

Langtree PP & Panattoni

Six 56 Warrington

Alternative Sites Assessment

Revision B 14 March 2018



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I. Introduction

I.1. This Alternative Sites Assessment study is produced as part of an outline planning application for a strategic employment development on land adjacent to Junction 20 of the M6 Motorway and Junction 9 of the M56 Motorway (known as Six 56 Warrington), submitted on behalf of Langtree Property Partners and Panattoni.

I.2. The planning application is described as follows:

The outline application (all matters reserved except for means of access) comprises the construction of up to 287,909m² (3,099,025ft²) (gross internal) of employment floorspace (Use Class B8 and B1(a) offices) including change of use of Bradley Hall Farmhouse to B1 (a) office use (335m² (3,600ft²)) and associated servicing and infrastructure including car parking and vehicle and pedestrian circulation, alteration of existing access road into site including works to existing A50 junction, noise mitigation, earthworks to create development platforms and bunds, landscaping including buffers, creation of drainage features, electrical substation, pumping station, and ecological works.

I.3. The application site is 98 ha (239 acres) in area and is located to the southeast of the town of Warrington (approximately 6 km (3.5 miles) from the town centre) and between the cities of Liverpool and Manchester (approximately 22km (13 miles) and 31km (19 miles) respectively).

I.4. The Site is located predominantly within the local authority area of Warrington with a small section to the south of the Brook located in the Cheshire East local authority area. The Adopted Core Strategy Policies Map identifies the Site as Green Belt land, along with the neighbouring fields.

I.5. The Site however forms part of a wider area identified for future growth in the form of the Garden City Suburb within the emerging new Local Plan (Preferred Options Consultation (July 2017) & Proposed Submission Version (March 2019)). The Site is identified for employment development which can be delivered independently of the Garden City Suburb. The Evidence base prepared to inform the Preferred Development Option Regulation 18 Consultation Document, includes The South Warrington Urban Extension Framework Plan Document

(SWUEFP) (June 2017) produced on behalf of Warrington Borough Council, also classifies the Site as suitable for Employment Use.

- 1.6. In line with National Policy and the adopted development plan requirements, development that is identified as being “inappropriate” in Green Belt should not be approved except in “very special circumstances”. The case for “very special circumstances” for development at Six 56 is set out in greater detail within the Planning Statement that accompanies this planning application.
- 1.7. This Alternative Sites Assessment report considers whether there are potential alternative sites that could accommodate the proposed development in whole or in part. This is not in itself a ‘test’ of national Green Belt policy, but where there is a lack of alternatives to accommodate a development, this may form a part of the case for development.
- 1.8. It has been demonstrated in Economic Development Needs Assessment (EDNA) (2016) and EDNA Udate (2019) that there is a significant need for new employment floorspace, particularly of a larger footplate to address the employment needs for warehouse and distribution uses and deficit of suitable sites within Warrington. The EDNA also recognises the positive locational benefits of the Barleycastle Trading Estate/Stretton Green Distribution Park and the surrounding area, which includes the Six 56 site for B8 users and that future B8 land allocations should look to build on these established locations in and around this M56/M6 corridor for logistics use. It has also been demonstrated in evidence that has been submitted as part of the Local Plan that Warrington has a significant proportion of its administrative area designated as Green Belt, which has not been reviewed for a considerable time (since 1979). As a result, the Local Authority has acknowledged through published “needs” studies, including the (EDNA) (2016) and EDNA Udate (2019) and emerging Submission Version Local Plan (March 2019) and supporting evidence base that to meet development needs in Warrington, particularly through larger scale developments, there will be a need to use land that is currently in Green Belt. The EDNA (2019) and emerging Submission Version Local Plan (March 2019) states there is a need to provide 362ha of employment land between 2017 and 2037, with 213ha of this employment land through Green Belt release. The socio-economic report (Technical Report 6) that forms part of the ES Part 2, also demonstrates that the Six 56 Development will have a significant positive economic benefit to Warrington and confirms that logistics operators need large sites. The Six 56 Site has all the locational

requirements of a B8/Logistics operator and lies within one of the UK's most efficient locations for this sector.

- I.9. This application is made in the context of an emerging Local Plan which also now acknowledges that the application site is a suitable employment site and by the very nature of its size and location, in close proximity to the M6 / M56 Lymm Interchange, it would support logistics type development, therefore it should be removed from Green Belt to serve the needs of the borough. Whilst the Local Plan still needs to go through its full process, the application site has been subject of assessment within a Green Belt Assessment in 2016 and 2017 that forms part of the evidence base for the emerging Local Plan. This Assessment therefore has regard to the approach taken within the emerging Local Plan.
- I.10. The Planning Statement has considered the emerging Local Plan and its supporting evidence base in the context of paragraph 48 of the Framework and outlines the reasoned justification for the proposals, including its degree of consistency with the Framework and considers that whilst weight may be limited in respect of the emerging Plan itself, which is currently at submission stage, the evidence that has underpinned the emerging Plan and its approach to economic growth, including the EDNA is highly material and significant weight can be ascribed to this evidence base as a material consideration.
- I.11. Advice has also been sought on market considerations of sites from JLL, who have identified that there is significant demand for employment land within the Borough and that the Six 56 Site is an optimal location for local and regional large scale industrial and logistics projects. This Report is attached to Appendix 3.
- I.12. It has been agreed with the Council that the list of sites to be considered as part of an Alternative Sites Assessment are those that have been identified within the EDNA (2016) and updated EDNA (2019) and Core Strategy Local Plan or through the Council's Call for Sites which have subsequently been identified as potential employment locations in the Preferred Development Option Regulation 18 Consultation Document and subsequently in the Proposed Submission Version Local Plan (2019) as an employment allocation. The EDNA (2018 and 2019) is being used by the Council to inform the emerging Local Plan as well as in determination of planning applications.
- I.13. This Alternative Site Assessment will consider a range of sites identified within the EDNA Development Option Regulation 18 Consultation Document and Proposed Submission

Version Local Plan (2019) and will also, for robustness, consider the 'scope for disaggregation' of the application proposals. In this regard, consideration has been given to the potential to deliver each of the components that make up the planning application scheme. This is considered in the next section.

2. Methodology

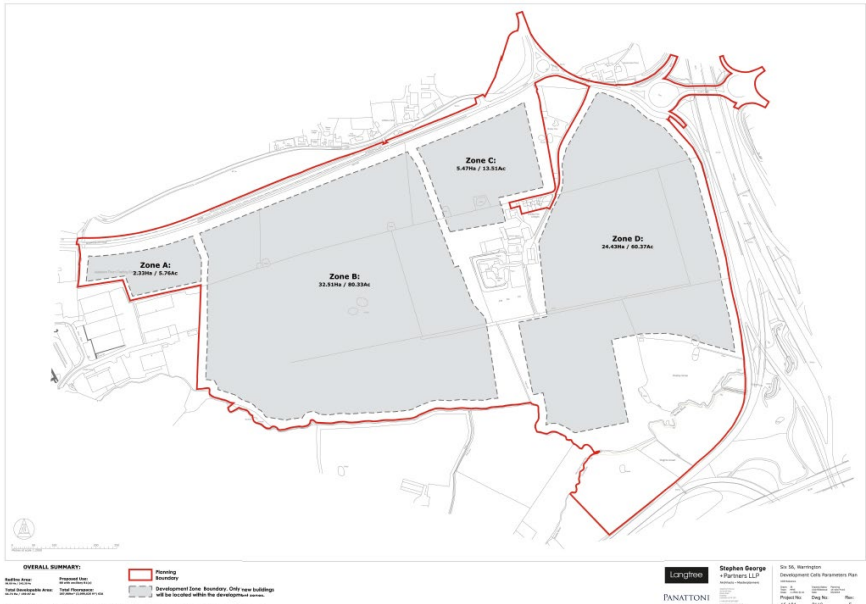
Approach

- 2.1 This Assessment considers the potential for alternative sites to accommodate a new logistics park at this strategic employment development on land adjacent to Junction 20 of the M6 Motorway and Junction 9 of the M56 Motorway (known as Six 56 Warrington).
- 2.2 The development proposals are being submitted in the context of a significant identified need for deliverable employment floorspace in Warrington, alongside a strategic Green Belt Assessment (2016 & 2017) that has determined that to meet the needs of Warrington there is requirement for Green Belt release.
- 2.3 The principle of Green Belt release to meet an employment need particularly to meet the needs of the logistics sector is a key element of the emerging Local Plan.
- 2.4 The scheme proposes a comprehensive development and will provide 287,909m² (3,099,025ft²) of floor space across the Site. This will be accommodated within 7 to 13 new buildings across the Site, across four development cells but is likely to be characterised by a small number of large units for B8 uses with ancillary B1(a) office use and a change of use of the existing Bradley Hall Farm house ((335m²) 3600ft²)) to B1 (a) office use. Whilst an indicative masterplan layout has been prepared, the application is supported by a series of parameters plans which would form part of any approval within an outline planning permission. These parameters plans will control developable areas across the Site and disposition of uses, number of units, building heights, finished floor levels, floor space and car parking provision, access points and circulation, noise mitigation and drainage strategy, strategic landscaping and buffers around the heritage asset.
- 2.5 The delivery of the proposed development will come forward in phases. This will ultimately be driven by the demand for the employment buildings, however for the purposes of the Environmental Assessment, the following timescales have been assumed, which represent a precautionary approach (and therefore a worst-case scenario) by assuming a single continuous phase of site enabling works.

2.6 The Development stage is expected to take approximately 6.5 years, commencing with an initial enabling works phase. The delivery of the units will be phased across the 6.5 years, alongside the other infrastructure works which are likely to be developed on a plot by plot basis. This will be dependent on market demand.



Indicative Masterplan, Six 56



Development Cells Parameters Plan

- 2.7 This assessment therefore considers primarily whether there are sites that are deliverable to meet the scale of needs accommodated within the comprehensive scheme. However, in leading to a conclusion on that matter, for robustness, we have considered the scope for disaggregation, based on the proposed ‘development cells’ at Six 56. The development cells and plot sizes identified in the Illustrative Masterplan were established through a review of market requirements undertaken by JLL and therefore reflect the land area required to develop out market facing logistics buildings. These ‘development cells’ are a key component of the outline planning application and they are therefore established and controlled through the use of “parameters plan”. This approach does not take into account the need (and hence site area) for wider site infrastructure requirements such as primary or secondary roads, utilities (beyond the plot boundary) or strategic landscaping. These are important components of any large scale logistics sites and needs to be factored into consideration of available and suitable plots for logistics buildings.

The Scope for Disaggregation

- 2.8 The Site is being promoted as a road-based logistics park which is characterised by larger floorplate employment units to meet the identified employment need. Large scale logistics park need to occupy strategic locations, that are in close proximity to the motorway network. Locating logistics operators in one location, also maximises opportunities for sustainable modes of transport. There are a range of plot sizes proposed, including one development cell (Zone A) which is smaller in scale, however this has been included in the Assessment to make best use of the residual land. Therefore, whilst we identify these smaller cells as being the guide for the threshold for this Assessment, it is material that the smallest cells form a more limited component of a scheme which is more characterised by larger building plots. If therefore, the smaller cells could be accommodated elsewhere (outside of the Green Belt), this would not address the need to deliver the larger building plots which is the main focus of this application proposal.

Zone	Area Ha	Number of Units / Proposed Floorspace
A	2.33	Max: 13,935m ² (150,000ft ²) Ranging from 1-3 units

B	32.51	Max 157,935m ² (1,700,000ft ²) Ranging from 1 – 6 units
C	5.47	Max 29,729m ² (320,000ft ²) 1 unit
D	24.43	Max. 123,561m ² (1,330,000ft ²) Ranging from 1 – 3 units
Site Boundary	97.18 Ha	Total Developable Area: 64.74ha

Figure 1 Schedule of Development Cells and Disposition of Uses

- 2.9 The smallest development cell is Plot A with an area of 2.33 Ha. The indicative layout identifies a unit of 8,918.70m² on this plot. The dimensions of this cell have in part been governed by the constraints of the site in this location. A constraints exercise has also identified a range of other parameters which restrict the developable area. It should be noted that the indicative layout identifies units of c.93,026.10m² and 79,339.16m² on plots 4 (Zone B) & Plot 2 (Zone D) respectively with a maximum height to underside of haunch of 40m (43.5m to ridge). In assessing potential alternative sites, these “parameters” will be considered. These plots are within the site and well away from boundaries and hence sensitive uses. This potential for separation from sensitive uses is a material factor for consideration.

Criteria

- 2.10 The Applicant has identified certain criteria / parameters in establishing an area of search for large scale employment development. These criteria / parameters are based on an approach and methodology agreed with the neighbouring authority, St Helens for an Alternative Sites Assessment undertaken for the planning application at Parkside, Newton Le Willows.
- 2.11 This included:
- Minimum site size of 5 Ha (this reflects the smallest zone (Zone C) identified on the proposed masterplan (this is also supported by the findings of the Council’s EDNA)
 - Drivetime to motorway junction of 10 minutes or less
 - HGV access into site possible
 - Access to/from the primary and strategic road network
 - Public Transport access

- Separation from adjacent sensitive uses

2.12 The application Alternative Sites Assessment will therefore consider sites identified within the EDNA and Development Option Regulation 18 Consultation Document of over 5 Ha. For robustness, it also considers sites of between 2.33 and 5ha or more to identify whether there is any deliverable opportunity to accommodate the smallest component of the application proposal on land outside of the Green Belt.

Area of Study

2.13 There is a need to define an area of search for potential alternative sites. Given that the proposed development of Six 56 is being promoted in the context of meeting the needs of Warrington, the first parameter is that only sites within Warrington are considered. It is noted that in recent planning applications, for instance at Florida Farm (St Helens), representations were made to suggest that Green Belt sites should be retained as such, and that there was plenty of available space in neighbouring boroughs. We do not support this approach and it has been proven through those applications in St Helens (supported by the Secretary of State decisions) and through the St Helens Council's own evidence base (submitted with these applications), that developing employment sites in other authority areas does not have the same socio-economic benefit as it would do if located within the authority boundary. An obvious example of this, relates to the retention of business rates and provision of employment opportunities close to those areas of the borough in most need, as well as having greater control over providing skills and training opportunities. It is however worth noting that St Helens and the Greater Manchester Authorities are also having to release land from the Green Belt to meet their own employment needs and the recently released Warrington Local Plan "Proposed Submission Version Local Plan" confirms a need for 361.74ha of new employment land of which some 215.14ha is required to come from the Green Belt. This confirms the need for significant Green Belt release for employment uses within the sub area and specifically within the Borough of Warrington.

2.14 Developing outside of the Authority will also affect travel to work patterns and not directly serve those areas of Warrington that are in greatest need. A large proportion of Warrington is Green Belt land which has not been reviewed for nearly 40 years in any strategic terms through the Local Plan process. It has been established in the Proposed Submission Version Local Plan that there is a need to release Green Belt land to meet those development needs.

National guidance is clear that where Green Belt is to be changed, then this must be undertaken with a long-term view of development needs, not a short term 'fix'.

Consideration of Potential Sites

- 2.15 In reviewing the potential for alternative sites, consideration has been given to any allocated employment sites remaining in the adopted Core Strategy that are over 2.3 ha in area and could accommodate a unit of 8,918.7m².
- 2.16 Sites with permission for employment development and built out with unoccupied units and sites that have been promoted and are identified in the emerging Local Plan are also considered.
- 2.17 A number of existing employment sites identified in both the adopted Core Strategy and referenced as available in the EDNA (2016) have been considered and discounted. The following commentary outlines the reasons these were discarded and discounted.
- 2.18 The EDN Study (2016) states that there is 23,843m² available floorspace at Woolston Grange, and half of this available floorspace comprises one single building of 11,427m². Whilst this could potentially accommodate the smallest potential unit on the Six 56 site at Plot 7 (Zone A) which is proposed to be 8,918.70m², it would not be sufficient to accommodate any other unit within the proposed masterplan which ranges from 20,503.69m² to 93,026.10m². Furthermore, the EDNA (2016) states that there are no other properties in excess of this (as of 2016), currently available in Warrington. The second largest unit available anywhere in Warrington is 5304m² at Melbury Court, Birchwood. This puts in perspective the available space to accommodate the units proposed as part of Six 56.
- 2.19 The EDNA (2016) states that the Forrest Way Business Park, Forrest Way, (EDNA site ref: 309) which is 7.50 ha in size could accommodate a 9,477m² B8 warehouse (over 3.75ha). This could therefore accommodate the smallest potential unit on the Six 56 site at Plot 7 (Zone A). However, the EDNA states that it has previously been agreed that no unit on the site would exceed 4,645m², therefore this site has been discounted.
- 2.20 The EDNA (2016) references Gemini 16, Westbrook (Site ref: 36c) as part of an allocated employment site (7.60 ha) (Core Strategy Policy PVI) with consent for B1, B2, B8 uses. However, the western portion of the site which is 5.4 ha in size is now approved for housing,

leaving only 2.2 ha available for employment use. This reduces the available employment land below the 2.3 ha threshold, therefore this site has been discounted.

- 2.21 The EDNA (2016) references Gemini 8, Charon Way, Westbrook (Site ref: 356) as part of an allocated employment site (5.21 ha) (Core Strategy Policy PVI) with consent for B1, B2, B8 C1, A3/A4 uses. This includes space for 3.18 ha of B1, B2, B8 uses. However the EDNA goes onto identify that the remaining land is being marketed for design and build developments of 929-18,581 sqm. Therefore it could accommodate the smallest potential unit on the Six 56 site at Plot 7 (Zone A) which is proposed to be 8,918.70m², but it would be insufficient to accommodate any other unit within the proposed masterplan which ranges from 20,503.69m² to 93,026.10m².

- 2.22 The Quadrant (South), Birchwood Park (EDNA site ref: 367) forms part of an allocated employment site (3.64 ha) (Core Strategy Policy PVI) with consent for B1, B2, B8 uses. A number of units are now built out and let, leaving only 1.87 ha undeveloped. This reduces the available employment land below the 2.3 ha threshold, therefore this site has been discounted.

- 2.23 Lingley Mere Phase 3 is referenced in the EDNA (site ref: 15Ac) at 3.62 ha. This forms part of the Omega and Lingley Mere policy allocation (CS8), with outline consent for employment development comprising 13,000m² B8 space. The commentary states this could support a 9,290m² B8 unit and could accommodate the smallest potential unit on the Six 56 site at Plot 7 (Zone A) which is proposed to be 8,918.70m², it would not be sufficient to accommodate any other unit within the proposed masterplan which ranges from 20,503.69m² to 93,026.10m².

- 2.24 Lingley Mere Phase 2 referenced in the EDNA as ref: 15 A(g) comprises a site of 9.37 ha and is allocated for employment use as part of the Omega and Lingley Mere policy allocation (CS8) and has permission for B1 office space. It now has planning permission for 275 dwellings, therefore this site has been discounted.

- 2.25 Omega Phase 3 (remaining plots) (51.36 ha) allocated for employment use under Core Strategy policy allocation (CS8) is now proposed for housing led development and has permission for 1100 dwellings, A1-A5, C1, C2 and D1 uses. On this basis, this site has been discounted.

- 2.26 All other employment sites with available B8 floorspace are smaller than the agreed threshold of 2.3 ha and therefore they have been discounted.
- 2.27 The Assessment takes a series of stages. **Stage 1** is to establish whether the identified sites meet the minimum requirements for logistics development, namely proximity to the motorway network, good access to this via A roads, public transport connectivity and ability to mitigate for sensitive uses where these are present.
- 2.28 **Stage 2** then considers a range of additional factors to establish the suitability of development such as site shape and proximity to workforce.
- 2.29 **Stage 3** then assesses the remaining sites and considers the approach taken by the Local Plan and Green Belt Assessment in 2016 and 2017 and recent planning applications where the Secretary of State has supported the approach.

Stage 1 Site Assessment

- 2.30 At Stage 1 the sites are assessed based on the minimum site requirements as set out in the criteria in 2.11 and scored using a traffic light system:

Site Requirement	Reasoning/ Comments	Indicator	Score
Motorway Access	There is a need for Motorway access to be within 2.5km	Site is within 2.5km and is well connected to M/Way by A roads	√
		Site is within 2.5km but less well connected to M/Way	√/X
		Site is >2.5km from M/Way	X
'A' Road Access	There is a need for the site to have good access to 'A' roads with decent linkage to the Motorway Network	Site is located on key A road	√
		Site is located on secondary A road network	√/X
		Site is located off the A road network	X
		Regular bus route at site entrance	√

Public Transport	There is a need for decent access to the site by public transport	Regular bus route in easy walking distance from site entrance (<400m) or irregular service	√/X
		Poor Bus route and/ or route >400m distance	X
Separation (sensitive uses)	There is a need for sufficient space within a site to allow for decent buffering/ mitigation and separation from sensitive uses	No adjacent sensitive uses or space for buffering/ mitigation	√
		Adjacent to sensitive uses but mitigation potential not optimal	√/X
		Adjacent to sensitive uses and no prospect of mitigation	X

Stage 2 Site Suitability Assessment

- 2.31 The second stage of assessment considers the suitability of the remaining sites. It assesses the sites in terms of potential constraints such as shape, proximity to settlement and topography.

Site Requirement	Reasoning/ Comments	Indicator	Score
Shape	A regular site shape to fit a regular shaped rectangular logistics building. Shape as a constraint is most relevant to a smaller scale of sites.	Regular shaped site	√
		Regular shaped site with certain anomalies	√/X
		Irregularly shaped site	X
Proximity to Settlement	There is a need for proximity to a settlement to ensure access for a local workforce	Site is part of or adjacent to a key settlement	√
		Site is located <1 km from a key settlement	√/X
		Site is located >1 km from a key settlement	X
Topography	There is a need for sufficient space to create development platforms for development. A varied topography is not necessarily a preclusion to development, it is the ability	Site can provide sufficient space for development platforms to accommodate large floorplate units	√
		Site can accommodate large floorplate units but not ideal	√/X

	to create those platforms that is most important to delivery	Site is unable to create appropriate development platforms due to topography	X
Flood Risk	Sites should avoid areas of flood risk in line with Policy.	Flood Zone I	√
		Some parts of the site at risk of flooding	√/X
		Site delivery significantly affected by flood risk	X

Stage 3 Green Belt Assessment

- 2.32 The third stage of Assessment considers the sites against the “purposes” of Green Belt. Should any sites that are not in Green Belt be identified at this stage, then clearly, they would effectively meet all of the “purposes”.

Site Requirement	Reasoning/ Comments	Indicator	Score
Purpose 1	To check unrestricted sprawl of large built up areas.	Site is well contained	√
		Site is well related to the urban area and partially contained	√/X
		Site is not contained/ separate from the urban area	X
Purpose 2	To prevent neighbouring towns from merging into one another.	Site would not lead to merging of towns (physically/ perceptively)	√
		Site will not physically merge towns, but perceptively may reduce a strategic gap affecting character	√/X
		Sites would bring towns close together reducing a strategic gap to significantly affect character	X
Purpose 3	To assist in safeguarding the countryside from encroachment.	The development would not mean a spread of development into countryside	√

		The development would extend the urban area into countryside but there are certain mitigating factors such as surrounding urban areas	√/X
		The development would mean encroachment into the countryside as an extension of the urban area	X
Purpose 4	To preserve the setting and special character of historic towns.	Warrington is a historic town however, if the site is not within 250m of any of the Town Centre Conservation Areas or does not cross an important viewpoint of the Parish Church, then Purpose 4 does not apply and sites will comply.	√
			√/X
			X
Purpose 5	To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	Development involves recycling of derelict and other urban land	√/X
		Development involves some recycling of derelict and other urban land	X
		Development involves no recycling of derelict and other urban land	X

3. Assessment

Identification of Sites

- 3.1. In line with the above methodology, a total of 9 sites have been identified. Whilst consideration has been made to the smallest development cell in the indicative layout, only one site has been identified that is less than the minimum site threshold of 5 ha identified in the Council's studies. A plan of these sites can be viewed at Annex A to this study. The sites are:

Site Ref	Site Address	Size (Ha)
1.	Omega North Extension. Call for Sites Ref: R18/066	13.5 ha
2.	Burtonwood Brewery & White House Farm Call for Sites Ref: R18/080	4.22 ha
3.	Port Warrington. Call for Sites Ref: R18/133 & Core Strategy Policy Ref CS11 Strategic Opportunity	74.19 ha
4.	Land North of Barley Castle Lane, Appleton (Stobart's proposed NDC site)	15.3 ha
5.	Land at Barley Castle Farm. Call for Sites Ref: R18/148 (8.69 ha) Land at E end of Barleycastle Lane (North Parcel). Call for Sites Ref: R16/150 (6.4 ha) Land at E end of Barleycastle Lane (South Parcel). Call for Sites Ref: R16/151 (4.55 ha) *These sites are considered as one consistent with the emerging Local Plan	19.64 ha
6.	Land South of Barley Castle Lane. Call for Sites Ref: R18/147 (9.47 ha) Land at Barley Castle Lane. Call for Sites Ref: R18/043 (0.5 ha) *These sites are considered as one consistent with the emerging Local Plan	9.97 ha
7.	Omega South Plot 7E (Mount Park) / Omega South Plot 7F (Mount Park) Comprising: Unit 2 Coming Soon 136,963 ft ² (completed Dec 2018) Unit 3 Coming Soon 90,771 ft ² (completed Dec 2018) Unit 4 Coming Soon 183,669 ft ² (to be completed by Feb 2019)	18.27 ha 136,963 ft ² 90,771 ft ² 183,669 ft ²
8.	Omega South Zone 1B	17.99 ha
9.	Fiddlers Ferry Power Station *includes main power station, ash lagoons, rail sidings, pump house and agricultural land	330 ha
10.	Six 56, Warrington (the Application Site)	96 ha

Stage 1: Assessment Against Minimum Site Requirements

- 3.2 The sites have been assessed against the minimum site requirements as set out in the EDNA and scored using a traffic light system. We have removed the HGV Access test as this does not assist the assessment as it is a prerequisite and most sites identified have existing or potential for access. Access to the main roads and motorways is the more important test:

Site Address		M/Way Access	Trunk Road Access	Public Transport	Separation (Sensitive Uses)	Overall Score
1	Omega North Extension					
2	Burtonwood Brewery & White House Farm					
3	Port Warrington					
4	Land North of Barley Castle Lane, Appleton					
5	Land South of Barley Castle Farm.					
6	Land South of Barley Castle Lane					
7	Omega South					
8	Omega South Zone 1B					
9	Fiddlers Ferry Power Station					
10	Six 56 Warrington					

3.3 The first stage of assessment has identified a number of sites to be taken to Stage 2. The sites that were filtered out our predominantly ones that have access issues for operators. However, it is considered on balance that there would be a sufficient quantum of development on the larger sites to be able to mitigate any existing shortfalls of public transport provision. Equally, highway improvements can be undertaken to short stretches of connector roads to facilitate vehicle access on to the Strategic Highway Network. However, given that the proposal is for a road-based logistics development, the distance from the motorway cannot be mitigated and therefore those sites that scored very poorly on this criterion have been discounted for the purposes of this assessment. As such Burtonwood and Fiddlers Ferry have been discounted because they are remote from the motorway and accessing them would require heavy good vehicles passing directly through residential neighbourhoods which is not desirable. Finally, any sites where it is considered that suitable mitigation cannot be implemented to reduce the impact on residential amenity have also not been taken forward into assessment 2.

3.4 Fiddlers Ferry has been discounted in the first stage of the assessment because of its remoteness from the motorway network. Furthermore, the Submission Draft Local Plan acknowledges that there is significant uncertainties over the timing of the decommissioning of Fiddlers Ferry Power Station and recognises the requirement for extensive site remediation of the site. For these reasons, it is considered that the power station is not reasonably available to accommodate the Proposed Development to meet the existing acute need for employment land within the Borough.

3.5 The remaining sites are:

Site	Site Address
1	Omega North
4	Land North of Barley Castle Lane
5	Land South of Barley Castle Farm.
6	Land South of Barley Castle Lane
7	Omega South
8	Omega South Zone 1B
10	Six 56 Warrington

Stage 2: Suitability Assessment

3.6 The sites have been considered against the criteria identified in Stage 2 and scored as follows:

	Site Address	Shape	Proximity to Settlement	Topography	Flood Risk	Score
1	Omega North					
4	Land North of Barley Castle Lane					
5	Land South of Barley Castle Farm.					
6	Land South of Barley Castle Lane					
7	Omega South					
8	Omega South Zone 1B					
10	Six 56 Warrington					

3.7. None of the sites have been excluded. The proximity of the sites to the existing key settlement is not considered to be strong enough as a single issue to exclude a site as public transport improvements can be made to support sustainable transport. This is particularly relevant for Sites 4 and 10 because of the Council's proposals to deliver 7,400 new homes in the proposed Garden Suburb.

3.8. The remaining sites to progress to Stage 3 of the assessment are:

Site	Site Address
1	Omega North
4	Land North of Barley Castle Lane
5	Land South of Barley Castle Farm.
6	Land South of Barley Castle Lane
7	Omega South
8	Omega South Zone 1B
10	Six 56 Warrington

Stage 3: Assessment Against Green Belt Purposes

3.9. The sites have been considered against the criteria identified in Stage 3 of the methodology and scored as follows:

Site Address		Green Belt Purpose					Score
		1	2	3	4	5	
1	Omega North						
4	Land at Barley Castle Lane						
5	Land South of Barley Castle Farm.						
6	Land South of Barley Castle Lane						
7	Omega South						N/A
8	Omega South Zone 1B						N/A
10	Six 56 Warrington						

- 3.10 The results of Stage 3 indicate that of the seven sites that were taken through to this stage, all of them scored sufficiently to be taken forward to a further level of scrutiny (all scored amber or neutral). It is therefore considered worthwhile considering these sites in more detail against the guidance in national policy and Warrington's EDNA (2016). The Framework states that (planning) decisions should help create the conditions in which businesses can invest, expand and adapt and goes on to say significant weight should be placed on the need to support economic growth and productivity, taking into account of local business needs and wider opportunities for development (para 80). Importantly paragraph 82 is explicit that planning decisions should *"recognise and address the specific locational requirements of different sectors which includes... storage and distribution operations at a variety of scales and in suitably accessible locations."*
- 3.11 The EDNA recognizes that the logistics sector in Warrington is 100% road related and therefore *"immediate motorway access is essential"* for any site looking to replicate the success of Omega and compete with other emerging motorway linked schemes elsewhere in the North West.
- 3.12 Sites 4, 5 and 6 (Barley Castle) do not benefit from immediate access to the motorway and therefore would be considered a secondary location in this respect. However these sites can be accessed from the motorway network without the need for vehicles to pass through any built-up residential areas. Therefore, it is considered that the issue of lack of direct access to the motorway could be mitigated by improving the local highway network, especially as part of the comprehensive Garden Suburb proposal. Nevertheless, Site 4 is currently subject to a planning appeal for the creation of a National Distribution Centre for a specific end user (Eddie Stobart) and therefore it is not considered to be readily available. In addition, none of these sites individually would be able to accommodate the full amount of employment development proposed for the Six 56 site.
- 3.13 The EDNA states that based on the future strategic take up, reflecting recent development at Omega, it is expected that there will be an ongoing requirement for large regional and national production/distribution facilities wanting sites of between 5 and 10 ha in size (or larger) to accommodate single 'big shed' properties. However, it goes on to state that the Asda development at Omega South took up 43 ha of land (gross) which is likely to represent the largest single development strategic site that Warrington will need to accommodate. The assessment stresses that *"individual strategic sites will therefore have to be at least this size, and*

ideally larger, to ensure they can meet all plausible requirements.”Site 1 ‘Omega North Extension’ due to its shape and configuration would be unlikely to be able to accommodate a unit of 10 ha or more and therefore would not meet the requirements of the logistics sector in this respect. Equally, none of the Omega sites (Sites 1, 7 and 8) would be able to accommodate the needs of the very largest logistics operators (43 ha plus) and therefore they would not meet all the feasible requirements within the market in accordance with the stipulations of the EDNA.

- 3.14 The EDNA states that *“locations on the M62, which link to the existing critical mass of Omega would be desirable for new strategic sites. However, it is accepted that there is limited capacity for a further site of the scale required in this area, particularly south of the M62”*. However it recognised that *“stakeholders showed strong support for the provision of a new strategic site(s) along the M56 Corridor... the advantages were felt to include a greater body of potentially available land; links to the crucial Manchester-North Wales Corridor; the ability to build on the existing logistics base of Barleycastle Trading Estate/Stretton Green Distribution Park and the ability to provide greater employment opportunities in the south of the Borough”*. Therefore, it is evident that there would be significant benefits in bringing forward the Six 56 Site which would be unrealised by bringing forward the 3 sites at Omega. There is a clear market demand for a logistics site to the south of Warrington to serve the M56 and M6 motorways which is evidenced within the Council’s EDNA and JLL’s Marketing Report. The creation of the Six 56 Development would ensure that there is choice and competition in the employment land market within the Borough.
- 3.15 It is important to note that the Omega sites have already been accounted for in the employment land supply set out the emerging Local Plan. Therefore, their development would not reduce the amount of land that is scheduled to be removed from the Green Belt to meet the employment land requirement and would not lessen the need for the Garden Suburb Employment Area. The study has considered the scope for disaggregation through identifying a smaller range of sites. It has been demonstrated that there are no suitable sites. This is confirmed by the economic evidence base for the emerging Local Plan and in recent planning applications (Eddie Stobart Planning Committee Report). The position is clear that there is a need to go into Green Belt to deliver large employment units to meet the need.
- 3.16 In conclusion, it is considered that there are significant benefits as outlined above in bringing forward the Six 56 site in comparison to other sites considered in this assessment. The Six 56 site is the only one which meet all the requirements of the Council’s EDNA in terms of

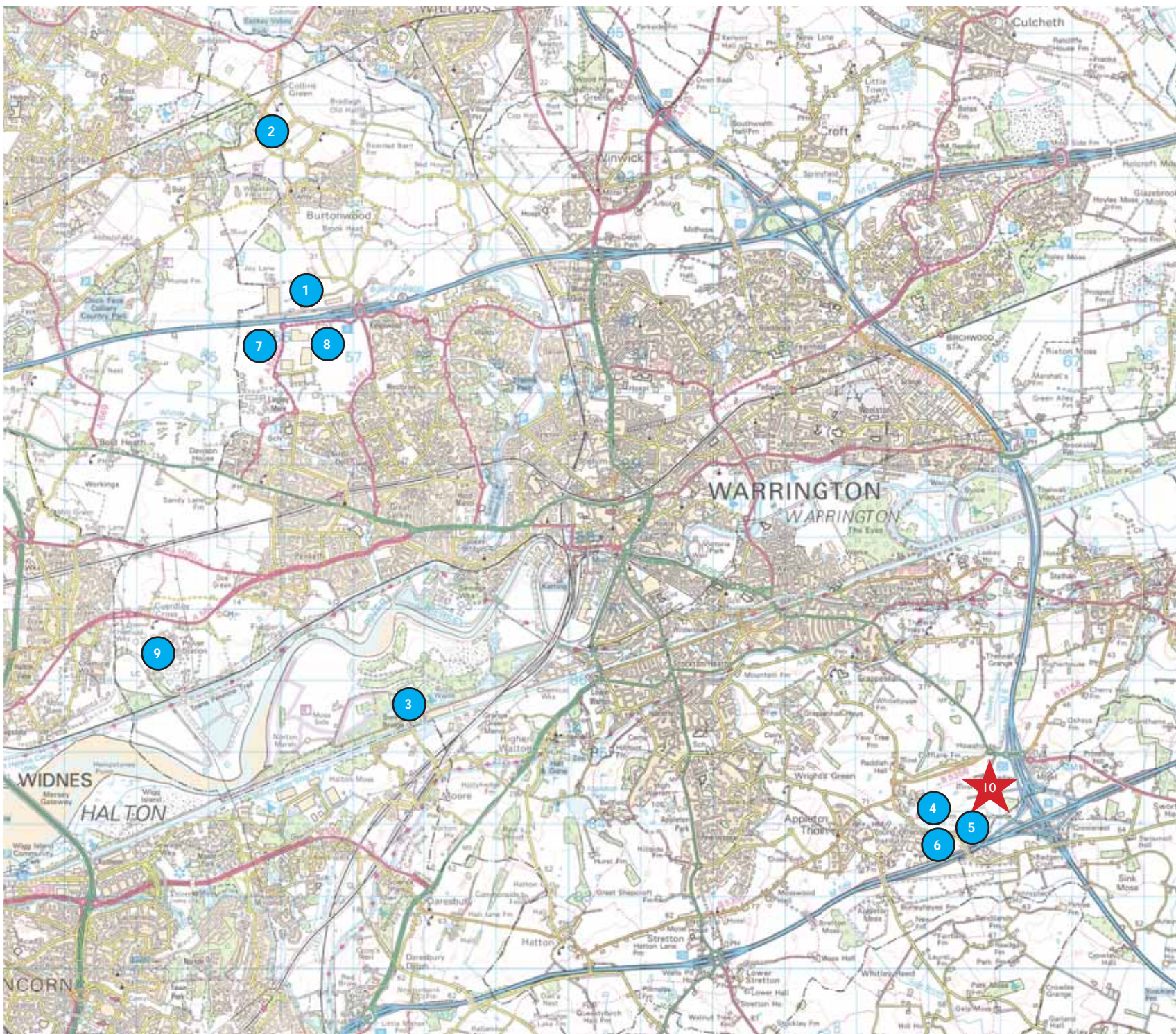
direct access on to the motorway network, meeting the demand for a new strategic site along the M58, and being able to accommodate the full range of employment requirements within the borough.

- 3.17 Nevertheless, the Submission Draft Local Plan makes clear it will be necessary to bring forward all the sites considered within the third part of the assessment to meet the employment land requirement within the borough over the plan period.

4. Conclusions

- 4.1 In conclusion, this Alternative Sites Assessment has considered whether development that is being proposed at the Six 56 sites could not be accommodated on a more suitable site either within or outside of the Green Belt. The assessment has concluded that there are no sites that are suitable for either the development as a whole, or indeed its component parts (scope for disaggregation).
- 4.2 It should be noted that no other site will deliver the regenerative benefits at Six 56.
- 4.3 The Site meets with the locational and site requirements for logistics operators. These locational characteristics and site requirements cannot currently be fully met at any other location within the Borough. The site is a flat and expansive with no topographic constraints. It is accessible to the supporting supply chain and it will be close to an established employment area and an area of population growth, given it forms part of a Garden Suburb in which up to 7000 additional houses are now proposed. All these attributes are key drivers for logistics operators when making decisions on locations for new employment space. It is logical therefore for employment land to be allocated in this location which is attractive to the employment market and will continue the success in the Borough provided by Omega.
- 4.4 Delivery of high quality logistics floorspace on this site will act as a catalyst for urban regeneration and will aid delivery of the wider Garden Suburb, creating a well-balanced community by generating significant long term employment. The Application Proposals will help to support the regeneration of these neighbourhoods, providing a range of accessible jobs and working with organisations such as Warrington & Co., will help to ensure that the uptake of employment by economically inactive residents can be optimised.
- 4.5 The delivery of the Site will bring direct and indirect employment opportunities, in the short-term for construction and, as the Site is developed, longer-term employment opportunities. In turn the Proposals will also lead to in-ward investment and confidence in the market, bringing about further investment and development opportunities. This is all of direct benefit to the Borough and its regeneration.

Appendix I – Plan of Identified Sites



KEY

1. Omega North Extension
2. Burtonwood Brewery & White House Farm
3. Port Warrington
4. Land North of Barley Castle Lane
5. Land at Barley Castle Lane
6. Land South of Barley Castle Lane
7. Omega South Plot 7E / 7 F
8. Omega South Zone 1B
9. Fiddlers Ferry Power Station
10. Six 56 (The Application Site)

ALTERNATIVE SITES ASSESSMENT PLAN

Appendix I Key:

Site Ref	Site Address	Size (Ha)
1	Omega North Extension	13.5
2	Burtonwood Brewery & White House Farm	4.22
3	Port Warrington	74.19
4	Land at Barley Castle Lane, Appleton	15.3
5	Land South of Barley Castle Farm (including land at the east end of Barleycastle Lane)	19.64
6	Land South of Barley Castle Lane	9.97
7	Omega South	18.27
8	Omega South Zone 1B	17.99
9	Fiddlers Ferry Station	330
10	Six 56, Warrington	97

Appendix 2 – Individual Site Assessments

Site Ref.	Address/ Site Description	Site Size
I	Omega North Ref: R18/066	13.5
Stage 1 Considerations		Score
Motorway Access	Site is located less than 1 km from Junction 8 of the M62, but it is not connected to the M/Way by an A Road	X/N
Trunk Road Access	Site is located slightly off an A Road	X/N
Public Transport	Bus routes at site entrance	✓
Separation (Sensitive Uses)	There is a residential property on the northern boundary. The impact could be mitigated, but it reduces the scope of the site to accommodate the larger units.	X/N
Stage 2 Considerations		
Shape	Regular shape, but could be difficult to accommodate the largest Big Box sheds i.e. 10 ha plus.	X/N
Proximity to Key Settlement	To the north of Warrington (within 1km)	X/N
Topography	Relatively flat	✓
Flood Risk	Flood Zone 1	✓
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	The site is on the edge of Omega with existing units on the southern and western boundaries. The northern boundary is defined by Burtonwood Road and Joy Lane.	✓
To prevent neighbouring towns merging into one another;	Omega is located away from the main urban and it would maintain a strategic gap with Burtonwood and therefore it will not lead to coalescence of towns	✓
To assist in safeguarding the countryside from encroachment;	The site would lead to encroachment into the countryside, but the level of encroachment would not be significant	X/N
To preserve the setting and special character of historic towns	The site is not within 250m of the Town Centre and does not impact on any viewpoints of the Parish Church	✓
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The site is greenfield with no built form.	X
Other Site Considerations		
Land Use/ Neighbouring uses	Open countryside with neighbouring industrial and logistics uses	
Market Planning Policy	The site is located on the edge of the existing Omega site where there is a proven demand. However due to the shape of the site it would not be able to accommodate the larger industrial and logistic Big Box units (10 ha plus).	
Summary/ Comments		
<p>The Site is located close to the built-up area and on the edge of an established employment area. Nevertheless, it scores poorly because it is not connected to the Motorway by an A1. Its size and shape would make it difficult to accommodate the larger industrial and logistic Big Box units (10 ha plus). The promotional masterplan submitted with the call for sites representations shows that the site could accommodate two units of approximately 274,400 sq. ft. and 211,000 sq. ft., which is below the majority of the unit sizes on Six56.</p>		

Site Ref.	Address/ Site Description	Site Size
2	Burtonwood Brewery & White House Farm	4.22
Stage 1 Considerations		Score
Motorway Access	The M62 M/Way is approximately 3km from the site.	X
Trunk Road Access	Not connected to them M/Way by A Roads	X
Public Transport	Bus routes nearby on Broad Lane	√
Separation (Sensitive Uses)	A number of residential properties nearby and the size of the site limits the scope for mitigation	X
Stage 2 Considerations		
Shape	The site is relatively long and thin which limits its attractiveness for the larger logistics operators.	X/√
Proximity to Key Settlement	The site is remote from any key settlement (approximately 1.5 km from St Helens)	X
Topography	Relatively flat	√
Flood Risk	Flood Zone 1	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	The site is an outlier to the settlement and partially contained.	X
To prevent neighbouring towns merging into one another;	The site is located within a strategic gap between Burtonwood and Ashton Green/St Helens and would alter the character of countryside in this location.	X
To assist in safeguarding the countryside from encroachment;	The site is partially developed, but the proposal would represent an encroachment within to the countryside	X/√
To preserve the setting and special character of historic towns	The proposal is remote from Warrington Town Centre and would have no impact any important viewpoints of the Parish Church	√
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The site comprises of a mix of greenfield and brownfield land	X/√
Other Site Considerations		
Land Use/ Neighbouring uses	Industrial, residential, agriculture/forestry.	
Market	The site is remote from any significant population centre and from the strategic road network. Its shape and proximity to residential properties also makes it unattractive to logistics operators.	
Summary/ Comments		
Site is too peripheral from the Motorway network to be suitable or attractive to the market for large primary employment development.		

Site Ref.	Address/ Site Description	Site Size
3	Port Warrington	74.19
Stage 1 Considerations		Score
Motorway Access	6 km to M56 M/way and 13km to M62 M/way	X
Trunk Road Access	The site is located off the A Road Network	X
Public Transport	Nearest bus stops on Runcorn Road, which are 1.5km from the site	X
Separation (Sensitive Uses)	Site is away from sensitive uses and where these are present mitigation could be introduced due to site size	√
Stage 2 Considerations		
Shape	Regular shape	X
Proximity to Key Settlement	To the east of Runcorn (5km) and west of Warrington (4km)	X
Topography	Relatively flat	√
Flood Risk	Predominately within Flood Zone 1 with a proportion within FZ2 and 3	X/√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	The site is not well contained and is separate from the urban area	X
To prevent neighbouring towns merging into one another;	The site would not merge Warrington and Runcorn, but would reduce the strategic gap between the two settlements	X/√
To assist in safeguarding the countryside from encroachment;	The site would not lead to a significant encroachment into the countryside	X
To preserve the setting and special character of historic towns	The site is more than 250 m from Warrington Town Centre and would not impact on any viewpoints of the Parish Church.	X
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The site is predominately greenfield, but does involve the redevelopment an area of brownfield land	X/√
Other Site Considerations		
Land Use/ Neighbouring uses	Agriculture, Nature Reserve, sewerage works and caravan park	
Market	The site is remote from the strategic highway network and therefore would not be attractive for large logistic operators.	
Summary/ Comments		
The site is remote from the strategic highway network and therefore is not currently suitable for large logistic operators who require convenient access on to the M/way. The site has also been allocated in the Core Strategy to become a multi modal port facility utilising the ship canal with an opportunity for rail freight. Therefore, the utilisation of the site for road-based logistics would be contrary to the Core Strategy and would potentially lead to the loss of the opportunity to create a multi modal port facility within the Borough.		

Site Ref.	Address/ Site Description	Site Size
4	Land North of Barley Castle, Appleton	15.3
Stage 1 Considerations		Score
Motorway Access	M56 is less than 2.5km from the M6. Access not direct by A road	X/√
Trunk Road Access	Site is located away from the A road network but with broad connectivity	X/√
Public Transport	The nearest bus stops are on Grappenhall Lane, which are more than 400 metres from the site	X
Separation (Sensitive Uses)	The site borders on to Booth Farm, which contains a Grade II listed farmhouse. However, the site is large enough to accommodate mitigation.	√
Stage 2 Considerations		
Shape	Fairly regular	√
Proximity to Key Settlement	The site is more than 1 km to the south and east of Warrington	X
Topography	Relatively flat	√
Flood Risk	Flood Zone 1	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	The site borders directly onto the Trading Estate and is partially contained by established field boundaries and Bradley Brook	X/√
To prevent neighbouring towns merging into one another;	The site would not lead to merging of towns	√
To assist in safeguarding the countryside from encroachment;	The site would lead to encroachment, but it would be perceived as a rounding off of the Trading Estate	X/√
To preserve the setting and special character of historic towns	The site is more than 250 m from Warrington Town Centre and would not impact on any viewpoints of the Parish Church.	√
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The site is entirely greenfield	X
Other Site Considerations		
Land Use/ Neighbouring uses	Agricultural with a small number of residential uses,	
Market	The site is located on the edge of an established and successful trading estate and therefore is considered to be attractive to logistics operators, subject to appropriate highway works.	
Summary/ Comments		
The site is one the edge of an established and successful Trading Estate. However, it is not linked on to the strategic road network and is away from any key settlements. The site is also too small to accommodate the whole of the Six 56 scheme.		

Site Ref.	Address/ Site Description	Site Size
5	Land at Barley Castle Farm (including two parcels at east end of Barley Castle Lane)	19.64
Stage 1 Considerations		Score
Motorway Access	M56 is approx. 2.9km from the M6. Access not direct by A road	X
Trunk Road Access	Site is located away from the A road network, but with broad connectivity	X/√
Public Transport	The nearest bus stops are on Grappenhall Lane, which are more than 400 metres from the site.	X
Separation (Sensitive Uses)	There are a number of residential properties within or in close proximity to the site. Two of these properties are listed. However, there are opportunities to mitigate the potential impact.	X/√
Stage 2 Considerations		
Shape	Fairly regular	√
Proximity to Key Settlement	The site is approximately 2.5km to the south and east of Warrington	X
Topography	Relatively flat	√
Flood Risk	Flood Zone I	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	The site is not contained and is separate from the urban area	X
To prevent neighbouring towns merging into one another;	The site would not lead to merging of towns	√
To assist in safeguarding the countryside from encroachment;	The site would lead to encroachment into the countryside	X
To preserve the setting and special character of historic towns	The site is more than 250 m from Warrington Town Centre and would not impact on any viewpoints of the Parish Church.	√
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The site is entirely greenfield	X
Other Site Considerations		
Land Use/ Neighbouring uses	Agricultural with a small number of residential uses	
Market	The site is located close to an established and successful trading estate and therefore is considered to be attractive to logistics operators, subject to appropriate highway works.	
Summary/ Comments		
The site is close to an established and successful Trading Estate. However, it is not linked on to the strategic road network and is away from any key settlements. The site is also too small to accommodate the whole of the Six 56 scheme.		

Site Ref.	Address/ Site Description	Site Size
6	Land South of Barley Castle Lane	9.97
Stage 1 Considerations		Score
Motorway Access	M56 is approx. 2.9km from the M6. Access not direct by A road	x
Trunk Road Access	Site is located away from the A road network, but with broad connectivity	x/√
Public Transport	The nearest bus stops are on Grappenhall Lane, which are more than 400 metres from the site.	x
Separation (Sensitive Uses)	There is a residential property in the middle of the site, which limits the opportunities for mitigation on this relatively small site.	x/√
Stage 2 Considerations		
Shape	Fairly regular	√
Proximity to Key Settlement	The site is approximately 2.5km to the south and east of Warrington	x
Topography	Relatively flat	√
Flood Risk	Flood Zone I	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	The site is well contained and borders on the urban area	√
To prevent neighbouring towns merging into one another;	The site would not lead to merging of towns	√
To assist in safeguarding the countryside from encroachment;	The site would lead to encroachment into the countryside, but it can be mitigated,	x/√
To preserve the setting and special character of historic towns	The site is more than 250 m from Warrington Town Centre and would not impact on any viewpoints of the Parish Church.	√
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The site is entirely greenfield	x
Other Site Considerations		
Land Use/ Neighbouring uses	Industrial to the north and west and agriculture to the east	
Market	The site is located adjacent to an established and successful trading estate and therefore is considered to be attractive to logistics operators, subject to appropriate highway works.	
Summary/ Comments		
The site is adjacent to an established and successful Trading Estate. However, it is not linked on to the strategic road network and is away from any key settlements. The site is also too small to accommodate the whole of the Six 56 scheme		

Site Ref.	Address/ Site Description	Site Size
7	Omega South Plot 7E and 7F	18.27
Stage 1 Considerations		Score
Motorway Access	Less than 2.5km to M62 Junction	✓
Trunk Road Access	Estate road directly onto M/way junction	✓
Public Transport	Site is located close to a bus route	✓
Separation (Sensitive Uses)	Site is distant from any sensitive uses	✓
Stage 2 Considerations		
Shape	Regular size	✓
Proximity to Key Settlement	On the edge of Warrington (within 1 km)	X/✓
Topography	Relatively flat	✓
Flood Risk	Flood Zone 1	✓
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	N/A	N/A
To prevent neighbouring towns merging into one another;		
To assist in safeguarding the countryside from encroachment;		
To preserve the setting and special character of historic towns		
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		
Other Site Considerations		
Land Use/ Neighbouring uses	Industrial to the north and east and agricultural land to the west.	
Market	The site is within an established and successful logistics park with direct access on to the M62	
Summary/ Comments		
The site is within an established industrial and logistics park and benefits from direct access on to the M62. Omega Zone 7 is exclusively for manufacturing and logistics floorspace. The site is too small to accommodate the whole of the Six 56 proposals.		

Site Ref.	Address/ Site Description	Site Size
8	Omega South Zone 1B	18.27
Stage 1 Considerations		Score
Motorway Access	Less than 2.5km to M62 Junction	√
Trunk Road Access	Estate road directly onto M/way junction	√
Public Transport	Site is located close to a bus route	√
Separation (Sensitive Uses)	Site is next to proposed residential site and PROW runs through the site but there is potential for mitigation	√
Stage 2 Considerations		
Shape	The site is irregularly shaped, but is large enough to accommodate regular shaped logistic buildings	√
Proximity to Key Settlement	Proximity to Warrington (within 1 km)	X/√
Topography	Relatively flat	√
Flood Risk	Flood Zone 1	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	N/A	N/A
To prevent neighbouring towns merging into one another;		
To assist in safeguarding the countryside from encroachment;		
To preserve the setting and special character of historic towns		
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		
Other Site Considerations		
Land Use/ Neighbouring uses	Industrial, office (B1a) and residential	
Market	The site is within an established and successful logistics park with direct access on to the M62	
Summary/ Comments		
The site is within an established industrial and logistics park and benefits from direct access on to the M62. Omega Zone 7 is exclusively for manufacturing and logistics floorspace. The site is too small to accommodate the whole of the Six 56 proposals.		

Site Ref.	Address/ Site Description	Site Size
9	Fiddlers Ferry Power Station	330ha
Stage 1 Considerations		Score
Motorway Access	The Site is over 2.5km from the M62	X
Trunk Road Access	Site is located close to the A562	√
Public Transport	Bus routes nearby on Widnes Road	√
Separation (Sensitive Uses)	No adjacent sensitive uses	√
Stage 2 Considerations62		
Shape	Regular shape	√
Proximity to Key Settlement	The site is located within 1 km of a key settlement (Widnes)	X/√
Topography	Relatively flat	√
Flood Risk	Flood Zone 1	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	N/A	N/A
To prevent neighbouring towns merging into one another;		
To assist in safeguarding the countryside from encroachment;		
To preserve the setting and special character of historic towns		
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		
Other Site Considerations		
Land Use/ Neighbouring uses	Agricultural land, chemical works and residential development	
Market	Secondary location due to poor accessibility to the strategic highway network	
Summary/ Comments		
Fiddlers Ferry is an active power station. Therefore, it is currently not available for B8 logistics use. Furthermore, even when decommissioned there will extensive demolition and remediation necessary before the site is ready for employment/logistics uses.		

Site Ref.	Address/ Site Description	Site Size
10	Six 56, Warrington	97
Stage 1 Considerations		Score
Motorway Access	Close to Junction 20 of the M56 and M6 junction	√
Trunk Road Access	The site links on to the A50	√
Public Transport	Bus routes over 400m from the site	x
Separation (Sensitive Uses)	A number of residential properties and a scheduled monument are located within the site, but there is space for buffering and mitigation	√
Stage 2 Considerations		
Shape	Regular shaped site	√
Proximity to Key Settlement	The site is over 1 km from Warrington	x
Topography	Relatively flat land	√
Flood Risk	Flood Zone 1	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	Site borders on to the urban area and is reasonably well contained	x/√
To prevent neighbouring towns merging into one another;	The site does not fulfil a strategic green belt function and would not lead to merging of settlements.	√
To assist in safeguarding the countryside from encroachment;	The Development would lead to encroachment into the countryside, but the site has relatively strong boundaries in terms of roads, motorways and field boundaries.	x/√
To preserve the setting and special character of historic towns	The site is more than 250 m from Warrington Town Centre and would not impact on any viewpoints of the Parish Church.	√
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The site is predominately greenfield.	x
Other Site Considerations		
Land Use/ Neighbouring uses	Industrial to the west, the motorway (M6) to the east and agricultural land to the north and south.	
Market	The site is located within an area where there is high demand for logistic sites because of its proximity to the M6 and M56. As evidenced in the EDNA and JLL Marketing Report	
Summary/ Comments		
The site is located in the south of Warrington where there is significant pent-up demand and a shortage of available B8 premises to take advantage of the strategic location close to the M6 and M 56. The site has scored relatively poorly in respect to accessibility, but by their very nature logistics sites need to be located away from urban areas and close to the Strategic Highway Network.		

Appendix 3 – JLL Market Report

1st February 2019

Mr Gavin Winter
Spawforths
Junction 41 Business Court
Wakefield
WF3 2AB

Dear Mr Winter

Six 56 Warrington, - A site for Logistics and Distribution

Introduction

Many thanks for giving us the opportunity to provide an update on our thoughts and recommendations for the strategic land holding at Bradley Hall Farm, Cliff Lane, known as Six 56 Warrington in support of an outline planning application to Warrington Borough Council. This report is an update to our previous JLL report dated September 2017 and considers the current Warrington and North West logistics market and the ongoing merits of the site as a logistics location in both a local and regional context whilst considering the ongoing need for logistics supply due to sustained high levels of end user demand.

Executive Summary

- The North West 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 consequentially impacted on the availability of well-located and deliverable/unconstrained employment land.
- Since the early 2000s over 21.5m sq ft / 2 m sq m of industrial floorspace has been taken up in Warrington.
- Warrington is recognised as one of the key logistics distribution locations in the North West of England given its road connectivity and labour supply.
- Logistics end users 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.
- 2018 was one of the strongest years on record for logistics property take up with strong demand coming from all sectors namely e-commerce, manufacturers, pharmaceutical providers, 3rd party logistics operators and parcel distributors.

Warrington Market Overview

With unprecedented take up in 2015 and 2016 this impacted 2017 take up figures due to a shortage of floorspace available. 2018 has seen the return of new stock to the market which has been readily taken up. 2018 take up in Warrington totalled over 1m sq ft / 99,683 sq m. with notable deals including the following

- Royal Mail Group (346,000 sq ft at Mountpark Omega, Warrington)
- Countryside Properties (129,000 sq ft at Gemini, Warrington)
- IFCO Systems UK Ltd (85,400 sq ft at Kingsland Grange, Woolston)

North West Market Overview

Across 2017, there was approximately 3 million sq ft (278,704 sq m) of large scale premises take up across the region including the following notable transactions: -

- Grupo Antolin (120,000 sq ft at Aquila 120, Huyton)
- Whilstl (225,000 sq ft at Logistics North, Bolton)
- JD Sports (366,000 sq ft Design and Build extension at Kingsway Business Park, Rochdale)
- Foot Asylum (150,000 sq ft at Fusion 62, Stakehill Industrial Estate, Middleton)
- Toolstation (150,000 sq ft at Target 62, Stakehill Industrial Estate, Middleton)
- The Green Group (133,000 sq ft at Barton Dock Road, Trafford Park)
- Mardix (110,000 sq ft at Sigma 110, Blackburn)
- M58 Distribution Centre, Skelmersdale (390,000 sq ft), let to Accrol Papers
- M1 Heywood (101,000 sq ft) let to Kleenzee
- Fagan & Whalley (92,000 ft² at Burnley Birdge, Burnley)

In 2018, there has been approximately 4.2 million sq ft (390,186 sq m) of large scale I premises take-up across the North West region including the following notable transactions: -

- Amazon (360,000 sq ft pre let at M6 Major Haydock)
- Countryside Properties (129,000 sq ft letting at Gemini, Warrington)
- McCormick UK Ltd (95,000 sq ft at Link 95, Heywood)
- SOAK.com (175,000 sq ft at L175, Speke)
- 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)

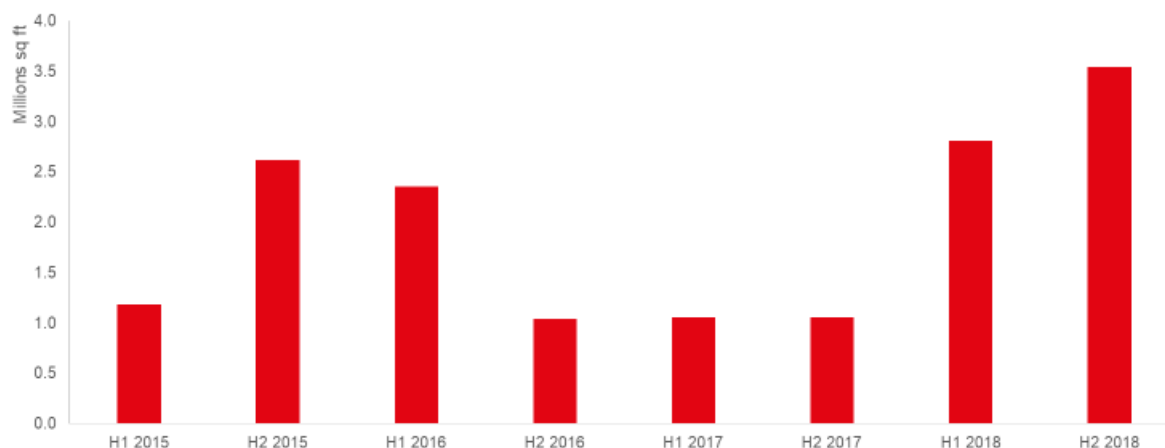
With total Grade A & Grade B 2018 occupier take up totalling over 4.2 million sq ft this is the highest year on record up- 30% on 2017 and up approximately 30% on the five year average (2014-2018). Design & build/ speculatively built space accounted for 50% of all take up reinforcing the need for further large-scale development sites to accommodate future demand for new build accommodation.

Available Supply

In this section we have provided an overview of the current supply of new build logistics premises across the North West.

Grade A available supply in North West: End of 2018

Involving units of 100,000 sq ft and over



Source: JLL

At the end of 2018 there were 14 large scale logistic units speculatively under construction in the North West totalling approximately 3 million sq ft, eleven of which have now reached or with practical completion being imminent. The completed schemes include the following:

Address	Size	Terms	Comments
Unit 1 Academy Business Park, Knowsley	110,000 sq ft	Leasehold £6.00	<ul style="list-style-type: none"> Orbit PC Q2 2018
Q110, Crewe	110,000 sq ft	Leasehold £6.00	<ul style="list-style-type: none"> Cabot PC Q3 2018
Omega South, Warrington	140,000 sq ft 100,000 sq ft 190,000 sq ft	Leasehold £6.75	<ul style="list-style-type: none"> Mountpark PC Q4 2018 350,000 sq ft now let to Royal Mail
375 Logistics North, Bolton	375,000 sq ft	Leasehold £6.25	<ul style="list-style-type: none"> Exeter PG PC Q4 2018
F2/G Multiply, Logistics North, Bolton	149,000 sq ft	Leasehold £6.50	<ul style="list-style-type: none"> Harworth / Knight Frank Investors PC Q3 2018
Crewe 240, Crewe	240,000 sq ft	Leasehold £6.50	<ul style="list-style-type: none"> Panattoni PC March 2019
M6 Major, Haydock	525,000 sq ft	Leasehold £6.25	<ul style="list-style-type: none"> Hillwood PC May 2019
Heywood Distribution Park Heywood	148,000 sq ft	Leasehold £6.25	<ul style="list-style-type: none"> Harbert Asset Management / XLB Completed
Kingsway Business Park Rochdale	216,000 sq ft	Leasehold £5.75	<ul style="list-style-type: none"> Wilson Bowden / Standard Life Completed

Although there are circa 11 new build units currently available as at the date of this report, there is still a significant imbalance between supply and demand with North West Grade A vacancy rate at only 10%.

With the 10-year average new build take up of approximately 2.5m sq ft this is currently standing at just over 1 years supply. And should 2019 take up levels hit 2018 recorded levels of 4 million sq ft we expect to see many of these units let during 2019. With increasing numbers of businesses seeking sites for distribution and warehouse

facilities in strategic locations, with easy access to the region's major transport networks this speculative supply will be quickly taken up by ongoing pent up demand. With current Grade A North West new build supply currently standing 3 million sq ft across 19 buildings, it is of particular concern that Warrington has only 430,000 sq ft of grade A supply over 100,000 sq ft currently available within the Borough. As we have seen from the success at Omega with take up of over 4million sq ft since 2012 it is crucial that the next major logistics site is delivered to the end users market in Warrington to continue to meet the demand for large scale logistics facilities.

Economic Context

Whilst considering occupier take up and demand it is also important to consider current economic outlook. After growth of 1.8% in 2017, the UK economy slowed in 2018 with forecasts suggesting that overall it expanded by a modest 1.4%. Despite high employment, consumer spending was soft, dragged down by weak sentiment. This translated into muted retail sales growth and falling car sales for the second year in a row, according to data from the Society of Motor Manufacturers. Business investment was also weak, due in part to continuing uncertainties over Brexit. In terms of output, service activities expanded more strongly than manufacturing. The latest monthly GDP data (to November 2018) show that services expanded by 0.3% in the three months to November, while manufacturing output declined by 0.8%.

Brexit continues to cast a shadow over the economic outlook as, at the time of writing, there is still huge uncertainty as to how this will be resolved with all options - an agreed deal, a no-deal departure, or no Brexit - remaining possible. Each outcome could lead to a different economic outlook.

Against this background, economic forecasters continue to produce their best estimates of how the UK economy will perform in 2019. The latest average of new forecasts published by HM Treasury in January 2019, indicates GDP growth of 1.4%, the same as expected in 2018. The average published by Consensus Economics in January was 1.5%. The corresponding Consensus average for CPI inflation for 2019 is 2.0%, compared with 2.9% for the RPI. Bank base rate, currently at 0.75%, is expected to rise over 2019, according to forecasters contributing to the Consensus numbers, with the expected average rate at the end of 2019 at 1.11% and the most frequent actual forecast being 1.25%, indicating an expectation of a 50-basis point rise from current levels.

The muted growth outlook is just one of the factors we take account of in assessing the potential outlook for occupational demand in 2019. However, this will not stop the logistics restructuring caused by e-commerce, which will remain a strong driver of demand. As we saw during 2018, take-up was robust despite modest economic growth.

The Site – Six 56 Warrington

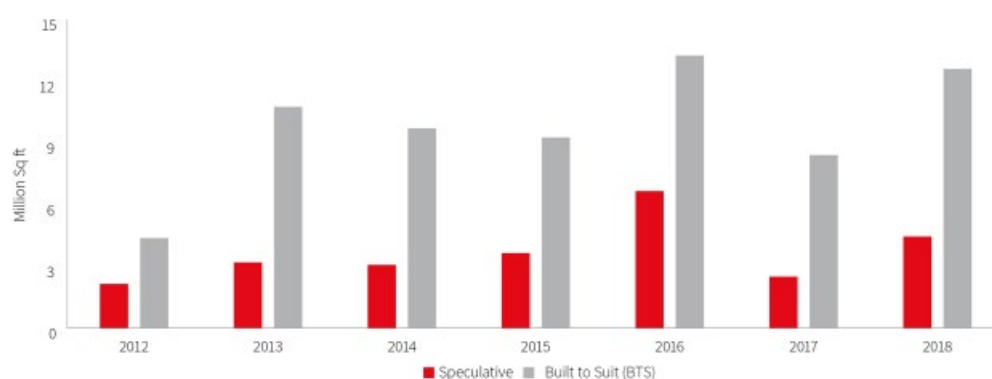
The site extends to a net developable area of approximately 135 acres (54.73).

- Large site area capable of extensive design & build options up to approx. 1,000,000 sq ft.
- Proximity to the Stretton and Appleton Thorn Industrial Estates, two well established industrial and logistics business locations.

- This size and scale of the site makes it not only important on a local level but also within context of the wider North West market.
- Adjacent to junction 20 of the M6 motorway enabling it to benefit from existing road infrastructure.

Should planning permission be forthcoming we would recommend that the scheme is aggressively marketed to existing 100,000 sq ft plus enquiries as there is the opportunity to attract design and build interest from end users. With the ongoing lack of supply of up and built 100,000 sq ft plus units there will be a high chance of securing a sizeable pre-let for a warehousing end users. It should be noted that build to suit take up requirements accounted 75% of Grade A take up in the UK in 2018.

Demand was boosted by a pick-up in new take-up, where a number of large BTS deals signed last year



Source: JLL

Big boxes, confidence & the supply chain | Big Box Seminar | January 2019

6

Target Market/Delivery – Occupational Demand

The subject site can respond to the needs of end users looking for units from 96,000 sq ft up to 1,001,325 sq. ft.

Easily accessible to wider motorway network with direct access to Junction 20 of the M6 motorway providing easy access to the regional motorway network as well as the key ports in England. We consider the following to largely encompass the target audience:

- National and regional logistics / distribution companies (3PL'S)
- All national retailers and e-retailers
- National parcel delivery companies
- Major occupiers already located within the region

Delivery

We believe the site needs to be made 'oven ready' to attract suitable occupiers.

- There is a 'drive / commercial imperative' to provide same day delivery as opposed to next day delivery.
- Key businesses are seeking unit sizes of in excess of 90,000 sq. ft. in size.
- The site has to be level.
- The site has to be located in close proximity to social economic employees with a high proportion of skilled labour supply.
- The site needs to be located within a 1 to 5 miles distance of key motorway junctions.

The delivery to the market place of 'oven ready' fully serviced sites has delivered spectacular results and enhanced take up in the area. Time and again the delivery to the market place of oven ready fully serviced sites has delivered spectacular results in enhanced take up. Examples include:

- Logistics North, Bolton;
- Omega Warrington;
- Kingsway Business Park, Rochdale;
- Matrix and Revolution Park at Leyland/Chorley;
- Statham Lane, Skelmersdale;
- Midpoint 18, Middlewich; and
- Liverpool International Business Park, Speke.

The most recent example of an 'oven ready' site in Warrington to attract a large end users is Omega Warrington. Omega has witnessed unprecedented take up in a relatively short time with upwards on 4million sq ft being taken up by occupiers including Hermes Parcelnet, Brakes, Travis Perkins, The Hut Group, Asda, Dominos, Amazon, Plastic Omnium, and Royal Mail in the 6/7 years. The knock on effects for the borough in terms of employment is significant with upwards on 9,000 people employed on Omega.

2018/2019 - Current suitable active requirements

Agent / Applicant	Size (sq ft)	Comments
Amazon	1,000,000	Potential further requirement for a 'non-sort' facility.
Avison Young	100,000 – 130,000	For multi-national company. Preference for an existing building. Monitor
XPO Logistics	250,000 – 300,000	For multi user facility, initial preference is an existing building.
TJ Morris / Home Bargains	600,000 – 800,000	New facility for Home Bargains, preference for a site purchase will now consider a D & B.
Ocado	180,000-350,000	Potential Northern Distribution hub.
JLL – Project Boris	350,000	Industrial use, needs 8 MVA and distance from residential.
UKTI	100,000 sq. ft on c 5 – 8 acres	Require manufacturing facility with gantry cranes and lay down areas.
Network Rail	100,000 sq ft on 15 acres	Potential relocation of concrete sleeper manufacturing facility.
Ikea	500,000 – 700,000	Formerly searching for 500k + 500k future expansion – UK wide. Focus now on North West.
L'Oreal	30-40 acres	Confidential requirement. Seeking land for a self-build.

Notable recent examples of occupiers who have had live requirements looking in Cheshire which if Cliff Lane had been deliverable at that point in time would have requested design and build terms.

2017- Historic active requirements

- JLR- Car distribution facility- .
- Wincanton- Feasibility study for new 500,000 sq ft facility
- NSV –400,000 sqft
- BooHoo- 700,000 sq ft- New HQ Distribution facility
- Ocado- 600,000 sq ft – Regional Distribution facility
- Movianto: 360,000 sq ft Warrington/ Haydock
- Swizzles Matlow: 200,000 – 300,000 sq ft FH D&B

All of the above companies are increasingly putting a reliance on cost effective labour supply, affordable land and shorter journey to work areas, which Six 56 Warrington can offer compared to sites located in the South and Midlands where fierce competition for prime/ core sites has resulted in significant land value increases and in turn higher rents as landlords struggle to make development appraisals stack up.

Proposed future scheme

The wider North West market continues to be driven by units ranging between 90,000 - 400,000 sq. ft. However, we are seeing evidence of increased demand from retailers for large national and regional distribution centres of upwards on 800,000 sq ft. Therefore, at the planning stage it is imperative that the whole scheme is granted outline planning permission to avoid unnecessary phasing which could be restrictive in attracting larger enquiries as the result of the increased land take from such requirements. If we look at Omega Warrington and Logistics North, Bolton two recent schemes in particular which have a comparable strategic location to the Land at Six 56 Warrington. Take up since 2012 has totalled 3,500,000 and 4,000,000 sq ft respectively.

Conclusion

Six 56 Warrington is still the optimal size to accommodate local and regional large-scale logistics projects.

The majority of occupiers (both footloose and indigenous) now want to see built out industrial product and immediately deliverable bespoke design and build options of new large units to address their operational needs.

The chronic imbalance between supply and demand in Warrington still exists as businesses continue to seek sites for distribution and warehouse facilities in strategic locations with easy access to the region's major transport networks. Looking forward, following such a strong year of take-up in 2018 and given the political uncertainties around Brexit we expect a portion of 2019's demand will likely be Brexit-related and we also believe that the growth of online sales will continue to drive demand for space this year.

Warrington is one of the best connected locations in the UK with links to the M6, M62 and M56 motorways. Warrington boasts one of the largest labour pools in the UK outside London with 3.5 people within 30 minutes drive of Warrington and 6.2 million within 45 minutes drive. These links and an experienced cost-effective labour pool with 48,000 warehousing employees within the drive time above demonstrates that Warrington ranks as one of the key locations for logistics end users to have a presence within their UK supply chain network and which has already been evidenced by the take up at Omega.

With all of the above factors combined we are of the opinion that the Six 56 Warrington site still has the potential to be not only a significant local site but also a significant regional site within the logistics market and should

therefore be granted planning permission to meet both the employment land requirements of the Council and the operational needs of the logistics industry.

We trust this letter is sufficiently comprehensive and look forward to discussing the contents of it with you further in due course.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'Andrew Lynn', with a stylized flourish at the end.

Andrew Lynn
Director