United Kingdom | December 2020

Stockport Industrial Market Analysis

Contents

1 Executive Summary

JLL are instructed to undertake an Industrial Market Analysis Report on the industrial/warehousing market in Stockport.

The North West Industrial and Logistics market, principally through the growth of the manufacturing and e-commerce sectors, has seen unprecedented take-up of premises over recent years which has consequently impacted on the availability of well-located and deliverable/unconstrained employment land.

Despite the popularity of the location, Stockport has failed to attract major large-scale requirements from logistics and manufacturing occupiers during this period. The opportunity to deliver a range of industrial units is severely limited due to the lack of available land close to the M60 motorway or other major roads within the borough.

Of the five new units in excess of 100,000 ft² currently under construction across the North West, none are in Stockport.

The lack of availability of suitable land and space has been identified in the Council commissioned Employment Land Review which highlights that, *'The Borough faces a number of issues in attracting and retaining businesses. These include...... deficiency of certain types of accommodation that are currently in high demand. These include all sizes of good quality industrial and warehousing development (ref ELR 1.6)*

Logistics/Industrial operators act as a catalyst for urban regeneration being integral to creating a well- balanced community and generating significant long-term employment. Maintaining a sufficient supply of suitable premises in a range of sizes and types of accommodation is essential for the local and regional economy by allowing businesses to expand easily and maintaining and growing staff levels.

The Stockport Industrial market is notable for the lack of availability of large-scale industrial units and, consequently, absence of activity in this market. However, the level of latent demand in Stockport is demonstrated by the take up of recent new build developments such as Bredbury 25, S Park and Aurora. Over the last 5-7 years Stockport have missed out on the growth of industrial market because it doesn't have any sites to accommodate large scale development.

Evidence of this demand can be seen at Bredbury Industrial Estate which is the principal industrial area in Stockport. We calculate total industrial stock at the estate extends to 2,522,885 ft² (234,384 m²) and the current vacancy rate for the estate is just 3.96% if making an allowance for units under offer and discounting bespoke buildings. This is low compared to normal levels and reflects the general attractiveness of the Stockport location to employers. By way of comparison we calculate the overall vacancy rate for Stockport is 7.17% albeit this figure is distorted by the 95,000 sq ft of available space at Welkin Mill which comprises a range of units within a multi-storey mill premises which is unsuitable for modern occupational requirements.

An issue faced by other nearby employment areas is the low level of unemployment and increased competition from other large occupiers for labour.

Based on the average take up figure from 2014-2019, there is currently only 1.65 years supply of available premises in the Stockport Borough area and this ignores the need for flexibility in supply regarding the range of unit sizes and the type/use of accommodation. We would also highlight that the large majority of the buildings that are available in Stockport are generally of poor quality and not suitable for modern industrial occupiers.

If a deliverable fully serviced large employment site was available in the Stockport Borough area there are a number of significant interested occupiers with current total live requirements in excess of4 million ft² seeking space in Greater Manchester who would request design and build terms. As such Stockport Metropolitan Borough Council are in desperate need of employment land to compete with neighbouring boroughs. The land which forms an extension to Bredbury Industrial Estate is the only employment site in Stockport that can deliver the necessary scale of development to compete for and retain occupiers.

At the time of writing, the UK is still subject to various lockdown measures due to the Covid 19 pandemic. Any changes following the relaxation of the lockdown remain to be seen and will ultimately be driven by occupier requirements and perhaps, government regulation all of which will take time to be established. The level of uncertainty in the economy is currently at an all-time high with the trajectory of the recovery difficult to forecast. At the same time, the industrial and logistics sector has experienced record levels of demand and take up of space emphasising the need to provide employment land to satisfy demand.

2 Introduction

JLL are instructed to undertake an Industrial Market Analysis Report on the industrial/warehousing market in Stockport. JLL are the largest commercial property consultancy in the North West and have the most active Industrial & Logistics agency team transacting 3,000,000 ft^2 in 2019. In addition, the team undertake local, regional and national industrial analysis on behalf of local authorities and private sector clients with this function supported by a market leading research team who undertake research and analysis into industrial trends and formulate predictions.

The aim of this report is to consider the current industrial and logistics market, the supply of employment land and how this aligns with current space requirements. It will specifically consider whether there is an undersupply of available land and premises capable of accommodating current and projected occupier requirements.

In order to achieve the above, this report reviews the Class E, B2 and B8 industrial market in the North West and Stockport, utilising market availability databases and JLL's own in-house take up and availability data. The changes to the Planning Use Classes Order from 1st September 2020 create a new 'E' classification that covers all of the previous 'B' class uses including offices, light industrial and research & development. Within this report we have analysed the E uses and data to specifically identify and differentiate between the E class industrial and office uses. We have also specifically considered Bredbury Industrial Estate as it forms the most popular industrial estate within the Borough.

The Report focuses on the following key areas:

- General overview of the North West and Stockport industrial market.
- Employment land and premises supply.
- Employment land and premises take up.
- Current demand across the North West and Stockport.
- Current supply in the key industrial location of Bredbury Industrial Estate.

3 General Market Commentary

3.1 North West

In this section we have provided an overview of the industrial and logistics market in the North West illustrated by key transactions and market activity.

The main driver of the North West Industrial and Logistics market over recent years has been the growth of both the manufacturing and e-commerce sectors. This has resulted in unprecedented take- up of premises which has consequentially impacted on the availability of well-located employment land. This trend is illustrated by a number of major industrial and logistics transactions with e- commerce operators over the last 4 years including:

- Amazon- acquired six buildings totalling 1,480,000 ft^2 comprising 50,000 ft^2 in Swinton; 110,000 ft^2 in Knowsley; 168,000 ft^2 in Leyland; 185,000 ft^2 in Trafford Park; 271,000 ft^2 at Manchester Airport; 350,000 ft^2 at Warrington and 360,000 ft^2 unit at Logistics North with further requirements in South Manchester (350,000ft^2 and 100,000 ft^2), Chester/Deeside/Ellesmere Port (100,000 ft^2) and Preston (80,000 ft^2).
- Amazon – 360,000 ft2 pre let at M6 Major Haydock
- The Hut Group - acquired a new 685,000 ft^2 facility at Omega, Warrington and 459,000 ft^2 at Icon Manchester.
- Missguided Plc - have taken a purpose built 250,000 ft^2 distribution facility in Trafford Park which is operated by their third-party logistics provider, XPO Logistics.
- Boohoo- have extended their existing facility in Burnley by 150,000 ft^2 to accommodate future growth and are constructing a further 160,000 ft^2 on an adjacent site. They currently have an unsatisfied 700,000 ft^2 requirement.
- B&M Bargains- acquired 390,000 ft^2 and 460,000 ft^2 at Runcorn and Middlewich.
- AO.com- acquired the 380,000 ft^2 former Tesco Direct facility on Weston Road in Crewe.
- The Hut Group acquired 270,000 ft2 at Icon, Manchester Airport
- SOAK.com – acquired 175,000 ft2 at L175, Speke
- Alpha LSG – 105,000 ft2 at Icon, Manchester Airport
- DSG – 375,000 ft^2 at Logistics North, Bolton
- Hermes – 185,000 ft^2 at Winwick185, Warrington & 105,000 ft2 at Kingsland21
- THG – 459,000 ft^2, 138,375 ft^2 and 102,500 sq ft at ICON Manchester Airport

The above deals total approximately 6,700,000 sq ft and whilst e-commerce has been the main driver for the logistics market over the last 4 years, there have been a number of other significant deals involving manufacturers and specialist product providers in the last 4 years including, but not limited to:

- Hilti (103,000 ft2 at Carrington Gateway)
- Benross (102,000 ft2 at Benross House Speke)

- Globus (72,000 ft2 at Golbourn Stonecross)
- APS (97,000 ft2 at Whitehouse Veil Runcorn)
- CCL Lindab (65,000 ft2 at Unit M, Ashburton Point, Trafford Park)
- Gradus (100,000 ft2 at Maximus, Winsford)
- Honeywell (210,000 ft2 at Pioneer Point, Ellesmere Port)
- Green Transport (60,000 ft2 at Merlin, Trafford Park)
- Domino Printers (170,000 ft^2 Design and Build at Senate Business Park Liverpool).
- Nice Pak Wet Wipes (400,000 ft^2 at Westwood Park, Wigan).
- Domino's Pizza (117,000 ft^2 at Omega).
- Alstom self-building Phase 1 of a projected 600,000 ft^2 train manufacturing facility at HBC Fields, Widnes.
- GA Pet Food Partners (185,000 ft^2 at Revolution Park, Chorley).
- SIG (140,000 ft^2 at Trafford Point, Trafford Park).
- Accrol Papers (180,000 ft^2 at Lancashire Business Park and 370,000 ft^2 at the former Matalan facility, Skelmersdale).
- Gefco (150,000 ft^2 at The Hive, Speke).
- Exertis (543,620 ft^2 at Burnley Bridge, Burnley).
- Countryside Properties (129,000 sq ft letting at Gemini, Warrington)
- McCormick UK Ltd (95,000 sq ft at Link 95, Heywood)
- FTS Hatswell (105,000 sq ft at Deva 100, Chester)
- Globus (98,000 sq ft at Trafford Point, Trafford Park)
- Movianto (373,000 sq ft at Haydock Lane, Haydock)
- Royal Mail Group (346,000 sq ft at Mountpark Omega, Warrington)
- Mardix Group (110,000 sq ft at Sigma 110, Blackburn)
- AKW / Kinaxia (333,000 sq ft at Trafford Park)
- Go Outdoors / JD Sports (353,000 sq ft at Middlewich 353)
- Kammac PLC (395,000 sq ft at M58 Distribution Centre, Skelmersdale)
- MBDA (175,000 sq ft at Logistics North, Bolton)
- Grupo Antolin (120,000 ft^2 at Aquila 120, Huyton)
- Whilstl (225,000 ft^2 at Logistics North, Bolton)
- JD Sports (366,000 ft^2 Design and Build extension at Kingsway Business Park, Rochdale)
- Foot Asylum (150,000 ft^2 at Fusion 62, Stakehill Industrial Estate, Middleton)
- Toolstation (150,000 ft^2 at Target 62, Stakehill Industrial Estate, Middleton)

- The Green Group (133,000 ft^2 at Barton Dock Road, Trafford Park)
- Mardix (110,000 ft^2 at Sigma 110, Blackburn)
- Fagan & Whalley (92,000 ft^2 at Burnley Bridge, Burnley)
- LSE Retail (130,000 ft^2 at Lyntown Trading Estate, Irlam)

The above deals comprise a total of approximately 7,100,000sq ft, it is notable that of the significant number of transactions detailed above none have taken place in Stockport or Tameside. This is undoubtedly as a result of the lack of available, deliverable sites of scale capable of accommodating such requirements.

In addition to the above activity for large scale units we have also seen strong demand for smaller units driven by a number of factors including:

- A buoyant economy which has encouraged start-up businesses and created a positive environment for SMEs to take additional space;
- Existing occupiers making a 'flight to quality', moving from existing dated premises to modern, new, more efficient space.
- Proliferation of new occupiers to the market such as 'last-mile logistics' operators
- For existing businesses, the need to retain existing staff will be a key determinant in staying within the Borough which further compounds the shortage of available stock. The effect of all of these factors is illustrated by the success of new schemes in Stockport (see Section 3.1).

3.2 Stockport

The Stockport Industrial market sits within the South Manchester conurbation and competes with other towns and Industrial locations around the southern and western section of the M60 such as Wythenshawe, Altrincham, Sale and Trafford Park.

The location is strategically attractive to the industrial and logistics occupier market due to its excellent accessibility with direct links to the national motorway network via the M60. Moreover, Stockport's location, in close proximity to Manchester City Centre and Manchester Airport, means it is superbly placed to benefit from the main economic growth areas in the Greater Manchester area.

Historically, Stockport was characterised by second-hand accommodation however there have been a number of successful multi-let schemes that have been speculatively constructed over the past 5 years (see section 3.1).

There is a notable absence of any large scale available, deliverable sites capable of accommodating a new build large scale industrial/logistics facility within the borough and a paucity of quality smaller employment sites as evidenced in the Stockport Employment Land Review 2018. Existing supply and activity is primarily focused around Bredbury Park Industrial Estate, Whitehill Industrial Estate, Birdhall Lane and Crossley Park. A significant element of the available industrial space in Stockport, whilst relatively low, is made up of old multi storey mill space which isn't appropriate for the majority of modern businesses.

The lack of available good quality B2/B8 accommodation within the Borough is acknowledged and has been a feature of the market for some time, indeed the Stockport ELR published in April 2018, confirmed:

'…vacancy levels for new build warehousing and industrial accommodation are currently exceptionally low. Indeed, pressures upon high quality B2 / B8 accommodation have recently been sufficient to improve land values for industrial space in Stockport. This lack of floorspace has led to a return of speculative construction of new accommodation as evidenced by the Aurora and Southfield 25 developments.

The effect of the current low level of availability is illustrated by the speed at which space is taken up. For instance, the S:Park scheme was either sold or let within 12 months of Practical Completion (in 2015). Furthermore, the Aurora scheme, which comprises 10 units in sizes from 8,500 ft^2 up to 46,566 ft^2, reached practical completion in 2018 but is now fully let.

The level of pent up demand can also be illustrated by the record level of rents being achieved, for instance, we understand Unit 1 at Bredbury 25 transacted at a commencing rent of £7.50 rising to £8.50 per sq ft.

We would also highlight the quality of occupier attracted to new space within the borough, for instance Screwfix, Brewer & Sons and Northgate Vehicle Hire have each taken space at the new Southfield 25 scheme.

Further evidence of pent up occupier demand in the location with the Kerry Foods unit letting within 4 months of marketing and Unit 4, S Park under offer within 2 months of marketing. Both transactions demonstrate that modern units have a captive audience and will let within an exceptionally short period of time.

3.3 Bredbury Industrial Estate

Bredbury Industrial Estate is the most popular industrial estate within the Borough and was referred to as 'highly attractive to the market, sustainably located and benefitting from good levels of planning support' in the 2018 ELR. The Estate is well defined when compared to other industrial areas within Stockport that share areas with residential and other employment users which can restrict ease of movement and operation.

The estate is well laid out and has a range of well specified buildings whilst having excellent accessibility to Junction 25 of the M60 and also offering good accessibility to amenities. Evidence of the estate's popularity can be seen in the current vacancy rate which stands at just 3.96% if allowing for units under offer and discounting bespoke buildings (see section 6.3). This is further illustrated by the number of major occupiers attracted to the Estate which notably include Viridor, Robinsons Brewery and Allied Bakeries.

It is notable that there are no available development plots within the estate, which has impeded expansion.

3.4 Bredbury Industrial Estate Extension Land

The site comprises an irregular shaped parcel of land extending to 31 hectares (76.6 acres) which is located to the north east of Bredbury Industrial Estate. The site is situated off Bredbury Parkway and the A6017 Ashton Road which provides direct access to Junction 25 of the M60 orbital motorway approximately 200 metres from Bredbury Parkway. The M60, in turn, provides access to the M67, M62 and M56 motorways.

The site is located in close proximity to Bredbury Train Station, which provides regular trains to Manchester in 19 minutes. In addition, regular trains run to Brinnington, a major potential labour source located 1 mile to the west of the estate, and Woodley located 2.4 miles to the east. Train times are 3 minutes and 12 minutes respectively.

4 Employment Land Supply and Take Up

In assessing the current level of employment land supply across the Greater Manchester region and specifically in Stockport we have considered the following:

- Stockport Core Strategy
- The Annual Monitoring Reports prepared by Stockport Council.
- The Stockport Employment Land Review
- The Stockport Core Strategy

In addition, we have relied upon JLL's market leading agency team's knowledge of land availability.

4.1 Stockport Core Strategy

The Core Strategy was adopted in March 2011. It sets out the overall spatial strategy for the Borough. It sets out why change is needed; what should be done; and where, when and how it is going to happen, including the provision of supporting infrastructure. The Core Strategy covers the period from 2011 to 2026 and sets out five objectives which the strategy seeks to achieve. Objective 3 [Economic Development] aims to create: *"A prosperous and diverse economy with a range of accessible and suitable employment sites to attract inward investment, meet the needs of indigenous businesses and to assist in achieving the sustainable regeneration of the borough and the sub-region."*

The strategy then sets five criteria which it will follow in order to achieve the objective. Criteria D states:

"Allocating and protecting appropriate land for industrial and warehousing uses in locations such as Bredbury Industrial Estate and other sites with good transport connections."

Policy CS1 sets the overarching principles that the strategy is seeking to achieve. It focuses on addressing social and economic inequalities, protecting the environment, addressing climate change by ensuring the prudent use of natural resources and maintaining high and stable levels of economic growth and employment. Policy CS7 supports economic development and sets broad locations where E, B2, B8 and other employment uses will be supported. The Bredbury Industrial Area is identified as a specific location that is considered to be suitable to accommodate B2 and B8 developments.

There are very few employment allocations in the Borough (we believe there are just 2 small sites), alongside more numerous defined employment areas.

4.2 Annual Monitoring Reports (AMR)

Stockport Council are required to produce Annual Monitoring Reports (AMR) which record the supply and take up of commercial land and premises within the Borough.

The 2017/18 report covers the period from April 2017 to March 2018 and states:

> *The average amount of employment land developed since 2008/09 stands at 4.7 hectares per annum. For 2017/18 there were fifteen B1 and B2/8 completions, which is similar to the sixteen delivered in the previous year. Completion area totals in hectares show a decrease from 11.12 ha in the previous monitoring year to 4.81 ha for this reported period.*

The report also confirms that there is currently 54.03 hectares of total employment land of which only 34.08 hectares comprises B2/B8 allocated land (the remainder being 19.95hectares of B1 office space). The report further confirms that:

> *B2 and B8 delivery is lower than previous years despite the development of 5,385m2 of B2 uses at Aurora and total new B8 completions of 6,567sq m. The loss of Springmount Mill (to housing) and Newbridge Lane Mill together with a change of use to a trampoline outlet at Brent Road in Heaton Norris have contributed to a low B2 figure overall (904sq m).*

The loss of employment land and premises to other uses is also covered in the 2018 Employment Land Review.

4.3 Stockport Employment Land Review (ELR)

In order to consider future trends, the Council completed an Employment Land Review (ELR) in April 2018 to assess current and future demand for employment land and to consider whether existing supply and allocated sites are sufficient to meet projected demand and forecast requirements.

The report includes a qualitative assessment of the existing employment sites within the Borough and identifies an absence of good quality employment sites. In particular, it summarises *'that the amount of high-quality employment sites within the borough is limited. A large number of sites sit within the 'moderate' category however there are very few truly well performing sites'. (ref ELR 9.20)*

It goes further to say '*that there is a real need for specific types of accommodation in certain areas. The failure to respond to this specific demand could result in local businesses seeking to move elsewhere within the region and an inability to attract inward investment'. (ref ELR 9.11)*

It also adds that '*The Borough faces a number of issues in attracting and retaining businesses. These include…… deficiency of certain types of accommodation that are currently in high demand. These include all sizes of good quality industrial and warehousing development (ref ELR 1.6)*

Not only does the report comment on the lack of employment site but it also confirms that the Borough has seen a recent pattern of loss of employment sites to other uses whilst other employment sites within the Borough have become constrained due to the surrounding use patterns.

The quantitative assessment of employment land within Stockport identified that, as at the date of the report, the Borough currently provides 16,341,000 ft² (1,518,000 m²) of industrial and warehouse built space. However, we would highlight that availability statistics can be skewed by including multi-storey mill premises, many of which are unsuitable for modern industrial occupier requirements, thereby giving a false impression of actual availability.

4.4 Market Dynamics – Existing Supply

There are numerous examples in the North West where the availability of "deliverable" fully serviced sites have highly successful results in enhanced take up.

Examples include:

- Burnley Bridge, Burnley;
- Logistics North, Bolton;
- Omega Warrington;
- Kingsway Business Park, Rochdale;
- Matrix and Revolution Park at Leyland/Chorley;
- Global Logistics Airport City South;
- Midpoint 18, Middlewich; and
- Liverpool International Business Park, Speke.

The success of the above schemes demonstrates the need for delivering 'oven ready' sites and highlights why Stockport have been failing to attract occupational interest due to the lack of deliverable sites capable of accommodating modern, purpose-built facilities.

We also highlight the Stockport Town Centre West regeneration project which is being progressed by the Mayoral Development Corporation (MDC). We have reviewed the Strategic Regeneration Framework and note that it comprises 5 specific project areas (Brinksway, Weirside, Station Quarter, Stockport Exchange & Royal George Quarter) covering 130 acres. The project comprises a significant regeneration scheme which will transform the area from one notable for traditional industrial uses to a more modern mixed-use scheme comprising primarily residential and employment accommodation. The proposals will largely comprise higher density residential and office accommodation along with workshops rather than lower density industrial buildings, particularly those over 50,000 sq ft where there is a clear shortage within the Borough.

In order to facilitate this regeneration project, the MDC are underway with a site assembly programme and have gained vacant possession on Weir Mill, which will lead to a residential redevelopment, with further acquisitions planned and ongoing. This has meant that commercial occupiers have had to relocate to other premises within Stockport or outside the Borough where suitable premises are not available. For instance, we understand that Stagecoach have agreed to relocate their existing premises.

This is an important regeneration project for Stockport however it will inevitably result in the loss of traditional industrial employment land and premises with existing occupiers displaced and seeking alternative space. We have undertaken a search on the Valuation Office Agency website and estimate that the Brinksway Project area comprises approximately 400,000 sq ft of employment premises with the majority comprising warehouse and workshop accommodation. Indeed, the applicant has confirmed that they have received a number of enquiries from existing businesses who want to remain within Stockport, these include Ironside Lubricants who currently occupy circa 3 acres but are seeking approximately 70,000sq ft of industrial space. We understand that most of the enquiries from businesses displaced in the Stockport Town Centre West project area are B2/B8 users.

It is crucial that Stockport delivers the comprehensive redevelopment of Stockport West but just as important that it retains and encourages the existing occupiers to relocate and grow in order to maintain a balanced employment base. In order to do so the Borough needs to provide commercially attractive, viable alternative industrial sites which can offer accommodation in a range of sizes suitable for modern occupiers.

5 Employment Premises Supply

In this section we have provided an overview of the current supply of Grade A logistics and Industrial premises across the North West and Stockport.

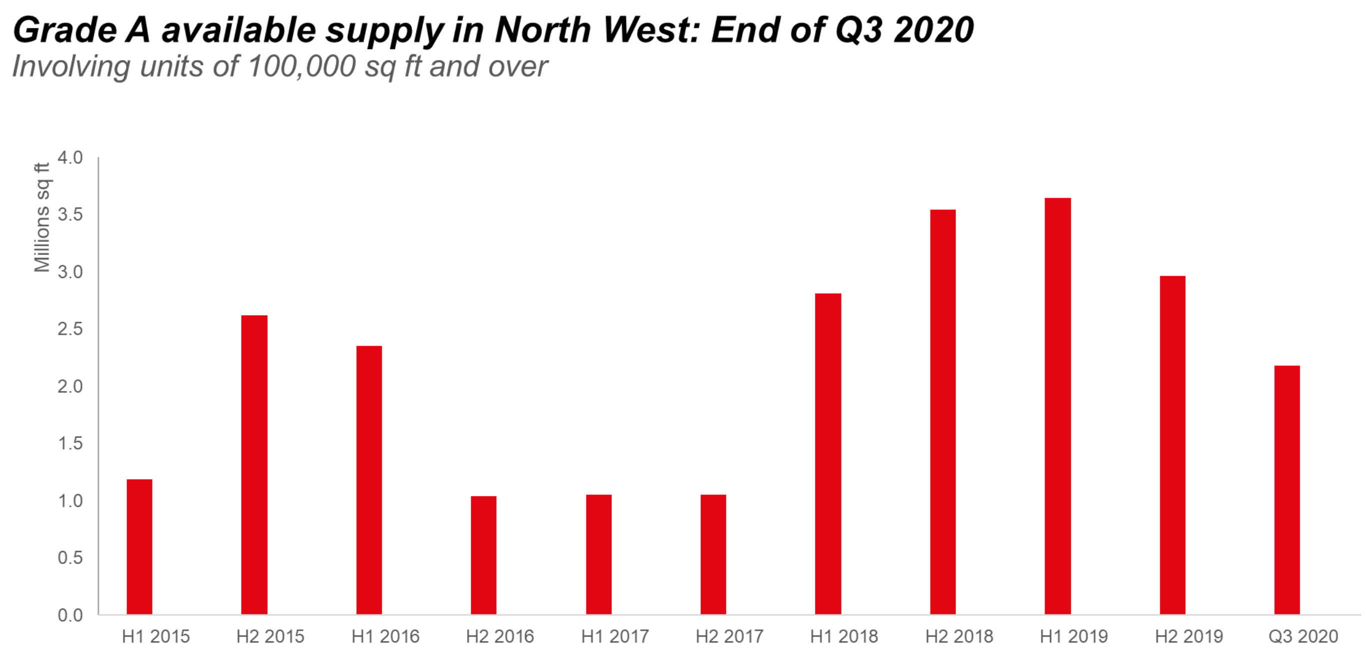
The level of Employment Premises supply is inevitably a 'snap shot' in time and therefore it is difficult to gauge the extent of the total availability due to the effects of market churn where one property is vacated and another occupied.

In assessing the current level of employment premises supply across Stockport we have undertaken a tour of the key B2/B8 employment areas and also utilised the following:

- CoStar
- JLL market knowledge and in-house deals database

The above publications and databases gather and tabulate the availability of space across the region. In addition, we have relied upon the knowledge of our market leading agency teams and JLL's internal research teams who 'clean up' and utilise the data to study trends and formulate projections.

At the end of Q3 2020 JLL Research confirmed there was approximately 2.2 million sq ft of Grade A logistics floorspace in units over 100,000 ft^2 available across the North West. Of the 2.2 million sq ft available, approximately 617,000 sq ft was speculatively under construction and available. The overall level of Grade A supply at the end of Q3 2020 across the North West was down 27% on the end of 2019 (3.0 million sq ft). The supply of Grade A space in the North West represented 10% of the total Grade A supply across GB (22.6 million sq ft) at the end of Q3 2020.



Source: JLL

In the region, 1.3m sq ft of speculative units over 100,000 sq ft were delivered in 2019, however this has fallen to 650,000 sq ft in 2020. There are 5 units over 90,000 sq ft totalling 706,00 sq ft that are currently under construction in the North West these comprise:

Address	Size	Terms	Comments
PLP Ellesmere Port	90,000 sq ft 138,000 sq ft	Leasehold £7.00	▪ PC Q4 2020 & Q2 2021
Frontier Park, Blackburn	125,000 sq ft 150,000 sq ft	Leasehold £6.50	▪ PC Q4 2020 & Q3 2021
Unit 2 Mountpark Omega, Warrington	203,000 sq ft	Leasehold £7.25	▪ PC Q1 2021

Although there are five new units currently under construction, there is still a significant imbalance between supply and demand, as increasing numbers of businesses seek sites for distribution and warehouse facilities in strategic locations, with easy access to the region's major transport networks.

The schedule below highlights the current supply of speculatively constructed warehouses (150,000 ft^2+) that have been recently completed and remain available. Notably none are located in Stockport highlighting the severe lack of supply in the area.

Address	Size	Terms	Comments
Venus 217 Moorgate Road, Knowsley	217,765 sq ft	Leasehold £5.95	▪ Completed
Kingsway 216 Kingsway Business Park OL16 4NG Rochdale	216,777 sq ft	Leasehold £5.95	▪ Completed

The Supply of large-scale Grade B logistics stock is also limited with only 3 buildings of approximately 300,000 ft^2 each available in the North West - none are located within Stockport. These comprise: -

5.1 Second-hand Accommodation

- Martland 350, Martland Park, Wigan

Former Sports Direct high bay warehouse unit of 347,000 ft^2 (incl. 43,000 ft^2 offices) constructed in 1996 and extended in 2002.

- Matrix 420 Chorley

Former Waitrose regional distribution centre (RDC) comprises the largest available Grade A distribution / warehouse unit available in the North West at present extending to 421,810 sq ft.

- Dallam 379, Dallam Lane, Warrington

Former Asda RDC of 379,000 ft^2 across two units recently vacated.

It is notable that there is only 1 new unit and 1 second-hand unit currently available in the Greater Manchester area.

5.2 Stockport Availability

It is noted from the above that of all the large-scale industrial premises (over 100,000ft^2) either under construction; recently completed or second hand, none are located in Stockport or Tameside.

As at the date of this report we have calculated that total availability of vacant industrial premises in Stockport is 615,874 ft^2 (57,217 m^2) available in a range of sizes. This can be summarised as follows:

Size (ft^2)	Total Space (ft^2)	Number of Units
1 – 10,000	151,386	28
10,000 – 20,000	124,318	9
20,000 – 50,000	186,141	6
50,000 – 100,000	154,029	2
100,000 – 200,000	0	0
Total	**615,874**	**45**

Please see Appendix 1 for a full schedule.

If this availability of space is taken in context of the overall quantitative assessment of industrial and warehouse space in Stockport as reported in the Stockport ELR – 1,518,000m^2 (16,341,000ft^2) this produces an overall vacancy rate of **3.8%.** Indeed, the 2018 ELR concludes that Stockport has less industrial floorspace per capita than all other Greater Manchester authorities except Manchester.

5.3 Bredbury Industrial Estate Availability

We have made comment on current availability at Bredbury Industrial Estate. We have inspected the estate to identify the overall total accommodation, along with vacancy rates. We have calculated that total industrial stock in Bredbury Industrial Estate is 2,522,885 ft^2 (234,389 m^2) (as per the table below). We further calculate that 166,466 ft^2 (15,465m^2) of space is currently available.

The current vacancy rate can therefore be summarised as follows:-

Size (ft^2)	Total Space (ft^2)	Number of Units
1 – 10,000	305,828	54
10,000 – 20,000	354,629	25

Size (ft^2)	Total Space (ft^2)	Number of Units
20,000 – 50,000	821,971	27
50,000 – 100,000	434,534	7
100,000 – 200,000	605,822	4
Total	2,522,885	115
Total Vacant	166,466	6.6%

It should also be noted that there are a number of units under offer within Bredbury Industrial Estate which when complete will bring the total available floor area down to 158,946 sq ft, this also includes a hybrid unit offered for sale by Hilti which has an unusual configuration and high office content of 23.5%. This compares to typical office content of 10%. As such, we believe that this property will have a very limited occupier demand due to its bespoke nature. If we exclude this building and the units currently under offer from the total availability this produces a vacancy rate of 3.96% for 'traditional' industrial premises.

The availability rate emphasises the lack of industrial stock in Stockport and particularly in Bredbury.

Please see Appendix 2 for a full schedule of available properties.

5.4 Employment Benefits

Industrial operators act as a catalyst for urban regeneration being integral to creating a well-balanced community and generating significant long-term employment. Maintaining a sufficient supply of suitable premises in a range of sizes and types of accommodation is essential for the local and regional economy by allowing businesses to expand easily and maintaining and growing staff levels. By way of illustration, in terms of anticipated employment generation, the examples below show employee numbers in various distribution centres in the North West:

Occupier	Location	Size (ft^2)	Job Numbers
Aldi	Logistics North, Bolton	600,000	700
DPD Geopost	Chadderton	70,000	230
The Hut Group	Warrington	685,000	1000
Amazon	Three Fulfilment Centres	3,000,000 (inc mezzanines)	3000 (permanent)
Martin Brower	Ongoing requirement	380,000	650
Ocado	Ongoing requirement	300,000	650
Missguided	Trafford Park	250,000	400
THG	Manchester Airport	272,000	1,000

6 Demand and Take up of Premises

In this section we have provided an overview of recent demand and take up of industrial premises across the North West and Stockport whilst also highlighting current and future occupational space requirements.

There is now a significant shortage of supply of Grade A new / modern logistics and industrial space in all locations in the North West across all size ranges (i.e. from 20,000 ft^2 (1,858 m^2) to those units in excess of 300,000 ft^2 (27,870.91 m^2) due to:

i) the lack of any speculative development over the period 2008 – 2014

ii) the diminishing availability of large sites in well located areas

iii) lack of sites capable of responding quickly to operational requirements

6.1 Demand for Premises in Stockport

The Stockport Industrial market is notable for the lack of availability of large scale industrial units and, consequently, absence of activity in this market. However, the level of latent demand for small to mid- size units in Stockport is demonstrated by the take up on recent new build developments which include:

- Aurora, Stockport- a 10-unit scheme extending to 145,000 ft^2 which reached practical completion earlier in 2018, developed by Stockport Council. Units range in size from 8,500 ft^2 up to 46,566 ft^2 and is fully let. In terms of occupiers, unit A extends to 46,556 ft^2 and is let to CAF; Units B, C,D & E extend to 40,605 ft^2 are let to Areoco; unit F extends to 15,356 ft^2; and is let to Anglian Windows; unit G extends to 15,918 ft2 and is let to B&H Engineering; Units H & J extend to 18,264 ft^2 and are let to Baumuller; unit K extends to 9,309 ft2 and is let to Hollingworth Design.
- S-Park - extends to 210,000 ft^2 and comprises 22 units. The Chancerygate development was developed in two contiguous phases with 75% of the units sold prior to practical completion. The site is now fully occupied.
- Orbital One (formerly Brighton Road Industrial Estate) - extending to 12.5 acres. The site is no longer earmarked for industrial development with Mercedes now on site building out their new flagship showroom.
- Other notable new build or modern good quality second hand refurbished estates which are fully let or with minimal voids are listed below:
- Stockport Trading Estate- situated on Yew Street. The fully let site comprises 11 units in total.
- Orion Business Park, Birdhall Lane, Cheadle - sits in over 23 acres and comprises 7 units. The last remaining vacant unit measuring 54,000 ft^2 has just been let.
- Castlehill Industrial Estate, Bredbury - extends to an area of approximately 7.65 acres. The site comprises 9 units totalling approximately to 145,962 ft^2. The estate is fully let following extensive refurbishment by Cornerstone Real Estate.

Bredbury 25 - a 9 unit scheme fronting Ashton Road which ranges in sizes from 3,873 ft^2 to 6,229 ft^2 with practical completion in July 2018 is now fully let including the new Porsche dealership. Over the past number of years there has been strong demand for units of 100,000 sq ft and greater. We are aware that Swizzles considered Bredbury but were not prepared to wait and instead took occupation of a 400,000 sq ft unit in Middlewich. We further understand that Hilti, who recently took space at Carrington Gateway, would have preferred to stay located in Stockport however there were no suitable premises available.

In addition to the strong take-up illustrated above we are also aware that exceptional demand has been shown in the Bredbury Industrial Estate extension land especially from Stockport based companies that wish to remain in the Borough but are unable to expand due to the lack of space suitable for modern occupiers. Indeed, no speculative buildings are currently under construction in Stockport due to the lack of available land.

6.2 Bredbury Industrial Estate Extension

We have made comment on the key attributes and attraction of the site and how it could satisfy latent demand.

We are aware of the particularly strong demand in this area from occupiers seeking units of 100,000 ft² plus, but currently this demand is not being met. We consider that this unsatisfied demand largely encompasses the following target audience:

- National and regional logistics / distribution companies (Third Party Logistics operators –
- 3PLS)
- All national retailers and e-retailers
- National parcel delivery companies
- Major occupiers already located within the region
- Major national and regional manufacturers

The evidence of this demand can be seen overleaf where we have listed current Greater Manchester requirements for approximately 4 million ft² from occupiers who would consider the Stockport and South Manchester area. This latent demand demonstrates the clear need for a new strategic employment site given the absence of any supply. We are aware that Lichfields have prepared an Alternative Sites Assessment for Stockport and Cheadle which acknowledges that there are no other alternative large undeveloped sites available in Stockport Borough capable of meeting the identified demand for units in excess of 100,000 ft².

Accordingly, if an extension to Bredbury Industrial Estate did come forward then it would be the only site of scale capable of accommodating large scale logistics and manufacturing solutions which can compete with other North West locations. The site would be highly attractive as it is easily accessible to the M60 and wider motorway network with direct access to Junction 25. It is capable of responding to the needs from large operators looking for units in excess of 100,000 ft² but is also capable of accommodating small to medium size developments catering for the multi let industrial market which does not tend to be as footloose as the larger enquiries in the market who are driven by the deliverability of a site, labour supply and favourable transport connections.

In order to attract the above types of occupiers we believe the site needs to be suitable, deliverable and available within an expeditious timeframe. This means that development considerations including inter alia, planning approval, satisfactory ground conditions, good accessibility highways and infrastructure provision have been addressed, if not implemented.

In addition, the site has to be located in close proximity to an available labour supply with a high proportion of process, plant machine operatives and elementary occupations seeking employment. Access to a suitable labour pool is a key determinant for occupiers/employers.

If a deliverable fully serviced site had been available in the Stockport Borough area the following occupiers who have had or who currently have live requirements looking in Greater Manchester, would have requested design and build terms.

2015-2019

- Amazon – 350,000 ft^2 at Omega, Warrington
- Amazon- 350,000 ft^2 at Logistics North Bolton
- Amazon – 271,000 ft^2 at Manchester Airport
- Amazon- 175,000 ft^2 at Union Square Trafford Park
- Amazon- 168,000 ft^2 at LBP Leyland
- Whistl - 225,000 ft^2 at Logistics North, Bolton
- Lidl- 650,000 ft^2 RDC – Logistics North, Bolton
- Poundland – 350,000 ft^2 – M6 Epic, Wigan

Misguided – 250,000 ft^2 at Trafford Park

- JLR- Car distribution facility- .
- Wincanton- Feasibility study for new 500,000 sq ft facility
- NSV –400,000 sqft
- AO.com – Potential consolidation from Crewe – 500,000 sq ft +
- BooHoo- 700,000 sq ft- New HQ Distribution facility
- Movianto: 360,000 sq ft Warrington/ Haydock
- Swizzles Matlow: 200,000 – 300,000 sq ft FH D&B
- The Hut Group: 270,000 sq ft D&B
- MBDA: 175,000 sq ft
- Royal Mail: 350,000 sq ft cross dock facility
- XPO Logistics: 250,000 – 300,000 sq ft for multi user facility.
- Network Rail: 100,000 sq ft unit on 15 acres potential relocation of concrete sleeper manufacturing facility.
- Kelloggs: 300,000 – 400,000 sq ft unit for finished good warehouse.

2020 Active Requirements

Agent / Applicant	Size (sq ft)	Comments
The Fragrance Shop	100,000 – 150,000	Require a modern facility
Davies Harrison	200,000 to 300,000	Modern existing or new build/D&B
CBRE	250-450,000	Cross docked preferred. Existing/D&B
Savills	80,000-120,000	Min 6m eaves industrial unit
Amazon:	1,000,000	for a 'non-sort' facility
DIT	200,000 – 450,000	automotive occupier
BCRE	120,000 – 160,000	Online retailer requiring 12,000-15,000 sq ft offices.
JLL	300,000 +	Preference for a single site rather than a split facility over two sites
24/7 Living	150,000 - 200,000	D&B facility with occupation early next year
Carter Jonas	100,000 - 150,000	B2 user. Overseas occupier with no UK presence.
Burbage Realty	250,000	Greenfield or existing brownfield site/redevelopment opportunities. May consider existing buildings 250,000 sq ft+.
Flexispot	50,000 – 100,000	Chinese owned manufacturer of home office products
Savills	70,000 – 100,000	Good quality modern space.
Colliers	90,000 – 140,000	Requirement on behalf of a Chinese based wholesaler. Preference for a unit that has some profile.
Unilin Flooring	80,000 – 130,000	Requirement for a unit with minimum 10m eaves.
Beauty Bay	100,000 – 150,000	New / good quality 2nd hand or D&B

The total outstanding floor space requirement detailed above is in excess of 4 million ft^2 although a number of the abovementioned requirements are already in dialogue with developers of sites with planning permission in place.

In addition to the above requirements, there are a number of companies currently based in Stockport and South Manchester who are actively seeking accommodation in the region of 50,000 sq ft, who have been unable to find suitable premises. This has been evidenced in the speed at which the Aurora development in Stockport has let, and also existing buildings on Bredbury Industrial Estate which have experienced a "best bids" situation between competing tenants. In the absence of suitable premises in the locality, many of these occupiers are being forced to consider other parts of the Country, and in some cases solutions in Europe.

Given the high level of latent demand that now exists it is highly likely that a large occupier or a number of occupiers will decide to locate to the Icon Manchester Airport scheme and, indeed the Peel Logistics scheme at Port Salford when this is brought forward highlighting the attraction of South Manchester.

We would also highlight a number of land sales and 'turnkey' developments where occupiers have built their own units in excess of 500,000 ft^2 over the last three years, which have included:

- Aldi - constructed a 650,000 ft^2 Regional Distribution Centre at Logistics North which opened 2016.

- Sale of 43 acres of land at plot G1, Logistics North to Lidl for the construction of a new 650,000 ft^2 North West Regional distribution centre. The transaction completed at the end of 2016 and detailed planning is expected to be granted imminently.
- Miller Developments constructed a 700,000 ft^2 (including 70,000 ft^2 mezzanine) freehold turnkey which completed in July 2014 for Travis Perkins at Omega North for their new regional distribution centre.
- Standard Life Forward funded a 350,000 ft^2 new regional distribution centre for Poundland at South Lancs Industrial Estate, Wigan.
- 600,000 ft^2 automated distribution centre for Asda at Omega South which completed in 2015.
- 685,000 ft^2 leasehold design & build for The Hut Group at Omega South completed 2015.

There are now no plots available at either Heywood Distribution Park, Kingsway Business Park, Logistics North or Omega which have the capacity for a unit in excess of 600,000 ft^2.

We would also highlight that there were a number of land sales in 2018 for high profile sites such as Logistics North, Bolton and Omega Warrington for a 43 acre and 18.5 acre serviced plots with outline planning permission for B1, B2 and B8 use.

A large occupier taking a significant plot of land at a new development can be the catalyst for a successful wider development. This has been particularity notable at Omega, Kingsway Business Park, Revolution Park Chorley, Airport City and Logistics North. In all of the above schemes the anchor occupier has been attracted to the site by the favourable timescale for delivery of a finished building due to speculative infrastructure works already being implemented. Thereafter, the initial occupation can act as a validation of a scheme's credentials which in turns attracts other end users to the development.

6.3 Occupier Specification Requirements

Any proposed building should conform to current occupier and institutional specifications as follows:

- 15- 20 metres to the underside of the haunch (Bespoke D&B requirements may need higher eaves to 30m).
- 50 kN per sq. m floor loading.
- Approx. 30m-50m yard depth.
- Ground level access doors for units under 50,000 ft^2
- 1 dock level door per 10,000 ft^2 for units above 50,000 ft^2
- 5% office content constructed at first floor level to allow bespoke facilities to be constructed in the undercroft area. (heating, lighting, recess in the ground floor reception for an access lift).
- Shell specification to the warehouse with pop ups for future foul drainage connection, gas supply and electricity supply.

In addition to larger scale logistics and manufacturing facilities we would suggest that within any planned masterplan includes a zone of smaller "mid box" units (10,000 – 50,000 ft^2) to cater for latent demand from this market.

As a guide, the following approximate unit sizes will require a site area as follows:

Unit Size (Ft^2)	Net Acreage (assumes 40% site density)
500,000	27.7
300,000	16.7
200,000	11.5
120,000	6.8
50,000	2.8
45,000	2.6
35,000	2.0
20,000	1.0
10,000	0.5

6.4 Take up of Premises

We have relied upon CoStar and JLL's own 'in-house' research teams to gather and tabulate the take up of B2/B8 space across the Borough for the period between 2014 – 2019 in order to formulate a view of potential take up in the future. The commercial property industry interpretation of take up is, broadly, the occupation of premises or where an unconditional agreement to occupy premises occurs. This may be for new or second-hand property and can be on a freehold or leasehold basis. This differs to the 'Amount of Industrial/Commercial floorspace developed' as recorded in the Stockport Annual Monitoring Report which is, in effect, land absorption, where premises are developed but not necessarily occupied. Please see table below and Appendix 3 for a full schedule.

Year	Take up (m^2)	Take up (ft^2)
2019	17,870	192,355
2018	31,773	331,647
2017	35,122	378,052
2016	50,996	548,595
2015	36,457	392,421
2014	37,427	402,857

Year	Take up (m^2)	Take up (ft^2)
Total	209,645	2,245,927

Our research confirms that a total of 2,245,927ft² (209,645 m²) of B1c/B2/B8 space was taken up over the period from 2014 – 2019 across the Stockport Borough area. This equates to an average annual take up of 374,321 ft² (34,941 m²) per annum.

Our analysis shows that there is currently 615,874 ft² (57,217m²) of available industrial accommodation in the Stockport Borough area.

If this average annual take-up figure is considered in the context of the current supply of available premises, then there is currently only 1.65 years of available stock. However, we would highlight that there isn't a single building over 100,000 ft² currently available with only 2 'modern' industrial buildings in excess of 50,000 ft², one of which is a very bespoke hybrid unit previously occupied by Hilti. The largest space within a single building extends to 95,000ft² however this is available in a multi-storey, multi-occupied Mill premises in a number of individual units which doesn't provide industrial accommodation suitable for modern occupational requirements. Accordingly, we believe that the actual supply of premises suitable for modern occupiers is significantly lower.

This supply imbalance is made more acute by the absence of any available units in excess of 100,000ft². This gap in availability means that Stockport is failing to compete with other local authorities for large logistics and manufacturing occupiers with 'footloose' space requirements.

7 Summary

Despite the construction of over 3 million ft^2 of speculative distribution space in the North West market over the last 3 years, there continues to be a significant shortage of supply of Grade A units in all locations across the region. This lack of available premises is particularly acute in Stockport where currently there are no existing units available in excess of 100,000 ft^2 within the Borough. Indeed, the 2018 ELR concludes that Stockport has less industrial floorspace per capita than all other Greater Manchester authorities except Manchester.

Moreover, there are currently no employment sites in Stockport available capable of accommodating a large- scale distribution unit in excess of 100,000 ft^2. To put this into context JLL confirm that there are currently live requirements for approximately 4 million ft^2 from multiple occupiers seeking space in Greater Manchester who would consider locating in Stockport if a suitable, deliverable site were made available. The lack of employment sites in the area is demonstrated by Swizzles Matlow, who are located a short distance outside of the Stockport Borough area. Swizzles have had a long-standing requirement for employment land in the Stockport area however due to the absence of any available sites within Stockport they are in the process of acquiring approximately 20 acres of D & B land at Midpoint in Middlewich.

In addition to the large-scale logistics and distribution market, based on current recorded availability of premises there is currently less than 2 years' supply of industrial premises based on average reported take up for the period 2014 - 2019. Analysis of the Stockport Availability Schedule (appendix 1) illustrates that much of the available accommodation is of poor quality in the context of modern occupier needs inevitably leading to many occupiers leaving the Borough to acquire suitable premises. The success of recent industrial schemes such as S Park and Aurora demonstrate the pent-up demand for small to mid-size industrial units within Stockport. Further illustration is the current occupancy rate at Bredbury Industrial Estate which is extremely high demonstrating the popularity of the estate and lack of supply across the Borough.

JLL do not expect to see a significant increase in the number of deliverable employment sites available in the short to medium term putting further pressure on supply / demand dynamics.

The Bredbury Industrial Estate extension is ideally placed to accommodate those active occupational requirements capturing employment generating opportunities now rather than losing them out of the Borough due to the lack of land and premises.

The size and scale of the proposed extension site makes it not only important on a local level but also within context of the wider North West industrial market

Appendix 1 – Stockport Availability Schedule

Building Address	Floor Area (Sq Ft)
Simpsons Factory, Buxton Road	700
Deneside Crescent Garages, Hazel Grove	1,000
Unit 9 Hillgate Business Centre, Swallow Street	2,088
Unit L1, Lancashire House, Green Lane	2,300
Hill Top Farm Chester Road	2,306
Unit 6 Hillgate Business Centre, Swallow Street	2,505
Unit 5 The Courtyard, Wellington Road North	2,673
Unit 15 Hurstfield Business Centre, Hurst Street	3,231
63 Lowfield Rod	4,172
Orchard House, Hempshaw Lane	4,334
Units 1 & 2 Richardson Street	4,667
Unit 8 Bankside, Coronation Street	4,761
Pama House, Stockport Road East	5,040
Unit 3 Titan House, Lowick Close	5,395
Unit B Whitehill Industrial Estate, Herrod Avenue	6,607
Arches 14 and 15, Heaton Lane	6,662
Unit 3, Melford Road	6,700
Unit 3 Crown Royal Industrial Estate, Shawcross Street	6,934
Unit 3, Ford Street	7,075
Unit 3, Ashton Road	7,184
Sherlock House, Old Road	7,222
Unit 6 Hurstfield Business Centre, Hurst Street	7,575
Unit 7 Castlehill, Bredbury Industrial Park, Horsfield Way, Bredbury	7,884
Unit D6, Stockport Trading Estate, Yew Street	7,885
Unit G3 Welkin Mill, Welkin Road	8,000
Unit 1A Crossley Park, Crossley Road	8,717
Unit 8 & 9, Greyhound Industrial Estate, Melford Road	8,837
Unit 3-5 Avery Industrial Estate, Kenwood Road	8,932
Unit 4 C, Bredbury Industrial Estate, Cromwell Road	10,662
Unit 4, S-Park Business Park, Hamilton Road	11,808
Vernon Mill, Mersey Street	12,022
Phase 1 & 2, Lingard Lane	12,982
Unit 3 Southside	13,382
Unit 3 Raleigh Street	13,873

Building Address	Floor Area (Sq Ft)
Unit 4B/C Crossley Park, Crossley Road	15,557
Units 5-6, Melford Road	15,961
Units 1&2 Brighton Road Industrial Estate, Brighton Road	18,071
Spur Mill, Broadstone Hall Road South	21,000
8a Newby Road	21,756
Unit 1B/C Crossley Park, Crossley Road	25,881
Battersea Point, Heaton Mersey Industrial Estate, Stockport	33,000
J27 Water Street	40,600
Unit 1, Or1on Business Park, Bird Hall Lane	43,904
Hilti, Bredbury Park Way, Bredbury Park Industrial Estate	59,029
Welkin Mill, Welkin Road Lower Bredbury	95,000
Total	615,874

Appendix 2 – Bredbury Availability Schedule

	Address	Size (ft^2)	Rent (per ft^2)
	Southfield 25, Lingard Lane, Bredbury	Unit C – 2,890 Unit D – 4,982 Unit 4 – 4,000 Unit 5 – 4,000 Unit 6 – 3,520	£10.00 u/o u/o
	Pama House, Stockport Road East, Bredbury	5,040	Undisclosed
	Unit 3, Ashton Road, Bredbury	7,184	£5.50
	Unit 7 Castlehill, Bredbury Industrial Park, Horsfield Way, Bredbury	7,884	£6.00
	Unit 4C, Cromwell Road, Bredbury Industrial Park	11,080	£5.63

	Address	Size (ft^2)	Rent (per ft^2)
	Unit 3 Southside, Bredbury Park Industrial Estate, Bredbury	13,382	£5.50
	Corrie Way, Woodstock Leabank, Bredbury Industrial Park	43,475	£5.25
	Hilti, Bredbury Park Way, Bredbury Park Industrial Estate	59,029	For Sale POA

Appendix 3 – Take up of Premises in Stockport

Sign Date	Start Date	Address	Total SF Leased	Rent/SF/Yr	Term
19/11/2019	19/11/2019	Ashton Rd	15,829	7.75	10 yrs
18/11/2019	18/12/2019	Wyvern Ave	4,378		
04/11/2019	11/11/2019	Pepper Rd	4,251	5.88	
01/10/2019	01/10/2019	Lingard Ln	4,000		
25/09/2019	25/10/2019	Haigh Ave	4,137	5.95	
12/09/2019	12/09/2019	Battersea	3,624	7.45	10 yrs
24/08/2019	22/11/2019	Cromwell Rd	10,059	4.49	
15/08/2019	15/08/2019	Unit 3 Pepper Rd	5,359	5.00	
15/08/2019	15/08/2019	Unit 3 Pepper Rd	4,303	5.00	
15/08/2019	15/08/2019	Joules Ct	2,210	5.43	
05/08/2019	04/09/2019	Sandy Ln	3,812	5.77	5 yrs
01/08/2019	01/08/2019	Demmings Rd	5,020	4.38	6 yrs
01/08/2019	01/08/2019	Upper Brook St	993	7.05	
19/06/2019	18/08/2019	Ashton Rd	6,077	7.50	
14/06/2019	14/06/2019	Ashurst Dr	6,032	6.00	5 yrs
14/06/2019	14/06/2019	Ashurst Dr	5,481	4.10	5 yrs
12/06/2019	12/07/2019	Hallam St	3,932	2.04	3 yrs
26/05/2019	24/08/2019	42 Newby Rd	12,007	3.75	
26/05/2019	25/06/2019	Wellington Rd N	2,673	5.99	3 yrs
21/05/2019	21/05/2019	Ashton Rd	6,229	7.74	9 yrs 9 mos
15/05/2019	15/05/2019	Swallow St	2,745	5.10	
29/04/2019	20/07/2019	42 Newby Rd	7,266	4.68	
24/04/2019	24/04/2019	Cromwell Rd	7,169	4.00	10 yrs
23/04/2019	23/06/2019	Hallam St	2,241	3.12	3 yrs
22/03/2019	22/03/2019	Heaton Ln	2,267	3.98	10 yrs
01/03/2019	01/04/2019	Bird Hall Ln	30,000		
23/02/2019	23/02/2019	Barton Rd	5,415	7.48	5 yrs
21/02/2019	22/04/2019	Coronation St	9,080	3.52	5 yrs
21/02/2019	21/03/2019	19 School St	1,484	5.26	
14/02/2019	14/02/2019	Ashton Rd	6,220	7.36	10 yrs
31/01/2019	31/01/2019	162 Higher Hillgate	3,046	8.21	10 yrs
07/01/2019	07/01/2019	Hamilton Rd	5,016	6.18	10 yrs
19/11/2019	19/11/2019	Ashton Rd	15,829	7.75	10 yrs
18/11/2019	18/12/2019	Wyvern Ave	4,378		
04/11/2019	11/11/2019	Pepper Rd	4,251	5.88	
01/10/2019	01/10/2019	Lingard Ln	4,000		
25/09/2019	25/10/2019	Haigh Ave	4,137	5.95	

Sign Date	Start Date	Address	Total SF Leased	Rent/SF/Yr	Term
12/09/2019	12/09/2019	Battersea	3,624	7.45	10 yrs
24/08/2019	22/11/2019	Cromwell Rd	10,059	4.49	
15/08/2019	15/08/2019	Unit 3 Pepper Rd	5,359	5.00	
15/08/2019	15/08/2019	Unit 3 Pepper Rd	4,303	5.00	
15/08/2019	15/08/2019	Joules Ct	2,210	5.43	
05/08/2019	04/09/2019	Sandy Ln	3,812	5.77	5 yrs
01/08/2019	01/08/2019	Demmings Rd	5,020	4.38	6 yrs
01/08/2019	01/08/2019	Upper Brook St	993	7.05	
19/06/2019	18/08/2019	Ashton Rd	6,077	7.50	
14/06/2019	14/06/2019	Ashurst Dr	6,032	6.00	5 yrs
14/06/2019	14/06/2019	Ashurst Dr	5,481	4.10	5 yrs
12/06/2019	12/07/2019	Hallam St	3,932	2.04	3 yrs
26/05/2019	24/08/2019	42 Newby Rd	12,007	3.75	
26/05/2019	25/06/2019	Wellington Rd N	2,673	5.99	3 yrs
			192,355		
31/12/2018	01/03/2019	Bletchley Rd	6,324	5.85	
21/12/2018	21/12/2018	Southside	20,826	5.54	10 yrs
12/12/2018	16/01/2019	Battersea	3,624	7.45	15 yrs
11/12/2018	12/03/2019	4 Bletchley Rd	10,572	5.68	10 yrs
27/11/2018	26/01/2019	Station Rd	3,893	4.50	5 yrs
10/11/2018	10/11/2018	63 Lowfield Rd	4,172	4.19	
06/11/2018	06/12/2018	Haigh Ave	3,465	5.17	5 yrs
30/10/2018	29/12/2018	Hibbert St	5,825	6.06	
03/10/2018	03/11/2018	School St	1,473	5.30	
14/09/2018	19/10/2018	Richardson St	4,898	4.49	5 yrs
01/09/2018	01/09/2018	Lowick Close	4,724	5.89	5 yrs
17/08/2018	17/08/2018	Ashton Rd	6,200	7.14	10 yrs
08/08/2018	08/08/2018	Stockport Rd W	1,774	3.24	5 yrs
06/08/2018	06/08/2018	Bird Hall Ln	54,361		10 yrs
01/07/2018	15/07/2018	Crossley Rd	16,406	3.35	5 yrs
16/06/2018	16/07/2018	Richardson St	2,388	6.28	3 yrs
14/06/2018	12/09/2018	Crossley Rd	18,872	4.93	5 yrs
05/06/2018	05/07/2018	Stockport Rd W	2,951	4.00	10 yrs
31/05/2018	31/05/2018	Andrew Ln	645	8.08	1 yr
23/05/2018	22/06/2018	Brinksway	2,476	14.54	
17/05/2018	16/06/2018	Hibbert St	4,002	7.00	10 yrs
02/05/2018	02/05/2018	Stockport Rd W	2,955	3.95	2 yrs 6 mos
29/04/2018	29/04/2018	Bird Hall Ln	558	8.00	1 yr
19/04/2018	01/05/2018	Hallam St	2,667	1.85	3 yrs
02/04/2018	02/04/2018	Ann St	7,653	3.92	20 yrs

Sign Date	Start Date	Address	Total SF Leased	Rent/SF/Yr	Term
29/03/2018	01/04/2018	Hallam St	900	5.00	3 yrs
25/03/2018	24/05/2018	Ashurst Dr	5,606	5.42	5 yrs
15/03/2018	16/04/2018	Stockport Rd	9,076	7.25	15 yrs
15/03/2018	15/03/2019	Stockport Rd	32,301	7.25	
03/03/2018	03/03/2018	Sandy St	4,660	5.75	5 yrs
02/03/2018	01/04/2018	11 Kenwood Rd	1,972	4.81	
05/02/2018	05/03/2018	Stockport Rd	46,566	6.95	
05/02/2018	05/03/2018	Stockport Rd	15,356	7.25	
04/02/2018	06/03/2018	77A-81 Broadstone Rd	3,328	4.73	5 yrs
31/01/2018	31/01/2018	Bredbury Park Way	976		3 yrs
29/01/2018	28/02/2018	Station Rd	1,044	7.47	3 yrs
16/01/2018	15/02/2018	Carrington Rd	3,815	5.24	
08/01/2018	08/01/2018	Carrington Field St	2,500	5.64	3 yrs
06/01/2018	06/01/2018	Hamilton Rd	8,855	7.05	3 yrs
01/01/2018	01/01/2018	Bredbury Park	988	9.36	3 yrs
			331,647		
20/12/2017	20/12/2017	Jones Sq	4,358	3.42	3 yrs
20/12/2017	20/12/2017	15 S park	9,441	7.94	10 yrs
12/12/2017	11/01/2018	4 Gordon St	2,547	4.52	3 yrs
03/11/2017	03/11/2017	Chestergate	845	4.26	3 yrs
01/11/2017	01/12/2017	Lingard Ln	4,000		
25/10/2017	24/12/2017	Ashurst Dr	5,947	5.75	
22/10/2017	21/11/2017	Station Rd	1,042	7.49	3 yrs
03/10/2017	02/11/2017	Hallam St	2,241	3.03	3 yrs
02/10/2017	01/12/2017	Borron St	7,673	9.89	5 yrs
02/10/2017	01/11/2017	Higher Hillgate	2,575	8.00	
20/09/2017	19/12/2017	Ashurst Dr	12,572	5.25	
14/09/2017	14/09/2017	Chestergate	3,785	1.32	3 yrs
10/09/2017	10/10/2017	Southside	3,384	5.47	3 yrs
04/09/2017	04/09/2017	Wharf St	1,431		
03/09/2017	03/10/2017	Hallam St	1,765	3.40	1 yr
01/08/2017	01/08/2017	Hallam St	165	6.91	
31/07/2017	30/08/2017	Greg St	2,625	0.67	
23/07/2017	22/08/2017	Chestergate	1,644	3.50	3 yrs
21/07/2017	21/07/2017	Hallam St	750	12.00	
21/07/2017	21/07/2017	Hallam St	650	8.31	
02/07/2017	01/08/2017	Station Rd	2,128	5.52	3 yrs
21/06/2017	19/09/2017	Newby Rd	20,128	5.96	10 yrs
20/06/2017	18/09/2017	Stockport Rd W	11,757	3.00	5 yrs

Sign Date	Start Date	Address	Total SF Leased	Rent/SF/Yr	Term
16/06/2017	15/08/2017	Buxton Rd	8,487	10.40	
15/06/2017	15/06/2017	Hallam St	320	8.13	
15/06/2017	15/07/2017	Lowick Close	3,343	5.38	
15/06/2017	15/06/2017	Newby Rd	800	6.00	
15/06/2017	15/06/2017	Upper Hibbert Ln	500	4.16	
15/06/2017	15/07/2017	Upper Hibbert Ln	1,500	2.77	
15/06/2017	12/11/2017	Upper Hibbert Ln	30,000	1.25	
15/06/2017	15/06/2017	Upper Hibbert Ln	120	10.83	
13/06/2017	11/09/2017	Haigh Ave	16,136	2.16	10 yrs
03/06/2017	01/09/2017	Melford Rd	15,744	3.81	
01/06/2017	01/06/2017	Roland Rd	8,745		5 yrs
16/05/2017	15/06/2017	Shepley Ln	1,800	5.00	
16/05/2017	13/10/2017	Welkin Rd	29,655	1.50	
16/05/2017	13/10/2017	Welkin Rd	29,735	1.50	
14/05/2017	13/06/2017	Haigh Ave	1,577	2.16	10 yrs
02/05/2017	01/06/2017	Bredbury Park Way	1,134	7.93	3 yrs
01/05/2017	01/05/2017	17-18 Andrew St	8,548	2.57	1 yr
01/05/2017	01/06/2017	Stockport Rd W	2,761	2.75	5 yrs
07/04/2017	06/06/2017	Stockport Rd E	6,234	3.44	4 yrs
03/04/2017	03/04/2017	Chestergate	845	4.26	2 yrs
28/03/2017	27/05/2017	Stockport Rd W	6,516	2.02	10 yrs
14/03/2017	13/04/2017	Stockport Rd W	1,509	4.00	
11/03/2017	10/04/2017	Lowick Close	3,343	4.79	1 yr
11/03/2017	10/04/2017	Newby Rd	4,000	4.13	1 yr
11/03/2017	10/04/2017	Newby Rd	2,000	4.50	1 yr
23/02/2017	23/02/2017	Sandy	3,134	4.94	5 yrs
14/02/2017	14/02/2017	5 Gordon St	4,592	3.91	3 yrs
12/02/2017	14/03/2017	Shepley Ln	2,300	5.87	1 yr
08/02/2017	10/03/2017	Lingard Ln	3,875		
06/02/2017	08/03/2017	Sandy St	2,524	5.44	5 yrs
04/02/2017	06/03/2017	Shepley Ln	2,300	6.30	1 yr
02/02/2017	02/02/2017	Yew St	10,492	6.50	10 yrs
01/02/2017	01/02/2017	Corrie Way	41,500	5.50	10 yrs
31/01/2017	02/03/2017	Shepley Ln	2,911	4.81	1 yr
22/01/2017	23/03/2017	Upper Hibbert Ln	8,300	2.41	1 yr
18/01/2017	18/02/2017	Stockport Rd W	2,210	2.50	2 yrs
12/01/2017	12/01/2017	Stockport Rd W	2,724	2.58	3 yrs
12/01/2017	12/01/2017	Stockport Rd W	2,385	2.52	
			378,052		

Sign Date	Start Date	Address	Total SF Leased	Rent/SF/Yr	Term
31/12/2016	01/03/2017	Latham Close	6,939	5.19	5 yrs
23/12/2016	23/12/2016	Jones Sq	1,664	6.46	3 yrs
19/12/2016	19/12/2016	Hallam St	339	3.07	1 yr
19/12/2016	19/12/2016	Hallam St	550	5.67	1 yr
13/12/2016	13/12/2016	Ford St	2,788	4.30	3 yrs
01/12/2016	01/12/2016	Albert St	4,041	3.46	5 yrs
21/11/2016	22/11/2016	Horsfield Way	30,706		
03/11/2016	01/02/2017	Yew St	10,456	5.76	5 yrs
02/11/2016	02/11/2016	Horsfield Way	16,143	7.07	10 yrs
01/11/2016	01/11/2016	Third Ave	4,422		
01/10/2016	01/10/2016	Stockport Rd	2,149	2.50	3 yrs
01/10/2016	01/10/2016	Stockport Rd W	3,290	2.50	3 yrs
22/09/2016	22/09/2016	26 Station Rd	3,663	5.50	
22/09/2016	21/12/2016	Welkin Rd	21,467	4.00	
22/09/2016	19/02/2017	Welkin Rd	46,110	2.50	
Sign Date	Start Date	Address	Total SF Leased	Rent/SF/Yr	Term
06/09/2016	06/09/2016	Yew St	6,147	6.01	5 yrs
31/08/2016	31/08/2016	Upper Brook St	822	5.47	
29/08/2016	28/09/2016	8A Bird Hall Ln	4,638	4.31	3 yrs
02/08/2016	01/09/2016	Dale St	2,031	5.00	
01/08/2016	01/08/2016	Stockport Rd W	16,779	5.66	
01/07/2016	01/07/2016	Ashton Rd	163,389	3.75	
01/07/2016	01/07/2016	Stockport Rd W	3,733	2.50	3 yrs
30/06/2016	30/06/2016	First Ave	10,953	4.44	5 yrs
28/06/2016	28/06/2016	44-46 Station Rd	8,880	5.25	5 yrs
15/06/2016	15/06/2016	Carrington Rd	16,959	4.25	
07/06/2016	07/06/2016	Stockport Rd W	2,678	2.50	3 yrs
01/06/2016	29/07/2016	Stuart Rd	2,943	4.34	5 yrs
31/05/2016	31/05/2016	Horsfield Way	11,228	5.50	
31/05/2016	31/05/2016	Horsfield Way	23,570	5.50	
23/05/2016	23/05/2016	Stuart Rd	307	4.29	
14/05/2016	14/05/2016	Buxton Rd	1,500	5.20	1 yr
05/05/2016	04/12/2016	7 Longshut Ln W	1,921	6.24	
01/05/2016	01/05/2016	Albert St	10,857	3.00	
01/05/2016	01/05/2016	Upper Brook St	1,109		5 yrs
23/04/2016	23/05/2016	Stuart Rd	2,894	4.29	
09/04/2016	09/05/2016	Thomas St	4,468	5.25	
01/04/2016	01/05/2016	Albert St	3,657	5.33	
01/04/2016	01/04/2016	Carrington Field St	2,817	5.32	
01/04/2016	01/04/2016	Greg St	4,066	2.95	3 yrs

Sign Date	Start Date	Address	Total SF Leased	Rent/SF/Yr	Term
04/03/2016	01/08/2016	Hazel Grove	38,700		
02/03/2016	01/04/2016	11-12 Astley St	1,354	5.00	
08/02/2016	08/02/2016	Carrington Field St	398	5.17	
04/02/2016	04/02/2016	Horsfield Way	23,570	5.50	5 yrs
01/02/2016	01/02/2016	Adswood Rd	1,820	4.39	5 yrs
01/02/2016	01/02/2016	Stuart Rd	2,837	4.69	6 yrs
30/01/2016	30/01/2016	Bird Hall Ln	888		5 yrs
27/01/2016	27/01/2016	Horsfield Way	6,275	5.75	
26/01/2016	26/01/2016	Macclesfield Rd	5,028	3.98	
09/01/2016	08/02/2016	Carrington Field St	2,500	5.17	
05/01/2016	05/01/2016	Bredbury Park Way	998	8.76	3 yrs
05/01/2016	05/01/2016	Upper Brook St	509	5.59	5 yrs
01/01/2016	01/01/2016	Andrew Ln	645	8.08	
			548,595		
05/12/2015	04/01/2016	Bredbury Park Way	1,137	7.91	3 yrs
01/12/2015	01/12/2015	Haigh Ave	8,395	2.98	5 yrs
01/12/2015	01/12/2015	130 Higher Hillgate	8,200	5.71	10 yrs
01/12/2015	01/12/2015	Martel Ct - S Park	2,031		
01/12/2015	01/12/2015	Martel Ct - S Park	1,787	9.79	10 yrs
30/11/2015	30/11/2015	Yew St	8,000		
16/11/2015	16/11/2015	Ashurst Dr	5,821		
05/11/2015	05/12/2015	Swallow St	2,338	5.13	
05/11/2015	05/12/2015	Swallow St	2,729	5.13	
05/11/2015	05/12/2015	Swallow St	2,529	4.94	
05/11/2015	05/12/2015	Swallow St	2,745	4.37	
01/11/2015	01/11/2015	Ashurst Dr	5,947	4.56	5 yrs
24/09/2015	24/09/2015	Bird Hall Ln	43,904	5.41	10 yrs
10/09/2015	10/10/2015	Station Rd	1,570	6.21	3 yrs
05/08/2015	04/09/2015	63 Lowfield Rd	4,191	4.25	
31/07/2015	31/07/2015	Greg St	1,100	7.20	1 yr
05/07/2015	05/07/2015	Haigh Ave	5,250	4.67	10 yrs
02/07/2015	02/07/2015	Station Rd	3,663	4.48	5 yrs
01/07/2015	01/07/2015	Chestergate	3,000	2.66	5 yrs
01/07/2015	01/07/2015	Brent Rd	8,030	4.27	5 yrs
01/07/2015	01/07/2015	Crossley Rd	26,062	3.04	5 yrs
01/07/2015	01/07/2015	Crossley Rd	15,439	3.70	5 yrs
01/07/2015	01/07/2015	Crossley Rd	7,772	3.25	10 yrs
24/06/2015	24/07/2015	Junction Rd	3,750	10.67	3 yrs
03/06/2015	03/07/2015	Coronation St	2,895	4.58	5 yrs

Sign Date	Start Date	Address	Total SF Leased	Rent/SF/Yr	Term
03/06/2015	01/09/2015	Emery Ct	13,127		
01/06/2015	01/06/2015	Hammond Ave	15,000	2.00	5 yrs
01/06/2015	01/06/2015	Kenwood Rd	7,379	5.99	3 yrs
01/06/2015	01/06/2015	Stuart Rd	3,650	3.83	5 yrs
22/05/2015	22/05/2015	Station Rd	1,043	6.50	3 yrs
05/05/2015	04/06/2015	London Rd S	3,909	6.40	
01/05/2015	01/05/2015	Upper Brook St	1,768	5.66	
28/04/2015	28/04/2015	Sandy St	3,322	3.01	5 yrs
16/04/2015	16/04/2015	Bredbury Park Way	976	8.96	
15/04/2015	15/04/2015	London Rd S	3,906	5.50	
14/04/2015	13/06/2015	Birdhall Ln	4,651	6.25	
08/04/2015	08/04/2015	Upper Brook St	2,427	3.47	3 yrs
07/04/2015	07/04/2015	First Ave	24,149		
01/04/2015	01/04/2015	Corrie Way	28,490	4.50	10 yrs
01/04/2015	01/04/2015	Cromwell Rd	5,506	4.00	5 yrs
31/03/2015	31/03/2015	11 Kenwood Rd	1,972	6.49	
31/03/2015	31/03/2015	Lingard Ln	7,502	5.13	
31/03/2015	31/03/2015	Meyer St	5,963	5.58	
31/03/2015	31/03/2015	Old Moor Rd	4,322	3.23	3 yrs
31/03/2015	31/03/2015	Emery Ct	3,464	5.34	
18/03/2015	18/03/2015	Swallow St	813	4.80	1 yr
10/03/2015	10/03/2015	Water St	757	3.30	1 yr
06/03/2015	06/03/2015	Ford St	7,157	3.98	
03/03/2015	01/06/2015	Swallow St	10,671	3.98	10 yrs
01/03/2015	01/03/2015	Bredbury Park Way	976	8.96	
01/03/2015	01/03/2015	Crossley Rd	16,238	3.39	
01/03/2015	01/03/2015	Hammond Ave	15,000	2.00	5 yrs
01/03/2015	01/03/2015	65 Lowfield Rd	2,860	2.78	
01/03/2015	01/03/2015	Wood St	4,220	4.62	
01/02/2015	01/02/2015	Water St	1,504	1.33	2 yrs
13/01/2015	13/01/2015	Bredbury Park Way	976	8.96	3 yrs
10/01/2015	09/02/2015	Stuart Rd	2,926	4.78	
01/01/2015	01/01/2015	Bird Hall Ln	4,156		
01/01/2015	01/01/2015	Bredbury Park	988	7.59	3 yrs
01/01/2015	01/01/2015	Greg St	2,368	5.27	
			392,421		
31/12/2014	01/03/2015	Battersea Rd	5,423	10.60	4 yrs
25/12/2014	25/12/2014	Water St	2,225	3.33	5 yrs
03/12/2014	03/12/2014	Hallam St	830	4.38	3 yrs

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01/12/2014	01/12/2014	Cromwell Rd	5,400	3.72	5 yrs
01/12/2014	01/12/2014	First Ave	11,138		
01/12/2014	01/12/2014	Richardson St	2,982	2.85	5 yrs
30/11/2014	30/11/2014	Pepper Rd	60,192	4.37	
21/11/2014	01/12/2014	Bredbury Park Way	998	8.77	
21/11/2014	21/12/2014	Coronation St	4,400	5.90	
21/11/2014	21/11/2014	Southside	3,905	4.35	
18/11/2014	18/11/2014	Water St	3,031	0.74	5 yrs
13/11/2014	13/12/2014	Pepper Rd	3,549	6.58	
01/11/2014	01/11/2014	Bredbury Park Way	2,164	8.43	
01/11/2014	01/11/2014	Melford Rd	15,744	3.20	
01/11/2014	01/11/2014	Stockport Rd W	8,434	5.26	
01/11/2014	01/11/2014	Upper Brook St	1,879	26.40	5 yrs
01/11/2014	01/11/2014	Wyvern Ave	9,504	6.04	
28/10/2014	28/10/2014	Hallam St	4,000	1.30	
16/10/2014	16/10/2014	Station Rd	1,564	6.23	3 yrs
15/10/2014	15/10/2014	Hallam St	3,120	1.25	1 yr
06/10/2014	04/01/2015	Southside	10,971	5.50	
02/10/2014	01/11/2014	Haigh Ave	2,384	8.28	
02/10/2014	01/11/2014	Newby Rd	3,460	4.62	
01/10/2014	01/10/2014	Hallam St	2,667	1.65	3 yrs
01/10/2014	01/10/2014	Hallam St	1,224	3.82	1 yr
01/10/2014	01/10/2014	Hallam St	3,446	2.17	
01/10/2014	01/10/2014	Water St	3,766	3.45	3 yrs
29/09/2014	29/09/2014	Water St	1,198	5.63	3 yrs
29/09/2014	29/09/2014	Water St	1,061	3.52	3 yrs
21/09/2014	21/09/2014	Upper Brook St	1,606	5.60	
20/09/2014	20/09/2014	Pepper Rd	3,911	3.98	10 yrs
12/09/2014	12/10/2014	Brinksway	4,091	4.03	
01/09/2014	01/09/2014	Hibbert St	800		
01/09/2014	01/09/2014	Old Moor Rd	1,728	4.63	3 yrs
01/09/2014	01/09/2014	Stockport Rd W	4,216	2.50	3 yrs
22/08/2014	22/08/2014	First Ave	11,138		
18/08/2014	18/08/2014	Water St	1,324	3.51	1 yr
02/08/2014	01/09/2014	Haigh Ave	4,137	5.50	
02/08/2014	01/09/2014	Thomas St	2,785	6.13	
01/08/2014	01/08/2014	Andrew St	2,182	1.83	1 yr
03/07/2014	01/09/2014	Pepper Rd	5,817	5.78	3 yrs
02/07/2014	01/08/2014	Wharf St	1,131	6.63	3 yrs
23/06/2014	23/06/2014	Water St	850	3.01	3 yrs

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16/06/2014	16/06/2014	Dale St	1,000	5.00	3 yrs
16/06/2014	16/06/2014	Chestergate	14,782	1.01	
06/06/2014	06/06/2014	Vaughan Rd	346	15.90	1 yr
03/06/2014	01/09/2014	Haigh Ave	11,369	3.47	
01/06/2014	01/08/2014	14A Kennerley Rd	3,000	3.00	3 yrs
22/05/2014	22/05/2014	Hallam St	905	3.86	
22/05/2014	21/06/2014	Hallam St	3,124	1.33	
16/05/2014	16/05/2014	Water St	1,979	3.55	3 yrs
06/05/2014	05/06/2014	Peter St	2,325	6.02	
01/05/2014	01/05/2014	Chestergate	2,130	2.19	
25/04/2014	24/07/2014	Oakhurst Dr	11,681	3.50	
01/04/2014	01/04/2014	Durham St	3,720	2.98	
01/04/2014	01/04/2014	Southside	13,384	4.59	5 yrs
25/03/2014	25/03/2014	Water St	945	3.96	3 yrs
01/03/2014	01/03/2014	Crossley Rd	15,439	2.75	8 mos
01/03/2014	01/03/2014	Crossley Rd	11,361	3.53	10 yrs
12/02/2014	12/02/2014	Coronation St	5,553	4.29	5 yrs
08/02/2014	08/02/2014	Water St	200	6.99	3 yrs
07/02/2014	07/02/2014	Crossley Rd	3,703	4.17	5 yrs
01/02/2014	01/02/2014	Richardson St	3,238	3.71	2 yrs
24/01/2014	24/01/2014	Water St	2,376	0.35	3 yrs
03/01/2014	03/01/2014	Far Cromwell Rd	26,608	2.78	25 yrs
01/01/2014	01/01/2014	Newby Rd	37,314	2.75	
			402,857		

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