham Reading RG7 5PT | | -308 | -308 |
| 1st And 2nd Floor, 4 - 6 High Street, Thatcham, RG19 3JD | | -293 | -293 |
| 1 Bolton Place, Newbury, RG14 1AJ | -279 | | -279 |
| 34 Boundary Road Newbury RG14 5RR | -261 | | -261 |
| Arcade House, The Arcade, Newbury, RG14 5AD | | -260 | -260 |
| First, Second and Third Floor, Winchcombe House, 123 - 126 Bartholomew Street, Newbury, RG14 5B | -249 | | -249 |
| 7 - 9 The Broadway Newbury RG14 1AS | -239 | | -239 |
| 22 Park Street, Newbury, RG14 1EA | -161 | | -161 |
| 118 High Street, Hungerford, West Berkshire, RG17 0LY | | -159 | -159 |
| 108 Bartholomew Street and and to rear, Newbury, RG14 5DT | | -100 | -100 |
| The Grange Nursery, 18 - 21 Church Gate, Thatcham, RG19 3PN | | -98 | -98 |
| 32 High Street, Hungerford, Berkshire, RG17 0NJ | | -88 | -88 |
| Perivale Baydon Road Lambourn Hungerford RG17 8NU | | -11 | -11 |
| Total | -20,395 | -5,909 | -26,304 |

Appendix B Industrial gains and losses

Industrial permissions

| Industrial gains (sq m) | Charnham Park | Hambridge Rd/Lane | London Rd Industrial Estate | Red Shute Industrial Estate | Non-designated | Total |
|---|---------------|-------------------|-----------------------------|-----------------------------|----------------|---------------|
| Blacks Lake Track Racing, Blacks Lake, Paices Hill, Aldermaston, Reading, RG7 4PG | | | | | 15,917 | 15,917 |
| Land Bounded by Lindenmuth Way and Jones Drive, Communications Road, Greenham Business Park, Thatcham | | | | | 11,359 | 11,359 |
| Land South Of Tower Works, Lambourn Woodlands, Hungerford | | | | | 10,381 | 10,381 |
| English Provider Company Ltd, New Greenham Park, Greenham, Thatcham, RG19 6HA | | | | | 8,900 | 8,900 |
| Land at Charnham Park | 5,992 | | | | | 5,992 |
| 1 Brookway, Newbury, RG14 5PE | | 2,975 | | | | 2,975 |
| Gas Holder, Hambridge Road, Newbury | | 1,900 | | | | 1,900 |
| Youngs Industrial Estate, Paices Hill, Aldermaston, Reading, RG7 4PW | | | | | 930 | 930 |
| Hillier Garden Centre, Priors Court Road, Hermitage, RG18 9TG | | | | | 657 | 657 |
| Red Shute Industrial Estate Red Shute Hill Hermitage | | | | 560 | | 560 |
| Land adjacent to 7-8 Express Way, Newbury, RG14 5TX | | 544 | | | | 544 |
| The Grain Store, Wyld Court Farm, Hampstead Norreys | | | | | 510 | 510 |
| The Workshop, Englefield Estate Yard, The Street, Englefield, Reading, RG7 5ES | | | | | 487 | 487 |
| Land at Brunel House Station Road Mortimer Reading | | | | | 459 | 459 |
| Units A7 and A9, Faraday Road, Newbury, RG14 2AD | | | 315 | | | 315 |
| The Nurseries Bath Road Midgham Reading RG7 5XB | | | | | 275 | 275 |
| Building north of The Bungalow, Fishermans Lane, Aldermaston, Reading | | | | | 274 | 274 |
| Hunt Kennels Farm, Ermin Street, Lambourn Woodlands, Hungerford, West Berkshire, RG17 7TT | | | | | 233 | 233 |
| Membury Airfield, Lambourn Woodlands, Hungerford, RG17 7TJ | | | | | 225 | 225 |
| Sabre House, Bath Road, Midgham, RG7 5UU | | | | | 215 | 215 |
| D W Lusted Ltd, Vyners Estate, Mill Lane, Tidmarsh, Reading, RG8 8EB | | | | | 199 | 199 |
| Glenvale Nurseries Hungerford Lane Bradfield Southend Reading RG7 6JH | | | | | 144 | 144 |
| Site of former 113 Greenham Business Park, Greenham, Thatcham | | | | | 127 | 127 |
| ABC Leisure Group Aldermaston Wharf Wharf Side Padworth Reading RG7 4JS | | | | | 108 | 108 |
| Bradstone House, Southend Road, Bradfield Southend, RG7 6EU | | | | | 89 | 89 |
| Land and Building North West Of J Pratley and Sons Burghfield Bridge Burghfield Reading | | | | | 87 | 87 |
| New Hayward Farm, Newtown, Hungerford, RG17 0PZ | | | | | 5 | 5 |
| Total | 5,992 | 5,419 | 315 | 560 | 51,581 | 63,867 |

Industrial losses

| Industrial losses (sq m) | Total | Grand Total |
|---|---------------|---------------|
| The Workshop, Englefield Estate Yard, The Street, Englefield, Reading, RG7 5ES | -1,701 | -1,701 |
| Hadley Farm Ermin Street Lambourn Woodlands Hungerford Berkshire RG17 7TR | -1,518 | -1,518 |
| Land east of Arrowhead Road & South of level crossing, Arlington Business Park, Theale | -432 | -432 |
| Sabre House, Bath Road, Midgham, RG7 5UU | -216 | -216 |
| New Warehouse East Of Membury Business Park, Ermin Street, Lambourn Woodlands, Hungerford | -150 | -150 |
| Grand Total | -4,017 | -4,017 |

Appendix C Sites' Assessment

PEAs and OTHER EXISTING EMPLOYMENT AREAS

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------------|--------------------------------|-------------|--|----------------|----------------------------|-------------------------------|------------------------------|---|---|--|---|----------------------|---|-------------------|---|-----------------|
| BASIC INFORMATION | | | | | | | | | ATTRACTIVENESS TO OCCUPIERS | | | | | | | |
| Site ID. | Site name | Market area | Site description | Site area (ha) | Primary type of employment | Other main employment uses | Sequential location | Planning history | External environment | | | Internal environment | | Market commentary | | |
| | | | | | | | | | Prominence of site | Compatibility with surrounding uses | Access to amenities (nearest centre km) | Score | Layout, parking, servicing, landscaping etc. | Score | Occupancy | Occupancy Score |
| 1 | Hambridge Road/Lane, Newbury | Newbury | A long established industrial location between the railway/racecourse and the River Kennet. Newbury's premier industrial estate with a broad range of age and type of stock and activities ranging from small lock-ups to large distribution units, with some office interspersed (reg Kingfisher Court). Hambridge Lane area is wholly industrial, but Hambridge Road has a significant number of retail (Newbury Trade Park and trade counters). Older industrial stock including some general industrial in the Bone Lane area. | 64.6 | Light Industrial (Egiii) | Storage and Distribution (B8) | Within 400m of a town centre | Some historic losses of industrial premises to D2, retail and also sui generis such as car showrooms. Overbridge Square - a number of office to residential PDR approvals that have been implemented. | Low - not seen from the A4. | Some residential abutting the western (Boundary Road) boundary, but otherwise bound by river and railway, so no incompatibility issues. | 1.2km to Newbury | Good | Hambridge Lane /Road forms the spin road across the site with Bone Lane to the north. Most of the businesses have dedicated parking. | Reasonable | Minimal industrial vacancy. | Good |
| 2 | Newbury Business Park, Newbury | Newbury | Edge of centre office park dating from the 1980s. Has been subject to office to residential PDR changes. | 10.9 | Office (Egi) | - | Within the built up area | Lost a number of large office buildings to residential through PDR. | High - with roundabout access directly off the A4. | Main issue now is the residential within the site, albeit office and residential are generally compatible uses. Otherwise no incompatibility issues. Site is buffered from residential to the north, west and east by the River Lambourn and a landscape corridor, and the site adjoins the A4 to the south. | 1.7km to Newbury | Good | A good quality internal environment, with dedicated parking and mature landscaping. | Good | A number of the office buildings have been converted to residential. In the remaining office stock vacancy is around 27%. | Reasonable |
| 3 / NEW1 | London Road Estates, Newbury | Newbury | An established industrial estate that has become increasingly mixed use, with retail units particularly on the northern London Road side of the estate, and sui generis car showrooms throughout. The Riverpark industrial estate area on the eastern side is the most modern stock on the estate. | 13.4 | Sui generis | Light Industrial (Egiii) | Within 400m of a town centre | Extant permission for major mixed use redevelopment of land off Faraday Rd. However, there are deliverability concerns. | Highly prominent site on junction of A4 and A339 and close to Newbury town centre. | Some residential on the northern A4 boundary and the A339 dual carriageway to the west. To the south is football ground, allotments and marina on the River Kennet. The town centre is very close to the south-west of the site. | 900m to Newbury (centre) | Good | A generally poor quality environment with many of the premises surrounded by palisade fencing, and with little dedicated parking resulting in a lot of on-street parking and very little landscaping. | Poor | Minimal industrial vacancy. | Good |
| 4 | Castle Estate, Newbury | Newbury | Late 1980s industrial site with purpose built light industrial units (circa 10 in total), with one larger office unit. | 1.8 | Light Industrial (Egiii) | Office (Egi) | Within the built up area | 2003 permission for change of use and expansion of floor space from warehouse to mixed use warehouse, offices and storage. No relevant more recent permissions. | Low prominence, in a predominantly residential area. | Potential for issues with surrounding residential. | 2.6 kms to Newbury | Poor | Standard parking, circulation and layout. | Reasonable | No availability | Excellent |
| 5 | Turnpike Estate, Newbury | Newbury | Long established industrial site containing small workshop light industrial units developed in three tranches, providing mainly local services. Adjacent, but separate from the estate is a large office building. Scrap yard immediately north of the industrial estate, otherwise surrounded by residential. | 4.6 | Light Industrial (Egiii) | Office (Egi) | Within the built up area | Planning permission for residential on the scrapyard site immediately to the north. | Low - the area is largely residential, and therefore neither the office that fronts Turnpike Rd nor the estate that is located to the rear are prominent. | Residential in close proximity to the east and west, but comparatively little landscape buffering. | 2.1km to Newbury | Poor | Generally a poor quality environment, with some dedicated parking, but little circulation space, and access for the scrap yard to the rear. | Poor | No availability | Good |
| 6 | The Connection (Vodafone) | Newbury | A headquarters office campus north of the urban area, adjacent to, but beyond the settlement boundary, built in the early 2000s, comprising seven office buildings with adjacent decked parking. | 11.2 | Office (Egi) | - | Outside the built up area | No major applications since the original in 2000. 2014 application for more car-parking spaces. | High - located on junction of main route into Newbury from the M4 to the north. | No incompatibility issues. New residential under-construction immediately to the north of the site and existing school to the south, open countryside otherwise. | On campus facilities. With Newbury town centre 2.5 kms. | Excellent | A high quality campus layout, with the offices set in a landscaped core ringed by the access road (with dedicated servicing bays) and car parks beyond. | Excellent | 1 | Excellent |

PEAs and OTHER EXISTING EMPLOYMENT AREAS

| 1 | 2 | 17 | 18 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
|-------------------|--------------------------------|--|----------------------|--|-----------|---|--------------------------|---|---|------------|---|---|---|---|-------------------------|
| BASIC INFORMATION | | | ACCESSIBILITY | | | | | | | | | | | | |
| Market commentary | | | Local access by road | | | Strategic accessibility (road) | | | Public transport access | | | REVIEW / RECOMMENDATION | | | |
| Site ID | Site name | Other market intelligence | Score | Site junction and quality of access to the principal road network (access on to A or B road) | Score | Ease of access /proximity to SRN (A34/M4) [kms] | Score (quality of route) | Is the site close to a railway station (within 400m)? | Station name, number of bus stops within a 400 m radius | Score | If the site retains its current use, will it continue to be occupied? | Are there undeveloped parcels /opportunities for redevelopment / intensification / extension? | Are there any constraints on the parcels / redevelopment / intensification / extension? | When are these constraint(s) likely to be resolved? | Recommendation |
| 1 | Hambridge Road/Lane, Newbury | Newbury's premier industrial and logistics/distribution location. The estate attracts regional and national occupiers because of the strategic location with access to both M4 and M3. The estate has seen a number of large stock redevelopments in recent times, with plenty of opportunity in the existing stock for more. The PDRs at Overbridge Square will have weakened the estate's attraction for industrial (as well as office) occupiers due to the potential for bad neighbour issues. Market attraction would be improved through a more strategic approach to integrating all the various estates and improving the public realm. | Good | Hambridge Rd has a dedicated link to the A4 (B3421) that is an identified freight access route in the FPR that avoids residential areas and the town centre. | Excellent | 7.5 kms to M4 J13 via A339. | Reasonable | Yes | 27 | Excellent | Yes | There has been redevelopment and intensification (reg Stryker) and there will undoubtedly be more, but no obvious sites for major additional floorspace. | n/a | n/a | Safeguard |
| 2 | Newbury Business Park, Newbury | The losses to PDR are likely to have a major bearing on the attraction of the rest of the park to occupiers. | Poor | Direct roundabout controlled access on to the A4. | Excellent | 6.5 kms to M4 J13 via A339. | Reasonable | No | 22 | Good | Likely | No undeveloped parcels, but concern is that interest in refurb/ redevelopment will have been 'dampened' by the introduction of residential through the PDRs. | n/a | n/a | Safeguard |
| 3 / NEW1 | London Road Estates, Newbury | While the estate is in a very prominent and accessible location, its attraction for industrial uses have been eroded by the introduction of non-industrial uses, particularly the residential that generates the risk of bad neighbour issues. | Poor | The FRP directs freight to use Faraday Rd to access the freight route and not Fleming Rd. Both are traffic light controlled access on to the preferred freight route (A4 and the A339 respectively). | Excellent | 5.5 kms to M4 J13 via A339. | Reasonable | No | 36 | Excellent | Likely | The Council has long held ambition for the comprehensive redevelopment of the London Road Industrial Estate that includes land in Council ownership. The current vision is focused on delivering employment space and job creation, improving links with the town centre and achieving carbon neutrality. The regeneration area differs from the boundary of the PEA. It includes the football/recreation ground that is outside the PEA, but excluding Riverpark IE and units on the northern boundary that are in retail use that are inside. Land within this PEA has been promoted through the HELAA (NEW1), originally for residential-led regeneration but more recently for its employment-led regenerative potential. The estate's relatively low density does provide major redevelopment potential for a range of employment uses. The close proximity to the town centre suggests this could include opportunities for office. | Extension options to the south are dependent on potential open space and allotment constraints. | Available in the Plan period | Safeguard |
| 4 | Castle Estate, Newbury | The industrial stock serves a much more local catchment compared to the town centre industrial estates. | | Access on to junction of Pear Tree Lane/Kiln Road. Restrictions for freight, requirement to turn left and access the freight routes via Turnpike Lane. | Poor | 6.5 kms to M4 J13 via B4009/A339. | Poor | No | 10 | Reasonable | Yes | No | n/a | n/a | Safeguard |
| 5 | Turnpike Estate, Newbury | The industrial stock serves a much more local catchment compared to the town centre industrial estates. Should the office occupier leave, the remote nature of the location suggests it would be difficult to find an alternative occupier. | | Turnpike Road is identified as a local access route in the FRP, but requires vehicles to exit left to access the A4, rather than right, the shortest route, because of route constraints. | Poor | 8 kms to M4 J13 via B4009/A339. | Poor | No | 15 | Good | Yes | While planning permission has been granted for a residential scheme on the scrapyards site immediately to the north, should this not proceed the site has potential for a modest extension to the estate. | The scrapyards site has planning permission for residential. | Unknown | Safeguard |
| 6 | The Connection (Vodafone) | The site is occupied by Vodafone and some of its suppliers. In a recent change Vodafone are consolidating their activity in the offices on the eastern side of the site, with supply chain businesses and general market occupiers in the premises on the western side. The current configuration of the buildings may mean it is difficult to sub-divide furthermore, some occupiers maybe deterred from taking space due to Vodafone branding (this was a problem in Thames Valley Park with the redundant Microsoft buildings). | | Direct roundabout controlled access on to the A339. | Excellent | 5 kms to M4 J13 via A339 | Excellent | No | 16 | Good | Yes | Predominantly in single occupier use we favour including the site as a PEA because it could be used to accommodate general market employment. | n/a | n/a | Designate and safeguard |

PEAs and OTHER EXISTING EMPLOYMENT AREAS

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------------|---|----------------------|---|----------------|-------------------------------|-------------------------------|-------------------------------|--|--|--|---|------------|---|------------|---|-----------------|
| BASIC INFORMATION | | | | | | | | | ATTRACTIVENESS TO OCCUPIERS | | | | | | | |
| Site ID. | Site name | Market area | Site description | Site area (ha) | Primary type of employment | Other main employment uses | Sequential location | Planning history | External environment | | | | Internal environment | | Market commentary | |
| | | | | | | | | | Prominence of site | Compatibility with surrounding uses | Access to amenities (nearest centre km) | Score | Layout, parking, servicing, landscaping etc. | Score | Occupancy | Occupancy Score |
| 1 | Hambridge Road/Lane, Newbury | Newbury | A long established industrial location between the railway/racecourse and the River Kennet. Newbury's premier industrial estate with a broad range of age and type of stock and activities ranging from small lock-ups to large distribution units, with some office interspersed (reg Kingfisher Court). Hambridge Lane area is wholly industrial, but Hambridge Road has a significant number of retail (Newbury Trade Park and trade counters). Older industrial stock including some general industrial in the Bone Lane area. | 64.6 | Light Industrial (Egiii) | Storage and Distribution (B8) | Within 400m of a town centre | Some historic losses of industrial premises to D2, retail and also sui generis such as car showrooms. Overbridge Square - a number of office to residential PDR approvals that have been implemented. | Low - not seen from the A4. | Some residential abutting the western (Boundary Road) boundary, but otherwise bound by river and railway, so no incompatibility issues. | 1.2km to Newbury | Good | Hambridge Lane /Road forms the spin road across the site with Bone Lane to the north. Most of the businesses have dedicated parking. | Reasonable | Minimal industrial vacancy. | Good |
| 7 | Greenham Business Park | Rural West Berkshire | Former airbase site, redeveloped from the late 1990s onwards. Now a mix of mostly modern new build industrial, warehousing, sui generis (mainly car showrooms) and some office stock. A large area in the northern part of the Park is used for car dealerships, bus/coach parking and general open storage. Some original airfield related buildings remain on site and in use, but most stock has been / is being redeveloped. | 54.4 | Mixed B uses | - | Outside the built up area | Permission in outline was granted in 1997 for 154,000 sq m of B1,B2 and B8 in addition to other non-employment uses. By 2018 64,300 sq m had been built out (40% of the total), and in that year an LDO covering the site was approved. Sites continue to come forward with redevelopment of site 105 for offices and warehouse for English Provender, and approval for office at 187 being recent examples. | Two direct roundabout controlled access roads on to the A339. | No incompatibility issues. To the north are is the runway of the former airbase, now returned to its former Common status, public parkland. Surrounded by woods and parkland on all other sides. | Some on site, but 6 kms to Newbury | Reasonable | Spacious layout, with most buildings having dedicated off-road parking. The landscaping is mature, but minimal - mostly grass verges. | Good | No obvious availability | Excellent |
| 8 | Colthrop Estate, Thatcham | Thatcham | The District's premier logistics and distribution park. Home to some very large modern warehousing for Gist (M&S), Harrods and Kuehne & Nagel amongst others, but also a range of smaller warehousing and light industrial units (Pipers Court). The industrial elements are generally developed to a high density site coverage. The Thatcham Business park to the east of Colthrop Lane provides some office space. On the southern side of the railway and bounded to the south by the River Kennet are more logistics, but mostly open storage of building materials and vehicle storage. | 88.8 | Storage and Distribution (B8) | Light Industrial (Egiii) | Adjacent to the built up area | Older permissions on the site from 2005 and 2006 for business and general industrial uses. Permission in 2009 for office uses. Recent application for light industrial, general industrial and storage uses. Recent permission on the proposed allocated site referenced EMP1 in the emerging policy SP21 for B2 and B8 (21/02130/OUTMAJ). | Highly prominent site on the A4. | Residential on the western side of Pipers Way, but well screened by a landscape buffer. R Kennet to the south, A4 to the north and farm land to the east. | 2.6km to Thatcham | Good | Circulation, servicing and parking are all managed within each distribution facility, and mature landscaping such as along Enterprise Way. | Good | Minimal industrial vacancy. No obvious office vacancy | Good |
| 9 | Green Lane, Thatcham | Thatcham | A small scale predominantly light industrial estate providing local services such as catering and motor repairs, office and some non-B uses (gym). | 0.7 | Light Industrial (Egiii) | - | Within 400m of a town centre | Recent permission for CoU from B2 to sui generis MOT. | Low - the industrial activities are located to the rear of the site. | The site fronts A4 Bath Road to the north, but has residential either side and to the south that could generate incompatibility issues. | 350m to Thatcham | Reasonable | The site has developed incrementally and is not a planned layout, and lacks dedicated parking and landscaping. | Reasonable | Minimal industrial vacancy | Excellent |
| 10 | Arlington Business Park, Theale | Theale | The District's premier Business Park, originally built in the 1990s it provides 19 modern (some recently refurbished) pavilion office buildings in a high quality landscaped setting. | 18.3 | Office (Egi) | - | Adjacent to the built up area | Minor permissions for refurbishments. | High - visible from M4 and A4 and the railway to the south. | No incompatibility issues because to the north and east are the A4/M4, to the south is the railway, and to the west is the Station Road industrial area. | 850m to Theale | Excellent | High quality spacious layout, with high quality landscaping, high parking ratios in multi-decked dedicated car parks. | Excellent | Office vacancy currently around 30% | Good |
| 11 | Station Road and adjacent estates, Theale | Theale | An established cluster of mostly industrial estates either side of the railway line and immediately to the west of Arlington. The major occupiers are large distribution firms such as John Lewis, Westcoast and Amazon. Light industrial stock is found at Commercial Park and west of the roundabout on Station Road with office either side of Station Road (subject to PDR in the case of Theale House). | 32.3 | Storage and Distribution (B8) | Light Industrial (Egiii) | Within 400m of a town centre | Warehouse permitted and completed on former Kuehne and Nagel site. Redevelopment light industrial/ warehousing at the Technology Centre, Station Road. | Adjacent to the A4, but largely screened by landscape buffer. | No incompatibility issues, as no residential in close proximity with boundary defined by river and railway to the south and the A4 to the north and west. Arlington to the east. | 700m to Theale | Good | Standard layout for a group of industrial estates with linear spine roads, mostly dedicated parking although parking issues on Arrowhead Road and little landscaping. | Poor | Office vacancy around 18%, 3-industrial/wareho use units available, 2 of which are large warehouses around circa. 8,800 sq m. | Good |
| 12 | Theale Lakes at Sheffield Bottom, Theale | Theale | A modern purpose built office park developed in the early 2000s, containing 21 buildings in rural surroundings. | 1.7 | Office (Egi) | - | Outside the built up area | Original permission in 2002, more recently gym and café uses were introduced, but recent permission for CoU to office. | Low - the site is in a rural location. | Residential to the south-east, but office use does not raise incompatibility issues. Otherwise surrounded by water. | Nothing on site, pub immediately off site. 2 kms to Theale. | Reasonable | Purpose built short terraces with ample parking, circulation and landscaping space. | Excellent | Low level of office availability | Excellent |

PEAs and OTHER EXISTING EMPLOYMENT AREAS

| 1 | 2 | 17 | 18 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
|-------------------|---|--|----------------------|--|------------|---|--------------------------|---|---|------------|---|--|---|---|-------------------------|
| BASIC INFORMATION | | | ACCESSIBILITY | | | | | | | | | | | | |
| Market commentary | | | Local access by road | | | Strategic accessibility (road) | | | Public transport access | | | REVIEW / RECOMMENDATION | | | |
| Site ID | Site name | Other market intelligence | Score | Site junction and quality of access to the principal road network (access on to A or B road) | Score | Ease of access /proximity to SRN (A34/M4) [kms] | Score (quality of route) | Is the site close to a railway station (within 400m)? | Station name, number of bus stops within a 400 m radius | Score | If the site retains its current use, will it continue to be occupied? | Are there undeveloped parcels /opportunities for redevelopment / intensification / extension? | Are there any constraints on the parcels / redevelopment / intensification / extension? | When are these constraint(s) likely to be resolved? | Recommendation |
| 1 | Hambridge Road/Lane, Newbury | Newbury's premier industrial and logistics/distribution location. The estate attracts regional and national occupiers because of the strategic location with access to both M4 and M3. The estate has seen a number of large stock redevelopments in recent times, with plenty of opportunity in the existing stock for more. The PDRs at Overbridge Square will have weakened the estate's attraction for industrial (as well as office) occupiers due to the potential for bad neighbour issues. Market attraction would be improved through a more strategic approach to integrating all the various estates and improving the public realm. | Good | Hambridge Rd has a dedicated link to the A4 (B3421) that is an identified freight access route in the FRP that avoids residential areas and the town centre. | Excellent | 7.5 kms to M4 J13 via A339. | Reasonable | Yes | 27 | Excellent | Yes | There has been redevelopment and intensification (reg Stryker) and there will undoubtedly be more, but no obvious sites for major additional floorspace. | n/a | n/a | Safeguard |
| 7 | Greenham Business Park | The market has provided new office buildings at site 105, but office occupiers generally prefer locations with good access to amenities and public transport, demand for space is likely to be driven by industrial / warehouse uses attracted to the access provided by the A339. | | High quality access onto the network via roundabout controlled access roads on to the A339, which is part of the designated route in the FRP. | Excellent | Remote from the SRN. 7 miles from A34/B4640 junction to the south west, and direct route to the M4 (J13) is 13 kms via the (A339) around Newbury town centre. | Poor | No | 15 | Good | Yes | Intensification possible on low density uses such as bus/coach parking and waste management. However, if these sites are used more intensively the existing uses will need to be re-housed. | The surrounding area is mostly within the Greenham Common SSSI. | Not in the Plan period | Designate and safeguard |
| 8 | Colthrop Estate, Thatcham | There is good demand for industrial space from a mix of local and larger companies servicing the area as well as national occupiers mostly based around Colthrop Lane. | Good | Two roundabout controlled access roads directly on to A4 Bath Road, which is the identified freight route in the FRP. | Excellent | 14 kms to M4 J12 via A4. Longer distance to M/way, but on a district freight access route. | Good | Yes | Thatcham station and 32 bus stops | Excellent | Yes | Yes, land to the south of Gables Way, which has planning permission for flexible B uses. This additional floorspace has been included in the assessment of supply. CFS MID5 - expansion on land to the east was taken forward in the Reg18 Plan, and has also been subject to a PA (21/02130) and approved for 19,536 sq m of B2/B8 floorspace. No other expansion opportunities due to the strong boundaries formed by the A4 and R Kennet. | Not that we are aware of. | n/a | Safeguard |
| 9 | Green Lane, Thatcham | There is good demand for industrial space from a mix of local and larger companies servicing the area as well as national occupiers mostly based around Colthrop Industrial Estate. | Good | Access directly on to the A4 that the FRP identifies as the District access route for freight. | Excellent | 9.5 kms to M4 J13 via A4/A339. Or 16 kms to M4 J12. | Reasonable | No | 10 | Reasonable | Yes | No | n/a | n/a | Safeguard |
| 10 | Arlington Business Park, Theale | The office offer forms part of the Reading office market, which remains robust. | | Dedicated access roads link to a roundabout controlled access on to the A4, which is the designated freight route identified in the FRP. | Excellent | 1 km to M4 J12 via A4. | Excellent | Yes | Theale station 6 bus stops | Reasonable | Yes | Refurbishment rather than opportunities for net additional space. | n/a | n/a | Safeguard |
| 11 | Station Road and adjacent estates, Theale | This group of estates is in an area of strong industrial demand from national to more local companies. The office offer forms part of the Reading office market, which remains robust. | | The main estate spine roads - Brunel and Arrowhead are identified in the FRP as local access routes for freight. No restrictions, including Burghfield Road bridge over the railway. | Good | 1.5 kms to M4 J12 via A4. | Excellent | Yes | 14 | Reasonable | Yes | Opportunities for net additional space restricted to intensification through redevelopment. | n/a | n/a | Safeguard |
| 12 | Theale Lakes at Sheffield Bottom, Theale | Considered part of the Reading office market, which remains robust. | | The park accesses onto Hangar Road that links with Theale and the A4/M4 via Station Road. There are narrow bridges over the R Kennet and canal, which are unsuitable for freight, but do not prohibit access by car/van. | Reasonable | 3 kms to M4 J12 via Hangar Road/A4. Very few if any freight trips. | Good | No | 0 | Very poor | Yes | No - surrounded by water. | n/a | n/a | Safeguard |

PEAs and OTHER EXISTING EMPLOYMENT AREAS

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------------|--|-------------|--|----------------|-------------------------------|-------------------------------|-------------------------------|--|---|---|--|----------------------|---|-------------------|-------------------------------------|-----------------|
| BASIC INFORMATION | | | | | | | | | ATTRACTIVENESS TO OCCUPIERS | | | | | | | |
| Site ID. | Site name | Market area | Site description | Site area (ha) | Primary type of employment | Other main employment uses | Sequential location | Planning history | External environment | | | Internal environment | | Market commentary | | |
| | | | | | | | | | Prominence of site | Compatibility with surrounding uses | Access to amenities (nearest centre km) | Score | Layout, parking, servicing, landscaping etc. | Score | Occupancy | Occupancy Score |
| 1 | Hambridge Road/Lane, Newbury | Newbury | A long established industrial location between the railway/racecourse and the River Kennet. Newbury's premier industrial estate with a broad range of age and type of stock and activities ranging from small lock-ups to large distribution units, with some office interspersed (reg Kingfisher Court). Hambridge Lane area is wholly industrial, but Hambridge Road has a significant number of retail (Newbury Trade Park and trade counters). Older industrial stock including some general industrial in the Bone Lane area. | 64.6 | Light Industrial (Egiii) | Storage and Distribution (B8) | Within 400m of a town centre | Some historic losses of industrial premises to D2, retail and also sui generis such as car showrooms. Overbridge Square - a number of office to residential PDR approvals that have been implemented. | Low - not seen from the A4. | Some residential abutting the western (Boundary Road) boundary, but otherwise bound by river and railway, so no incompatibility issues. | 1.2km to Newbury | Good | Hambridge Lane /Road forms the spin road across the site with Bone Lane to the north. Most of the businesses have dedicated parking. | Reasonable | Minimal industrial vacancy. | Good |
| 13 | Charnham Park/ Charnham Lane, Hungerford | Hungerford | To the north (M4 side) of Hungerford town centre. Charnham Park is the newest and main business park in Hungerford. A purpose built cluster of modern office, industrial and logistic and distribution space, with the leisure centre also on site. The main occupier is CHR Hansen/Sulzer that operate from two buildings - one for manufacturing and a warehouse unit. CDK is the main office occupier. Immediately to the southeast is Charnham Lane an area of small office and workshops providing mainly local servicing activity. | 9.7 | Office (Egi) | General Industrial (B2) | Adjacent to the built up area | Some change of use applications from B uses to office. Reg 18 submission seeking the release of land fronting the A4 from the PEA. This is the land with planning permission (on appeal) for a hotel. | North of the A4, but most of the site is only visible from the access road. | Agricultural land to north and west, residential to the south and an employment area immediately to the east. | 1km to Hungerford town centre | Reasonable | Purpose built landscaped park, but insufficient parking, with parking spilling out on to the park access road. | Reasonable | No obvious availability | Good |
| 14 | Smitham Bridge (Hungerford Trading Estate), Hungerford | Hungerford | A terrace of long established, but fit for purpose light industrial units on the edge of the town. | 1.3 | Light Industrial (Egiii) | - | Within the built up area | No relevant planning history Owner sought release at Reg 18. | Low - edge of town residential area. | Residential to the rear and north, with former agricultural land (and a brook) defining the boundary to the west. | 1km to Hungerford town centre | Reasonable | Ample room for circulation and parking immediately in front of the units, all of which have roller doors for goods in/out. | Good | All the units occupied | Excellent |
| 15 | Station Yard, Hungerford | Hungerford | Long established industrial units either side of the railway line and adjacent to railway station and close to town centre. The main occupier is Saxon, an automotive parts distributor, that has a warehousing unit taking up the whole of the area north of the railway. On the southern side of the railway are some older light industrial units, that are accessed through the station car park. On the west side of Station Rd is a small grouping of light industrial units. Also on the western side of Station Rd, but north of the railway is a Tesco store that is included within the employment area, but should be excluded. | 5.3 | Storage and Distribution (B8) | Light Industrial (Egiii) | Within 400m of a town centre | Two 2018 permissions for residential within the PEA: i) former Oakes Brothers site (0.3 ha), Station Road (HUN3) ii) Station Yard site. Both have recently lapsed. | Poor | Close to railway station, Tesco supermarket and residential. | 400m to Hungerford town centre (ie close proximity.) | Reasonable | Generally rather cramped layout that may have been fit for purpose in the past but is now inadequate. The exception are the B1c units on the west side of Station Rd have adequate parking and circulation space. | Poor | All the units appear to be occupied | Excellent |
| 16 | Membury Estate, Lambourn | Membury | A cluster of long established employment activities either side of the M4. The main area is Membury Airfield Industrial Estate and Aerial Business Park that abut the Membury Airfield immediately to the west. The area is occupied by mostly industrial businesses in a wide range of activities such as engineering, chemical, aviation and agricultural activities, operating from premises that are mainly long established. But some refurbished and expanded premises. To the south is a further area of the PEA in single occupation by a logistics firm with modern units. Then immediately to the north of the M4 a warehouse operated by an events management business. | 21.1 | General Industrial (B2) | Light Industrial (Egiii) | Outside the built up area | There have been change of use applications within the B use class, permissions for storage use and for extensions to light industrial units. 2021 permission on the LAM6 allocated site for logistics (B8) use. This is for expansion of the Walker logistics business. Application approved for B8 use on land immediately south of the M4. Land immediately south of Ridgeway Grain and north of LAM6 promoted through the CIS for offices (LAM10). | Low - employment uses in the rural area. | Airfield and motorway service station immediately to the west. Agricultural on all other sides. | 9.8km to Hungerford, 750m to M4 service station | Reasonable | The various sites are mostly single occupier with dedicated parking and circulation space. The main industrial estate has developed incrementally and has a poor internal environment. | Poor | All the units appear to be occupied | Excellent |
| 17 | Hurst Farm, Lambourn (Membury Business Park) | Membury | Former farm buildings now used for storage for a pallet supplier business. | 0.9 | Storage and Distribution (B8) | - | Outside the built up area | Change of use permissions from farming to warehouse use. Permissions to convert outbuildings into residential dwellings. | Low - because on a rural road linking villages. | Farm buildings to the west, otherwise surrounded by agriculture. | 9.8km to Hungerford, 750m to M4 service station | Poor | Little scope for modern standards in terms of layout because adaptation from former collection of farm buildings. | Poor | Single user | Good |

PEAs and OTHER EXISTING EMPLOYMENT AREAS

| 1 | 2 | 17 | 18 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
|-------------------|--|--|--|---|--|---|---|---|---|----------------|---|---|------------------------|-----------|----|
| BASIC INFORMATION | | | ACCESSIBILITY | | | REVIEW / RECOMMENDATION | | | | | | | | | |
| Site ID. | Site name | Market commentary | Local access by road | Strategic accessibility (road) | Public transport access | If the site retains its current use, will it continue to be occupied? | Are there undeveloped parcels /opportunities for redevelopment / intensification / extension? | Are there any constraints on the parcels / redevelopment / intensification / extension? | When are these constraint(s) likely to be resolved? | Recommendation | | | | | |
| | | Other market intelligence | Score | Score | Score | | | | | | Score | | | | |
| | | | Site junction and quality of access to the principal road network (access on to A or B road) | Ease of access /proximity to SRN (A34/M4) [kms] | Score (quality of route) | Is the site close to a railway station (within 400m)? | Station name, number of bus stops within a 400 m radius | | | | | | | | |
| 1 | Hambridge Road/Lane, Newbury | Newbury's premier industrial and logistics/distribution location. The estate attracts regional and national occupiers because of the strategic location with access to both M4 and M3. The estate has seen a number of large stock redevelopments in recent times, with plenty of opportunity in the existing stock for more. The PDRs at Overbridge Square will have weakened the estate's attraction for industrial (as well as office) occupiers due to the potential for bad neighbour issues. Market attraction would be improved through a more strategic approach to integrating all the various estates and improving the public realm. | Good | Excellent | 7.5 kms to M4 J13 via A339. | Reasonable | Yes | 27 | Excellent | Yes | There has been redevelopment and intensification (reg Stryker) and there will undoubtedly be more, but no obvious sites for major additional floorspace. | n/a | n/a | Safeguard | |
| 13 | Charnham Park/ Charnham Lane, Hungerford | Hungerford's premier industrial and office location, mainly due to the access advantages. | Good | Good | 5.5 kms to M4 J14 via A338, a district access route for freight. | Good | No | 11 | Reasonable | Yes | 1.1 ha undeveloped land within the park fronting the A4, with an extant permission for an hotel. Owner seeking to remove this site from the PEA, but this is a suitable location for employment activity. The eastern/southern boundary of the Charnham Lane extent of the PEA needs redrawing to include the employment premises, the car showroom, but can exclude the residential. | Not that we are aware of. | Immediately available | Safeguard | |
| 14 | Smitham Bridge (Hungerford Trading Estate), Hungerford | This location is generally occupied by long standing companies more tolerant of the comparatively poor access. Entrants to the Hungerford market generally consider Charnham Park/Charnham Lane of smaller units because of the better links to the M4. | Poor | Poor | 6.5 kms to M4 J14 via the town centre and A338 | Reasonable | No | 6 | Poor | Yes | Immediately to the northwest is land in low intensity agricultural use (1.5ha). However, access is a severe constraint on this side of Hungerford. Land would provide an opportunity to accommodate industrial demand in an established area. Although only likely to be attractive to local companies due to site's poor prominence, and viability is likely to challenging as these occupiers will not pay the higher new build rents. | n/a | n/a | Safeguard | |
| 15 | Station Yard, Hungerford | This location is generally occupied by long standing companies who are acceptive of the comparatively poor access. Entrants to the Hungerford market generally consider Charnham Park and the adjacent Charnham Lane estate of smaller units because of the better links to the M4. | Poor | Poor | 6 kms to M4 J14 via the town centre and A338 | Reasonable | Yes | Hungerford station and 13 bus stops | Excellent | Likely | Yes, on the areas on the southern side of the railway where permissions for residential have recently lapsed, and now provide opportunity for redevelopment for employment use. | The site is within the Kennet Upper Valley Floor Landscape Character Assessment area. | n/a | Safeguard | |
| 16 | Membury Estate, Lambourn | Membury, like all the rural areas has comparatively weak demand. There is evidence of more local demand for industrial space coming from small businesses servicing the local market. | Reasonable | Reasonable | 7 kms to M4 J14 via Ermine Street, a Local access route for freight. | Reasonable | No | 4 | Poor | Yes | Reg 18 EMP5 site proposed for allocation for employment under Policy SP21 (HELAA site LAM06 - see separate entry). Site now has planning permission for B8. Land immediately south of the M4 for B8 was recently approved. Land immediately south of Ridgeway Grain and north of EMP5, promoted through the CFS for offices (LAM10). In addition to the above, immediately to the rear (west) of the main estate is land used for testing by TRL and also areas of open storage. This area would make a logical extension of the main Membury Industrial Estate. | Within AONB North Wessex Downs Shefford Wooded Downland Landscape Character Assessment area. Possibly ownership - larger parcel owned by TRL. | n/a | Safeguard | |
| 17 | Hurst Farm, Lambourn (Membury Business Park) | Membury, like all the rural areas has comparatively weak demand. There is evidence of more local demand for industrial space coming from small businesses servicing the local market. | Reasonable | Poor | 6 kms to M4 J14 via Ermin Street, a Local access route for freight. | Reasonable | No | 6 | Poor | Likely | No | Highways - unsuitable for HGVs | Not in the Plan period | Safeguard | |

PEAs and OTHER EXISTING EMPLOYMENT AREAS

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------------|---|----------------------|--|----------------|-------------------------------|-------------------------------|-------------------------------|---|---|---|--|------------|---|------------|---|-----------------|
| BASIC INFORMATION | | | | | | | | | ATTRACTIVENESS TO OCCUPIERS | | | | | | | |
| Site ID. | Site name | Market area | Site description | Site area (ha) | Primary type of employment | Other main employment uses | Sequential location | Planning history | External environment | | | | Internal environment | | Market commentary | |
| | | | | | | | | | Prominence of site | Compatibility with surrounding uses | Access to amenities (nearest centre km) | Score | Layout, parking, servicing, landscaping etc. | Score | Occupancy | Occupancy Score |
| 1 | Hambridge Road/Lane, Newbury | Newbury | A long established industrial location between the railway/racecourse and the River Kennet. Newbury's premier industrial estate with a broad range of age and type of stock and activities ranging from small lock-ups to large distribution units, with some office interspersed (reg Kingfisher Court). Hambridge Lane area is wholly industrial, but Hambridge Road has a significant number of retail (Newbury Trade Park and trade counters). Older industrial stock including some general industrial in the Bone Lane area. | 64.6 | Light Industrial (Egiii) | Storage and Distribution (B8) | Within 400m of a town centre | Some historic losses of industrial premises to D2, retail and also sui generis such as car showrooms. Overbridge Square - a number of office to residential PDR approvals that have been implemented. | Low - not seen from the A4. | Some residential abutting the western (Boundary Road) boundary, but otherwise bound by river and railway, so no incompatibility issues. | 1.2km to Newbury | Good | Hambridge Lane /Road forms the spin road across the site with Bone Lane to the north. Most of the businesses have dedicated parking. | Reasonable | Minimal industrial vacancy. | Good |
| 18 | Lowesden Works (Lambourn Business Park), Lambourn | Membury | The site, formerly occupied by circa 35 units of mainly light industrial workshops with some office housed in former WW2 air force buildings associated with RAF Membury has been demolished in accordance with planning permission for rebuild to house the same floorspace and occupancy types, but in buildings much more fit for purpose. | 2.6 | Light Industrial (Egiii) | Office (Egi) | Outside the built up area | 2015 permission for new storage and distribution space. 2021 permission for complete demolition and rebuild to provide buildings fit for modern requirements. Also recently temporary storage use applications on site of some demolished buildings. | Low - countryside location. | Surrounded by open countryside. In the AONB. | 9.8km to Hungerford, 2.3km to M4 service station | Poor | Buildings centrally located with ample dedicated parking and circulation space. | Good | All the buildings on the site have now been demolished. | n/a |
| 19 | Red Shute Hill, Hermitage | Rural West Berkshire | Mix of light industrial, haulage, timber yard and coach hire. The main occupier (Frontier) is an agri-tech business. | 4.0 | Light Industrial (Egiii) | - | Outside the built up area | Permissions in the past for office use. Recent redevelopment of warehouse unit. Pending application for extension to main office building. | Low - isolated rural location. | Surrounded by agricultural land on three sides and Longlane village to the west. | 5km to Thatcham, 1.2km to Hermitage | Poor | The main occupier (Frontier), a haulier has dedicated access. The other businesses have separate access arrangements and dedicated circulation and parking. Spacious feel, no need for on site landscaping, as surrounded by countryside. | Good | No unit availability | Excellent |
| 20 | Calleva Park, Aldermaston | Rural West Berkshire | Fully built-out 1980s office park (no. 25 buildings) in a rural setting with Tadley to the south and AWE Aldermaston immediately to the east. Updated radiation regulations (2019) place this site within the AWE Detailed Emergency Planning Zones (DEPZ). | 7.1 | Office (Egi) | - | Adjacent to the built up area | No major applications. No office to residential PDR losses because within DEPZ. | Medium. On the A340, but this is not a busy route. | AWE immediately adjacent to the east, and woodland on the other three sides, with Tadley beyond to the south. | 2.5 km to Tadley | Reasonable | Purpose built, so layout and landscaping is good. | Good | A number of vacant office buildings. | Poor |
| 21 | Paices Hill/Youngs Industrial Estate, Aldermaston | Rural West Berkshire | Long time established light industrial estate, purpose-built with a range of industrial activities. Updated radiation regulations (2019) place this site within the AWE Detailed Emergency Planning Zones (DEPZ). | 6.3 | Light Industrial (Egiii) | - | Outside the built up area | Some of the light industrial stock on site has been redeveloped. Two sites proposed through the Reg 18 as extensions to the PEA - EMP2 to the north and EMP 4 to the south. On the EMP2 (ALD3) site: recent planning permission for two trade counters (Screwfix and Howdens), and development now completed. Also a withdrawn application for B8. On the EMP4 (ALD8) site: permission for B2 and B8. See separate entries for Ald3 and ALD8. | Medium, on the A340, but T junction access rather than roundabout or light controlled. | AWE immediately to the east, to the north open storage, and a mix of woodland and outdoor leisure to the west and south. | 3.8km to Tadley | Reasonable | A standard layout, with plenty of circulation and parking space with minimal landscaping. | Reasonable | No units available only storage land. | Excellent |
| 22 | Easter Park | Rural West Berkshire | Built in the late 2000s immediately to the south east of AWE Aldermaston. Mostly warehousing/ light industrial with an area of offices on 'The Green' at the northern-most end of the park. Updated radiation regulations (2019) place this site within the AWE Detailed Emergency Planning Zones (DEPZ). | 9.3 | Storage and Distribution (B8) | Office (Egi) | Outside the built up area | Site now fully built-out as 2014 permission for warehouse development on last remaining parcel (0.8 ha) developed. Adjacent site promoted through the HELAA (ALD6) | Medium - site is in a prominent location, but the road (Reading Road) is neither A nor B. | No incompatibility issues. Surrounded by woodland, farmland and caravan site to the north east. | Tadley 3 kms | Reasonable | The purpose built business park has plenty of circulation and parking space and high quality landscaping. | Excellent | 2 industrial units available (1,300 and 1,000 sq m), and a single office with 2 suites of 108 and 127 sq m. | Reasonable |

PEAs and OTHER EXISTING EMPLOYMENT AREAS

| 1 | 2 | 17 | 18 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
|-------------------|---|--|----------------------|--|------------|--|--------------------------|---|---|-----------|---|--|--|---|-------------------------|
| BASIC INFORMATION | | | ACCESSIBILITY | | | REVIEW / RECOMMENDATION | | | | | | | | | |
| Market commentary | | | Local access by road | | | Strategic accessibility (road) | | | Public transport access | | | | | | |
| Site ID | Site name | Other market intelligence | Score | Site junction and quality of access to the principal road network (access on to A or B road) | Score | Ease of access /proximity to SRN (A34/M4) [kms] | Score (quality of route) | Is the site close to a railway station (within 400m)? | Station name, number of bus stops within a 400 m radius | Score | If the site retains its current use, will it continue to be occupied? | Are there undeveloped parcels /opportunities for redevelopment / intensification / extension? | Are there any constraints on the parcels / redevelopment / intensification / extension? | When are these constraint(s) likely to be resolved? | Recommendation |
| 1 | Hambridge Road/Lane, Newbury | Newbury's premier industrial and logistics/distribution location. The estate attracts regional and national occupiers because of the strategic location with access to both M4 and M3. The estate has seen a number of large stock redevelopments in recent times, with plenty of opportunity in the existing stock for more. The PDRs at Overbridge Square will have weakened the estate's attraction for industrial (as well as office) occupiers due to the potential for bad neighbour issues. Market attraction would be improved through a more strategic approach to integrating all the various estates and improving the public realm. | Good | Hambridge Rd has a dedicated link to the A4 (B3421) that is an identified freight access route in the FPR that avoids residential areas and the town centre. | Excellent | 7.5 kms to M4 J13 via A339. | Reasonable | Yes | 27 | Excellent | Yes | There has been redevelopment and intensification (reg Stryker) and there will undoubtedly be more, but no obvious sites for major additional floorspace. | n/a | n/a | Safeguard |
| 18 | Lowesden Works (Lambourn Business Park), Lambourn | Membury, like all the rural areas has comparatively weak demand. There is evidence of more local demand for industrial space coming from small businesses servicing the local market. | Reasonable | The FRP identifies the location to be on a local access route, and therefore suitable for HGVs. | Reasonable | 6 kms to M4 J14 via Ermin Street, a Local access route for freight. | Reasonable | No | 7 | Poor | Yes | The employment stock that has now been demolished is to be replaced with new buildings housing the same amount of floorspace. Land (3.6 ha) adjoining immediately to the west of the PEA is promoted through the HELAA (LAM8) and response to the Reg18 Plan for residential-led mixed-use including some employment use. | The PEA site has recently been completely cleared of buildings, ahead of replacement with new employment buildings. The site provides a valuable employment resource in the rural west, and should be safeguarded. The PEA and LAM8 area are within the AONB, and it's elevated position in the landscape is therefore a major constraint on development, in addition to its location outside of settlement boundaries. | Not in the Plan period | Safeguard |
| 19 | Red Shute Hill, Hermitage | Estate in demand from prospective industrial occupiers. | | Access is via rural B roads. There is a former railway bridge on Red Shute Hill that is a major constriction. Route to A roads require passing through villages. The FRP excludes access north (Priors Road) close to the Showground and directs freight south via the B4009 to join the A339. | Very Poor | 11 kms to M4 J13 via A4009 and A339. | Poor | No | 4 | Very poor | Yes | The existing site is fully built out, but there is land to the rear (see HELAA CA6) that has potential to expand the estate. Unlikely to be attractive to the general market because of access issues, and lack of connection to the SRN. However, attractive to existing/local demand. | Access is difficult, and potential impact on the AONB. | n/a | Safeguard |
| 20 | Calleva Park, Aldermaston | Many occupiers are located here for historic reasons with links to the AWE. | | Roundabout controlled direct access onto the A340. | Excellent | 12 kms to M4 J 12 via Paices Hill, passing through Aldermaston and then A4. Very few if any freight trips. | Reasonable | No | 6 | Poor | Yes | No | Updated radiation regulations in 2019 place this site within the AWE Detailed Emergency Planning Zones (DEPZ). MoD object to development considered to be at risk from radiation. | Unknown | Safeguard |
| 21 | Paices Hill/Youngs Industrial Estate, Aldermaston | This is an estate in demand from prospective industrial occupiers. | | Access directly on to the A340. No filter or controlled junction, but A340 is not heavily trafficked. | Reasonable | 11.5 kms to M4 J 12 via Paices Hill, passing through Aldermaston and then A4. | Poor | No | 2 | Very poor | Yes | Some units have been redeveloped, but no undeveloped land within the existing boundary. The Reg 18 plan proposed extensions north (EMP2) to include the area currently used for open storage, and to the south (EMP4 former race track). HELAA sites ALD3 and ALD8 (see separate entries for these sites). | Updated radiation regulations in 2019 place this site within the AWE Detailed Emergency Planning Zones (DEPZ). MoD object to development considered to be at risk from radiation. | Unknown | Safeguard |
| 22 | Easter Park | The industrial units provide good modern units which are attractive to occupiers, although location is not prime. | | Located on a FRP identified local access route, but Reading Road is not ideal for freight as it takes vehicles through either Tadley or Burghfield to join either A340 or M4. | Reasonable | 12 kms to M4 J12 via Padworth Road/A4. The FRP identifies some width restrictions on this route that (at that time 2009) made it unsuitable for HGVs, but the route avoids passing through villages. | Reasonable | No | 4 | Poor | Yes | Reg 18 Plan proposes land immediately to the north to extend Easter Park (EMP3). (see ALD6). | Updated radiation regulations in 2019 place this site within the AWE Detailed Emergency Planning Zones (DEPZ). MoD object to development considered to be at risk from radiation. | Unknown | Designate and safeguard |

PEAs and OTHER EXISTING EMPLOYMENT AREAS

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------------------|----------------------------------|----------------------|--|----------------|----------------------------|-------------------------------|------------------------------|--|---|---|---|----------------------|---|-------------------|--|-----------------|
| BASIC INFORMATION | | | | | | | | | ATTRACTIVENESS TO OCCUPIERS | | | | | | | |
| Site ID. | Site name | Market area | Site description | Site area (ha) | Primary type of employment | Other main employment uses | Sequential location | Planning history | External environment | | | Internal environment | | Market commentary | | |
| | | | | | | | | | Prominence of site | Compatibility with surrounding uses | Access to amenities (nearest centre km) | Score | Layout, parking, servicing, landscaping etc. | Score | Occupancy | Occupancy Score |
| 1 | Hambridge Road/Lane, Newbury | Newbury | A long established industrial location between the railway/racecourse and the River Kennet. Newbury's premier industrial estate with a broad range of age and type of stock and activities ranging from small lock-ups to large distribution units, with some office interspersed (reg Kingfisher Court). Hambridge Lane area is wholly industrial, but Hambridge Road has a significant number of retail (Newbury Trade Park and trade counters). Older industrial stock including some general industrial in the Bone Lane area. | 64.6 | Light Industrial (Egiii) | Storage and Distribution (B8) | Within 400m of a town centre | Some historic losses of industrial premises to D2, retail and also sui generis such as car showrooms. Overbridge Square - a number of office to residential PDR approvals that have been implemented. | Low - not seen from the A4. | Some residential abutting the western (Boundary Road) boundary, but otherwise bound by river and railway, so no incompatibility issues. | 1.2km to Newbury | Good | Hambridge Lane /Road forms the spin road across the site with Bone Lane to the north. Most of the businesses have dedicated parking. | Reasonable | Minimal industrial vacancy. | Good |
| 23 | Beenham Industrial Area, Beenham | Rural West Berkshire | A collection of industrial uses on three separate parcels. The largest parcel has direct access onto the A4 and is occupied by a building materials manufacturer (Marley) and a distribution unit (Porsche). To the rear is a waste management depot and a scrap yard, and furthest west is Beenham Grange, a collection of mostly former agricultural buildings used for a variety of motor repair related activities. | 21.4 | General Industrial (B2) | Mixed B uses | Outside the built up area | No relevant planning history. The uses on site are either long established uses, or are reusing former agricultural buildings. Recent permission for open storage on BEEN5 (on A4 roundabout). Screening application on BEEN4/5 for a solar farm. Land immediately to the west of Grange Lane was promoted in response to the Reg 18. Also, proposed in response to Reg18 was land bisected by Grange Place, west of Knott Lane. | The main parcel is highly visible, fronting on to the A4. The parcels to the rear can only be accessed via rural lanes. | Low - given all three parcels are surrounded by agricultural land. | 8 km to Tadley | Reasonable | The main parcels are single occupier, and thus this is not a consideration. Beenham Grange has sufficient circulation/parking. | Reasonable | Generally single occupier sites. | Excellent |
| 24 | Horseshoe Park, Pangbourne | Rural West Berkshire | A mix of approximately 60 small offices and light industrial workshop units arranged in terraces around central parking areas. | 1.3 | Office (Egi) | Light Industrial (Egiii) | Within the built up area | No relevant planning history. The fire station immediately to the north has been redeveloped for residential. | Low - accessed via a residential road. Only the entrance is visible. | Unlikely to be incompatibility issues because main activity is office, even though residential is in close proximity on all sides with a church to the north. | 600m to Pangbourne | Reasonable | Terraces with central parking. Often double parking, indicating insufficient for office activity. Standard layout with no landscaping. | Poor | 2 offices buildings have space available providing 4 suites of around 100 sq m each. | Good |
| 25 | Langley Business Court | Rural West Berkshire | A small rural office and light industrial estate located in the middle of the District, a short distance off the A34 and to the north of the M4. The estate comprises of 13 purpose built units, dating from the 1980s, providing relatively modern accommodation and ample parking in a courtyard setting off Oxford Road. The estate provides rural businesses with premises and rural job opportunities. | 0.5 | Office (Egi) | Light Industrial (Egiii) | Outside the built up area | No relevant planning history. | Low - a rural location on the edge of Worlds End village, Beedon. | No incompatibility issues, as surrounded by farmland/buildings and residential and caravan park. | Chieveley village 3 kms | Reasonable | The courtyard layout provides a large parking area and ample room for servicing, which because the units will not require large vehicles. | Good | Some limited availability. | Good |

PEAs and OTHER EXISTING EMPLOYMENT AREAS

| 1 | 2 | 17 | 18 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
|-------------------|----------------------------------|--|----------------------|---|------------|--|--------------------------|---|--|------------|---|---|---|---|-------------------------|
| BASIC INFORMATION | | | ACCESSIBILITY | | | | | | | | | | | | |
| Market commentary | | | Local access by road | | | Strategic accessibility (road) | | | Public transport access | | | REVIEW / RECOMMENDATION | | | |
| Site ID. | Site name | Other market intelligence | Score | Site junction and quality of access to the principal road network (access on to A or B road) | Score | Ease of access /proximity to SRN (A34/M4) [kms] | Score (quality of route) | Is the site close to a railway station (within 400m)? | Station name, number of bus stops within a 400 m radius | Score | If the site retains its current use, will it continue to be occupied? | Are there undeveloped parcels /opportunities for redevelopment / intensification / extension? | Are there any constraints on the parcels / redevelopment / intensification / extension? | When are these constraint(s) likely to be resolved? | Recommendation |
| 1 | Hambridge Road/Lane, Newbury | Newbury's premier industrial and logistics/distribution location. The estate attracts regional and national occupiers because of the strategic location with access to both M4 and M3. The estate has seen a number of large stock redevelopments in recent times, with plenty of opportunity in the existing stock for more. The PDRs at Overbridge Square will have weakened the estate's attraction for industrial (as well as office) occupiers due to the potential for bad neighbour issues. Market attraction would be improved through a more strategic approach to integrating all the various estates and improving the public realm. | Good | Hambridge Rd has a dedicated link to the A4 (B3421) that is an identified freight access route in the FPR that avoids residential areas and the town centre. | Excellent | 7.5 kms to M4 J13 via A339. | Reasonable | Yes | 27 | Excellent | Yes | There has been redevelopment and intensification (reg Stryker) and there will undoubtedly be more, but no obvious sites for major additional floorspace. | n/a | n/a | Safeguard |
| 23 | Beenham Industrial Area, Beenham | What demand there is, is focused on Beenham Grange as all the other sites are large single occupation. | | The main parcel has direct roundabout controlled access to the A4. | Good | 7.5 kms to M4 J 12 via A4 | Good | Yes | Aldermaston station on opposite side of A4. 6 bus stops. | Reasonable | Likely | The largest parcel is used for the manufacture of building materials, with the major coverage open storage, which could be intensified were the use to change, but this is not anticipated. Potential to extend on to the redundant landfill/ agricultural land to the north and east (see HELAA sites BEEN 3,4,5&6). | Yes, site within AONB. | n/a | Safeguard |
| 24 | Horseshoe Park, Pangbourne | The majority of demand in rural West Berkshire is from small local professional services looking for space in the village centres. These occupiers do not usually require a modern purpose-built space, and will out of choice occupy more dated accommodation. | | The Estate is accessed via Horseshoe Road, a residential road south of the town centre. Horseshoe Road is suitable for the predominant office use, but not for freight. | Reasonable | 9 kms to M4 J12 via the town centre and A340. Very few if any trips are freight related. | Reasonable | No | 5 | Poor | Yes | No | n/a | n/a | Safeguard |
| 25 | Langley Business Court | This site provides a valuable premises for local businesses serving the rural communities/economy in the heart of the district. The small units are the right size to meet market demand. Also, given the viability challenges of developing smaller units in rural markets (small units have higher build costs and generally occupiers in rural areas cannot afford to pay new build rents) this type of stock should be protected. | Good | Direct access, but not controlled onto Oxford Road, but this is not A or B class. | Reasonable | 2 kms to A34 junction with Oxford Road, and 4 kms to M4 J13 again via Oxford Road. Oxford Road is identified in the FRP as a route through villages that is unsuitable for HGVs. | Poor | No | 4 | Very poor | Yes | No | Located within the AONB. | n/a | Designate and safeguard |

HELAA SITES

| 1 BASIC INFORMATION | | 3 | 4 | 5 | 6 | 7 | 8 | 10 | 11 CONSTRAINTS | 12 | 13 | 14 | 15 ATTRACTIVENESS TO OCCUPIERS | | 16 | 17 | 18 | 19 | 20 |
|---------------------|---|----------------------|--|--|--|----------------|---------------------------|---|--|---|----------------------|--|---|--|---|--|--|-----------|----|
| ID. | Site name | Market area | Site description | Current use | Is the site previously developed land? | Site area (ha) | Sequential location | Planning History | Any planning designations (environmental or otherwise) | Detail any constraint(s) to delivery of whole or part of site? (inc. physical and policy) | Overall constraints? | How do the constraints impact on availability? | Prominence of site | Compatibility of surrounding uses | Access to amenities (nearest centre km) | Score | Any problems with shape, gradient, boundary etc.? | Score | |
| MID5 | Land to the east of Colthrop IE | Thatcham | Arable farmland with A4 frontage immediately to the east of the Colthrop Industrial Estate (a PEA). | Agriculture | No | 5.1 | Outside the built up area | Reg.18 Plan proposed the site as an extension to the adjacent PEA. Planning permission recently granted (21/02130) for 19,536 sq m of B2/B8 floorspace. | Within a Biodiversity Opportunity Area and a wildlife network. | No obvious constraints, the site is regular in shape, largely flat and appears to be free of any physical constraints. Biodiversity net gain should be delivered. | None | Immediately available | High - A4 frontage | Good compatibility. Low risk of incompatibility issues as industrial to the west and farm land on other sides. | 3 kms to Thatcham via Bath Road | Poor | None. The site is regular in shape, largely flat and appears to be free of any physical constraints. | Excellent | |
| ALD3 | Former Youngs Garden Centre, Aldermaston | Rural West Berkshire | Open storage north of Young's industrial estate. Formerly a garden centre, change of use to builders merchants in 2015. Part of the eastern side of the area has recently been developed for trade counters. | Builders merchant | Yes | 2.63 | Outside the built up area | Recent planning permission for two trade counters, and development now completed. Recent application for eight light industrial units. Withdrawn in May 2022. Reg.18 Plan proposed the site as an extension to the adjacent PEA. | Updated radiation regulations (2019) place this site within the Aldermaston AWE Detailed Emergency Planning Zones (DEPZ). Site is within Burghfield to Tadley Plateau BOA, but outside the AONB. | Located within DEPZ. According to HELAA, site is at risk from surface and groundwater flooding. According to HELAA, there is a high possibility of contamination on the site. | Major | Not known | Medium. On the A340, but this is not a busy route. Immediately adjacent to Young's industrial estate, with parkland to the north. | Tadley 2.5 kms | Poor | None, a flat, regular shaped site. | Excellent | | |
| ALD6 | Land off Benyon Road, Easter Park, Tadley | Rural West Berkshire | Undeveloped land close to Easter Park. | Part vacant, part commercial plantation | No | 2.1 | Outside the built up area | No relevant history. Reg.18 Plan proposed the site as an extension to the adjacent employment site (Easter Park) | Updated radiation regulations (2019) place this site within the Aldermaston AWE Detailed Emergency Planning Zones (DEPZ). Otherwise within the Biodiversity Opportunity Area, but outside the AONB. Site within existing Mineral Safeguarding Area | Located within DEPZ. Southern half of the site within an Environmental Agency Flood Alert area, and there are historic instances of flooding. | Major | Not known | Medium - site is in a prominent location, but on a minor road (Reading Road). Possible incompatibility issues with the caravan site to the north east. | Tadley 3 kms | Poor | Pine woodland covering part of the site, but otherwise a flat, regular shaped site.. | Excellent | | |
| ALD8 | Land to the north west side of Paices Hill (Blacks Lake), Aldermaston | Rural West Berkshire | Brownfield site adjacent (to the south) to Youngs Industrial Estate Protected Employment Area. Formerly used as a racetrack, now cleared. | Race track (Aldermaston Raceway) | Yes | 3 | Outside the built up area | Reg.18 Plan proposed the site as an extension to the adjacent PEA. 2021 permission (ref: 20/02527/OUTMAJ) for 15,917 sqm of flexible commercial floorspace. | Updated radiation regulations (2019) place this site within the Aldermaston AWE Detailed Emergency Planning Zones (DEPZ). Site is within Burghfield to Tadley Plateau BOA. but outside the AONB. | Located within DEPZ. No other known physical constraints. | Major | Not known | Medium. On the A340, but this is not a busy route. Immediately adjacent to Young's industrial estate to the north, and parkland to the south and west. | Tadley 2.5 kms | Poor | None, a flat, regular shaped site. | Excellent | | |
| ALD10 | Strawberry Farm, Burghfield Road, Tadley | Rural West Berkshire | Farmland adjacent to Pamber Heath and directly opposite AWE. | Agriculture | No | 7 | Outside the built up area | None Not previously promoted or considered for any form of development. First promoted through the 2021 Call for Sites for offices. | Updated radiation regulations (2019) place this site within the Aldermaston AWE Detailed Emergency Planning Zones (DEPZ). | Located within DEPZ. | Major | Not known | Low prominence - Reading Road is not part of the SRN. Reasonable compatibility. AWE immediately to the north, residential to the west and a strong landscape buffer to the south separating the site from farmland/open countryside. | 3 km to Tadley | Poor | Site is flat and rectangular | Excellent | | |
| BEEN3 | Beenham Landfill & Compost Area, Beenham | Rural West Berkshire | Adjacent to Protected Employment Area (Beenham Grange) Part previously developed, part green field formerly used for composting. Adjacent to the scrap yard / transport depot. | Waste composting facility, hardstanding & storage | Yes (part) | 7.31 | Outside the built up area | For waste composting from 2000 onwards. Screening application for a solar farm that takes in sites BEEN 4,5 and 6 plus land to the northeast of BEEN3. | Within the southern edge of the AONB (North Wessex Downs). | AONB and potential for landscape impact is a major policy constraint. No known physical constraints. HELAA states the site is at risk of surface water flooding, and that there is a high risk of contamination. Within a mineral safeguarding area | Major | Immediately available (part of site) | Reasonable prominence given directly on the A4. Reasonable compatibility. Beenham Industrial Estate to the south, but farm land to the north and west. The A4 provides separation from residential on the opposite side. | 8 km to Tadley | Poor | None, a flat, regular shaped site. | Excellent | | |
| BEEN5 | Beenham Landfill, Pips Way, Beenham | Rural West Berkshire | Adjacent to Protected Employment Area (Beenham Grange) Greenfield former landfill site adjacent to the distribution building and the A4 road. | Restored landfill | No | 3.66 | Outside the built up area | 2017 permission for parking area for storage and display of motor vehicles. Recent permission for open storage uses. Screening application for a solar farm that takes in sites BEEN 4,5 and 6 plus land to the northeast of BEEN3. | Within the southern edge of the AONB (North Wessex Downs). | AONB and potential for landscape impact is a major policy constraint. No known physical constraints. HELAA states there is high risk at southern border of site of surface water flooding, and that the site is Grade 1 agricultural land. HELAA states there is high risk of contamination. Within a mineral safeguarding area | Major | Immediately available (part of site) | Medium to high prominence with roadside frontage. Reasonable compatibility. Beenham Industrial Estate to the south, but farm land to the north and west. The A4 provides separation from residential on the opposite side. | 8 km to Tadley | Poor | None, a flat, regular shaped site. | Excellent | | |
| BEEN10 | Northway Porsche, Grange Lane, Beenham | Rural West Berkshire | Adjacent to Protected Employment Area (Beenham Grange) Greenfield site in close proximity to the Beenham Grange Business Park with part car restoration workshops and associated offices, part paddocks. | Part Car restoration workshops and associated offices, part paddocks | No | 2.68 | Outside the built up area | 2021 permission for new workshop building for Northway Porsche 2020 permission for erection of car restoration, sales and storage building 2019 permission for change of use to offices for Northway Porsche | Within the southern edge of the AONB (North Wessex Downs). | No known physical constraints. AONB and potential for landscape impact is a major policy constraint. Within a mineral safeguarding area | Major | Immediately available | Low prominence along rural lane off the A4 Reasonable compatibility. Beenham Industrial Estate to the south, but farm land to the north and west. The A4 provides separation from residential on the opposite side. | 8 km to Tadley | Poor | Slight incline east to west, but no major issues. | Good | | |

HELAA SITES

| 1 | 2 | 21 | 22 | 9 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
|-------------------|---|---|---|---|--|---|------------|---|------------|---|---|-----------|--|-------------------------|
| BASIC INFORMATION | | Market Signals | | | | ACCESSIBILITY Local access by road | | Strategic accessibility (road) | | Public transport access | | | REVIEW / RECOMMENDATION | POTENTIAL EMPLOYMENT |
| ID. | Site name | Promoted use(s) / evidence of developer / occupier interest? | Other market intelligence (market area) | Most appropriate principle land use (office/indl) | Is the site likely to be attractive to employment occupiers? | Quality of access to the principal road network (access on to A or M road) | Score | Proximity to SRN (A34/M4) [kms] | Score | Is the site close to a railway station (within 400m)? | Station name & number of bus stops | Score | Comments: | AREA (Ha) |
| MID5 | Land to the east of Colthrop IE | Promoted through the HELAA with landowner support for employment uses. Recent planning permission for 19,536 sq m of B2/B8 floorspace. | There is strong demand for industrial space from a mix of local and larger companies servicing the area as well as national occupiers mostly based at Colthrop Industrial Estate. Industrial vacancy is low across the district, with demand out-stripping supply. The A4 provides a direct link to jct 12 M4, which is attractive to occupiers. New build development is viable in the current market. | Industrial | Yes | No need for an extra junction on the A4, as the site could take access from the existing spur road within Colthrop, and then directly on to A4 Bath Road (an identified freight route in the FRP). | Excellent | 12.5 kms to M4 J12 via A4. Longer distance to M/way, but on a district freight access route. | Good | No | 4 | Poor | This appears a generally unconstrained site, in an area of high industrial demand. The site benefits from a recent permission for 19,536 sq m of B2/B8 floorspace. | 5 |
| ALD3 | Former Youngs Garden Centre, Aldermaston | Promoted through the HELAA with landowner support for employment uses (7,704sqm of light industrial/Business/Warehouse) | Recent trade counter openings on this site (Screwfix and Howdens). There is demand from prospective occupiers for space in Youngs Industrial Estate, which this site would effectively extend. Industrial vacancy is low across the district, with demand out-stripping supply therefore site would meet an important need in an established industrial area. | Industrial | Yes | Access directly on to the A340. Could be integrated with the access to Youngs. HELAA site promoter confirms access can be achieved through Youngs Industrial Estate | Reasonable | 11.5 kms to M4 J 12 via Paices Hill, passing through Aldermaston and then A4. | Poor | No | 2 | Very poor | Recent trade counter development extending an existing popular estate, with more land remaining with potential for further employment uses, possibly up to around 8,000 sq m. The site would be attractive to the market, and has a willing owner. Inclusion within the DEPZ may rule out employment uses on this site. | 2.63 |
| ALD6 | Land off Benyon Road, Easter Park, Tadley | Promoted through the HELAA with landowner support for employment uses. This could include office or industrial. | There is demand from prospective occupiers for space in the adjacent Easter Park. Site promoter has advised that the site will be cleared to facilitate development with peripheral woodland retained and enhanced to provide a sustainable landscape framework. Site would form a natural extension to existing Easter Park which has attracted a mix of office and industrial occupiers, given the tight nature of the industrial market the site would be suitable to capture this demand. We don't see the site suitable for office use because occupiers in the current market require good access to amenities and public transport, which this does not provide. | Industrial | Yes | Could use the dedicated roundabout on Reading Road, which is identified in the FRP as a local access route, but Reading Road is not ideal for freight as it takes vehicles through either Tadley or Burghfield to join either A340 or M4. | Reasonable | 12 kms to M4 J12 via Padworth Road/ A4. The FRP identifies some width restrictions on this route that (at that time 2009) made it unsuitable for HGVs, but the route avoids passing through villages. | Reasonable | No | 6 | Very poor | The site would extend an existing popular estate, with the likelihood of attraction to the market, and has a willing owner. Inclusion within the DEPZ may rule out employment uses on this site. | 2.1 |
| ALD8 | Land to the north west side of Paices Hill (Blacks Lake), Aldermaston | Promoted through the HELAA with landowner support for employment uses | There is demand from prospective occupiers for space in Youngs Industrial Estate, which this site would effectively extend. Industrial vacancy is low across the district, with demand out-stripping supply therefore site would meet an important need in an established industrial area. | Industrial | Yes | The site has access directly on to the A340, but better if access could be integrated with the Youngs access. | Reasonable | 11.5 kms to M4 J 12 via Paices Hill, passing through Aldermaston and then A4. | Poor | No | 2 | Very poor | The site has planning permission to extend an existing popular estate, with the likelihood of attraction to the market, and has a willing owner. Inclusion within the DEPZ may rule out employment uses on this site. | [3] |
| ALD10 | Strawberry Farm, Burghfield Road, Tadley | Promoted by the landowner through the HELAA for unspecified employment uses | Site would not be suitable for office use, occupiers prefer to be located close to amenities and have good public access. There are already better established areas meeting this need. Given the tight nature of the industrial market the site could be better suited to capture this demand. Although not in prime location, nearby Easter Park proves that this area is attractive to occupiers/developers. | Industrial | Yes | Reading Road-provides suitable access (for vehicles serving office development), and is close to the A340. | Good | 12 kms to M4 J 12 via Paices Hill, passing through Aldermaston and then A4. | Poor | No | 6 | Poor | In market terms the site could be suitable for industrial / warehouse uses, but not offices. However, it would only be of interest should no more better connected sites come forward. Inclusion within the DEPZ may rule out employment uses on this site. | 5 |
| BEEN3 | Beenham Landfill & Compost Area, Beenham | Promoted through the HELAA for B2/B8 employment uses | Industrial vacancy is low across the district, with demand out-stripping supply therefore site would meet an important need in an established industrial area with good links to the motorway and Newbury town centre along the A4. From a market perspective all of the Beenham sites share the same characteristics, and potentially all could come forward for employment purposes. | Industrial | Yes | Direct controlled access to the A4 via A340 roundabout. | Excellent | 7.5 kms to M4 J 12 via A4 | Reasonable | Yes | Aldermaston station on opposite side of A4. 10 bus stops. | Good | From an employment location perspective Beenham is attractive to occupiers / developers because it is located in the east of the District, and has excellent access to the highway network. The critical constraint is potential impact on AONB. | 7.3 |
| BEEN5 | Beenham Landfill, Pips Way, Beenham | Promoted through the HELAA for B2/B8 employment uses | Industrial vacancy is low across the district, with demand out-stripping supply therefore site would meet an important need in an established industrial area with good links to the motorway and Newbury town centre along the A4. From a market perspective all of the Beenham sites share the same characteristics, and potentially all could come forward for employment purposes. | Industrial | Yes | Direct controlled access to the A4 via A340 roundabout. | Excellent | 7.5 kms to M4 J 12 via A4 | Reasonable | Yes | Aldermaston station on opposite side of A4. 10 bus stops. | Good | From an employment location perspective Beenham is attractive to occupiers / developers because it is located in the east of the District, and has excellent access to the highway network. The critical constraint is potential impact on AONB. | 3.66 |
| BEEN10 | Northway Porsche, Grange Lane, Beenham | Promoted by the landowner through the HELAA for car based restoration and associated automotive services | Industrial vacancy is low across the district, with demand out-stripping supply therefore site would meet an important need in an established industrial area with good links to the motorway and Newbury town centre along the A4. From a market perspective all of the Beenham sites share the same characteristics, and potentially all could come forward for employment purposes. | Industrial | Yes | Direct controlled access to the A4 via A340 roundabout. | Excellent | 7.5 kms to M4 J 12 via A4 | Reasonable | Yes | Aldermaston station on opposite side of A4. 10 bus stops. | Good | From an employment location perspective Beenham is attractive to occupiers / developers because it is located in the east of the District, and has excellent access to the highway network. The critical constraint is potential impact on AONB. | 2.68 |

HELAA SITES

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
|-------------------|---|----------------------|---|--|--|----------------|-------------------------------|---|---|---|----------------------|--|---|--|--|-----------|--|------------|
| BASIC INFORMATION | | | | | | | | | CONSTRAINTS | | | | ATTRACTIVENESS TO OCCUPIERS | | | | Internal environment | |
| ID. | Site name | Market area | Site description | Current use | Is the site previously developed land? | Site area (ha) | Sequential location | Planning History | Any planning designations (environmental or otherwise) | Detail any constraint(s) to delivery of whole or part of site? (inc. physical and policy) | Overall constraints? | How do the constraints impact on availability? | External environment | Compatibility of surrounding uses | Access to amenities (nearest centre km) | Score | Any problems with shape, gradient, boundary etc.? | Score |
| BRIM3 | Larkwhistle Farm, Brimpton Road, Brimpton Common | Rural West Berkshire | Farmland between Brimpton and Baughurst Commons, to the northwest of Tadley and to the west of Aldermaston AWE. | Agriculture | No | 10.6 | Outside the built up area | No relevant planning application history. Site previously promoted for housing. | Updated radiation regulations (2019) place this site within the Aldermaston AWE Detailed Emergency Planning Zones (DEPZ). | Located within DEPZ. | Major | Not known | Low, given access is via minor roads. | Possible issues as secondary school immediately to the east and adjacent to open farmland. | 3.7 km to Tadley | Poor | None | Excellent |
| BUR12 | Land at Green Park, Kirton's Farm Road, Reading | Rural West Berkshire | Greenfield site immediately west of Green Park. Adjacent to the railway line, and part located in Wokingham Borough (3.22 ha in WB). | Grassland (ref HELAA) | No | 3.22 | Adjacent to the built up area | No relevant planning history. The site adjoins land which has planning permission for residential development (at Green Park Village) and for a railway station / transport interchange. | Updated radiation regulations (2019) place this site within the Aldermaston AWE Detailed Emergency Planning Zones (DEPZ). Part of the site falls within Flood Zone 3b. | Located within DEPZ. According to the HELAA, depending on the exact location of the development there may be an impact in relation to a Major Hazard (gas) Pipeline | Major | Available in the plan period | Low prominence, access road (Kirtons Farm Lane) is minor and some distance from the M4 | Good compatibility to Green Park employment areas to the north and east, and landscape buffer to leisure uses to the west. | 8km to Reading Town Centre | Poor | No. Regular shape and buffered to the south by woodland. | Excellent |
| BUR14 | Heron's Nest, Station Road, Theale | Theale | Former quarry / gravel pit immediately south of Burghfield Lake, west of the M4 and north of the M-way services. | Restored quarry | Yes | 31.3 | Outside the built up area | No history relevant to employment uses, but was subject to a 2006 withdrawn application for housing, country park and new access to A4/A33. | Updated radiation regulations (2019) place this site within the Burghfield AWE Detailed Emergency Planning Zones (DEPZ). Small area within Flood zone 3b Part of site designated a Local Wildlife Site. | Located within DEPZ. | Major | Not known | Potentially high prominence as adjacent to M4, but strong landscape buffer to M4, so likely to be low prominence. | Possible incompatibility with the wildlife and leisure use of the Lake. | 3.5 km to Theale | Poor | Slight incline towards eastern (M4) side. | Good |
| CHI9 | The Old Nursery, Bradley Court Lane, Chieveley | Rural West Berkshire | Former garden nursery to the north of the M4 (east of J13) surrounded by restored former quarry site and agricultural land. | Agriculture | Yes | 1.2 | Outside the built up area | No relevant history. | Within the AONB (North Wessex Downs). | AONB and potential for landscape impact is a major policy constraint. No known physical constraints. | None | Immediately available | Low - remote location | Poor compatibility - in rural setting surrounded by farm land. | 2.7 km to Hermitage and 10 km to Newbury | Poor | No | Excellent |
| LAM6 | Land west of Ramsbury Road, Walker Logistics Holding Ltd, Membury | Membury | Land to the rear of the existing Industrial clusters. Whole site as submitted is 14.5 ha, but area promoted for development is 6.9 ha. The site is located adjacent to the Membury Industrial Estate. | Agriculture and land formerly used as an airfield. | Yes (part) | 6.9 | Outside the built up area | 19/02979/OUTMAJ) granted in May 2021 for "Outline application for the erection of a new logistics warehouse building (for occupation by Walker Logistics) (Use Class B8) with ancillary office floorspace. Reg.18 Plan proposed the site as an extension to the adjacent PEA. | Within the AONB (North Wessex Downs). TPOs on adjacent site. Proximity to Lyckweed Farm (Grade II). | AONB and the potential for landscape impact is the major policy constraint. No known physical constraints. HELAA states there is a low risk of surface and groundwater flooding. | Major | Available in the plan period | Low - to the rear of the existing site | Reasonable compatibility. Industrial estate immediately north, airfield to the west and farm land south and east. | 9.8km to Hungerford, 750m to M4 service station | Very poor | None, a flat, regular shaped site. | Excellent |
| LAM10 | Land to the south of Trinity Grain, Ramsbury Road, Membury | Membury | Farm land, including small vehicle compound, bounded by the airfield access road to west and south, Ramsbury Road to the east and grain silos immediately to the north, which is within the PEA. | Agriculture | No | 2.2 | Adjacent to the built up area | Permission for the silos required the land for mitigating the impact of the grain silos on the AONB (planning reference 12/01975/COMIND). | Within the AONB (North Wessex Downs). | AONB and the potential for landscape impact is the major policy constraint. | Major | Not known | Low - to the rear of the existing site | Reasonable compatibility. Industrial estate immediately north, airfield to the west and farm land south and east. | 9.8km to Hungerford, 750m to M4 service station | Very poor | None, a flat, regular shaped site. | Excellent |
| PAD4 | Land adjacent to Padworth IWMF, Padworth Lane, Lower Padworth | Rural West Berkshire | Oil terminal located adjacent to Padworth IWMF. Immediately to the south of the Beenham cluster of sites. | Oil terminal | Yes | 3.1 | Outside the built up area | No recent relevant planning history 2004 withdrawn application for waste transfer station. | No habitat designations within the site. But potential concerns over landscape character. Within mineral safeguarding area. | High risk contamination according to HELAA. Site's former use and location adjacent to waste management site, so contamination likely. Risk of surface and groundwater flooding according to HELAA. | Major | Available in the plan period | Low - due to location on rural lane albeit off the A4, next to waste management site. | Good compatibility. The site borders the railway and waste management facility. Separated from the residential by the railway line. | 5km to Theale, 1.5km to Aldermaston | Poor | Site is rectangular and flat, but relatively narrow. | Reasonable |
| SM8 | Perrins Farm, Beech Hill, Mortimer | Rural West Berkshire | A collection of former farm buildings in a rural location. | Agriculture (buildings) | Yes | 1.77 | Outside the built up area | 2020 application for change of use to a mix of office, industrial and residential. Refused and appeal dismissed. | Updated radiation regulations (2019) place this site within the Burghfield AWE Detailed Emergency Planning Zones (DEPZ). | Located within DEPZ. Otherwise no landscape or environmental constraints. | Major | Not known | Low - due to location on rural lane. | Poor compatibility - in rural setting surrounded by farm land. | 3.6km to Mortimer Common, but minimal provision. | Poor | None | Excellent |
| THA24 | Land at Lower Way Farm, Thatcham | Thatcham | Backing onto lakes and in a woodland, with long established small business units and lodging. Newbury sewage treatment works 200 yards to the east, and a Leisure Park immediately to the west. | Commercial and residential | Yes | 2.87 | Within the built up area | No recent relevant planning history | Entire site in Flood Zone 3a, with two areas to the north and east of the site within Flood Zone 2. Site is within BOA and habitat network. | Proximity to river Kennet the major constraint. | Major | Not known | Low - semi-mature planting along Lower Way. | Reasonable compatibility. Sewage Treatment to the east. Remote from residential to the north of Lower Way, but possible issues with the lakeside leisure activities. | 1 km from Thatcham. | Good | Site appears mostly flat but is an irregular shape. Mature planting and need for screening from residential likely to reduce redevelopable area. | Reasonable |

HELAA SITES

| 1 BASIC INFORMATION | | 21 | 22 | 9 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
|------------------------|---|---|--|---|--|---|------------|---|------------|---|------------------------------------|------------|---|----------------------|
| ID. | Site name | Market Signals | Other market intelligence (market area) | Most appropriate principle land use (office/indl) | Is the site likely to be attractive to employment occupiers? | ACCESSIBILITY | Score | Strategic accessibility (road) | Score | Public transport access | Station name & number of bus stops | Score | REVIEW / RECOMMENDATION | POTENTIAL EMPLOYMENT |
| | | Promoted use(s) / evidence of developer / occupier interest? | | | | Quality of access to the principal road network (access on to A or M road) | | Proximity to SRN (A34/M4) [kms] | | Is the site close to a railway station (within 400m)? | | | | |
| BRIM3 | Larkwhistle Farm, Brimpton Road, Brimpton Common | Site promoted by landowners for unspecified employment use. | Given the tight nature of the industrial market, a 10 ha site would be of interest to the market as shown by Easter Park located nearby, which has attracted good quality occupiers. However, this site has poorer quality highway network connections and is more distant from the prime locations for employment. | Industrial | Potentially | The B3051 provides access to the A340 and Reading Road that avoid the need to pass through the villages and Tadley. | Reasonable | 13km from M4 J 12 via Paices Hill, passing through Aldermaston and then A4. Plus 8km to A339 at Kingsclere. | Poor | No | 11 | Reasonable | In market terms the site could be suitable for industrial or small scale warehouse uses, but highway network access and connections to the SRN are poor. It would only be of interest should no more better connected sites come forward. Office is the obvious use, but the site would also be attractive to industrial occupiers. Inclusion within the DEPZ may rule out employment uses on this site. | 10.6 |
| BUR12 | Land at Green Park, Kirton's Farm Road, Reading | Promoted by the landowner through the HELAA for employment B class uses | The site extends into Wokingham Borough, and that part is allocated within the adopted Local Plan as an employment area, and identified for the delivery of up to 20,000 sqm of B Class Uses. Green Park is performing well as it meets the profile of current occupier requirements, site is suitable to meet this ongoing demand. The potentially well serviced and accessible location means this site would be equally attractive to industrial occupiers, should office not prove desirable. | Either | Yes | Kirtons Farm Road is a narrow rural lane that links to Longwater Avenue, which provides good access to the A33. | Reasonable | 7km from M4 jct 11 . | Reasonable | Yes | Green Park Station, 6 bus stops | Good | From an employment perspective the site would form a seamless extension to Green Park, with good amenity, good access to the A33 towards Reading Town Centre/M4, and excellent access to Green Park railway station. Inclusion within the DEPZ may rule out employment uses on this site. | 3.22 |
| BUR14 | Heron's Nest, Station Road, Theale | Promoted by the landowner through the HELAA for employment B class uses and renewable energy | While close to the Reading office market, which remains robust, the location is too remote, lacking suitable access to amenities and lacks the critical of other office activity to be of attraction to office occupiers/developers. Viability for office development would be very challenging. The site is possibly suitable for industrial use. It is a good size and reasonably close to M4 junctions. However, highway access would need a substantial upgrade. | Industrial | Potentially | Deans Copse Road and the other roads providing access to the SRN are narrow in parts and have infrastructure constraints (a number of bridges) that are likely to severely restrict the type and number of vehicles that can access the site. | Poor | Situated adjacent to, but no direct access to M4. 5kms to M4 J12 and 8kms to J11. | Reasonable | No | 5 | Poor | Too remote to be attractive for office use, but subject to substantial access upgrades, would be suitable for industrial use. Renewable energy generation resource also sought on site, but areas not specified, thus area available for employment may need to be reduced. Within the DEPZ, which may rule out employment uses on this site. | 31.3 |
| CHI9 | The Old Nursery, Bradley Court Lane, Chieveley | Promoted through the HELAA for employment, renewable energy or mix of the two. | This site is not in a market area attractive to office occupiers/developers, and the site's remoteness from settlements (labour), its small size means development viability is challenging as it could only accommodate small sized units. The remoteness and narrowness of the access roads means it is also unattractive to the industrial market. | None employment | No | Old Street is a rural lane and would be very unlikely to be suitable for vehicles bigger than the private car. Priors Court Lane is suitable for larger vehicles. | Very poor | 3km to M4 J13 via Priors Court Lane. | Good | No | 0 | Very poor | The location's remoteness, poor road network connections mean it is very unlikely to be attractive for employment uses. The critical constraint is potential impact on AONB. | - |
| LAM6 | Land west of Ramsbury Road, Walker Logistics Holding Ltd, Membury | Promoted through the HELAA with landowner support for storage and distribution. | Development viability in remote locations are likely to be challenging, hence most such development is to satisfy local existing known demand and/or the expansion needs of existing businesses. | Industrial | Yes | Ramsbury Road is identified in the Freight Route Plan as a local access route (and therefore suitable for HGVs), but the two-way carriageway is narrow with no slip road (albeit the road is not heavily trafficked). | Reasonable | 7 kms to M4 J14 via Ermin Street, a Local access route for freight. | Reasonable | No | 4 | Poor | This site benefits from a 2021 planning permission for 10,381 sq m of B8 floorspace. | [6.9] |
| LAM10 | Land to the south of Trinity Grain, Ramsbury Road, Membury | Promoted through the HELAA for office and/or B8 use. | We are not convinced the location would attract office uses, because it is remote, lacking in the amenities office workers require and the prevailing local uses are industrial or distribution based. The site would be attractive to small scale industrial and/or possibly local distribution for which there has been activity elsewhere in Membury in recent years. | Industrial | Yes | Ramsbury Road is identified in the Freight Route Plan as a local access route (and therefore suitable for HGVs), but the two-way carriageway is narrow with no slip road (albeit the road is not heavily trafficked). | Reasonable | 7 kms to M4 J14 via Ermin Street, a Local access route for freight. | Reasonable | No | 4 | Poor | Suitable to capture local industrial / warehouse demand, but development viability in this location is likely to be challenging therefore site only likely to meet owner occupier requirements, or known viable demand from existing occupiers. The critical constraint is potential impact on AONB. | 2.2 |
| PAD4 | Land adjacent to Padworth IWMF, Padworth Lane, Lower Padworth | Promoted by the landowner through the HELAA for employment uses | In location terms, the site adjacent to the waste recycling centre is not suitable for office use, but is suitable to capture industrial / warehouse demand, but site lacks prominence to the A4. | Industrial | Yes | In close proximity to the A4, which has good junction access to M4. Site access is via Padworth Lane, which is a rural B road. Padworth Lane currently serves the IWMF site and additional capacity for further HGV movements would need to be confirmed to ensure site's suitability for employment use. | Reasonable | 6km to M4 J12 via A4. | Reasonable | Yes | Aldermaston station. 10 bus stops. | Good | Site is on the south-eastern side of the A4 close to the Beenham Grange PEA. Potential for this brownfield site to come forward for industrial uses subject to no insurmountable highways issue (capacity of Padworth Lane to accommodate additional HGV vehicle trips), contamination issue or other policy constraints - chiefly landscape character impact. | 3.1 |
| SM8 | Perrins Farm, Beech Hill, Mortimer | Site promoted through the HELAA for conversion of buildings to employment and residential uses. Conversion would deliver a modest floorspace, promoter suggests 3,168 sq m. | The remote rural location, far from the amenities that office workers seek and served by relatively narrow lanes would not attract general market office or industrial occupiers. It is possible that repurposing the existing buildings may provide opportunity for local rural businesses to start-up and/or expand. | Employment | No | Access is via rural lanes (The Forehead and Park Lane). These are unlikely to suit larger vehicles. | Poor | 5 km to A33 (B3349) junction 5km and 12 km to M4J11. | Poor | No | 0 | Very poor | The location's remoteness, poor road network connections mean it is very unlikely to be attractive for employment uses, other than possibly providing opportunity for local rural businesses, but on a very minor scale. Inclusion within the DEPZ may rule out employment uses on this site. | - |
| THA24 | Land at Lower Way Farm, Thatcham | Promoted by the landowner through the HELAA for employment and retail, possibly tourism. | Site not suitable for office use as not located to amenities and lacks good public transport links - both of which occupiers seek in the current market. Also office viability is challenging and a site of this nature would require a pre-let in place to enable viable development. Site would be better suited for light industrial use, given the tight nature of this market. But the site lacks prominence, is not co-located with similar uses and is not located on a main arterial road therefore the site would only be suited to small scale demand only. The need to redevelop existing occupied premises and address floodrisk issues will make redevelopment viability very challenging. | Industrial | Potentially | Access off Lower Way and close to A4 (300 m to the A4 junction). 2.5km from A4 (London Road)/A399 junction. | Reasonable | 10km from A34 junction with A343 | Poor | No | 7 | Poor | The site currently supports some small scale employment activity, and although relatively remote from other employment areas has good access to the A4, and would be likely to be attractive for light industrial/workshop type premises/uses, but only small scale, the need to maintain landscape buffer would limit the potentially developable area, and redevelopment viability would be very challenging. Therefore delivering a net gain in employment floorspace on this site is a low probability. The critical policy issue is flood risk. | - |