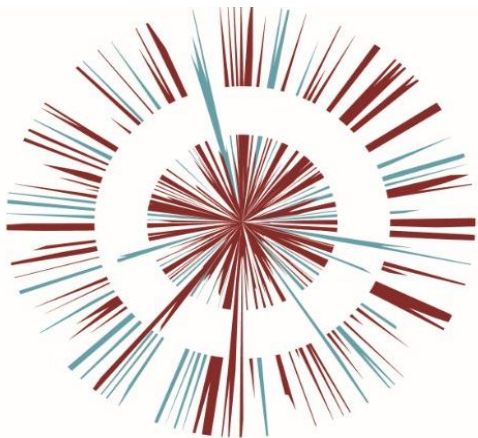




# OMEGA ZONE 8, ST HELENS

Omega St Helens Ltd / T J Morris Ltd



Alternative Site Assessment  
Update  
OPP DOC. 7a.

progress

planning consultancy ltd



# Alternative Site Assessment Update

Hybrid Planning  
Application  
Omega Zone 8, St  
Helens

Omega St Helens Ltd  
& T.J. Morris Ltd

April 2020

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## 1. INTRODUCTION

1.1 This Alternative Sites Assessment has been prepared by Progress Planning Ltd on behalf of Omega St Helens Ltd (OSHL) and T.J. Morris Ltd (TJM), joint applicants of the hybrid planning application submitted for Omega Zone 8, St Helens.

1.2 The proposed development forms a natural extension to the existing Omega site, which is nearing capacity in terms of space for logistics development and offers an opportunity to meet an identified need for B2/B8 development and deliver meaningful economic and social benefits to both St Helens and Warrington Boroughs. The proposed description of development is:

*'Hybrid Planning Application for the following development (major development);*

- (i) Full Planning Permission for the erection of a B8 logistics warehouse, with ancillary offices, associated car parking, infrastructure and landscaping; and*
- (ii) Outline Planning Permission for Manufacturing (B2) and Logistics (B8) development with ancillary offices and associated car parking, landscaping and infrastructure (detailed matters of appearance, layout and scale are reserved for subsequent approval).'*

1.3 The application site is 75.3 Ha in area. Full Planning Permission is sought for the erection of a B8 logistics warehouse, referred to as Omega Zone 8 Unit 1, comprise a 81,570 sq.m (878,012 sq.ft) B8 logistics warehouse with of ancillary office development comprising of a 3-storey structure providing main reception / staff facilities / Goods In and Transport Office, covering a site area of approximately 34.9 ha.

1.4 Outline Planning Permission for a combination of B2 Manufacturing and B8 Logistics development is sought across the remainder of the application site, which measures approximately 40.4 ha and includes future expansion land for the occupier of Unit 1.

1.5 At this stage it is envisaged that the outline part of the application site will capable of accommodating up to 123,930 sq.m (1,333,9710 sq.ft) of employment development, spread across the Unit 1 expansion land and three separate warehouse buildings to the south (Units 2, 3 & 4). It is proposed that detailed matters of appearance, layout and scale and access for the expansion land and units will be reserved for subsequent approval through separate reserved matters.

1.6 In total the proposals equate to a total of 205,500 sq.m (2,212,002 sq.ft) of B2/B8 floorspace, of which it is proposed that the outline element will be restricted, by condition, to a minimum floorspace size of 27,870 sq.m / 300,000 sq. ft.

1.6 The application site is located immediately south of the M62 and adjacent to the Warrington Borough Council local authority boundary, in the south-east of the Borough. The adopted development plan for St Helens includes the 1998 UDP and 2012 Core Strategy. Approximately



65% of the borough of St Helens is identified as Green Belt. The application site is designated as Green Belt (see Indicative Masterplan OPP DWG. 1 in **Appendix 1**).

- 1.7 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 Omega Zone 8 is set out in greater detail within the Planning Statement that accompanies this planning application.
- 1.8 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.
- 1.9 The Assessment is undertaken in the context of a number of recent planning applications for large scale employment development in the Borough that have been determined or are currently being considered by St Helens Council, all of which are within Green Belt on greenfield land in their entirety.
- 1.10 It is also material to understand the context within which this application and the others referred to above are being promoted.
- 1.11 It has been demonstrated that there is a significant need for new employment floorspace, particularly of a larger footplate to address the employment deficit in St Helens. It has also been demonstrated in evidence that has been submitted as part of the Local Plan and the aforementioned planning applications that St Helens has a significant proportion of its administrative area designated as Green Belt, which has not been reviewed for a considerable time. As a result, the Local Authority has acknowledged through published “needs” studies and emerging Local Plan documents that to meet development needs in St Helens, particularly through larger scale developments, there will be a need to develop land that is currently in Green Belt.
- 1.12 This application is made in the context of an emerging Local Plan which has now acknowledged that the application site is a strategic employment allocation (site 1EA) that should be removed from Green Belt. Whilst the Local Plan still needs to go through due process, the application site has been subject of assessment within a Green Belt Review in 2016 that forms part of the evidence base for the emerging Local Plan. This Assessment therefore has regard to the approach taken.

### **Structure of the Report**

- 1.13 The Assessment is structured as follows:
  1. Section 2 explains the Methodology adopted for the Assessment;
  2. Section 3 outlines the Assessment of the alternative sites;

3. Section 4 considers whether there are any Alternative Options for the delivery of the proposed floorspace; and,
  4. Section 5 set out the Conclusions.
- 1.14 The Study concludes that there is no alternative available brownfield, greenfield or Green Belt site within St Helens or Warrington that can accommodate the proposed development and are deliverable in the short term, thereby meeting the identified shortfall in employment land supply.

## **2. METHODOLOGY**

- 2.1 This Assessment considers the potential for alternative sites to accommodate the proposals at Omega Zone 8 for a new B2/B8 logistics warehouse development. The site is located within the Green Belt.
- 2.2 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, but has also been demonstrated and accepted through the development management process in recent approvals for employment / logistics floorspace on greenfield sites in Green Belt around Haydock.
- 2.3 This includes hybrid permissions at Penny Lane, Haydock for Morley Estates (Ref. P/2015/0571/HYBR) for two units of 11,689 sqm (detailed) and 34,653 sqm (outline) granted on 23rd September 2016, and at Florida Farm North, Slag Lane, Haydock for Bericote (Ref. P/2016/0608/HYBR) for two units providing up to 135,000 sqm floorspace granted on 27th April 2017, where access was a matter of detail.
- 2.4 The development proposals comprise a hybrid planning application (part detailed/part outline). The proposals are being submitted in the context of an occupier-led need for a bespoke, purpose built B8 warehouse (detailed) and a significant identified need for deliverable employment floorspace in St Helens, alongside a strategic Green Belt Review (2018) that has determined that to meet the needs of St Helens there is requirement for Green Belt release (outline).
- 2.5 This Assessment evaluates the suitability of alternative locations for a large-scale logistics scheme of a similar form to that proposed for Omega Zone 8. It also considers whether there are any opportunities to disaggregate the proposed floorspace onto a number of alternative sites.

### **Defining the Search Area**

- 2.6 There is a need to define an area of search for potential alternative sites. Given that the proposed development of Omega Zone 8 is being promoted in the context of meeting the needs of St Helens, there is an obvious need to assess any relevant sites within the St Helens Borough area. However, in the emerging Local Plan part of the site is allocated for employment land, required to serve the employment land supply needs of the adjoining authority, Warrington Borough Council. For completeness and as agreed with the Planning Authority, this Assessment therefore also includes a review of available sites within the Warrington Borough as well.
- 2.7 For St Helens, the Economic Evidence Base Paper 2015 (EEBP) has been used to identify the list of sites to be considered as part of an Alternative Sites Assessment, which is considered an appropriate methodology on the basis that the EEBP is being used by the Council to inform the emerging Local Plan as well as in determination of planning applications.

- 2.8 A large proportion (65/%) of St Helens is Green Belt land, which has not been reviewed for over 30 years in any strategic terms through the Local Plan process. It has been established in the EEBP that there is a need to release Green Belt land to meet 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'.
- 2.9 For Warrington, the emerging Local Plan evidence base includes the Warrington Economic Needs Assessment 2019 (ENA) carried out by the BE Group, which in turn includes a Regulation 18 Sites Review, which considers those sites promoted for employment through the Council's 'Call for Sites' exercise under Reg. 18. The purpose of the ENA Sites Review was to assess their ability to meet identified market demand and likely deliverability and identified several Grade-A sites (considered to have strong potential for providing strategic growth). This list of Grade-A sites is considered an appropriate list from which to assess potential alternatives for Omega Zone 8 given the strategic nature of the site.
- 2.10 It is however worth noting that the emerging Warrington Local Plan identifies a need for 381 ha of new employment land of which some 251 ha is required to come from the Green Belt (in addition to 76ha of safeguarded land for employment needs). This confirms the need for Green Belt release for employment uses within the Borough.
- 2.11 Whilst the development of Omega Zone 8 is intended to meet a regional and national need, it is neither necessary or appropriate to consider sites beyond the St Helens and Warrington Borough boundaries (for example within the wider City Region) because it is considered that the development of employment sites in other local authority areas will not deliver the same socio-economic benefits for St Helens or Warrington as would be the case if located within the authority boundaries. Most typically this would relate 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.
- 2.12 The Assessment is carried out over four stages:
- **Stage 1** the possible sources of supply and potential sites are identified.
  - **Stage 2** 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.
  - **Stage 3** then considers a range of additional factors to establish the suitability of development such as site shape and proximity to workforce.
  - **Stage 4** then assesses the remaining sites against the 5 purposes of the Green Belt reflecting the approach taken by the Local Plan Draft Green Belt Review 2016 and recent planning applications including Florida Farm (P/2016/0608/HYBR) and Haydock Farm North (P/2017/0254/OUP). Consistency with these recent applications and the evidence base prepared for the emerging Local Plan is considered to be a robust approach.

- 2.13 It should be noted that the assessments are based on desk-top analysis, together with publicly available information.

**Stage 1: Potential Sites**

- 2.14 The following sources of supply have been considered within the defined area of search:
1. Sites with planning permission for employment purposes, and particularly logistics floorspace;
  2. Sites allocated for employment development;
  3. Where not included in the above two categories, sites listed at Table 4 of the St Helens EEBP (2015) and the Warrington ENA (2019); and
- 2.15 The sites identified in the first three sources of supply have a clear planning status and could be brought forward for development in the short-term. The sites highlighted in the fourth source of supply have no planning status, but they could be brought forward by landowners in the medium term and are therefore relevant in the context of this Assessment.
- 2.16 In identifying the sources of supply it is necessary to calculate, using an average development density of 40% what the minimum site area requirement would be for the proposed 205,500 sq.m. On the basis of 40% site coverage, (i.e.  $[205,500/10,000]/0.4 = 51.375$  ha) it is assumed that a site of at least 51 ha, would be required to accommodate the proposed logistics floorspace. Sites of less than this threshold would not be able to accommodate the proposed development and would not therefore represent suitable alternatives.
- 2.17 However, it is appropriate to consider the opportunity of disaggregating the proposed floorspace, which is split between the detailed Unit 1 proposals for 81,570, sq.m and the outline proposals for up to 123,930 sq.m.
- 2.18 The Unit 1 proposals are for a bespoke, purpose-built occupier-led requirement and therefore it is not considered reasonable or practical for this floorspace to be split up onto different sites as it would not meet the needs or purpose of the proposed development as set out in the Operator Statement submitted with the planning application. However, if the same 40% development density calculation was applied, the Unit 1 proposals would require a minimum site area of at least 20 ha.
- 2.19 It is not known at this stage what form the development covered by the outline proposals will come forward in, but it is expected that the site will, by virtue of its location, topography and high levels of access to the strategic road network be most suitable for large-floorplate logistics developments. The indicative masterplan submitted with this application assumes a layout that would create three development parcels; although this is not prefaced on any identified market demand beyond the accepted need for large-floorplate developments and is likely to be subject to change based on occupier demand. If this three-parcel layout is used the proposals would generate individual buildings of approximately 41,310 sq.m, which at 40% development density would translate into a minimum requirement of at least 10 ha.

However, this assumes each plot will deliver the same quantum of floorspace, which in reality is unlikely given the varied nature of occupier requirements. It is more likely that the outline element will accommodate a range of floorspace / site sizes in Response to demand for large-scale logistics and therefore it is necessary to consider a smaller site size as the minimum threshold within this Assessment.

- 2.20 The parameters defined in the EEBP to establish the area of search for large-scale employment development use a minimum site size of 5 ha, which would allow for a building of circa 27,870 sq.m / 300,000 sq. ft., which is the minimum floorspace size identified for the Proposed Development. To ensure a robust approach that would allow for a variety of floorspace levels the Assessment will therefore consider all sites over 5 ha. To ensure a consistent approach, the 5 ha minimum site size established in the EEBP will also be used to assess sites within Warrington as well.

## Stage 2: Minimum Site Requirements

- 2.21 The most essential requirement for a large-scale logistics development is good access to the strategic road network. However other important factors that determine the suitability of a site include, topography (the site should be reasonably flat so that the costs involved in creating the development platforms for buildings with a large single level footprint are not prohibitive), deliverability and the absence of other physical constraints.
- 2.22 The criteria for the minimum site requirements have been established through reference to the EEBP and the assessment work carried out in support of the recent planning applications in St Helens for large-scale logistics development. The following criteria are therefore considered to be essential for potential development sites.
1. Access to an existing motorway junction within 2.5km;
  2. Trunk road access;
  3. Availability / proximity to public transport routes; and,
  4. Separation from / absence of sensitive uses in surrounding area.
- 2.23 Table 2.1 below sets out the application of these criteria. Sites that do not comply with these criteria have been excluded from further assessment at Stage 3.

Table 2.1 – Minimum Site Requirements Matrix

Criteria	Comments	Indicator	TLR Score
Motorway Access	Major logistics development requires good access to the motorway network.  Motorways within the locality are M6, M57, M58 and M62	Access to motorway less than 2.5km and is well connected to motorway by 'A' roads	Green
		Access within 2.5km but less well connected to motorway	Yellow
		Access to motorway greater than 2.5km	Red

Trunk 'A' Road Access	Major logistics development requires excellent access to trunk roads.	Site is located on key A road	Green
		Site is located on secondary A road network	Yellow
		Site is located off the A road network	Red
Public Transport	There is a need for decent access to the site by public transport	Regular bus route at site entrance	Green
		Regular bus route in easy walking distance from site entrance (<400m) or irregular service	Yellow
		Poor Bus route and/ or route >400m distance	Red
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	Green
		Adjacent to sensitive uses but mitigation potential not optimal	Yellow
		Adjacent to sensitive uses and no prospect of mitigation	Red

### Stage 3: Site Suitability Assessment

- 2.24 The Stage 3 assessment draws upon publicly accessible information and aerial photography, including contextual information contained in relevant policy or evidence base documents.
- 2.25 Market factors have been taken into consideration at each of the site locations dependent on the availability and up to date nature of the respective employment land review or employment land assessment.
- 2.26 The output of the site assessment process is a summary proforma for each site, which details the scoring of the site against each of the criteria and provides an overall comment on the site's suitability for a major logistics development, and the overall suitability of the site for development. The summary proforma's for each site can be found in **Appendix 2**.
- 2.27 Sites which achieve a 'Red' score will be considered unsuitable and will not be carried forward for assessment at Stage 4. Sites which have an 'Amber' score will be considered less preferential and will be assessed against Green Belt criteria at Stage 4.
- 2.28 Table 2.2 below sets out the application of these criteria.

Table 2.2 – Site suitability Criteria Matrix

Criteria	Comments	Indicator	TLR Score
Shape	A regular site shape to fit a regular shaped rectangular logistics building.	Regular shaped site	Green



	Shape as a constraint is most relevant to a smaller scale of sites.	Regular shaped site with certain anomalies	Yellow
		Irregularly shaped site	Red
Proximity to Settlement	Sites should be well located in terms of existing settlement pattern to ensure future employees are close to the site and the need for travel is minimised and harm to the landscape character is mitigated.	Site is part of or adjacent to a settlement	Green
		Site is located less than 1km from a settlement	Yellow
		Site is located more than 1km from a settlement	Red
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 to create those platforms that is most important to delivery	Site can provide sufficient space for development platforms to accommodate large floorplate units	Green
		Site can accommodate large floorplate units but not ideal	Yellow
		Site is unable to create appropriate development platforms due to topography	Red
Flood Risk	Sites should avoid areas of flood risk in line with National Policy	Flood Zone 1	Green
		Part(s) of the site at risk of flooding	Yellow
		Site delivery significantly affected by flood risk	Red

#### Stage 4: Green Belt Assessment

2.29 The sites with planning permission, allocated or located within the existing built up area are carried forward to Stage F. However, those sites that satisfy the suitability criteria but are located within the Green Belt are assessed against the five purposes of Green Belt land:

1. To check unrestricted sprawl of large built-up areas;
2. To prevent neighbouring towns from merging into one another;
3. To assist in safeguarding the countryside from encroachment;
4. To preserve the setting and special character of historic towns; and,
5. To assist in urban regeneration by encouraging the recycling of derelict and other urban land.

2.30 In order to assess the collective purposes of including land within the Green Belt, robust and measurable criteria have been identified for each purpose. It should be noted that in addressing each purpose, some require only one criterion to be fulfilled where others need more. It is assumed that in order to wholly fulfil a purpose, the site meet all of the measures set out. Similarly, any identified sites that are not in Green Belt which have made it through to this stage, would effectively meet all of the “purposes”.

2.31 The purpose of this part of the assessment is to allow for one of the following judgements to be made for each site:

- a) The site is assessed as meeting none of the purposes and therefore does not contribute to the purposes of the Green Belt (Green);
- b) The site is considered only able to partially meet one or more of the five purposes (Amber); or,
- c) The site is considered to meet at least one of the purposes robustly and therefore contributes to the purposes of the Green Belt (Red).

2.32 Table 2.3 sets out the criteria which will be used to evaluate the extent of the impact on each purpose. They have been utilised in other Green Belt studies and have been found sound following the examination of local plans. Once an assessment against each of the purposes of the Green Belt is completed an overall score for the site will be determined.

Table 2.3 – Green Belt Criteria Matrix

Purpose		Indicator	TLR Score
Purpose 1	To check unrestricted sprawl of large built up areas.	Site is well contained	Green
		Site is well related to the urban area and partially contained	Amber
		Site is not contained and / or separate from the urban area	Red
Purpose 2	To prevent neighbouring towns from merging into one another.	Site would not lead to merging of towns (physically/perceptively)	Green
		Site will not physically merge towns, but perceptively may reduce a strategic gap affecting character	Amber
		Sites would bring towns close together reducing a strategic gap to significantly affect character	Red
Purpose 3	To assist in safeguarding the countryside from encroachment.	The development would not mean a spread of development into countryside	Green
		The development would extend the urban area into countryside but there are certain mitigating factors such as surrounding urban areas	Amber
		The development would mean encroachment into the countryside as an extension of the urban area	Red
Purpose 4	To preserve the setting and special character of historic towns	For the purposes of this report, all sites within St Helens will be graded 'Green' for Purpose 4 as there are no historic towns or villages within the Borough.	Green
		For Warrington sites impact will be assessed in relation to the historic towns and villages of Warrington itself, Thewall and Lymm, whereby:	Green
		No impact	Green
		Some impact	Amber
		Significant Impact	Red
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	Green
		Development involves some recycling of derelict and other urban land	Amber
		Development does not involve recycling of derelict and other urban land	Red

### 3. ASSESSMENT OF ALTERNATIVE SITES

3.1 This section sets out the assessment of the potential identified alternative sites in accordance with the detailed methodology presented in Section 2.0.

#### Stage 1: Potential Sites

3.2 A comprehensive review of the supply of potential sites has been undertaken, with information obtained from all relevant and accessible sources within both St Helens and Warrington and the commercial market, as set out in the methodology section. Maps for St Helens and Warrington, identifying the location of each potential site assessed, are provided in **Appendix 3**.

#### St Helens BC

3.3 A search of the St Helens planning applications database for the period of 1 January 2012 to 1st Dec 2019 was conducted and identified the following planning permissions granted for employment / logistics development on sites in excess of 5 ha.

- P/2016/0608/HYBR – Land at Florida Farm, North Slag Lane, Haydock; and
- P/2015/0571/HYBR – Land at Penny Lane, Haydock.
- P/2012/0043 – Land at Sandwash Close, Rainford

3.4 A review of all the sites allocated for employment use in the St Helens UDP was undertaken. The review identified a total of 11 allocations of 5 ha, or more. However, a planning history search was undertaken for each allocation which concluded that only two of these allocated sites remained available, those being:

- Allocation 3Ec2 - Land south-west of Sandwash Close, Rainford; and
- Allocation 5Ec4 - Land to east of M62 Link/north of Lea Green Industrial.

3.5 A review of the sites identified in the Council's EEBP then also identified a further 24, potentially available, sites within the Borough.

3.6 In addition, under advice from the Council emerging Local Plan site 1ES Omega North West Extension has also been included in the Assessment, having been identified in the Submission Draft as a potential safeguarded site for future employment land.

3.7 In total therefore 26 potential sites, including Omega Zone 8 (identified as Omega South Western Extension) were identified for assessment to determine whether each site is, in principle, suitable for a major logistics development of an equivalent type and scale to the Omega Zones 8 proposals. The 26 potential sites that meet the minimum size requirement (5 ha) are:

Site	Site Address	Size (ha)
St Helens		
1	Omega South Western Extension, Land North of Finches Plantation, Bold	31.2

2	Land at Florida Farm North, Slag Lane, Haydock	35.5
3	Land North of Penny Lane, Haydock (Haydock Green)	11.05
4	Land south-west of Sandwash Close, Rainford	17.0
5	Land to east of M62 Link/north of Lea Green Industrial	9.53
6	South of Washway Lane/ Cowley Hill works	15.14
7	Former Ibstock Brick, Clock Face	8.1
8	Former Parkside Colliery, Newton-le-Willows (Phs 1)	91 total (47.9)
9	Haydock Park Farm (South), Haydock	36.5
10	Haydock Park Farm (North), Haydock	42.3
11	Lock Street (off Merton Street)	6.42
12	Land to the North of Rainford	27.9
13	Land to East of Rainhill	17.9
14	Ashton Road, Newton-le Willows	12.4
15	Land to the North West of Ecclestone	91.1
16	Land to South East of Haydock	32.3
17	Manor Farm, Rainhill	27.3
18	Ash Grove Farm, Billinge	21.1
19	Sankey Valley Industrial Estate, Newton-le-Willows	12.9
20	Redundant factory at Ravenhead Rd, St Helens	7.38
21	Vacant Site at Peasley Cross, St Helens	5.44
22	Site at Elton Head Road	6.99
23	Land to the North West of Haydock Industrial Estate	28.4
24	Bold Industrial Park	10.3
25	Langtree Park, St Helens	5.6
26	Omega North West Extension	32.21

## Warrington BC

3.8 A search of the Warrington's planning applications database for the period of 1 January 2012 to 1st December 2019 was conducted and identified the following planning permissions granted for employment / logistics development on sites in excess of 5 ha:

- 2013/21340 & 2013/22143 (FULL) – Land to the south of the M62, west of Junction 8, Omega South, Warrington – ASDA Walmart (11.2 ha)
- 2014/23290 (OPP) – Zone 7, Omega South, Warrington (92 ha);
- 2015/26475 (S73) – Omega, Phases 1 & 2, West side of Burtonwood Road, Warrington – variation of conditions to allow B2/B8 logistics (11.84 ha);
- 2017/30371 (OPP) – Zones 1 & 2, Omega South, Burtonwood and Westbrook, Warrington (47.89 ha)
- 2013/21695 (RMA) – Plot 1C, Omega North, Warrington – Travis Perkins (15.5 ha);
- 2014/24372 (RMA) – Plot 7a, Zone 7, Omega South, Warrington – The HUT Group (16.5 ha)
- 2017/31212 (RMA) – Plot 7E & 7F, Zone 7, Omega South, Warrington – Mountpark (23.03 ha)
- 2019/35646 (RMA) – Zones 1&2, Omega South, Warrington – Mountpark (12.7 ha)

3.9 A review employment allocations in the adopted Warrington Core Strategy (2014) was undertaken. The review identified only one employment land allocation of 5 ha, or more that being the Omega Strategic Allocation, which at 130.19 ha more than satisfied the Borough's employment land supply requirement (71.74 ha). However, as the above planning application search illustrates, the opportunity at Omega has been fully taken up since adoption of the

Core Strategy through a variety of planning permissions and therefore all but the speculative development by Mountpark at Zone 7 and Zones 1&2 have been discounted.

- 3.10 A review of available brownfield sites within the urban area suitable for employment use was undertaken utilising the Warrington Economic Development Needs Assessment Update (2019), again Omega (Zones 1&2 and Zone 7) at 60.4 ha (remaining in 2018) was identified as the only site over the 5 ha minimum size threshold.
- 3.11 Potential employment sites submitted as part of the consultation on the emerging Warrington Local Plan were reviewed by using the 2019 Warrington EDNA which collated the Call for Sites submissions and graded them accordingly to their suitability. In total 8 Grade-A sites (sites considered capable of meeting strategic B1/B2/B8 need) were identified through EDNA process and are considered the most appropriate sites for assessment in this instance.
- 3.12 In total therefore 7 potential sites were identified for assessment to determine whether each site is, in principle, suitable for a major logistics development of an equivalent type and scale to Omega Zones 8. The 7 potential sites that meet the minimum size requirement (5 ha) are:

Site	Site Address	Size (ha)
<b>Warrington</b>		
1	Plots 7E & 7F, Zone 7, Omega South, Warrington	23.03
2	Zones 1&2, Omega South, Warrington	12.7
3	Land off Barleycastle Lane, Appleton (Swift Site)	15.30
4	Land at Bradley Hall Farm, Cliff Road	92.0
5	Land South of Barleycastle Lane / North of M56	9.52
6	Land at Joy Lane, adjoining Finger Post Farm	13.5 / 11/5 net
7	Land off Barleycastle Lane (Donlan Site)	9.0
8	Land off Barleycastle Lane in Appleton (Schofield/Stafford Site)	6.60
9	Port Warrington	74.19
10	Land at Arpley Meadows, Eastford Road	30.10

- 3.13 Overall therefore 36 sites across St Helens and Warrington Boroughs were identified for assessment, as follows:

Site	Site Address	Size (ha)
<b>St Helens</b>		
1	Omega South Western Extension, Land North of Finches Plantation, Bold	31.2
2	Land at Florida Farm North, Slag Lane, Haydock	35.5
3	Land North of Penny Lane, Haydock (Haydock Green)	11.05
4	Land south-west of Sandwash Close, Rainford	17.0
5	Land to east of M62 Link/north of Lea Green Industrial Estate	9.53
6	South of Washway Lane/ Cowley Hill works	15.14
7	Former Ibstock Brick, Clock Face	8.1
8	Former Parkside Colliery, Newton-le-Willows (Phs 1)	91 total (47.9)
9	Haydock Park Farm (South), Haydock	36.5
10	Haydock Park Farm (North), Haydock	42.3
11	Lock Street (off Merton Street)	6.42
12	Land to the North of Rainford	27.9
13	Land to East of Rainhill	17.9
14	Ashton Road, Newton-le Willows	12.4
15	Land to the North West of Ecclestone	91.1
16	Land to South East of Haydock	32.3
17	Manor Farm, Rainhill	27.3
18	Ash Grove Farm, Billinge	21.1

19	Sankey Valley Industrial Estate, Newton-le-Willows	12.9
20	Redundant factory at Ravenhead Rd, St Helens	7.38
21	Vacant Site at Peasley Cross, St Helens	5.44
22	Site at Elton Head Road	6.99
23	Land to the North West of Haydock Industrial Estate	28.4
24	Bold Industrial Park	10.3
25	Langtree Park, St Helens	5.6
26	Omega North West Extension	32.21
<b>Warrington</b>		
1	Plots 7E & 7F, Zone 7, Omega South, Warrington	23.03
2	Zones 1&2, Omega South, Warrington	12.7
3	Land off Barleycastle Lane, Appleton (Swift Site)	15.30
4	Land at Bradley Hall Farm, Cliff Road	92.0
5	Land South of Barleycastle Lane / North of M56	9.52
6	Land at Joy Lane, adjoining Finger Post Farm	13.5 / 11.5 net
7	Land off Barleycastle Lane (Donlan Site)	9.0
8	Land off Barleycastle Lane in Appleton (Schofield/Stafford Site)	6.60
9	Port Warrington	74.19
10	Land at Arpley Meadows, Eastford Road	30.10

## Stage 2: Minimum Site Requirements Assessment

- 3.13 Each of the identified sites has been appraised against the Stage 2 minimum site requirements. The detailed assessment of the sites is set out in the site proformas enclosed at **Appendix 2**.
- 3.14 Table 3.1 below summarises the results for the assessment against the minimum criteria and shows that within both St Helens and Warrington only 17 of the sites satisfied the criteria.

Table 3.1 – Summary Minimum Site Requirements Analysis

Site	Motorway Access	Trunk Road Access	Public Transport	Separation (Sensitive Uses)	Score
<b>St Helens</b>					
1 <b>Omega South Western Extension, Land North of Finches Plantation, Bold</b>					
2 Land at Florida Farm North, Slag Lane, Haydock					
3 Land North of Penny Lane, Haydock (Haydock Green)					
4 Land south-west of Sandwash Close, Rainford					
5 Land to east of M62 Link/north of Lea Green Industrial Estate					
6 South of Washway Lane/ Cowley Hill works					
7 Former Ibstock Brick, Clock Face					
8 Former Parkside Colliery, Newton-le-Willows (Phs 1)					
9 Haydock Park Farm (South), Haydock					
10 Haydock Park Farm (North), Haydock					
11 Lock Street (off Merton Street)					
12 Land to the North of Rainford					
13 Land to East of Rainhill					

14	Ashton Road, Newton-le Willows					
15	Land to the North West of Ecclestone					
16	Land to South East of Haydock					
17	Manor Farm, Rainhill					
18	Ash Grove Farm, Billinge					
19	Sankey Valley Industrial Estate, Newton-le-Willows					
20	Redundant factory at Ravenhead Rd, St Helens					
21	Vacant Site at Peasley Cross, St Helens					
22	Site at Elton Head Road					
23	Land to the North West of Haydock Industrial Estate					
24	Bold Industrial Park					
25	Langtree Park, St Helens					
26	Omega North West Extension					
Warrington						
1	Plots 7E & 7F, Zone 7, Omega South, Warrington					
2	Zones 1&2, Omega South, Warrington					
3	Land off Barleycastle Lane, Appleton					
4	Land at Bradley Hall Farm, Cliff Road					
5	Land South of Barleycastle Lane / North of M56					
6	Land at Joy Lane, adjoining Finger Post Farm					
7	Land off Barleycastle Lane (Donlan Site)					
8	Land off Barleycastle Lane in Appleton (Schofield/Stafford Site)					
9	Port Warrington					
10	Land at Arpley Meadows, Eastford Road					

- 3.14 Nineteen of the sites are discounted because of a lack of access to the strategic road network, which is crucial for logistics development due to the amount of HGV traffic they generate, with Site 14 (St Helens) also discounted due to the proximity of sensitive uses which may not be capable of being appropriately mitigated for.
- 3.15 In addition Site 19 (St Helens), comprises disparate parcels of land within existing industrial areas. Individually none of these parcels of land meet the minimum 5 ha size requirement to accommodate smaller buildings that could potentially come forward under the OPP.
- 3.16 Equally Sites 9 & 10 (Warrington) are owned and will be developed by Peel Holdings as part of their strategic plans for the Manchester Ship Canal and are therefore considered unavailable.
- 3.17 As a consequence, Sites 4 to 7, 11 & 12, 14 & 15, 17 to 22 and 24 to 26 (St Helens) together with Sites 9 & 10 (Warrington) are excluded from further analysis under Stages 3, 4 and 5



because they do not represent realistically suitable alternative sites for large scale logistics distribution development. The remaining sites therefore are:

Site	Site Address	Size (ha)
<b>St Helens</b>		
1	Omega South Western Extension, Land North of Finches Plantation, Bold	31.2
2	Land at Florida Farm North, Slag Lane, Haydock	35.5
3	Land North of Penny Lane, Haydock (Haydock Green)	11.05
8	Former Parkside Colliery, Newton-le-Willows (Phs 1)	91 total (47.9)
9	Haydock Park Farm (South), Haydock	36.5
10	Haydock Park Farm (North), Haydock	42.3
13	Land to East of Rainhill	17.9
16	Land to South East of Haydock	32.3
23	Land to the North West of Haydock Industrial Estate	28.4
<b>Warrington</b>		
1	Plots 7E & 7F, Zone 7, Omega South, Warrington	23.03
2	Zones 1&2, Omega South, Warrington	12.7
3	Land off Barleycastle Lane, Appleton (Swift Site)	15.30
4	Land at Bradley Hall Farm, Cliff Road	92.0
5	Land South of Barleycastle Lane / North of M56	9.52
6	Land at Joy Lane, adjoining Finger Post Farm	13.5 / 11.5 net
7	Land off Barleycastle Lane (Donlan Site)	9.0
8	Land off Barleycastle Lane in Appleton (Schofield/Stafford Site)	6.60

### Stage 3: Suitability Assessment

- 3.18 The sites have been considered against the suitability criteria identified for Stage 3 and scored as follows in Table 3.2 below:

Table 3.2 – Summary Site Suitability Assessment

Site	Shape	Proximity to Settlement	Topography	Flood Risk	Score
<b>St Helens</b>					
1	Omega South Western Extension, Land North of Finches Plantation, Bold				
2	Land at Florida Farm North, Slag Lane, Haydock				
3	Land North of Penny Lane, Haydock (Haydock Green)				
8	Former Parkside Colliery, Newton-le-Willows (Phs 1)				
9	Haydock Park Farm (South), Haydock				
10	Haydock Park Farm (North), Haydock				
13	Land to East of Rainhill				
16	Land to South East of Haydock				
23	Land to the North West of Haydock Industrial Estate				
<b>Warrington</b>					
1	Plots 7E & 7F, Zone 7, Omega South, Warrington				
2	Zones 1&2, Omega South, Warrington				
3	Land off Barleycastle Lane, Appleton				
4	Land at Bradley Hall Farm, Cliff Road				

5	Land South of Barleycastle Lane / North of M56					
6	Land at Joy Lane, adjoining Finger Post Farm					
7	Land off Barleycastle Lane (Donlan Site)					
8	Land off Barleycastle Lane in Appleton (Schofield/Stafford Site)					

3.19 The Suitability Assessment has removed Sites 3 & 23 (St Helens) and Site 6 (Warrington) on the basis that the sites are considered irregular in shape and limited in size and therefore not capable to accommodating the proposed development. Penny Lane in particular is now substantially built out and the remaining land is only considered capable of accommodating a building of circa 11,600 sq.m. Site 13 (St Helens) has also been discounted due to the flood risk associated with parts of the site which are affected by Flood Zones 2 & 3, which severely constrain development of the site.

3.20 Consequently, the remaining sites to progress to Stage 4 of the assessment are:

Site	Site Address
<b>St Helens</b>	
1	Omega South Western Extension, Land North of Finches Plantation, Bold
2	Land at Florida Farm North, Slag Lane, Haydock
8	Former Parkside Colliery, Newton-le-Willows (Phs 1)
9	Haydock Park Farm (South), Haydock
10	Haydock Park Farm (North), Haydock
16	Land to South East of Haydock
<b>Warrington</b>	
1	Plots 7E & 7F, Zone 7, Omega South, Warrington
2	Zones 1&2, Omega South, Warrington
3	Land off Barleycastle Lane, Appleton
4	Land at Bradley Hall Farm, Cliff Road
5	Land South of Barleycastle Lane / North of M56
7	Land off Barleycastle Lane (Donlan Site)
8	Land off Barleycastle Lane in Appleton (Schofield/Stafford Site)

#### Stage 4: Green Belt Assessment

3.21 The remaining sites have been considered against the criteria identified for Stage 4 of the methodology and scored as follows:

Table 3.3 – Summary Green Belt Assessment Analysis

Site		Green Belt Purpose					Score
		1	2	3	4	5	
St Helens							
1	Omega South Western Extension, Land North of Finches Plantation, Bold						
2	Land at Florida Farm North, Slag Lane, Haydock						
8	Former Parkside Colliery, Newton-le-Willows (Phs 1)						
9	Haydock Park Farm (South), Haydock						

10	Haydock Park Farm (North), Haydock						
16	Land to South East of Haydock						
Warrington							
1	Plots 7E & 7F, Zone 7, Omega South, Warrington	N/A (Brownfield)					
2	Zones 1&2, Omega South, Warrington	N/A (Brownfield)					
3	Land off Barleycastle Lane, Appleton						
4	Land at Bradley Hall Farm, Cliff Road						
5	Land South of Barleycastle Land / North of M56						
7	Land off Barleycastle Lane (Donlan Site)						
8	Land off Barleycastle Lane in Appleton (Schofield/Stafford Site)						

3.22 The assessment fails to identify any site that could be released from the Green Belt without causing some harm to the Green Belt purposes. However, it can be argued that on the basis that Sites 9, 10 & 16 (St Helens) have been found to fail three of the Green Belt Purposes that these sites would potentially have greater harm to the Green Belt purposes and should therefore be discounted from any further assessment. Furthermore, on the basis that there are no historic towns or villages within the Borough it is considered that Purpose 4 can also be discounted at this stage, as every site has equal impact (none) on this purpose.

3.23 Table 3.4 summarises the results with the discounted sites and Green Belt Purpose 4 removed.

Table 3.4 – Summary Green Belt Assessment Analysis (discounted sites removed)

Site		Green Belt Purpose				Score
		1	2	3	5	
St Helens						
1	Omega South Western Extension, Land North of Finches Plantation, Bold					
2	Land at Florida Farm North, Slag Lane, Haydock					
6	Parkside West, Newton-le-Willows					
Warrington						
1	Plots 7E & 7F, Zone 7, Omega South, Warrington	N/A (Brownfield)				
2	Zones 1&2, Omega South, Warrington	N/A (Brownfield)				
3	Land off Barleycastle Lane, Appleton					
4	Land at Bradley Hall Farm, Cliff Road					
5	Land South of Barleycastle Land / North of M56					
7	Land off Barleycastle Lane (Donlan Site)					
8	Land off Barleycastle Lane in Appleton (Schofield/Stafford Site)					

3.24 The results of Stage 4 indicate that of the remaining sites no one site can be identified as having less overall harm than any other, with every site having a high impact on two Green Belt Purposes.

## St Helens

- 3.25 Of the remaining St Helens sites, Site 2 (Florida Farm) can be discounted because the remaining available unit (c. 523,000 sq.ft) has now been taken-up by Kellogg's (Q1 2020) so there is no capacity left at this site. Within St Helens therefore this leaves only the application site (Site 1) and Parkside Colliery (Site 6).
- 3.26 The Parkside Colliery site (Phase 1) is subject to a planning application, which the Council's Planning Committee recommended for approval on 19 December 2019 and is currently with the Secretary of State for review. Planning permission has been sought for up to 92,900 sq.m of B8 storage and distribution floorspace, which the Parameters Plan shows as being split across three development cells (plots). This Plan will be approved as part of the application and identifies that cell 1 could accommodate 52,029 sq.m; cell 2 could accommodate 21,544 sq.m and cell 3 19,123 sq.m all contained within buildings of a maximum height of 22-23m.
- 3.27 The proposals subject to this application total 205,500 sq.m of logistics floorspace, so it is clear that the Parkside site is not capable of accommodating the proposed development in its entirety. Likewise, the proposed layout and max building heights set out in the Parameters Plan mean that the site could not accommodate the detailed element of this hybrid planning application, which comprises a single 81,750 sq.m unit of up to 41m in height.
- 3.28 The Proposed Development also comprises outline proposals for up to 123,930 sq.m of speculative logistics floorspace, some of which could in theory be accommodated on the Parkside Colliery site. To establish the most preferable location for this floorspace it is therefore necessary to review the judgements made above for each site and assess the deliverability of each site.

### **Site 1: Omega South Western Extension, Land North of Finches Plantation, Bold (Application Site)**

- 3.29 It is accepted that that the proposals involve development on land outside the defined urban area and would therefore lead to the expansion of the built-up area. However, the Site is bounded to the north by the M62, to the east by large warehousing development at Omega South, a large office, manufacturing and distribution hub in the large built-up area of Warrington, to the south by the Whittle Brook, protected woodland (South Park and Finch's Plantations) and agricultural land and south-west by Mersey Valley Golf Club. The Site as a whole is therefore well contained to the north, east and in part the south and west and new structural landscaping can be provided as part of and development proposals to re-enforce the southern and western boundaries. The site would have a MODERATE impact on Purpose 1.
- 3.30 The site falls within a partially strategic gap between the towns of Warrington and St. Helens and whilst it is conceivable that development of the site could lead to a reduction in the gap between these settlements, the significant physical barrier of the M62 motorway corridor prevents any actual risk to coalescence and when combined with new structural landscaping

to the south and west, would ensure that a significant gap is still maintained. Furthermore, the design and orientation of the development together with new landscaping will create a visual and physical connection between the site and the existing Omega development, which will mean that the proposals will be viewed as a natural extension to the Omega site. The site would have a LOW impact on Purpose 2.

- 3.31 The site would result in an extension to the existing built up area (albeit it would be seen as an extension of Warrington's settlement boundary not St Helens) and the site does not involve the re-use of derelict or other urban land so the site would have a HIGH impact on Purposes 3 and 5.

#### **Site 6: Parkside West, Newton-le-Willows**

- 3.32 The site would involve development outside of the defined urban area and would therefore lead to the expansion of the built-up area. Whilst the site does benefit from definitive boundaries to south and west, the potential for a further phase of development means that there is the potential for further sprawl in the vicinity of the site. The development of the site would have a HIGH impact on Purpose 1.
- 3.33 The site is located to the south-east of Newton-le-Willows and development of the site would bring the existing urban area closer to the village of Winick to the south. However, there would still be a gap of approximately 1km between the two urban areas so the impact on Purpose 2 is considered to be MODERATE.
- 3.34 The site is open land that lies outside of the urban area and is part of the countryside. Consequently, development of the site would result in encroachment into the countryside to a significant scale and therefore the site would have a HIGH impact on Purpose 3.
- 3.35 The site encompasses some areas of previously development land, associated with the former colliery use, however the site is not located within the urban area and a significant amount of the site is green field. Development of the site is therefore considered to have a MODERATE impact on Purpose 5.

#### **Deliverability**

- 3.36 In terms of deliverability both sites have been promoted and assessed through the emerging Local Plan review process and are under a single ownership / control with no known ownership restrictions.
- 3.37 Both sites benefit from proximity to the motorway network, although it is noted that the Parkside scheme requires the construction of a new three-arm signalised junction on to the A49, which will have a time factor associated with its delivery. The application site will simply connect to the existing infrastructure built as part of the existing Omega development, which provides direct access to the motorway network. No significant off-site highways improvements are required as part of the proposed development.

- 3.38 The application site is currently open countryside, that has been used historically for agricultural purposes. The ground investigation work done as part of the application process concluded that contamination levels were negligible and that ground conditions encountered on site did not pose an unacceptable risk to human health, controlled waters of building infrastructure. By contrast and as a result of the former colliery use of the Parkside site it is understood that there are a number of contamination issues affecting the site. Whilst these are unlikely to be insurmountable, they will require further intrusive ground investigation work and agreement of a remediation strategy prior to works commencing on site, which is likely to have an impact on delivery timescales.
- 3.39 The Parkside site is also affected, in part, by a registered battlefield and whilst it is understood that this designation does not prevent development of the site, it will require a scheme of archaeological survey and assessment work to be agreed with the Council prior the commencement of develop and implemented during construction works. Subject to the findings of the survey and assessment work, this could also have impact on the deliverability of the site.
- 3.40 Parkside Colliery Phs 1 has recently been the subject of an outline planning application for up to 92,900 sq.m (999,976 sq.ft) of B8 employment floorspace, which was recommended for approval at committee in December 2019. Whilst planning permission is still subject to decision from the Secretary of State about whether the application should be called-in, it is relevant to consider it against the Proposed Development. The outline application was supported by an indicative masterplan that showed the smallest unit to be approximately 18,000 sq.m (although a minimum unit size of 150,000 sq.ft (13,935 sqm) is conditioned). Whilst the Parkside application is in outline only the Parameter Plans illustrate that there is only one viable layout option for the site, which means that within the site there is only one development plot capable of accommodating a unit in excess of 20,000 sq.m, that being plot A/B, which is shown as having capacity for a building of circa 52,000 sq.m. However, there is no certainty that a unit of this size will be delivered on the site, as the application seeks the flexibility to deliver two smaller buildings subject to market demand, both of which would be smaller than the minimum size identified in this application. The potential availability of this site is not therefore considered to be directly comparable to the application proposals.
- 3.41 It is also the case that the Parkside application seeks permission for B8 uses only, presumably due to the proximity of sensitive receptors to the site, whereas the outline element of the Proposed Development seeks permission for a 70% / 30% split of B8 / B2 logistics floorspace. The Parkside proposals are therefore not directly comparable and do not offer the flexibility in land use terms that are sought by the Proposed Development.
- 3.42 Phase 2 of the Parkside Colliery site is yet to come forward, however the emerging Local Plan confirms that this phase should be served by a new link road from the east (linking to Junction 22 of the M6) and that the amount of development achievable will be determined through comprehensive transport assessment work. There is therefore no certainty over the timescales for delivery of the link road required to serve this phase and similarly no certainty

over the scale of development that could be accommodated. In terms of the certainty over deliverability and scale that the market requires, the site is not therefore considered to be comparable with the application site.

### **Warrington**

- 3.43 Of the remaining sites identified within Warrington, all of these sites form either part of the present Employment Land Supply (in the case of Sites 1 & 2) or have been identified in the evidence base for the emerging Local Plan as part of the future Employment Land Supply (in the case of Sites 3-8) for the Borough. These existing / proposed sites have been taken into account when assessing the need for future employment land in the Borough, which identified the need for additional employment land at the application site. Redirecting the proposed development to these alternative sites would not therefore remove the need for additional employment land and it has been demonstrated that the application site is the most appropriate Green Belt site to accommodate this demand.
- 3.44 In terms of Sites 1 & 2 (Warrington), both sites are capable of accommodating B2/B8 development, however the remaining approved units on both sites range from circa 8,500 sq.m to 28,500 sq.m and in total provide approximately 78,000 sq.m. However, Site 1 is now fully constructed and only Unit 4 (17,545 sq.m / 188,854 sq.ft) remains available, which does not meet the minimum floorspace requirement of the Proposed Development. Equally, only one of the approved units at Site 2 (Unit 1 - 28,596 sq.m / 307,807 sq.ft) is large enough to accommodate any of the proposed floorspace based on the minimum floorspace requirement of the Proposed Development. However, the illustrative masterplan submitted with this application shows the proposed outline floorspace being split across three development plots, which would range from 300,000 sq.ft upwards. The Site 2 unit would not be capable of accommodating a building even modestly greater in size than 300,000 sq.ft and therefore does not offer the same flexibility as the proposed development site.
- 8.45 Similarly, Site 2 is subject to reserved matters approval that is predicated on a layout and building design that ensures appropriate levels of residential amenity to the Omega land to the south and the existing residential areas to the east of the site. As such none of the approved units offer the cross-dock facilities that the majority of large-scale occupiers would seek and there is no realistic opportunity to amend the approved design to accommodate this requirement, which limits the flexibility and attractiveness of these sites to the market. It is also the case that construction works have started on site for these units, further emphasising the lack of flexibility that these offer in comparison to the Proposed Development.
- 3.46 A Market Report has been prepared by industrial agents JLL (**Appendix 4**) which sets out the economic need and market demand for the proposed development. The Report identifies that there is currently strong demand for units in excess of 100,000 sq. ft in the North West Region, with over 6 million sq ft of active requirements for Grade A or build to suit logistics development, split across a range of floorspace sizes and build to suit or existing building requirements. The identified market demand (need) can be seen to far outstrip the current



supply within the North West. It is considered that the majority of the existing building requirements need to be satisfied in the next 6 – 12 months, whilst the build to suit requirements usually have a longer timescale of 18 – 24 months. It is these longer-term, build to suit requirements that the outline element of the Omega Zone 8 proposals is aiming to satisfy, continuing the trend across the majority of the Omega development.

3.47 The main criteria for any build to suit is certainty on the delivery of a fully serviced site where an implementable planning consent can or has been granted. Successful examples of this in the North West include: -

- Florida Farm, Haydock – now built out and fully let with units for Amazon (360,000 sq. ft) and Kellogg's (523,500 sq. ft). The scheme was part pre-let to Amazon and the speculative unit was let within 6 months of practical completion.
- Omega, Warrington - the last phase of Omega South (Site 2 in this Assessment) is being built out.
- Logistics North, Bolton - there is one site available which can accommodate a single unit of over 100,000 sq. ft.
- Kingsway Business Park, Rochdale - there are several sites available, the maximum building size is 250,000 sq. ft.
- Matrix/Revolution Park, Chorley - the site is fully built out.
- Liverpool International Business Park - there are several sites remaining available.

3.48 It is considered that Omega Zone 8 will attract interest from a large number of occupiers because its flat topography allows the delivery large floorplate buildings; it has excellent motorway access and has access to a large labour supply within a 30-minute drive time. The Report confirms that this places the application site in a regional context, due to the limited availability of sites which can accommodate units in excess of 300,000 sq. ft. The target market is

- National and regional logistics/distribution companies
- Retailers and e-commerce companies
- Major regional and national companies already located in the area
- Port related companies - access to Liverpool 2/Atlantic Gateway

3.49 In summary, the Report concludes that the build to suit market has become more sophisticated with occupier requirements being more specific in terms of layout, size and building height but that there is still a need for speculatively institutionally built units for occupiers whose timescales will not allow build to suit. The application site is considered large enough to accommodate both. Equally, there are few sites in the North West that can offer plots in excess of 300,000 sq. ft, whereas the application site is able to provide a number of plots capable of accommodating units in excess of this floor area. From the requirements that have been highlighted it is expected that there would be demand for the site on both a build to suit and speculative basis and subject to specific demand the application site could offer

opportunities for various employment sectors other than warehousing including advanced manufacturing, automotive, food and engineering sectors.

- 3.50 The existing sites located at Omega South (Warrington Sites 1 & 2) can therefore be discounted on the basis that both sites benefit from planning permission and in the case of Site 1 has now been constructed and part occupied and Site 2 is affected by development constraints which limits the ability of both sites to respond to market demand in the same manner as the application site. Equally, neither site is capable of accommodating the larger floorplate developments (i.e. over 300,000 sq.ft) or offering the flexibility provided by the application site, features that are central to the Proposed Development.
- 3.51 It is acknowledged that as part of the justification for this application, it is the applicant's intention to forsake consented B1 employment floorspace on the existing Omega South site, to create capacity within the highway network for the proposed development. An outline planning application is currently pending determination with Warrington Borough Council for residential development on this land. Whilst this would result in the loss of employment land within the Borough, the residential outline application is supported by a Market Report that demonstrates the lack of demand for B1 office development in this location.
- 3.52 Theoretically, this B1 land could offer an opportunity for alternative employment uses such as B2 / B8 logistics, however the site has not been included in the assessment process because it remains consented for B1 floorspace at this stage and because the site is not considered a suitable site for further B2 / B8 development. The site, whilst brownfield, would fail to satisfy the Stage 1 criteria set out in this Assessment, in so far as the site is located close to sensitive receptors in the form of existing and proposed residential development, which could not be adequately mitigated for without significant impacts on developable area, and access to the site could only be taken off Burtonwood Road, causing direct conflicts between HGV and private vehicle traffic.
- 3.53 Equally the site is irregular in shape and of limited size, which means that it would not be capable of accommodating large-scale logistics development (over 300,000 sq.ft) thereby rendering the site incomparable with the application site and also undesirable to the wider market on the basis that it would be incapable of meeting the market requirements discussed above.

### **Conclusion**

- 3.54 It is concluded that of the 36 sites identified through Stages 1 and 2 of this assessment, only Sites 1 and 2 (St Helens) and Sites 3-8 (Warrington) comply with the requirements set out in Stages 3 and 4 which, if released for development, would result in the least impact on the Green Belt.
- 3.55 Site 6 (St Helens) in line with the criteria established in this assessment is considered to be an alternative site for some of the Proposed Development. However, it is considered that the existing issues associated with on-site contamination and archaeology, together with the off-

site improvements required to the strategic road network, associated with Site 6, could result in development only being deliverable in the medium term. In addition, the Parameter Plans submitted with the application illustrate that there is no opportunity to accommodate the detailed element (Unit 1) of the Proposed Development and very limited flexibility within the site to accommodate the large-scale logistics development (in excess of 300,000 sq,ft) that form the basis of the outline element or the proposals. As a consequence, Site 1 is the only site in St Helens capable of satisfying the identified need for large-scale logistics floorspace in the Borough.

- 3.56 Whereas Sites 3-8 (Warrington) all form part of the future Warrington Borough Employment Land Supply, having been grouped together as part of the wider Warrington Garden Suburb draft allocation. The application site, 31.2 ha, also forms part of this future Employment Land Supply, so the redirection of the proposed development to these sites would not negate the need for further Green Belt release to meet the identified need for large-scale logistics development. Consequently, these do sites do represent genuine alternatives to the application site, because there is a identified need for additional employment land within the Borough and the through the duty to cooperate both Warrington and St Helens Councils have identified that the application site represents the most sustainable option for additional Green Belt release to meet this need.
- 3.57 Likewise the remaining sites (Sites 1 & 2 Warrington), whilst brownfield and therefore sequentially preferable from a land use point of view, form part of the existing Warrington Employment Land Supply and therefore redirection of some of the proposed development would not negate the need for Green Belt release to satisfy future employment land needs. Equally, these sites, already benefit from planning permission for a range of unit sizes of which the vast majority are too small to accommodate the minimum floorspace of the proposed development and are either complete (and partially let) or currently under construction. Furthermore, the single unit that meets the minimum floorspace requirement do not offer the flexibility that the application site can provide and does not match occupier requirements of the market, particularly for build to suit development, which as discussed above is a significant part of the market demand.
- 3.58 As a consequence, only Site 1 is considered capable of delivering the proposed development, which responds to the identified need, in the short term.
- 3.59 The scope for disaggregation is considered in more detail below.

#### **4. ALTERNATIVE OPTIONS**

- 4.1 A clear need for the proposals has been established and the development of the Omega Zone 8 site is the only realistic Site that can be delivered now.
- 4.2 However, in recognition of the status of the Application Site as Green Belt, there is a need to demonstrate that not only is the Omega Zone 8 site the only suitable location for the proposed development, but that the form of development proposed also represents the only way in which the need for large-scale logistics floorspace could be delivered (i.e. that there are no other options).
- 4.3 The application proposals effectively seek planning permission for an extension to the existing Omega employment opportunity, which over the last 7 years has delivered upwards of 5m sq.ft of logistics warehouse development. The existing development is characterised by large-floorplate warehouse development, with units ranging from circa 10,900 sq.m (Dominos) up to 63,692 sq.m (The HUT Group) and 65,075 sq.m (Travis Perkins).
- 4.4 Part of Omega's success has been its ability to accommodate these larger floorplate units, which is a direct result of the flat topography and open nature of the site, traits which are shared by the application site at Omega Zone 8. The proposed development therefore seeks to capitalise on these site-specific qualities and to replicate the existing Omega character by promoting further large-floorplate warehousing to meet the identified need. There is no other alternative site within the Borough that benefits from the established market presence, appeal and proven deliverability that is offered by the relationship between the application site and the existing Omega development.
- 4.5 The outline proposals are for up to 123,903 sq.m of B2/B8 logistics floorspace, which is currently envisaged as being delivered across three development parcels, which if evenly split would equate to three units at 41,310 sq.m each. However, this assumes each plot will deliver the same quantum of floorspace, which in reality is unlikely given the varied nature of occupier requirements. It is more likely that the outline element will accommodate a range of floorspace / site sizes inn. Response to demand for large-scale logistics and therefore it is necessary to consider a smaller site size as the minimum threshold within this Assessment.
- 4.6 The Assessment has therefore used the parameters defined in the EEBP to establish the area of search for large-scale employment development use a minimum site size of 5ha, which it states would allow for a building of circa 300,000 sq. ft., which is the minimum floorspace size identified for the Proposed Development.
- 4.7 There are two parts to the disaggregation assessment, namely:
1. Is there a need for buildings of between 27,870 sq.m (300,000 sq.ft) and 81,500 sq.m (the size of the TJM unit) and could the need be satisfied by a number of smaller developments?

2. Could the proposed floorspace be provided on separate sites and still meet the needs of the market?

### **Option 1: Smaller Developments**

- 4.8 The key consideration here is whether opportunities exist for the disaggregation / dispersal of the 205,500 sq.m. of floorspace proposed for Omega Zone 8 across a number of sites / developments and whether this would meet the specific market needs.
- 4.9 Firstly, the hybrid nature of the proposals reflects the fact that the site has already secured interest from a named occupier (TJM) and the detailed proposals are for a bespoke, purpose-built logistics warehouse that will act as a new distribution centre for the company. This is a specific requirement that can only be met by a single, bespoke development and therefore there is no possibility that this need could be met through a number of smaller developments within the Study Area.
- 4.10 TJM have provided an Operator Statement as part of the planning application (see **Appendix 5**) which sets out the business case for the development both in terms of its location and layout / design.
- 4.11 The Operator Statement confirms TJM's rationale for selecting the application site as its preferred location for a new distribution centre. In summary, TJM collate data that allows them to forecast planned growth in store numbers, analysing population density per existing and possible store location and likely availability of suitable stores. This analysis lead to the conclusion that the best location for their third distribution centre was in the North, in a corridor running from Liverpool across to Hull. The proposals would represent their second logistics facility in the Merseyside Region, but the Operator Statement illustrates that when considered in the context of their existing store network (Operator Statement: Figure 1) and their planned growth (Operator Statement: Figure 3) it is clear that the location of Omega Zone 8 is very logical. It will remove pressure from their Axis site and it will enable them to service their existing and proposed network more efficiently.
- 4.12 Freehold site opportunities were then assessed and evaluated across the target area, however few sites are capable of accommodating circa 1m square feet of floorspace including a "High Bay" warehouse in a location that is strategically well linked to the motorway network and without constraints that would hamper 24/7 logistics use. Omega Zone 8 is one of those few sites and the specific advantages of the site, from TJM's business perspective, are set out below.
  - Proximity to a large source of skilled, engineering, technical labour.
  - Excellent motorway and road connections allowing an efficient link to the wider store network.
  - Relatively unconstrained and a significant distance from the closest noise sensitive receptors meaning the proposed 24/7 operation would not be fettered.

- Proximity to the Axis site which also contains the TJM head office; this assists with construction, ramp-up, management and operation of the site.
  - Relieves pressure on the Axis site which operating at 100% capacity with Omega Zone 8's proximity offering logistics efficiencies that would not otherwise be secured.
- 4.13 The proposals are for a 81.570 sq.m cross-docked warehouse which can accommodate a "High Bay" racking system that means that part of the building must be in excess of 41m to ridge height at its highest point and on average 29m to ridge height across the rest of the unit. Similar "High-Bay" solutions have already been deployed at both of TJM's existing sites and is crucial to the operation of the centre and particularly their stock handling process.
- 4.14 "High Bay" storage is widely used for bulk storage within the retail industry because they offer a highly efficient solution, both in terms of labour and space, as well as safety. Each point is explained below:
- Labour – all movements within the "High Bay" are carried out automatically by robotic cranes avoiding the need for Fork Lift Truck (FLT) drivers.
  - Space – being "High" and densely packed, the required volume of pallets can be stored in an area three or four times smaller than would be required for a system with manual FLT storage.
  - Safety – because no manually operated FLTs are used, the risk of dropping pallets and hitting racking is greatly reduced. Also, being operator free, if a pallet does fall accidentally, it will also only produce damage to equipment, not personnel.
- 4.15 Of these, space efficiency is the most important benefit of the "High Bay" system. If this solution was not used, practically the entire floorspace of the proposed distribution centre at Omega Zone 8 would be required to achieve the same levels of stock storage. Accordingly, to accommodate the other elements of the proposed development (including chilled and frozen storage areas, tote pick and cage areas) this would mean that the development would have to double in size, resulting a significantly greater land-take.
- 4.16 As a result, without a "High bay" of the size proposed, a new distribution centre would not be a viable option for TJM on the basis that it would not provide the efficiencies required to meet their operational requirements and would require a such a large site that it would be unfeasible.
- 4.17 The overall height of the building is dictated by what happens inside it and the automation that is required to achieve the required commercial efficiencies that make the operation viable. Equally, the size and shape of the building is a direct product of the requirements of the automation layout and the number of stores that it is intended to serve.
- 4.18 The building essentially acts as an envelope to the automation layout and the yards as a means to service (this function is explained in detail below). The building is designed to critical minimum dimensions to allow the automation to function efficiently. The orientation of the

building best suits TJM operationally with the inbound yard closest to the entrance and the offices addressing the approach from the Omega West estate road. The location of the offices allows for the early segregation of HGV and staff / visitor vehicle movements and provision of a safe and secure dedicated parking area, which could not be achieved if this element of the development was located elsewhere within the building.

- 4.19 It is clear from the above that TJM's operational needs could not be met by through the construction or occupation of several smaller sites as these would not offer the efficiencies required by the business to meet its requirements. These efficiencies can only be realised in a development of the size and nature of the proposed development
- 4.20 The JLL Market Report (**Appendix 4**) demonstrates there is a need for large-scale logistics buildings and the distribution of the proposed floorspace would not achieve the results required:
- There is over 5 million sq.ft of active requirements for Grade A or "build to suit" logistics development in the North West, of which a large percentage is for larger facilities in the order of between 300,000 sq.ft and 800,000 sq.ft;
  - These larger facilities, which are primarily within the "build to suit" market require certainty on delivery and therefore target fully serviced sites, with excellent motorway access and access to a large labour supply within a 30-minute drive time that are capable of delivering large floorplate buildings;
  - Sites of this type sit within a regional context and of those that have recently accommodated development on this scale few remain available or capable of accommodating development on the scale proposed;
  - The disaggregation of the floorspace into numerous smaller buildings will not meet the needs of the market for large scale logistics facilities.
- 4.21 It is not suggested that only large-scale logistics buildings will meet the needs of the City Region. There are numerous examples of smaller facilities making a valuable contribution to the economy of the City Region. However, as the Market Report identifies there is a particular need for buildings of the proposed scale, which cannot be satisfactorily disaggregated if the efficiency of operations, the attractiveness to the distribution market and financial viability are not to be prejudiced. This conclusion reinforces the findings of the review of policy context in the Planning Statement, that identifies a clear need for large-scale logistics buildings, rather than smaller, less efficient alternatives.
- 4.22 Fundamentally, as the TJM business case explains, disaggregation would not be the preferred option for any major occupier looking to locate a large-scale logistics operation in the area, due to the increased costs associated with constructing and running multiple sites and the loss of efficiency in the operational processes required by that occupier. As well as losing many economies of scale benefits, splitting a larger facility into two or more smaller facilities would increase operational costs. For example, each facility would require its own transport / distribution manager, security, additional plant and machinery and would also incur greater



overall costs in relation to rent and rates. In addition, the relative lack of space in smaller facilities is not consistent with the floorspace requirements associated with the growing reliance on higher levels of automation that, as the Unit 1 proposals illustrate, involve highly complex and expensive racking systems, which require either large floorplates or higher buildings to be accommodated.

- 4.23 Ultimately, In the context of the particular need for large-scale logistics buildings, and the risk of disaggregation prejudicing the attractiveness to the distribution market and financial viability, providing 123,930 sq.m across several smaller buildings is not a reasonable or realistic alternative and would not meet the specific needs of major occupiers, for whom the choice of attractive sites is already limited.
- 4.24 In addition, the relative lack of space in smaller facilities requires more expensive racking solutions in order to achieve the same volume of storage space. This is particularly relevant for this application because the Unit 1 proposals at Zone 8 include a 41m high-bay area that will accommodate a state-of-the-art automated racking system. This racking system is central to the occupier's future plans for how they will meet their business needs going forward, any disaggregation of this unit would prevent them from adopting this system and have a significant adverse impact on their future operations and business growth strategy.
- 4.25 Notwithstanding this, to ensure a robust assessment it is also worth reviewing any existing premises or recent planning permissions for large-scale logistics development in St Helens and Warrington to see if these could accommodate a large-scale logistics building similar to the Proposed Development. The following sites have been identified:

#### St Helens

- Land at Haydock Cross – brownfield site with planning permission for 131,320 (12,200 sq.m) of B8 logistics floorspace;
- Unit 1, Haydock Green (Penny Lane) – Green Belt site with planning permission for 124,862 sq.ft (11,600 sq.m) of B8 logistics floorspace;
- Eurolink 110 – existing logistics building of 110,869 sq.ft (10,300 sq.m); and
- Former Palmer & Harvey site, Millfield Lane – brownfield site with existing logistics building of 144,991sq.ft (13,470 sq.m).

#### Warrington

- Omega South (Mountpark 1) Unit 4 – brownfield site with planning permission for 188,854 sq.ft (17,545 sq.m);
- Omega South (Mountpark 2) Unit 1 - brownfield site with planning permission for 307,807 sq.ft (28,596 sq.m);
- Omega South (Mountpark 2) Unit 2 - brownfield site with planning permission for 203,180 sq.ft (18,876 sq.m); and
- Omega South (Mountpark 2) Unit 3 - brownfield site with planning permission for 225,312 sq.ft (20,932 sq.m).

- 4.26 From this list of existing premises and recent large-scale logistics permissions, it is clear that the vast majority of existing buildings or sites with permission are too small to accommodate the minimum unit size of 300,000 sq.ft (27,871 sq.m) proposed by this application. In fact, only one site is capable of accommodating this scale of floorspace, that being Omega South (Mountpark 2) Unit 1.
- 4.27 This site has already been considered and discounted as part of the Alternative Sites Assessment (Warrington Site 2) carried out above, which concluded that the unit would not be capable of accommodating a building even modestly greater in size than 300,000 sq.ft and therefore does not offer the same flexibility as the proposed development site.
- 4.28 The Mountpark 2 site is also subject to reserved matters approval that is predicated on a layout and building design that ensures appropriate levels of residential amenity to the Omega land to the south and the existing residential areas to the east of the site. As such none of the approved units offer the cross-dock facilities that the majority of large-scale occupiers would seek and there is no realistic opportunity to amend the approved design to accommodate this requirement, which limits the flexibility and attractiveness of these sites to the market. It is also the case that construction works have started on site for these units, further emphasising the lack of flexibility that these offer in comparison to the Proposed Development.
- 4.29 It is acknowledged that as part of the justification for this application, it is the applicant's intention to forsake consented B1 employment floorspace on the existing Omega South site, to create capacity within the highway network for the proposed development. An outline planning application is currently pending determination with Warrington Borough Council for residential development on this land. Whilst this would result in the loss of employment land within the Borough, the residential outline application is supported by a Market Report that demonstrates the lack of demand for B1 office development in this location.
- 4.30 Theoretically, this B1 land could offer an opportunity for alternative employment uses such as B2 / B8 logistics, however the site is not considered to be a viable alternative because it remains consented for B1 floorspace at this stage and because the site is not considered a suitable site for further B2 / B8 development. The site, whilst brownfield, would fail to satisfy the Stage 1 criteria set out in the Alternative Site Assessment (OPP DOC. 7) submitted with this application, in so far as the site is located close to sensitive receptors in the form of existing and proposed residential development, which could not be adequately mitigated for without reducing the developable area of the site and compromising the design and layout of any potential development. Equally, access to the site could only be taken off Burtonwood Road, causing direct conflicts between HGV and private vehicle traffic. These constraints combined with the limited size of the site would render the site undesirable to market and incapable of meeting the market requirements discussed above.
- 4.31 Ultimately, In the context of the particular need for large-scale logistics buildings, and the risk of disaggregation prejudicing the attractiveness to the distribution market and financial viability, providing the proposed development across several smaller buildings is not a

reasonable or realistic alternative in market terms and would not meet the specific needs of TJM or other prospective large-floorplate occupiers.

### **Option 2: Smaller sites**

- 4.32 Whilst it is clear that the TJM proposals could not be accommodated on a smaller site elsewhere within the Study Area because of the bespoke nature of the occupier-led requirement, there is a possibility that some or all of the outline proposals could be delivered on a combination of smaller site, by virtue of the fact that these proposals have no end user and therefore there is more flexibility in how this floorspace is delivered.
- 4.33 However, the JLL Market Report (Appendix 4) identifies that the retail / e-commerce sector makes up approximately 40% of the national industrial & logistics sector and that this sector is rapidly evolving due to changes in product handling and delivery strategies, which has led to a demand for better specified buildings and more sophisticated handling systems. This in turn has led to larger and higher buildings to allow companies to make more efficient use of land and buildings. For the large-scale logistics sector therefore smaller sites and units are simply no longer attractive.
- 4.34 The parameters defined in the EEBP to establish the search criteria for large-scale employment development use a minimum site size of 5ha, which it states would allow for a building of circa 300,000 sq. ft (or 27,780 sq.m). On the basis that the Proposed Development sets a minimum floorspace figure of 27,870 sq.m (in response to market demand) all of the potential sites identified in this Assessment were greater than 5 ha and therefore in theory capable of accommodating at least one of the units that comprise the outline proposals. However, as the Assessment has shown, it is considered that:
1. there are no sites available within the existing urban areas that are capable of accommodating large-scale logistics development of the nature proposed by this application;
  2. there are no more suitable sites that meet the disaggregated parameters for the proposed scale of development; and
  3. even if some of these sites were pursued, the disaggregation of the development would require the use of two areas of Green Belt land which would have a cumulative impact which is greater than the single release proposed at Omega Zone 8.

## **5. SUMMARY & CONCLUSIONS**

- 5.1 This Study evaluates the suitability of alternative locations for a large-scale logistics scheme of a similar form to that proposed for Florida Farm North. It also considers whether there are any opportunities to disaggregate the proposed floorspace onto a number of alternative sites.
- 5.2 The role of the proposed development at Omega Zone 8 will be to support future employment and economic growth needs in both St Helens and Warrington by providing a type and quality of development that is currently lacking from the employment land portfolio of the Boroughs. Whilst there is a need for logistics development across the Region, there is also a clear need for substantial additional floorspace within St Helens and Warrington.

### **Alternative Sites Assessment**

- 5.3 A comprehensive review of the supply of potential sites has been undertaken, with information obtained from all relevant and accessible sources within both St Helens and Warrington.
- 5.4 A total of 36 sites, including the application site, were identified as meeting the minimum size requirement of 5 ha. Only two sites were brownfield (both at Omega Warrington) and the remaining 34 were Green Belt sites.
- 5.5 These sites were assessed against the minimum site requirements criteria set out in Stage 2 of the methodology. These criteria, taken from the EEBP, related to access to the strategic road network, availability of public transport and proximity to sensitive uses. Nineteen of the 36 sites did not meet with the defined minimum criteria and were subsequently discounted from further assessment.
- 5.6 The remaining 17 sites were assessed against the site suitability requirements set out in Stage 3 of the methodology. Four sites were excluded from further analysis because they did not represent realistically suitable alternative sites for large scale logistics distribution development, due to their irregular shape and potential for flood risk.
- 5.7 11 of the remaining 13 sites were then assessed against their impact on Green Belt purposes as set out in Stage 4 of the methodology (the other two being excluded from this stage given their brownfield status). All sites robustly served at least one Green Belt purpose however, the assessment fails to identify any site that could be released from the Green Belt without causing some harm to the Green Belt purposes.
- 5.8 However, a further four sites were found to fail three of the Green Belt Purposes meaning that those sites would potentially have greater harm to the Green Belt purposes and were therefore discounted from any further assessment. Furthermore, on the basis that there are no historic towns or villages within the Borough, Purpose 4 was also discounted at this stage, as every site had equal impact (none) on this purpose.

- 5.9 Of the remaining sites, Florida Farm (St Helens Site 2) was discounted because the development is now fully occupied. The remaining Warrington sites were also discounted on the basis that they all form part of the existing or emerging Employment Land Supply for the Borough and therefore redirection of the proposed development to these sites would not negate the need for Green Belt release to satisfy the identified demand. In addition, the two brownfield sites located at Omega South (Warrington Sites 1 & 2) were discounted on the basis that three of the four available units are too small to satisfy the minimum floorspace requirement established by this application. Only Unit 1 on Warrington Site 2 is capable of accommodating this scale of floorspace, however would not be capable of accommodating a building even modestly greater in size than 300,000 sq.ft and therefore does not offer the same flexibility as the proposed development site.
- 5.10 The Warrington 2 site is also subject to reserved matters approval that is predicated on a layout and building design that ensures appropriate levels of residential amenity to the Omega land to the south and the existing residential areas to the east of the site. As such none of the approved units offer the cross-dock facilities that the majority of large-scale occupiers would seek and there is no realistic opportunity to amend the approved design to accommodate this requirement, which limits the flexibility and attractiveness of these sites to the market. It is also the case that construction works have started on site for these units, further emphasising the lack of flexibility that these offer in comparison to the Proposed Development.
- 5.11 As a consequence, only the application site (St Helens Site 1) is realistically capable of delivering the scheme in the short term.

#### **Alternative Options Assessment**

- 5.10 The opportunity to disaggregate the proposed development has been considered but discounted on the basis that this would not satisfy the occupier-led demand that compromises the detailed element of the application proposals (TJM – Unit 1) and because disaggregation of the proposed outline floorspace into numerous smaller buildings will not meet the needs of the market for large-scale logistics facilities, in excess of 300,000 sq.ft.
- 5.11 All of the potential sites identified in this Assessment were greater than 5 ha and therefore in theory capable of accommodating at least one of the units that comprise the outline proposals. However, as the Assessment has shown, it is considered that:
1. There are no sites available within the existing urban areas that are suitable for logistics development of this scale and where logistics sites do exist in the urban area (i.e. Warrington Sites 1 & 2) these would not negate the need for additional Green Belt release to accommodate logistics development;
  2. There are no more suitable sites that meet the disaggregated parameters for the proposed scale of development; and
  3. Even if some of these sites were pursued, the disaggregation of the development would require the use of two areas of Green Belt land which would have a cumulative impact which is greater than the single release proposed at Omega Zone 8.

## **Conclusion**

- 5.11 As a consequence, it is has been established that the application site, Omega Zone 8, is the only site realistically capable of delivering the 'live' occupier-led requirement for Unit 1 and separately the outline B2/B8 floorspace proposals on the basis of a minimum floorspace requirement of 27,870 sq.m / 300,000 sq.ft, in the short-term.

## **APPENDIX 1: INDICATIVE MASTERPLAN**



[illegible]



## **APPENDIX 2: SITE PROFORMAS**

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	1	Omega South Western Extension, Land North of Finches Plantation, Bold	31.2
Stage 1 Considerations			Score
Motorway Access	Close to M62 Junction 8		
Trunk Road Access	Site has direct connection to Skyline Drive A5280		
Public Transport	Shuttle bus service already established for Omega would extend to cover site		
Separation (Sensitive Uses)	Site is adjacent to existing employment areas and well removed from residential properties. Proximity of day care nursery in Lingley Mere, however large site allowing mitigation/ separation to be implemented		
Stage 2 Considerations			
Shape	Site is fairly regular		
Proximity to Key Settlement	Adjoins Warrington Borough boundary and close to southern parts of St Helens settlement boundary (Clock Face) with improved pedestrian links to be provided		
Topography	Flat with slight drop from north to south away from motorway		
Flood Risk	Flood Zone 1		
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas	Will result in urban sprawl but will be viewed in context of M62 corridor and adjacent Omega Site. Well contained by motorway, existing Omega site and Booths Wood – additional structured planting will created robust defensible boundaries to restrict sprawl.		
Purpose 2: To prevent neighbouring towns merging into one another	Will bring perceived Warrington urban area closer to St Helens, however still physically separated be M62 corridor and rest of Bold Forest Park		
Purpose 3: To assist in safeguarding the countryside from encroachment	Would comprise encroachment into countryside which is unavoidable, but will be viewed in context of M62 corridor and adjacent Omega Site. Well contained by motorway, existing Omega site and Booths Wood – additional structured planting will created robust defensible boundaries.		
Purpose 4: To preserve the setting and special character of historic towns	Not applicable in St Helens		
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The site is in the Green Belt however part of site (circa 32 ha) formed part of Burtonwood Airbase therefore historic brownfield land. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land		
Other Site Considerations			
Land Use/ Neighbouring uses	Agriculture, employment & M62 corridor		
Market	Site has good access to M62 and occupier-led demand for part of the site demonstrates attractiveness of site.		
Summary/ Comments			
Site satisfies all of the Stage 1 & 2 considerations and whilst its greenfield / Green Belt nature means that there will inevitably be some encroachment into the countryside this will be viewed in context of M62 corridor and adjacent Omega Site.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	2	Land at Florida Farm North, Slag Lane, Haydock	36.7
Stage 1 Considerations			Score
Motorway Access	Close to J22 M6 and J9 M62		
Trunk Road Access	Site is located off the A49		
Public Transport	Bus route 90m & railway station 400m		
Separation (Sensitive Uses)	Large site allowing mitigation/ separation to be implemented		
Stage 2 Considerations			
Shape	Fairly regular		
Proximity to Key Settlement	Close to Haydock		
Topography	Relatively flat land with gradual rise to north		
Flood Risk	Flood Zone 1		
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas	Site is not well contained and would lead to sprawl		
Purpose 2: To prevent neighbouring towns merging into one another	The development will bring Haydock closer to Billinge although will not close the strategic gap		
Purpose 3: To assist in safeguarding the countryside from encroachment	The site has relatively weak boundaries. Development would comprise encroachment into the countryside		
Purpose 4: To preserve the setting and special character of historic towns	Not applicable in St Helens		
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The Green Belt elements are greenfield with no built form. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land		
Other Site Considerations			
Land Use/ Neighbouring uses	Residential; agriculture; A580; Haydock Industrial Estate		
Market	Site has planning permission for logistics use (two large units)		
Summary/ Comments			
The site is subject to an implemented planning consent for logistics use which is built out and a fully let so is unavailable for the proposed development.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	3	Land North of Penny Lane, Haydock (Haydock Green)	11.05
Stage 1 Considerations			Score
Motorway Access		Close of M6 Junction 23	
Trunk Road Access		Situated on the A599 and close to A580	
Public Transport		Close to existing public transport routes	
Separation (Sensitive Uses)		Situated on periphery of existing industrial estate and bounded by M6 – no sensitive uses in close proximity	
Stage 2 Considerations			
Shape		Fairly regular, but limited therefor unable to accommodate proposals	
Proximity to Key Settlement		Close to existing urban areas of Haydock and New Boston	
Topography		Fairly flat with gradual rise to north	
Flood Risk		Flood Zone 1	
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas		The site is well contained by the existing industrial estate and M6	
Purpose 2: To prevent neighbouring towns merging into one another		Development of the site would bring Haydock closer to Ashton-in-Makerfield, however the physical barrier of the M6 will prevent coalescence	
Purpose 3: To assist in safeguarding the countryside from encroachment		The development would be encroachment into the countryside, which is unavoidable, but will be viewed in context of M6 corridor and adjacent industrial estate	
Purpose 4: To preserve the setting and special character of historic towns		Not applicable in St Helens	
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		The site is in the Green Belt with no built form. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land	
Other Site Considerations			
Land Use/ Neighbouring uses		Existing industrial estate and strategic road network	
Market		Site has planning permission for logistics use	
Summary/ Comments			
The site is subject to a partially implemented planning consent for logistics use with Unit 2 built out under a pre-let agreement. The remainder of the site is considered too small to accommodate the proposed development.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	4	Land south-west of Sandwash Close, Rainford	17.0
Stage 1 Considerations			Score
Motorway Access	No direct or close motorway access		
Trunk Road Access	Site located off A570, leading to A580		
Public Transport	Close to existing bus routes		
Separation (Sensitive Uses)	Sites is away from sensitive uses and where these are present mitigation could be introduced due to site size		
Stage 2 Considerations			
Shape	Regular shape but constrained by Flood Zone		
Proximity to Key Settlement	South of Rainford and remote from main settlements		
Topography	Relatively flat		
Flood Risk	Part of site in Flood Zone 3		
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas	Would be viewed as natural extension to existing business park, however boundaries relatively weak in defensible terms		
Purpose 2: To prevent neighbouring towns merging into one another	Rainford remote from main settlements and development would not lead to coalescence		
Purpose 3: To assist in safeguarding the countryside from encroachment	The site has relatively weak boundaries. Development would comprise encroachment in to the countryside.		
Purpose 4: To preserve the setting and special character of historic towns	Not applicable in St Helens		
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The Green Belt elements are greenfield with no built form. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land		
Other Site Considerations			
Land Use/ Neighbouring uses	Industrial estate, open countryside, residential		
Market Planning Policy	Secondary location being marketed but too remote from the main network for primary interest.		
Summary/ Comments			
Site is too peripheral from the Motorway network to be suitable or attractive to the market for large scale employment development. Performs relatively poorly in Green Belt terms and flood risk and so is unsuitable.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	5	Land to east of M62 Link/north of Lea Green Industrial Estate	9.53
Stage 1 Considerations			Score
Motorway Access		No direct access to motorway - 6 miles to M58, 7 miles to M6, 8-9 miles to M62	
Trunk Road Access		Site is located off the A570 leading to A580 / M58	
Public Transport		Bus routes nearby on Pasture Lane	
Separation (Sensitive Uses)		Adequate mitigation can be provided on site but generally away from sensitive uses	
Stage 2 Considerations			
Shape		Irregular shape due to presence of primary substation	
Proximity to Key Settlement		To south of St Helens	
Topography		Relatively flat	
Flood Risk		Flood Zone 1	
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas		N/A	
Purpose 2: To prevent neighbouring towns merging into one another			
Purpose 3: To assist in safeguarding the countryside from encroachment			
Purpose 4: To preserve the setting and special character of historic towns			
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.			
Other Site Considerations			
Land Use/ Neighbouring uses		Industrial estate, major utility service facility	
Market		Secondary location. Not appropriate for large footplate unit due to shape constraints.	
Summary/ Comments			
Site peripheral from motorway and is too small for the development and due to the site’s shape constraint is unsuitable.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	6	South of Washway Lane/ Cowley Hill works	15.14
Stage 1 Considerations			Score
Motorway Access	No direct access to motorway - 6 miles to M58, 7 miles to M6, 8-9 miles to M62		
Trunk Road Access	A580 to the north but no direct A road connection		
Public Transport	Close to existing bus routes on City Road		
Separation (Sensitive Uses)	Adequate mitigation can be provided on site but generally removed from sensitive uses		
Stage 2 Considerations			
Shape	Regular shape, but various permissions for mixed use development have created development plots which could affect potential for a single regular site		
Proximity to Key Settlement	In the north of St Helens		
Topography	Relatively flat		
Flood Risk	Flood Zone 1		
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas	N/A		
Purpose 2: To prevent neighbouring towns merging into one another			
Purpose 3: To assist in safeguarding the countryside from encroachment			
Purpose 4: To preserve the setting and special character of historic towns			
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.			
Other Site Considerations			
Land Use/ Neighbouring uses	Industrial Estate, Residential; railway and park / open space		
Market	Secondary location being marketed but too remote from the main network for large footplate primary interest. Good potential for mixed use site		
Summary/ Comments			
Site is too peripheral from the Motorway network to be suitable or attractive to the market for large primary employment development.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	7	Former Ibstock Brick, Clock Face	8.1
Stage 1 Considerations			Score
Motorway Access	Close to M62 but no connection by A road		
Trunk Road Access	Remote from A road, only B road connections		
Public Transport	Not close to existing bus routes and limited options		
Separation (Sensitive Uses)	Remote from existing settlements or other sensitive uses		
Stage 2 Considerations			
Shape	Fairly regular site		
Proximity to Key Settlement	To the south of St Helens		
Topography	Relatively flat		
Flood Risk	Flood Zone 1		
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas	N/A		
Purpose 2: To prevent neighbouring towns merging into one another			
Purpose 3: To assist in safeguarding the countryside from encroachment			
Purpose 4: To preserve the setting and special character of historic towns			
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.			
Other Site Considerations			
Land Use/ Neighbouring uses	Environmental/ recreation areas; residential to the south-east		
Market	Secondary location. Not sufficiently attractive to a large-footplate employment unit.		
Summary/ Comments			
Site is too small for the proposed development. In location terms is poor to attract interest for even a smaller component part of the development and so is unsuitable.			



LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	8	Former Parkside Colliery, Newton-le-Willows (Phs 1)	91 (47.9)
Stage 1 Considerations			Score
Motorway Access		Close to M6 Junction 22	
Trunk Road Access		Direct access of A49	
Public Transport		Close to existing bus routes	
Separation (Sensitive Uses)		Adjacent to existing residential on Winwick Rd and wider settlement to north-west, although physically separated by railway line	
Stage 2 Considerations			
Shape		Fairly regular	
Proximity to Key Settlement		Close to Newton-le-Willows	
Topography		Relatively flat	
Flood Risk		Flood Zone 1	
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas		Would lead to significant sprawl although contained by M6 to east	
Purpose 2: To prevent neighbouring towns merging into one another		Would bring urban edge of Newton-le-Willows closer to Culcheth to east and Winwick to south	
Purpose 3: To assist in safeguarding the countryside from encroachment		Development would comprise encroachment into the countryside, with weak boundaries to south and south-east	
Purpose 4: To preserve the setting and special character of historic towns		Not applicable in St Helens	
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		Site is part brownfield, so would contribute to recycling of derelict and other urban land, however also in the Green Belt	
Other Site Considerations			
Land Use/ Neighbouring uses		Residential, strategic road and rail corridors – derelict former colliery site.	
Market		Phase 1 currently subject to a planning application, potential access constraints to later phases may affect interest.	
Summary/ Comments			
Site is located in the Green Belt, but is partly brownfield so would assist in urban regeneration. Outline application submitted for Phase 1 for up to 92,900 sq.m of B8 across 3 units of between 52,029 sq.m and 19,123 sq.m, site not therefore capable of accommodating detailed element of proposed development and insufficient for total outline element. Later phases constrained by need for new link road to M6 Junction 22 and other potential mitigation measures.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	9	Haydock Farm (South), Haydock	36.5
Stage 1 Considerations			Score
Motorway Access	Close to J23 M6		
Trunk Road Access	Site located off A580 (new improved access proposed)		
Public Transport	Not close to existing bus routes and limited options		
Separation (Sensitive Uses)	Residential Special Care Facility on site		
Stage 2 Considerations			
Shape	Fairly regular		
Proximity to Key Settlement	Close to Haydock, but on opposite side of the M6 and poorly connected		
Topography	Relatively flat		
Flood Risk	Flood Zone 1, but watercourse (Flood Zone 3) crosses site		
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas	Development would constitute urban sprawl		
Purpose 2: To prevent neighbouring towns merging into one another	The development would close the gap to Goldbourne		
Purpose 3: To assist in safeguarding the countryside from encroachment	The site is bound by motorway to west but has relatively weak boundaries to the east. Development would comprise encroachment into the countryside		
Purpose 4: To preserve the setting and special character of historic towns	Not applicable in St Helens		
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The Green Belt elements are greenfield with no built form. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land		
Other Site Considerations			
Land Use/ Neighbouring uses	Residential care home, agricultural and highway transport corridors		
Market Planning Policy	Site well located relative to strategic highway network but requires access upgrades which mean delivery in short-term unlikely.		
Summary/ Comments			
Site is greenfield in its entirety and has access issues and requires the removal of a specialist care use. The site is not available or currently deliverable for the proposed development.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	10	Haydock Park Farm (North), Haydock	42.5
Stage 1 Considerations			Score
Motorway Access	Close to J23 M6		
Trunk Road Access	Site located off A580 (new improved access proposed)		
Public Transport	Limited access to bus routes		
Separation (Sensitive Uses)	Largely remote from sensitive uses with mitigation possible where required		
Stage 2 Considerations			
Shape	Fairly regular		
Proximity to Key Settlement	Close to Haydock, but on opposite side of the M6 and poorly connected		
Topography	Relatively flat		
Flood Risk	Flood Zone 1, but watercourse (Flood Zone 3) crosses site		
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas	Development would constitute urban sprawl		
Purpose 2: To prevent neighbouring towns merging into one another	The development would close the gap to Goldbourne		
Purpose 3: To assist in safeguarding the countryside from encroachment	The site is bound by motorway to west but has relatively weak boundaries to the east. Development would comprise encroachment into the countryside		
Purpose 4: To preserve the setting and special character of historic towns	Not applicable in St Helens		
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The Green Belt elements are greenfield with no built form. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land		
Other Site Considerations			
Land Use/ Neighbouring uses	Haydock Park Racecourse, agricultural and highway transport corridors		
Market Planning Policy	Site well located relative to strategic highway network, but requires access upgrades which mean delivery in short-term unlikely.		
Summary/ Comments			
Site is greenfield in its entirety. It has access issues to be addressed and will need to balance development with impact on racecourse. The site is subject to an undetermined outline planning application (P/2017/0245/OUP) for up to 167,225 sq.m of B8/B2 development.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	11	Lock Street (off Merton Street)	6.42
Stage 1 Considerations			Score
Motorway Access	No direct or close motorway access – M62 5 miles & M6 4.7 miles away		
Trunk Road Access	Site located away from the A road network		
Public Transport	Bus routes on Merton Bank Road - infrequent		
Separation (Sensitive Uses)	Sites is away from sensitive uses and where these are present mitigation could be introduced due to site size		
Stage 2 Considerations			
Shape	Regular shape		
Proximity to Key Settlement	In St Helens		
Topography	Relatively flat		
Flood Risk	Flood Zone 1		
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas	N/A		
Purpose 2: To prevent neighbouring towns merging into one another			
Purpose 3: To assist in safeguarding the countryside from encroachment			
Purpose 4: To preserve the setting and special character of historic towns			
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.			
Other Site Considerations			
Land Use/ Neighbouring uses	Industrial estates; gas holder; residential to the south-east		
Market Planning Policy	Secondary industrial location. Access issues. Not sufficiently attractive to a large footplate employment unit.		
Summary/ Comments			
Site is too small for the proposed development and in location /access terms is very poor to attract interest			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	12	Land to the North of Rainford	27.9
Stage 1 Considerations			Score
Motorway Access		No direct or close motorway access	
Trunk Road Access		Site located off A570, leading to A580	
Public Transport		Close to existing bus routes	
Separation (Sensitive Uses)		Sites is away from sensitive uses and where these are present mitigation could be introduced due to site size	
Stage 2 Considerations			
Shape		Regular shape	
Proximity to Key Settlement		South of Rainford and remote from main settlements	
Topography		Relatively flat	
Flood Risk		Flood Zone 1	
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas		N/A	
Purpose 2: To prevent neighbouring towns merging into one another			
Purpose 3: To assist in safeguarding the countryside from encroachment			
Purpose 4: To preserve the setting and special character of historic towns			
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.			
Other Site Considerations			
Land Use/ Neighbouring uses		Open countryside, residential	
Market Planning Policy		Secondary location but too remote from the main network for primary interest	
Summary/ Comments			
Site is too peripheral from the Motorway network to be suitable or attractive to the market for large scale employment development. Performs poorly in Green Belt terms and so is unsuitable.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	13	Land to East of Rainhill	17.9
Stage 1 Considerations			Score
Motorway Access		Close to M62	
Trunk Road Access		Site is located near to the A570 but secondary road linkage to it	
Public Transport		Limited access to bus routes	
Separation (Sensitive Uses)		Remote from sensitive uses	
Stage 2 Considerations			
Shape		Regular	
Proximity to Key Settlement		To the south of St Helens, reasonable connections	
Topography		Relatively Flat	
Flood Risk		Flood Zone 1 with areas of Flood Zone 2 and 3	
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas		Development of the site would result in urban sprawl	
Purpose 2: To prevent neighbouring towns merging into one another		The site would close the gap between Rainhill & St Helens to a degree, potentially mitigated by the new Waterside Village development	
Purpose 3: To assist in safeguarding the countryside from encroachment		The site has relatively weak boundaries. Development would comprise encroachment into the countryside, again to an extent mitigated by emerging development in the area	
Purpose 4: To preserve the setting and special character of historic towns		Not applicable in St Helens	
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		The Green Belt elements are greenfield with no built form. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land	
Other Site Considerations			
Land Use/ Neighbouring uses		Countryside, A570, residential, industrial estate across A570	
Market Planning Policy		Access to M62 via Linkway. Maybe of interest to market subject to deliverability re flood risk	
Summary/ Comments			
Site performs poorly against Green Belt purposes. Greenfield in its entirety. Some constraints with flood risk may affect layout options and attractiveness to market. Site could not accommodate the proposed development and is therefore not considered to be more appropriate.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	14	Ashton Road, Newton-le-Willows	12.4
Stage 1 Considerations			Score
Motorway Access	Close to Junction 23 M6		
Trunk Road Access	Close to A580/M6 junction		
Public Transport	Close to existing bus routes and also rail connections		
Separation (Sensitive Uses)	Close to residential and education uses, which will require mitigation and limit development potential		
Stage 2 Considerations			
Shape	Fairly regular, but mitigation measures will have impact on available land		
Proximity to Key Settlement	Located in settlement		
Topography	Relatively flat		
Flood Risk	Flood Zone 1		
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas	N/A		
Purpose 2: To prevent neighbouring towns merging into one another			
Purpose 3: To assist in safeguarding the countryside from encroachment			
Purpose 4: To preserve the setting and special character of historic towns			
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.			
Other Site Considerations			
Land Use/ Neighbouring uses	Residential, education, agricultural and transport corridors		
Market Planning Policy	Site is well located and has interest from the market as well as being recognised in the City Region as a key large employment/ logistics opportunity.		
Summary/ Comments			
Site is part greenfield land and is well located for access to the M6 Motorway. It could only accommodate a component part of the proposed development, but net developable following implementation of mitigation may reduce this much further. It is not more appropriate than application site.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	15	Land to the North West of Ecclestone	91.1
Stage 1 Considerations			Score
Motorway Access		Not close to motorway	
Trunk Road Access		South of A580, bit with no direct access	
Public Transport		Bus routes in area, but no direct connection to site	
Separation (Sensitive Uses)		Sites is close to housing to the south but can be mitigated due to site size	
Stage 2 Considerations			
Shape		Fairly regular	
Proximity to Key Settlement		Adjacent to the Eccleston area of St Helens	
Topography		Relatively flat with gentle slope to south	
Flood Risk		Flood Zone 1	
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas		N/A	
Purpose 2: To prevent neighbouring towns merging into one another			
Purpose 3: To assist in safeguarding the countryside from encroachment			
Purpose 4: To preserve the setting and special character of historic towns			
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.			
Other Site Considerations			
Land Use/ Neighbouring uses		Open countryside, residential	
Market Planning Policy		Secondary location, too remote from the main network for primary interest. Good urban extension potential with mix of uses	
Summary/ Comments			
Site is too peripheral from the Motorway network to be suitable or attractive to the market for large scale employment development. Performs poorly in Green Belt terms and so is unsuitable.			



LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	16	Land to South East of Haydock	32.3
Stage 1 Considerations			Score
Motorway Access	Close to Junction 23 M6		
Trunk Road Access	Located of the A580, will require access upgrades		
Public Transport	Limited access to bus routes		
Separation (Sensitive Uses)	Reasonably removed from sensitive uses and capable of accommodating mitigation where required		
Stage 2 Considerations			
Shape	Fairly regular		
Proximity to Key Settlement	Adjacent to Haydock		
Topography	Relatively Flat		
Flood Risk	Flood Zone 1		
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas	Site well contained on two sides, so limited urban sprawl		
Purpose 2: To prevent neighbouring towns merging into one another	Site would close gap between Haydock and Newton		
Purpose 3: To assist in safeguarding the countryside from encroachment	The site has relatively weak boundaries to the south. Development would comprise encroachment into the countryside		
Purpose 4: To preserve the setting and special character of historic towns	Not applicable in St Helens		
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The Green Belt elements are greenfield with no built form. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land		
Other Site Considerations			
Land Use/ Neighbouring uses	Industrial, residential agricultural and transport corridors		
Market Planning Policy	Site is close to the M6, but due to access upgrade requirements is less attractive to the market in short-term.		
Summary/ Comments			
Site is greenfield in its entirety and so is not considered to be an appropriate alternative site for the application site. The site is not available or currently deliverable for the proposed development.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	17	Manor Farm, Rainhill	27.3
Stage 1 Considerations			Score
Motorway Access	Close to M62		
Trunk Road Access	No trunk road connection to M62		
Public Transport	Limited access to existing bus routes		
Separation (Sensitive Uses)	Reasonably removed from sensitive uses and capable of accommodating mitigation where required		
Stage 2 Considerations			
Shape	Regular Shape		
Proximity to Key Settlement	Adjacent to settlement		
Topography	Relatively Flat		
Flood Risk	Flood Zone 1		
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas	N/A		
Purpose 2: To prevent neighbouring towns merging into one another			
Purpose 3: To assist in safeguarding the countryside from encroachment			
Purpose 4: To preserve the setting and special character of historic towns			
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.			
Other Site Considerations			
Land Use/ Neighbouring uses	Countryside, residential and transport corridor		
Market Planning Policy	Close to M62, but lack of trunk road connection may affect attractiveness and raise questions regarding deliverability		
Summary/ Comments			
Site performs poorly against Green Belt purposes. Greenfield in its entirety. Site could not accommodate the proposed development and lacks good connections to motorway network.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	18	Ash Grove Farm, Billinge	21.1
Stage 1 Considerations			Score
Motorway Access	Not close to motorway network		
Trunk Road Access	Lacks direct connections to trunk road network		
Public Transport	Limited bus route connections		
Separation (Sensitive Uses)	Sites is close to housing to the south but could be mitigated due to site size (although potential adverse impact on net developable area)		
Stage 2 Considerations			
Shape	Slightly irregular		
Proximity to Key Settlement	Adjacent to Billinge, but distant from St Helens or other key settlements		
Topography	Land slopes North to South		
Flood Risk	Flood Zone 1		
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas	N/A		
Purpose 2: To prevent neighbouring towns merging into one another			
Purpose 3: To assist in safeguarding the countryside from encroachment			
Purpose 4: To preserve the setting and special character of historic towns			
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.			
Other Site Considerations			
Land Use/ Neighbouring uses	Open countryside, residential		
Market Planning Policy	Rural location too remote from the main network for employment interest. Poor access connections also unfavourable.		
Summary/ Comments			
Site is too peripheral from the main areas of population and the Motorway network to be suitable or attractive to the market for large scale employment development. Performs poorly in Green Belt terms and so is unsuitable.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	19	Sankey Valley Industrial Estate, Newton-le-Willows	12.9
Stage 1 Considerations			Score
Motorway Access		4 miles to M62 and 2.4 miles to M6	
Trunk Road Access		Site is located away from the A road network	
Public Transport		Site is located close to a bus route	
Separation (Sensitive Uses)		Sites is near some sensitive uses and access would be through mainly residential area	
Stage 2 Considerations			
Shape		Site is split up into various available areas, which are irregular and unable to accommodate proposals	
Proximity to Key Settlement		Situated in Newton-le-Willows	
Topography		Relatively flat	
Flood Risk		Flood Zone 1	
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas		N/A	
Purpose 2: To prevent neighbouring towns merging into one another			
Purpose 3: To assist in safeguarding the countryside from encroachment			
Purpose 4: To preserve the setting and special character of historic towns			
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.			
Other Site Considerations			
Land Use/ Neighbouring uses		Industrial estate; railway;	
Market Planning Policy		Secondary industrial location. Access issues. Not sufficiently attractive to a large-floorplate occupiers.	
Summary/ Comments			
Site is unsuitable on the basis that it is too small for the proposed development and is poorly located in terms of access and connections to the strategic highway network, which would have an impact on the attractiveness of the site for even a smaller component part of the development.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	20	Redundant factory at Ravenhead Rd, St Helens	7.38
Stage 1 Considerations			Score
Motorway Access		No direct motorway access - M62 3.8 miles M6 6.4 miles	
Trunk Road Access		Site located away from A road network	
Public Transport		Close to existing bus routes	
Separation (Sensitive Uses)		Sites is away from sensitive uses and where these are present mitigation could be introduced but this would impact on developable acreage	
Stage 2 Considerations			
Shape		Fairly Regular shape	
Proximity to Key Settlement		In St Helens	
Topography		Relatively flat	
Flood Risk		Flood Zone 1	
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas		N/A	
Purpose 2: To prevent neighbouring towns merging into one another			
Purpose 3: To assist in safeguarding the countryside from encroachment			
Purpose 4: To preserve the setting and special character of historic towns			
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.			
Other Site Considerations			
Land Use/ Neighbouring uses		Industrial; football / sports centre; railway; residential	
Market Planning Policy		Secondary industrial location. Access issues. Not sufficiently attractive to a large footplate employment unit. Probably suit smaller units.	
Summary/ Comments			
Site is too small for the development, but in location / access terms is poor to attract interest			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	21	Vacant Site at Peasley Cross, St Helens	5.44
Stage 1 Considerations			Score
Motorway Access		No direct motorway access - M62 4.3 miles M6 5.4 miles	
Trunk Road Access		Site located away from the A road network	
Public Transport		Close to existing bus routes	
Separation (Sensitive Uses)		Sites is near some sensitive uses and access would be through mainly residential area	
Stage 2 Considerations			
Shape		Fairly Regular shape	
Proximity to Key Settlement		In St Helens	
Topography		Relatively flat	
Flood Risk		Flood Zone 1	
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas		N/A	
Purpose 2: To prevent neighbouring towns merging into one another			
Purpose 3: To assist in safeguarding the countryside from encroachment			
Purpose 4: To preserve the setting and special character of historic towns			
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.			
Other Site Considerations			
Land Use/ Neighbouring uses		Industrial estates; hospital; supermarket, residential	
Market Planning Policy		Secondary industrial location. Access issues. Not sufficiently attractive to a large footplate employment unit.	
Summary/ Comments			
Site is too small for the development, but in location / access terms is poor to attract interest			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	22	Site at Elton Head Road	6.99
Stage 1 Considerations			Score
Motorway Access		No direct motorway access - M62 2.3 miles to the south	
Trunk Road Access		Site located close to A570	
Public Transport		Close to existing bus routes	
Separation (Sensitive Uses)		Site is adjacent to residential uses on north-western boundary with difficulty to mitigate large units due to site shape	
Stage 2 Considerations			
Shape		Irregular shape	
Proximity to Key Settlement		In St Helens	
Topography		Relatively flat	
Flood Risk		Flood Zone 1	
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas		N/A	
Purpose 2: To prevent neighbouring towns merging into one another			
Purpose 3: To assist in safeguarding the countryside from encroachment			
Purpose 4: To preserve the setting and special character of historic towns			
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.			
Other Site Considerations			
Land Use/ Neighbouring uses		Industrial Estate, residential, commercial business park	
Market Planning Policy		Secondary location. Not suitable for large floorplate units due to size and adjacent uses	
Summary/ Comments			
Due to the site’s shape constraint is unsuitable as this affects the ability to accommodate a large floorplate unit and/ or sufficiently mitigate. and so is unsuitable.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	23	Land to the North West of Haydock Industrial Estate	28.4
Stage 1 Considerations			Score
Motorway Access		Close to J23 M6	
Trunk Road Access		Site is located off the A580 (new improved access proposed through Florida Farm approval)	
Public Transport		Close to existing bus routes	
Separation (Sensitive Uses)		Adequate mitigation can be achieved	
Stage 2 Considerations			
Shape		Irregular shape	
Proximity to Key Settlement		Relatively close to Haydock	
Topography		Relatively flat with gradual rise to the north	
Flood Risk		Flood Zone 1 – however localised flooding associated with Clipsley Brook will require remediation works	
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas		Site is not well contained and would lead to sprawl	
Purpose 2: To prevent neighbouring towns merging into one another		The development will bring Haydock closer to Billinge	
Purpose 3: To assist in safeguarding the countryside from encroachment		The site has relatively weak boundaries. Development would comprise encroachment in to the countryside.	
Purpose 4: To preserve the setting and special character of historic towns		Not applicable in St Helens	
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		The Green Belt elements are greenfield with no built form. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land	
Other Site Considerations			
Land Use/ Neighbouring uses		Open countryside, residential, Haydock Industrial Estate	
Market Planning Policy		Site could be of interest to the market	
Summary/ Comments			
Site is greenfield in its entirety and so is not a preferable alternative site for the proposed development. It is considered to be of an irregular shape that would limit its potential for large-scale logistics and is affected by localised flooding issues that will require remediation works that will have an impact on developable area.			



LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	24	Bold Industrial Park	10.3
Stage 1 Considerations			Score
Motorway Access		No direct motorway access - M62 2.9 miles to the south	
Trunk Road Access		Site located on a country road (Gorsey Lane) – no A road connection	
Public Transport		Close to existing bus routes	
Separation (Sensitive Uses)		Sites is away from sensitive uses	
Stage 2 Considerations			
Shape		Slightly irregular shape	
Proximity to Key Settlement		In St Helens	
Topography		Relatively flat	
Flood Risk		Flood Zone 1	
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas		N/A	
Purpose 2: To prevent neighbouring towns merging into one another			
Purpose 3: To assist in safeguarding the countryside from encroachment			
Purpose 4: To preserve the setting and special character of historic towns			
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.			
Other Site Considerations			
Land Use/ Neighbouring uses		Industrial estate, residential to north west (distant), open countryside	
Market Planning Policy		Secondary location but poor access and too remote from the main network	
Summary/ Comments			
The site is an older generation industrial estate that is too remote from the Motorway and A road network to be attractive to the market and be deliverable for a large development. It would not accommodate the proposals as a whole.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	25	Langtree Park, St Helens	5.6
Stage 1 Considerations			Score
Motorway Access		No direct motorway access - 3.1 miles to M62; 5.6 miles to M62	
Trunk Road Access		Site located on A570 linkway	
Public Transport		Close to existing bus routes	
Separation (Sensitive Uses)		Sites is away from sensitive uses and where these are present mitigation could be introduced due to site size	
Stage 2 Considerations			
Shape		Fairly regular shape	
Proximity to Key Settlement		In St Helens	
Topography		Relatively flat	
Flood Risk		Flood Zone 1	
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas		N/A	
Purpose 2: To prevent neighbouring towns merging into one another			
Purpose 3: To assist in safeguarding the countryside from encroachment			
Purpose 4: To preserve the setting and special character of historic towns			
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.			
Other Site Considerations			
Land Use/ Neighbouring uses		Stadium, foodstore, retail park, car showrooms; industrial	
Market Planning Policy		Secondary location but too remote from the main network for logistics interest – more suited to other retail / commercial uses	
Summary/ Comments			
The site is Phase 2 of a development that saw the stadium and Tesco built. It is relatively small in the context of this assessment. The owners are actively promoting the site for town centre / commercial uses and is not available for this development. A single large footplate tall building may not be the most appropriate use of this space. It is away from the Motorway and could not accommodate the scale of development proposed.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	26	Omega North West Extension	32.21
Stage 1 Considerations			Score
Motorway Access	Good motorway access – close to J8 M62		
Trunk Road Access	Located at end existing industrial / logistics estate – access would be via existing logistics unit		
Public Transport	Existing industrial / logistics estate served by bus – but will not be able to access site itself		
Separation (Sensitive Uses)	Sites is away from sensitive uses and where these are present mitigation could be introduced due to site size		
Stage 2 Considerations			
Shape	Regular shape		
Proximity to Key Settlement	Adjoins Warrington Borough boundary and close to southern parts of St Helens settlement boundary (Clock Face)		
Topography	Relatively flat – slight slope from north to south		
Flood Risk	Flood Zone 1		
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas	N/A		
Purpose 2: To prevent neighbouring towns merging into one another			
Purpose 3: To assist in safeguarding the countryside from encroachment			
Purpose 4: To preserve the setting and special character of historic towns			
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.			
Other Site Considerations			
Land Use/ Neighbouring uses	Open countryside, residential		
Market Planning Policy	Secondary location but too remote from the main network for primary interest		
Summary/ Comments			
Site is too peripheral from the Motorway network to be suitable or attractive to the market for large scale employment development. Performs poorly in Green Belt terms and so is unsuitable.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
Warrington	1	Plots 7E & 7F, Zone 7, Omega South, Warrington	23.03
Stage 1 Considerations			Score
Motorway Access		Close to M62 Junction 8	
Trunk Road Access		Direct access to A5820	
Public Transport		Close to existing bus routes and dedicated shuttle bus service serves Omega site	
Separation (Sensitive Uses)		Situated within wider employment area, but recent residential permissions have brought sensitive use closer to site – residential development has mitigated any adverse impact	
Stage 2 Considerations			
Shape		Regular shape	
Proximity to Key Settlement		Within urban settlement with string connections to urban area	
Topography		Relatively flat	
Flood Risk		Flood Zone 1	
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas		N/A (brownfield)	
Purpose 2: To prevent neighbouring towns merging into one another			
Purpose 3: To assist in safeguarding the countryside from encroachment			
Purpose 4: To preserve the setting and special character of historic towns			
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.			
Other Site Considerations			
Land Use/ Neighbouring uses		Employment (B1/B2 & B8)	
Market		Situated within existing Omega site and subject to planning permission for speculative units – 1 unit already occupied suggesting strong market interest	
Summary/ Comments			
Site is brownfield and therefore would not result in the loss of Green Belt land, however site already benefits from planning permission which has been implemented for 4 B2/B8 warehouses. Units 1, 2 & 3 already let to Royal Mail, remaining unit not suitable for proposed development due to size and so is unsuitable for the proposed development.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
Warrington	2	Zones 1&2, Omega South, Warrington	12.7
Stage 1 Considerations			Score
Motorway Access		Close to M62 Junction 8	
Trunk Road Access		Direct access to A5820	
Public Transport		Close to existing bus routes and dedicated shuttle bus service serves Omega site	
Separation (Sensitive Uses)		Situated within wider employment area, residential development to east separated by road corridor – site capable of mitigating any adverse impact	
Stage 2 Considerations			
Shape		Regular shape	
Proximity to Key Settlement		Within urban settlement with string connections to urban area	
Topography		Relatively flat	
Flood Risk		Flood Zone 1	
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas		N/A (brownfield)	
Purpose 2: To prevent neighbouring towns merging into one another			
Purpose 3: To assist in safeguarding the countryside from encroachment			
Purpose 4: To preserve the setting and special character of historic towns			
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.			
Other Site Considerations			
Land Use/ Neighbouring uses		Employment (B1/B2 & B8), residential, strategic transport corridor	
Market Planning Policy		Situated within existing Omega site and subject to planning permission for speculative units	
Summary/ Comments			
Site is brownfield and therefore would not result in the loss of Green Belt land. The site already benefits from planning permission for 3 speculative units of which only Unit 1 is capable of accommodating the minimum floorspace requirement of the proposed development. However, the site is affected by amenity constraints that restrict development to the approved design & layout and therefore does not offer the flexibility required by the market, so is unsuitable for the proposed development.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
Warrington	3	Land off Barleycastle Lane, Appleton	15.30
Stage 1 Considerations			Score
Motorway Access	Connection to M6 J9 / M56 J20 via A50 – approx. 2.4km distance		
Trunk Road Access	Adjacent to A50, no existing access		
Public Transport	Close to existing bus routes		
Separation (Sensitive Uses)	Site is adjacent to Barleycastle Trading Estate – no sensitive uses nearby		
Stage 2 Considerations			
Shape	Fairly regular		
Proximity to Key Settlement	Close to Appleton Thorn and South Warrington		
Topography	Relatively flat		
Flood Risk	Flood Zone 1		
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas	The site will result in urban sprawl, contained on three side but with relatively weak boundaries to the east.		
Purpose 2: To prevent neighbouring towns merging into one another	Site is adjacent to Barleycastle Trading Estate and will have no significant effect on the merging of existing settlements		
Purpose 3: To assist in safeguarding the countryside from encroachment	The site would encroach into the countryside, which is unavoidable although this would be viewed in the context of the existing industrial estate		
Purpose 4: To preserve the setting and special character of historic towns	The site is not close to any of the identified historic settlements in the Borough		
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The site is greenfield with no built form. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land		
Other Site Considerations			
Land Use/ Neighbouring uses	Employment, agriculture and strategic transport corridors		
Market	Site subject to named-operator planning application refused in Nov 2018 (currently under appeal) and further application submitted in Apr 2019 still pending consideration.		
Summary/ Comments			
Site is subject to ongoing planning consideration for a named occupier and is therefore considered unavailable for the proposed development.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
Warrington	4	Land at Bradley Hall Farm, Cliff Road	92.0
Stage 1 Considerations			Score
Motorway Access	Close to M6 J20 & M56 J9		
Trunk Road Access	Directly adjacent to A50		
Public Transport	Bus route more than 1km from site		
Separation (Sensitive Uses)	Close to Barleycastle Trading Estate, no sensitive uses nearby		
Stage 2 Considerations			
Shape	Large, regular shape		
Proximity to Key Settlement	Close to Appleton Thorn and South Warrington		
Topography	Relatively flat		
Flood Risk	Flood Zone 1		
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas	Will result in urban sprawl, however well contained by M6 / M56 corridors and existing industrial estate		
Purpose 2: To prevent neighbouring towns merging into one another	Will have no significant impact in terms of merging given containment of site		
Purpose 3: To assist in safeguarding the countryside from encroachment	The site will encroach into the countryside, which is unavoidable, but will be viewed in relation to existing industrial estate, motorway corridors and wide Garden Suburb development		
Purpose 4: To preserve the setting and special character of historic towns	The site is not close to any of the identified historic settlements in the Borough		
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The site is greenfield with no substantial built form. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land		
Other Site Considerations			
Land Use/ Neighbouring uses	Employment, agriculture and strategic transport corridors		
Market	Under option to developer who is currently promoting the site through a planning application for up to 287,909 sq.m of employment uses (B8), submitted May 2019		
Summary/ Comments			
Site is subject to ongoing planning consideration and is therefore considered unavailable for the proposed development.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
Warrington	5	Land south of Barleycastle Land/ North of M56	9.52
Stage 1 Considerations			Score
Motorway Access	Connection to M6 J9 / M56 J20 via A50 – approx. 2.4km distance		
Trunk Road Access	Adjacent to A50, no existing access		
Public Transport	Close to existing bus routes		
Separation (Sensitive Uses)	Site is adjacent to Barleycastle Trading Estate – no sensitive uses nearby		
Stage 2 Considerations			
Shape	Fairly regular shape		
Proximity to Key Settlement	Close to Appleton Thorn and South Warrington		
Topography	Relatively flat		
Flood Risk	Flood Zone 1		
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas	The site will result in urban sprawl, contained on three side but with relatively weak boundaries to the east.		
Purpose 2: To prevent neighbouring towns merging into one another	Site is adjacent to Barleycastle Trading Estate and will have no significant effect on the merging of existing settlements		
Purpose 3: To assist in safeguarding the countryside from encroachment	The site would encroach into the countryside, which is unavoidable although this would be viewed in the context of the existing industrial estate		
Purpose 4: To preserve the setting and special character of historic towns	The site is not close to any of the identified historic settlements in the Borough		
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The site is greenfield with no built form. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land		
Other Site Considerations			
Land Use/ Neighbouring uses	Employment, agriculture and strategic transport corridors		
Market	Likely to be attractive to the market – part of site under option to developer		
Summary/ Comments			
Site too small for proposed development and under option to developer with remainder being actively marketed – not considered available for proposed development.			



LPA	Site Ref.	Address/Site Description	Site Size (ha)
Warrington	6	Land at Joy Lane, adjoining Finger Post Farm	13.5 / 11.5 (net)
Stage 1 Considerations			Score
Motorway Access	Close to M62 Junction 8, but capacity constrained		
Trunk Road Access	No trunk road access, approx. 1 mile to motorway		
Public Transport	Close to existing bus routes		
Separation (Sensitive Uses)	Immediately north of Omega North, only isolated residential properties close to site		
Stage 2 Considerations			
Shape	Fairly regular shape		
Proximity to Key Settlement	Close to Appleton Thorn and South Warrington		
Topography	Relatively flat		
Flood Risk	Flood Zone 1		
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas	Site would result in urban sprawl, with weak boundaries to north, although this would be viewed as a natural extension /rounding off of Omega North		
Purpose 2: To prevent neighbouring towns merging into one another	The site would bring built form closer to the existing settlement of Burtonwood although this would be viewed as a natural extension /rounding off of Omega North		
Purpose 3: To assist in safeguarding the countryside from encroachment	This would be encroachment in the countryside with weak boundaries to the north		
Purpose 4: To preserve the setting and special character of historic towns	The site is not close to any of the identified historic settlements in the Borough		
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The site is greenfield with no substantial built form. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land		
Other Site Considerations			
Land Use/ Neighbouring uses	Employment and agriculture		
Market	Proximity to motorway and relationship with Omega North would benefit site and attractiveness to market		
Summary/ Comments			
Site size and shape mean site could not accommodate proposed development. Ability to create safe access to the Local Highways network and impact on M62 Junction 8 seen as major constraints. Is therefore considered unsuitable for the proposed development.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
Warrington	7	Land off Barleycastle Lane (Donlan Site)	9.0
Stage 1 Considerations			Score
Motorway Access	Connection to M6 J9 / M56 J20 via A50 – approx. 2.4km distance		
Trunk Road Access	Adjacent to A50, no existing access		
Public Transport	Close to existing bus routes		
Separation (Sensitive Uses)	Site is adjacent to Barleycastle Trading Estate – no sensitive uses nearby		
Stage 2 Considerations			
Shape	Regular shape		
Proximity to Key Settlement	Within urban settlement with string connections to urban area		
Topography	Relatively flat		
Flood Risk	Flood Zone 1		
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas	The site will result in urban sprawl, contained on three side but with relatively weak boundaries to the east.		
Purpose 2: To prevent neighbouring towns merging into one another	Site is adjacent to Barleycastle Trading Estate and will have no significant effect on the merging of existing settlements		
Purpose 3: To assist in safeguarding the countryside from encroachment	The site would encroach into the countryside, which is unavoidable although this would be viewed in the context of the existing industrial estate		
Purpose 4: To preserve the setting and special character of historic towns	The site is not close to any of the identified historic settlements in the Borough		
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The site is greenfield with no built form. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land		
Other Site Considerations			
Land Use/ Neighbouring uses	Employment, agriculture and strategic transport corridors		
Market	Likely to be attractive to the market – site under option to developer		
Summary/ Comments			
Site too small for proposed development and under option to developer with remainder being actively marketed – not considered available for proposed development.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
Warrington	8	Land off Barleycastle Lane in Appleton (Schofield/Stafford Site)	6.60
<b>Stage 1 Considerations</b>			<b>Score</b>
Motorway Access		Connection to M6 J9 / M56 J20 via A50 – approx. 2.4km distance	
Trunk Road Access		Adjacent to A50, no existing access	
Public Transport		Close to existing bus routes	
Separation (Sensitive Uses)		Site is adjacent to Barleycastle Trading Estate – no sensitive uses nearby	
<b>Stage 2 Considerations</b>			
Shape		Regular shape	
Proximity to Key Settlement		Within urban settlement with strong connections to urban area	
Topography		Relatively flat	
Flood Risk		Flood Zone 1	
<b>Stage 3 Green Belt Purposes Test (if Applicable)</b>			
Purpose 1: To check the unrestricted sprawl of large built-up areas		The site will result in urban sprawl, contained on three sides but with relatively weak boundaries to the east.	
Purpose 2: To prevent neighbouring towns merging into one another		Site is adjacent to Barleycastle Trading Estate and will have no significant effect on the merging of existing settlements	
Purpose 3: To assist in safeguarding the countryside from encroachment		The site would encroach into the countryside, which is unavoidable although this would be viewed in the context of the existing industrial estate	
Purpose 4: To preserve the setting and special character of historic towns		The site is not close to any of the identified historic settlements in the Borough	
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		The site is greenfield with no built form. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land	
<b>Other Site Considerations</b>			
Land Use/ Neighbouring uses		Employment, agriculture and strategic transport corridors	
Market		Likely to be attractive to the market – site under option to developer	
<b>Summary/ Comments</b>			
Site too small for proposed development and under option to developer with remainder being actively marketed – not considered available for proposed development.			

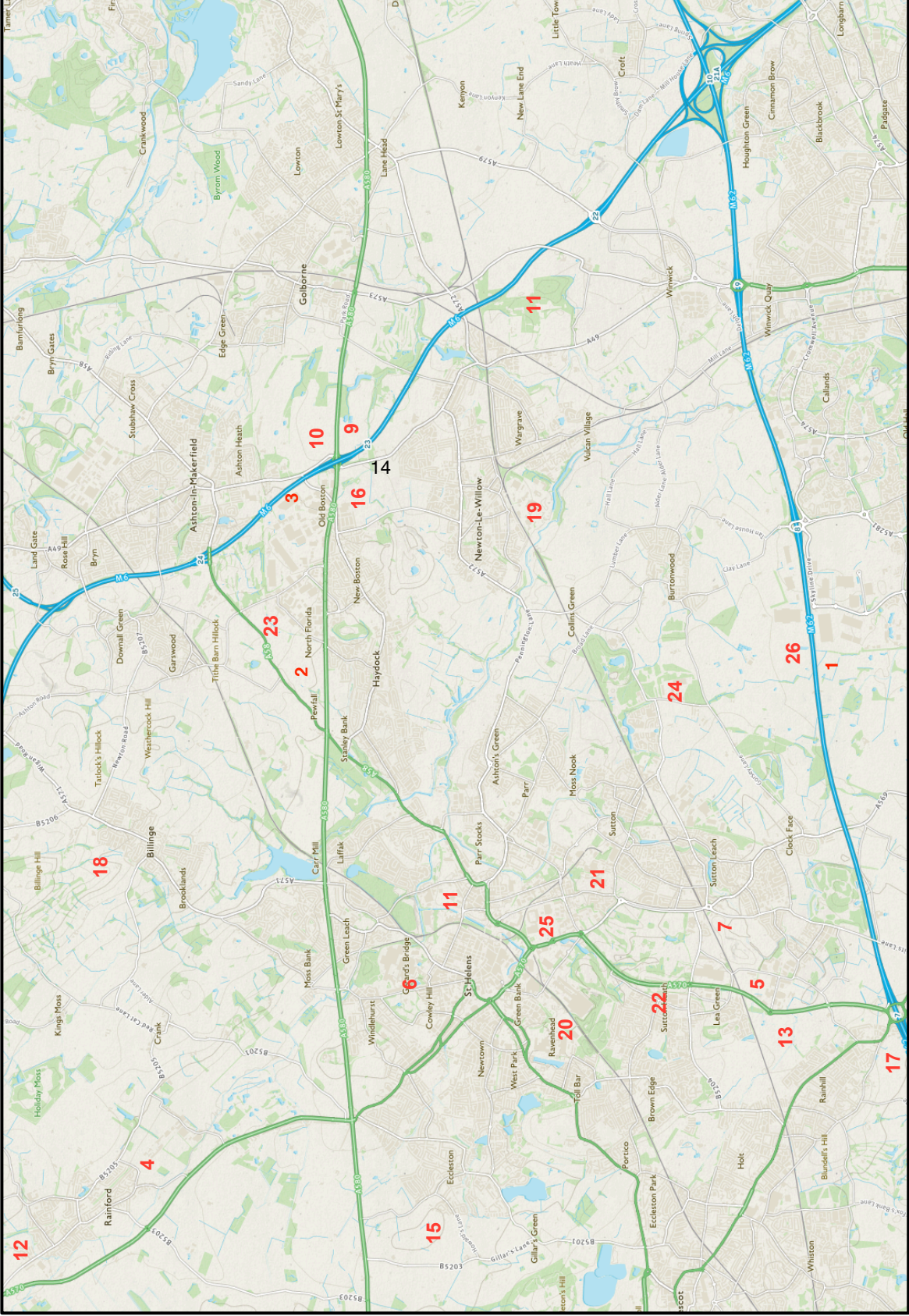
LPA	Site Ref.	Address/Site Description	Site Size (ha)
Warrington	9	Port Warrington	74.19
Stage 1 Considerations			Score
Motorway Access		No motorway access within 2.5km	
Trunk Road Access		No direct or close trunk road access	
Public Transport		Nearest bus route over 800m away	
Separation (Sensitive Uses)		Remote from sensitive uses, although site lies within local nature reserve	
Stage 2 Considerations			
Shape		Regular but long, narrow site	
Proximity to Key Settlement		Within 1km of southern sides of Warrington	
Topography		Reasonably flat	
Flood Risk		Flood Zones 2 & 3	
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas		Part brownfield and development would be viewed in this context	
Purpose 2: To prevent neighbouring towns merging into one another		Will not lead to coalescence, but will bring built form closer to existing settlement of Halton	
Purpose 3: To assist in safeguarding the countryside from encroachment		Site is Green Belt so will lead to encroachment into countryside and could lead to loss of local nature reserve and BAP environments	
Purpose 4: To preserve the setting and special character of historic towns		The site is not close to any of the identified historic settlements in the Borough	
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		The site is greenfield however there are areas are derelict, brownfield land so will make some contribution to urban regeneration	
Other Site Considerations			
Land Use/ Neighbouring uses		Shipping canal, local wildlife designations	
Market		Site owned by Peel Holdings and identified as established infrastructure component in strategic plans for Manchester Ship Canal	
Summary/ Comments			
Due to site ownership and site's status as integral component in Peel's strategic plans for Manchester Ship Canal therefore considered unavailable for the proposed development. Site is also poorly located in terms of the strategic highway and dependent upon major highways infrastructure investment (Western Link and associated public transport improvements), which means deliverability and availability are uncertain. Flooding also a potential constraint.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
Warrington	10	Land at Arpley Meadows, Eastford Road	30.10
Stage 1 Considerations			Score
Motorway Access		No motorway access within 2.5km	
Trunk Road Access		No direct or close trunk road access	
Public Transport		Nearest bus route over 800m away	
Separation (Sensitive Uses)		Remote from sensitive uses, although site lies within local nature reserve	
Stage 2 Considerations			
Shape		Regular shape	
Proximity to Key Settlement		Within 1km of southern sides of Warrington	
Topography		Relatively flat	
Flood Risk		Flood Zones 2 & 3	
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas		Would lead to significant sprawl although contained by Mersey river corridor	
Purpose 2: To prevent neighbouring towns merging into one another		Will not lead to coalescence	
Purpose 3: To assist in safeguarding the countryside from encroachment		Will result in encroachment, which is unavoidable, but this will be viewed in context of wider Waterfront proposals in area and site benefits from low visibility from surrounding area	
Purpose 4: To preserve the setting and special character of historic towns		The site is not close to any of the identified historic settlements in the Borough	
Purpose 5: To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		The site is greenfield however there are areas of derelict, brownfield land so will make some contribution to urban regeneration	
Other Site Considerations			
Land Use/ Neighbouring uses		Former landfill, now situated within local wildlife designations	
Market		Site owned by Peel Holdings who will bring forward in association with Port Warrington	
Summary/ Comments			
Due to site ownership and role within Peel’s strategic plans for Port Warrington considered unavailable for the proposed development. Site is also poorly located in terms of the strategic highway and dependent upon major highways infrastructure investment (Western Link and associated public transport improvements), which means deliverability and availability are uncertain. Flooding also a potential constraint.			



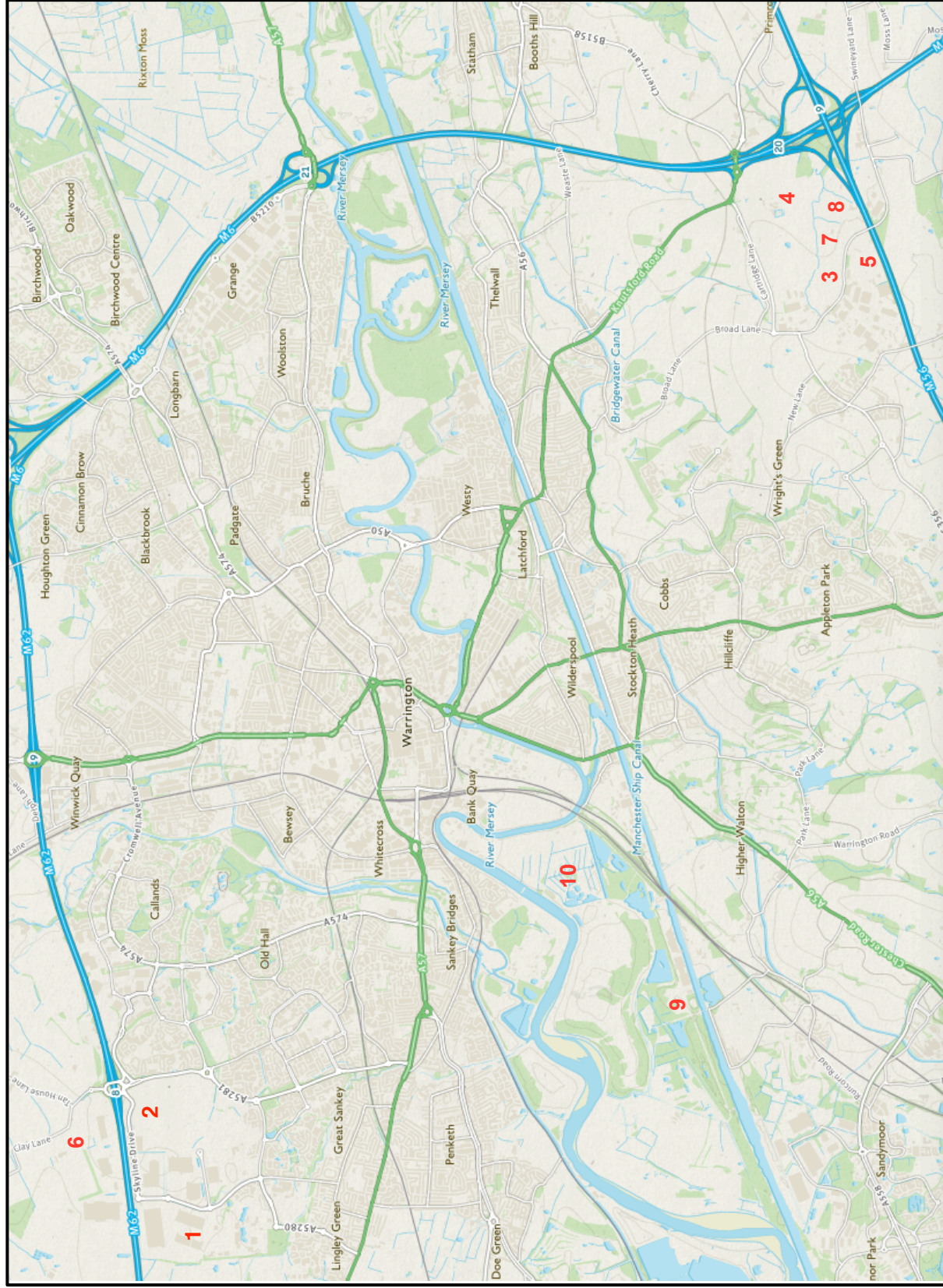
### **APPENDIX 3: POTENTIAL SITES MAPS**





Map 1: Potential Sites in St Helens





Map 2: Potential Sites in Warrington

## **APPENDIX 4: JLL MARKET REPORT 2020**

April 2020

Dear Mr Gardner,

### **Omega Zone 8, St Helens**

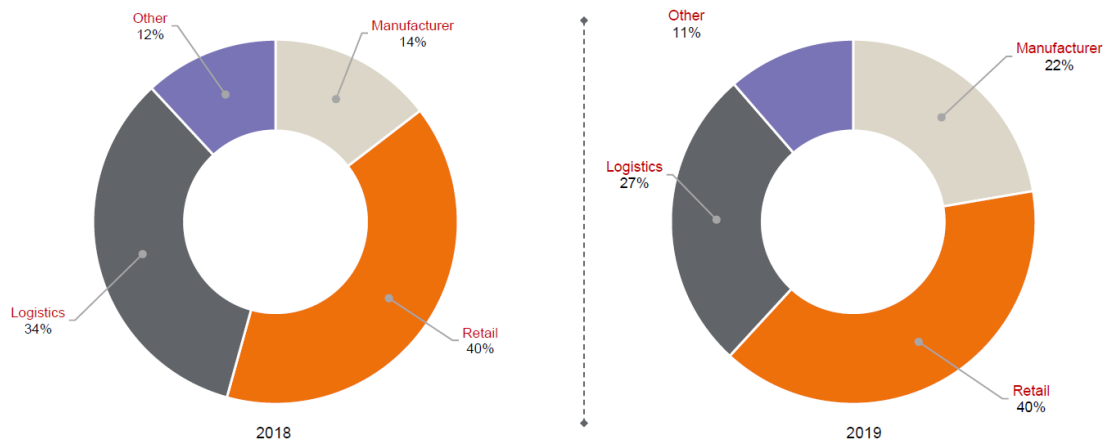
As requested, I have pleasure in outlining our current thoughts and recommendations in relation to market requirements and specification for the above site with an overview of the north west market. This report considers the merits of the site as an industrial and logistics location in both a local and regional context for units over 100,000 sq. ft.

#### **Executive summary**

- North West take up of Grade A space over the last ten years has varied reflecting the socio-political and economic conditions and averages c2.3m sq. ft per annum.
- St Helens has proven an attractive location with over 1,226,000 square feet of warehousing being taken up in three speculative and build to suit transactions in the last three years.
- Several large regional sites are built out – Omega, Warrington and Logistics North, Bolton.
- Sites of this size are developed out over a number of years which often includes periods of financial prosperity and recession. This results in a timescale that will vary depending on the size of the development site and the correlation between the stage in its development lifespan and the economic cycle.
- There are over 5 million sq. ft of requirements which would consider the site.
- The site adjoins Omega South, an established employment location of significant scale and will utilise its motorway access and infrastructure.
- Distribution and production units are becoming larger and require higher building heights to satisfy production, storage and automation.
- Automation delivers higher quality jobs in the maintenance of the automated handling systems whilst automation allows employees to undertake better quality roles.

#### **General market summary**

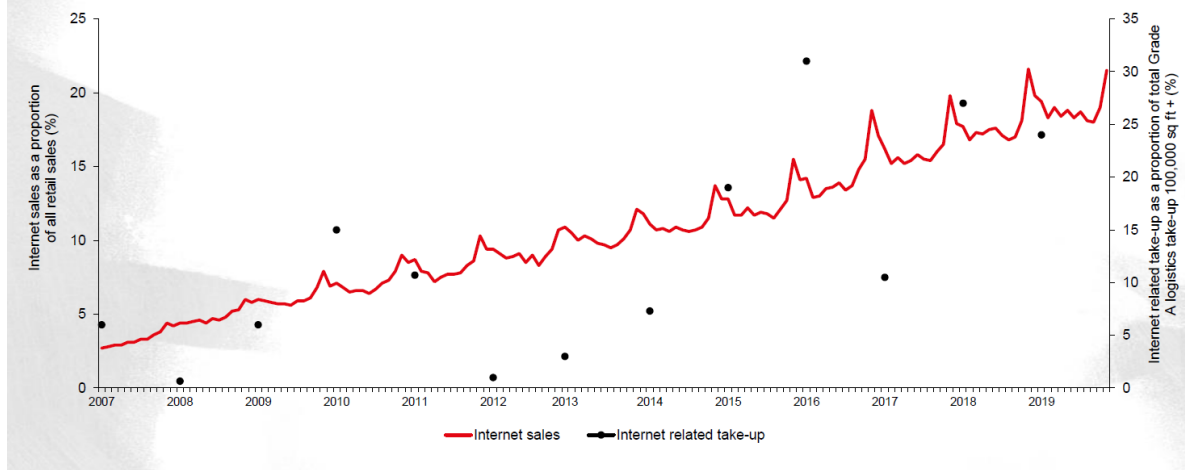
The national industrial and logistics market is characterised by a mixture of occupiers from the e-commerce; logistics and manufacturing sectors. The main driver for growth has been e-commerce/retail and the industrial sectors. The diagram below illustrates the sectoral change with retail/e-commerce remaining constant at 40% market share.



To put the overall market in context we must consider the evolving retail / e-commerce sector. This market has increased exponentially but due to changes in product handling and delivery strategies, acquisitions have been sporadic. The graph below highlights this.

### Online sales and internet related logistics take-up

In 2019 approximately 24% of all Grade A logistics units taken up was for dedicated internet fulfilment



The demand for better specified buildings and sophisticated handling systems in the logistics and e-commerce sectors has resulted in the construction of large warehouse/ industrial units on a speculative or build to suit basis.

The increased building height enables companies to make a more efficient use of the building's cubic capacity, recent examples of increased building heights include:



• Asda, Omega South	630,000 sq. ft	30m
• Heinz, Wigan	96,000 sq. ft	30m
• Newcold, Wakefield Hub,	417,000 sq.ft	42m
• Ikea, Westmoor Park, Doncaster	1.3m sq.ft	35m (part)
• Coca Cola, Wakefield	775,000 sq.ft	40m (part)
• Aldi, Interlink South, Bardon	1.2m sq. ft	Proposed 30m
• Amazon Magna Park	574,000 sq.ft	21m

The above examples show the increased building heights that are required by businesses. These are usually driven by the automation of part of the facility and the cost saving on building footprint.

### North West

The North West market tends to mirror the national trends and makes up approximately 15% of the national market. The major factors that attract occupiers to a specific property/site are plot/building size, delivery timescale, access to a motorway intersection and labour availability.

In the North West since 2016 we estimate that the e-commerce sector has acquired approximately 5.69 million square feet of warehouse accommodation. The parcel delivery sector has taken a further 693,000 square feet and manufacturing approximately 1.03 million square feet. General warehousing has occupied a further 1.6 million square feet. The total speculative build/build to suit take up is approximately 8.3 million square feet since 2016.

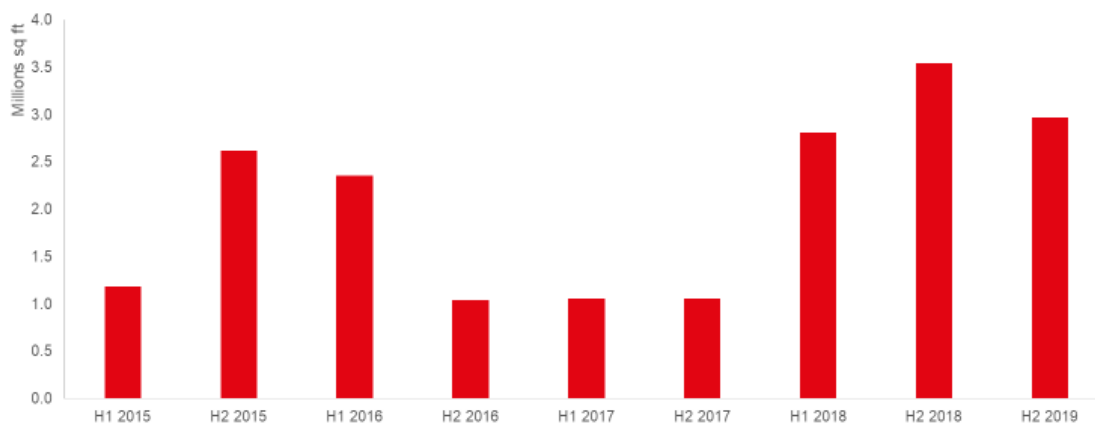
Amazon have acquired 1.97 million square feet in the North West since 2016. 465,000 square feet has been acquired in the last 18 months at M6 Major, Haydock (365,000 sq. ft) and a build to suit at Deeside (100,000 sq. ft.). We are aware of additional requirements for the retail and e-commerce sectors as part of their longer-term strategies with the changing retail marketplace.

### Supply

The five-year supply is shown in the chart below. Over the five-year period the supply has varied from c 1 m sq. ft to 3.5million sq. ft. This reflects the number of starts on site in specific years and lease expiries post-recession in 2018. At the end of 2019 there was approximately 3m sq. ft of Grade A accommodation available.

## Grade A available supply in North West

Involving units of 100,000 sq ft and over



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At the end of March 2020 there was approximately 2.623 million square feet of speculatively built units completed or under construction and a further existing Grade A supply of 702,000 sq. ft.

Type	Total sq. ft	Number of Units
Available units 10 units	1,739,000 sq. ft	10
Under construction 5 units	884,000 sq. ft	5
Grade A units	702,000 sq. ft	3
<b>Total</b>	<b>3, 325,000 sq. ft</b>	<b>18</b>

In terms of available supply of units over 100,000 sq. ft there are ten speculatively built units available in the size range 107,000 to 375,000 sq. ft.

Property	Size (sq. ft)	Comment
375 @ Logistics North, Bolton	375,000	Available
Venus 217 Knowsley	217,000	Available
Kingsway 216, Rochdale	216,000	Available

4 Mountpark Omega Warrington	184,000	Available
Multiply Logistics Nth. Bolton	149,198	Available
H2 Heywood Distribution Park	146,000	<b>Under offer</b>
Aviator Park, Ellesmere Port	125,000	Available
Q110, Crewe	110,000	<b>Under offer</b>
Academy BP, Knowsley	110,000	Available
Liberty Park, Widnes	107,000	Available
<b>Total</b>	<b>1,739,000</b>	

#### Units under construction

There are a further five units under construction in the size range 103,000 sq. ft to 308,000 sq. ft as listed below

Unit 1 Mountpark Omega Phase 2	308,000	PC December 2020
Unit 2 Mountpark Omega Phase 2	203,000	PC December 2020
Icon 138, Mcr Airport	138,000	PC June 2020 <b>Under offer</b>
Eclipse, Irlam	132,000	PC July 2020
Carrington Gateway, Carrington	103,000	PC June 2020
<b>Total</b>	<b>884,000</b>	

#### Grade A Supply

Link 6/56, Stretton Green	145,000	Available
Frazer Place, Trafford Park	207,000	Available
Martland 350, Wigan	350,000	Available July 2020
<b>Total</b>	<b>702,000</b>	

The three buildings that are under offer are all speculative build. If these buildings are excluded this would reduce the speculative supply by 394,000 sq. ft to 2.229m sq. ft.

From the above you will note that none of these buildings are located within St. Helens Borough Council administrative area.

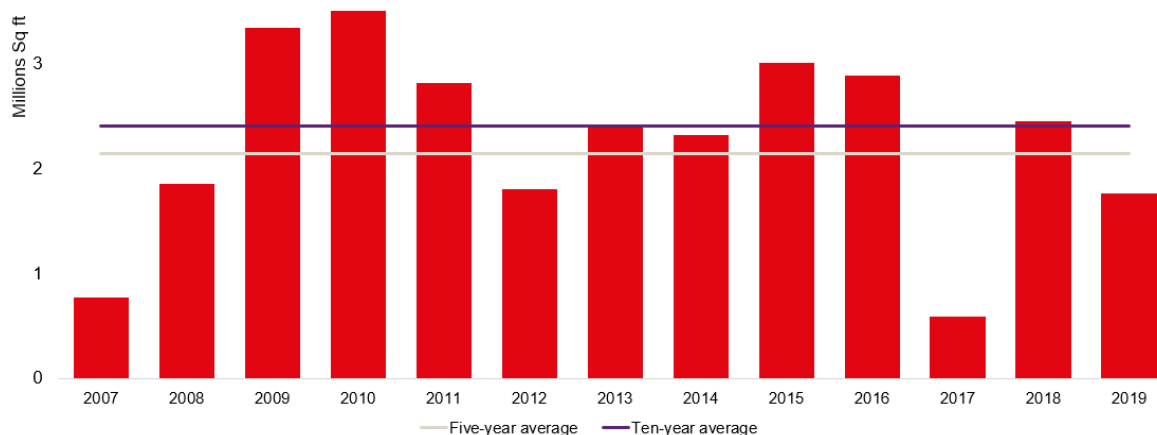
### Take up

The chart below shows the Grade A take up since 2007. The ten-year average is c2.3m sq. ft with the five-year average c2.1m sq. ft. The volatility of the market due to Brexit and more recently the General Election has resulted in a lower five-year average.

### Take-up in the North West



Grade A take-up involving units of 100,000 sq ft and over



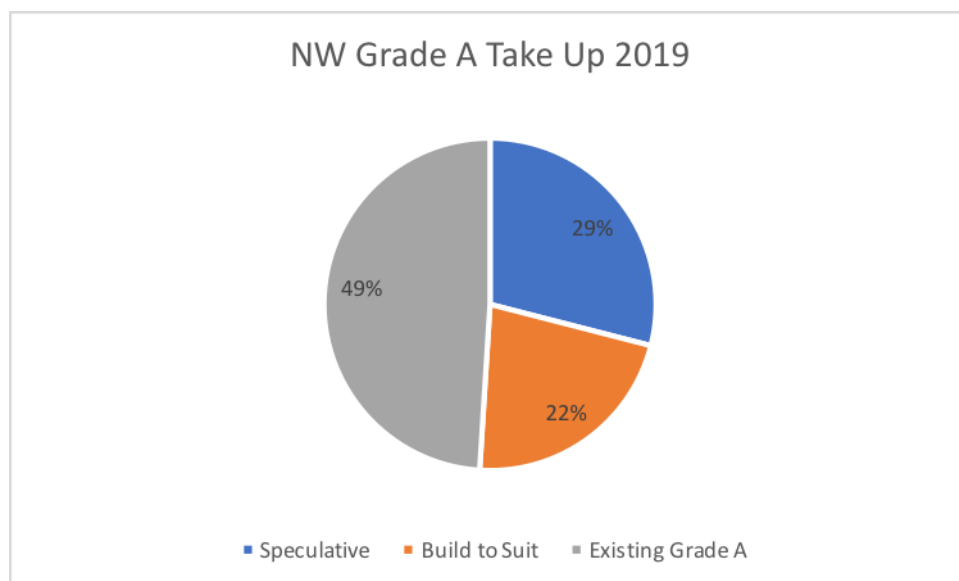
Take up in Q1 2020 is

- Kellogg's 523,500 sq. ft at M6 Major, Haydock (let 6 months after practical completion)
- Swizzells 158,000 sq. ft facility (build to suit) on a site of c 35 acres for expansion

Take up in 2019 included

- NWF/Boughey Distribution - 237,000 sq. ft at Crewe 240, Crewe Commercial Park
- The Delivery Group 137,865 sq. ft at Omega Mountpark, Warrington
- MBDA 120,000 sq. ft at Frontier Park, Blackburn
- Alpha LSG 102,500 sq. ft at Icon, Manchester Airport
- HUT Group 168,000 sq. ft at Manchester Airport
- DNata 145,000 sq. ft at Manchester Airport
- Movianto 152,000 sq. ft Runcorn
- Honeywell 210,000 sq. ft at Pioneer 210





Take up of Grade A accommodation in 2019 was 1,720,500 sq. ft focussed mainly on existing buildings. This was due to a number of short to medium term requirements due to stockpiling and the uncertainty created by Brexit related issues. Over 850,000 sq. ft or 49% of take up was existing/second-hand Grade A accommodation as shown on the chart below.

The total immediately available Grade A supply is 2,441,000 sq ft (speculative stock 1,739,000 and existing Grade A stock 702,000 sq ft). Based on the last years take up of 1,720,500 this would equate to 1.42 years supply. Based on the 5 year average take up of 2.1m sq.ft. this would equate to 14 months supply.

If the built units that are under offer are excluded this would reduce the supply to 2,185,000 sq ft. Based on last years take up of 1,720,500 sq ft this would equate to 1.27 years supply. . Based on the 5 year average take up of 2.1m sq.ft. this would equate to 12 months supply.

## Requirements

There are over 5 million sq ft of active requirements for Grade A or build to suit which the subject site could satisfy based on a geographic or size criteria. These are listed below by agent if confidential or occupier name.

TJ Morris	800,000 sq. ft	Build to suit
Colliers	400,000 sq. ft	Build to suit or existing unit. Prefer cross docked unit
CBRE	500,000 sq. ft	Build to suit specific
Lambert Smith Hampton	450,000 - 600,000 sq. ft/ 25 – 35 acres	Build to suit
Cushman &	130,000 sq. ft	Build to suit or existing unit

Wakefield		
Avison Young	500,000 – 1,000,000 sq. ft	Build to suit or existing unit
Avison Young	250,000 – 375,000 sq. ft	Build to suit or existing unit. 24m eaves red for smaller size unit
Vail Williams	350,000 – 400,000 sq. ft	Build to suit or existing unit
CBRE	150,000 – 200,000 sq. ft	Build to suit or existing unit
Gerald Eve/JLR	300,000 sq. ft	Build to suit – cross loading
Savills	300,000 sq. ft	Build to suit - part chilled
JLL	100,000 – 200,000 sq. ft	Existing building or under construction
Savills	100,000 – 150,000 sq. ft	Existing building or under construction
JLL	150,000 – 250,000 sq. ft	Existing building
CBRE	300,000 – 400,000	Existing building
Davies Harrison	200,000 – 300,000 sq. ft	Existing building

The schedule highlights the strong demand in the North West for units in excess of 100,000 sq. ft. The majority of the existing building requirements need to be satisfied in the next 6 – 12 months. The build to suit requirements usually have a longer timescale of 18 – 24 months.

The main criteria for any build to suit is certainty on the delivery of a fully serviced site where an implementable planning consent can or has been granted. Examples of this include: -

- Florida Farm, Haydock
- Omega, Warrington
- Logistics North, Bolton
- Kingsway Business Park, Rochdale
- Matrix/Revolution Park, Chorley
- Liverpool International Business Park

These sites have all had significant success.

- Florida Farm - is virtually built out with units for Amazon (360,000 sq. ft) and Kellogg's (523,500 sq. ft). The scheme was part pre let to Amazon and the speculative unit was let within 6 months of practical completion.

- Omega South - the last phase of Omega South is being built out.
- Logistics North – there is one site available which can accommodate a single unit of up to 130,000 sq. ft.
- Kingsway – there are several sites available, the maximum building size is 250,000– 275,000,000 sq. ft
- Matrix/Revolution Park, Chorley – the site is fully built out.
- Liverpool International Business Park – there are several sites remaining available

### **The Subject Site**

Given the level of demand we are confident that a large number of occupiers would consider the site as it

- can deliver large floorplate buildings
- has excellent motorway access and
- has access to a large labour supply within a 30-minute drive time.

This puts the site in a regional context due to the limited availability of sites which can accommodate units in excess of 300,000 sq. ft.

Target Market - the target market for the site is;

- National and regional logistics/distribution companies
- Retailers and e-commerce companies
- Major regional and national companies already located in the area
- Port related companies - access to Liverpool 2/Atlantic Gateway

Delivery - the site is in the control of a recognised developer who has the expertise and funding to deliver the serviced site to end users. This is an important factor as it delivers certainty to the occupier.

### **Conclusions**

Omega Zone 8 is a key site for the delivery of logistics/industrial units in the region. It benefits from excellent motorway access and can accommodate a range of unit sizes to satisfy local and regional requirements, although it is expected that the minimum unit size will be c 300,000 sq.ft in response to a lack of alternative, available options in the region.

The build to suit market has become more sophisticated with occupier requirements being more specific in terms of layout, size and building height. There is still a need for speculatively institutionally built units for occupiers whose timescales will not allow build to suit. The site is large enough to accommodate both.

There are few sites in the North West that can offer plots in excess of 300,000 sq. ft. Omega Zone 8 is able to provide a number of plots capable of accommodating units in excess of this floor area. From the requirements that have been highlighted there would be demand for the site on both a build to suit and speculative basis.



The site can offer opportunities for various employment sectors other than warehousing including advanced manufacturing, automotive, food and engineering sectors.

Given the prevailing market conditions there are several short-term factors affecting the market. The logistics/manufacturing sectors are more resilient, which means, given the size of the site that it is expected to take up to five years to develop the site out based on other examples such as Omega and Logistics North. This is a reason to ensure that there are deliverable sites available to the market to assist the regional/sub-regional economy with recovery.

I trust this letter provides you with a comprehensive update of the industrial/logistics market for your purposes

Yours sincerely

**Andrew Pexton**

Director – UK Industrial & Logistics Agency

## **APPENDIX 5: TJM OPERATOR STATEMENT**



## **Operator Statement**

### **Proposed Distribution Centre, Omega Zone 8, St Helens**

#### **Introduction**

This Operator Statement has been written by TJ Morris Limited in support of the proposed development of a third distribution centre at Omega Zone 8 which is the subject to of a planning application that was validated by St Helens on 22<sup>nd</sup> January 2020 with the reference P/2020/0061/HYBR.

#### **Business Overview**

TJ Morris Limited ('TJM') was established over 40 years ago by Tom Morris, who opened his first shop in Old Swan, Liverpool. The business has grown organically to become one of the largest privately-owned companies in the UK, currently employing over 25,000 members of staff and, as a result of rapid growth, is one of the UK's fastest growing discount retailers.

The business currently has more than 540 stores throughout the UK (including more than 30 on Merseyside) and plans to expand to over 1,200 stores employing over 55,000 staff. The company's head office and existing c. 1m square feet distribution centre is located at AXIS Liverpool, with more than 1,500 staff on site.

Home Bargains ('HB') is the trading name of TJM and has become a household retail name across many parts of the UK, particularly on Merseyside. HB operates within the discount, or value retail sector. The brand strap line is "Top Brands – Bottom Prices". The discount retail sector has seen significant growth in recent years as shoppers have been attracted by the quality of products and competitive pricing.

The success of discount retailing and their ability to offer such low prices is based on a combination of low profit margins, driven efficiency, and high productivity. The efficiency of HB's operation extends across all aspects of their business including both their trading format and their store replenishment logistics operations.

The business' ethos is to 'sell the best branded products at the lowest possible price'. For Home Bargains to sell a particular product it needs to be between 10% and 30% cheaper than elsewhere. Approximately, 70% of the retail's stock is regular lines, whilst the other 30% changes continually. This business model allows prices to be kept to a minimum.

HB's principal range includes health and beauty products, medicines, baby products, household products, toys and games, pet food, home furnishings and ornaments, seasonal products, ancillary food and drink products and a limited clothing range.



## Operational Logistics Overview

TJ Morris Limited currently has two existing distribution centres in the UK supplying its existing but fast-growing network of Home Bargains stores:

- Liverpool ('Axis site')
- Amesbury ('Solstice site')

The Axis site, illustrated in Figure 1 below, was TJM's first distribution centre. It has been expanded since it first opened in early 2000s and now provides over 1m square feet across two linked buildings with a capacity to serve approximately 350 stores. The facility has been more recently expanded through the creation of an enlarged training centre and buyer's office in 2016/17. It is currently operating at 100% capacity and it includes a High-Bay warehouse.



**Figure 1: TJM distribution centre at Axis, Liverpool**

In July 2013, TJM completed the freehold purchase of 64 acres of land at Solstice Park for a southern regional distribution centre. Planning consent was originally granted by Wiltshire Council in 2010, but the proposal was amended to suit TJM's requirements, with planning permission subsequently secured for a bespoke distribution centre extending to 1,013,150 square feet. Work commenced on site in August 2013 and the facility was completed in the autumn of 2015 and has been operational since.





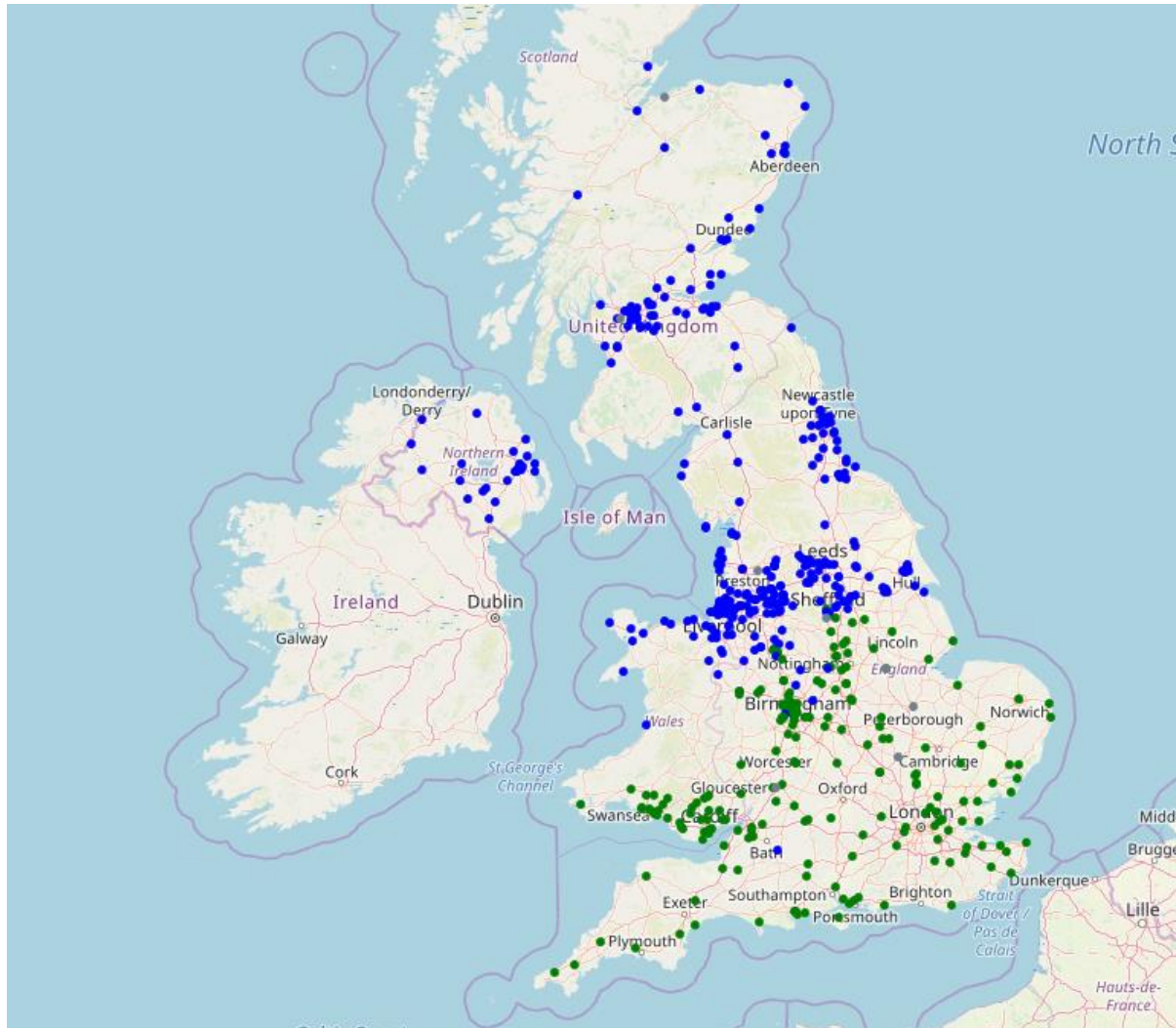
TJM's second distribution has been a vital addition to support store growth in the south of the country. The Solstice site has capacity to serve approximately 350 stores and is currently operating at 50% capacity. A photograph of the facility, which also includes a High-Bay warehouse is provided below.



**Photograph of TJM distribution centre at Solstice Park, Amesbury**

The distribution centres at the Axis and Solstice sites are highly automated and currently supply over 540 Home Bargains retail stores across the UK, as illustrated in Figure 2 below. Store locations shown in blue are supplied by the Axis site and store locations in green are supplied by the Solstice site.

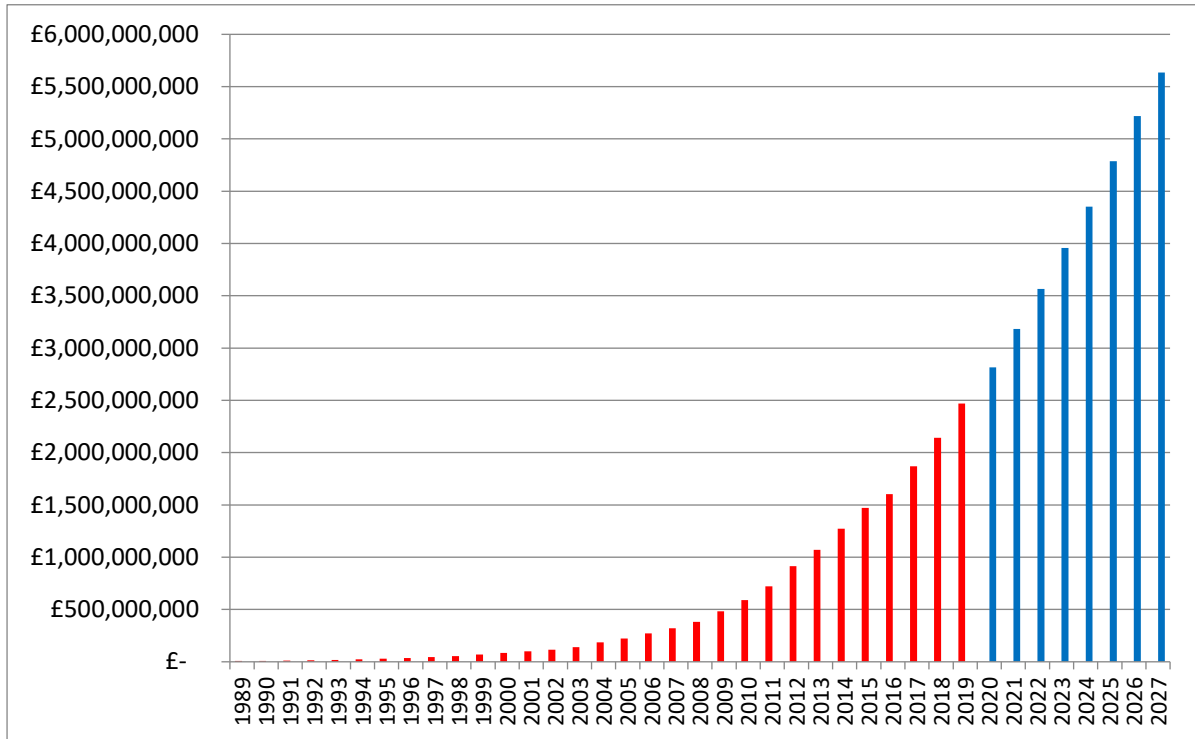




**Figure 2: TJM distribution centre supply network**

As mentioned, the Axis site is currently operating at 100% capacity and the Amesbury site is currently at approximately 50% capacity. The Amesbury site will reach capacity in approximately three years' time.

To continue its planned growth in stores TJM needs a third distribution centre to enable the company to double its turnover to £5.0 billion, with approximately 800 stores. Beyond this, additional distribution capacity will be required, and is being planned, to continue TJM's growth to approximately 1,200 stores and £8 billion turnover. TJM's medium-term turnover growth is illustrated in Figure 3 below.



**Figure 3: TJ Morris Ltd planned medium-term turnover growth**

Figure 4 below illustrates the planned growth to 800 stores and from which of the three distribution centres each of those stores will be supplied. Stores coloured black will be supplied from Axis, red from the proposed distribution centre at Omega Zone 8 and yellow from the Solstice site.

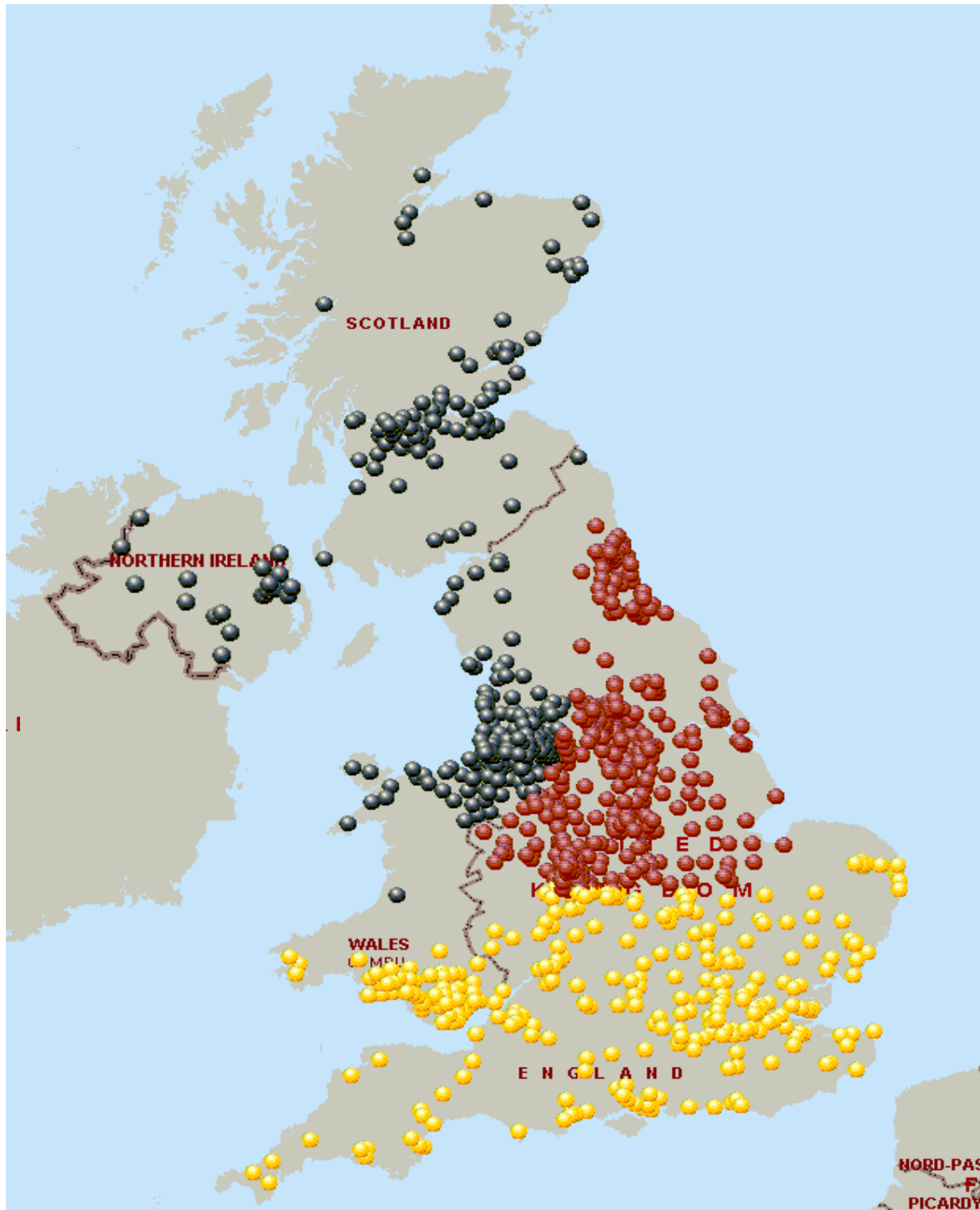


Figure 4: Planned growth in store supply chain network



## **Planning for a third distribution centre**

### Context

As explained above, the driving force behind the third distribution centre is to meet the needs of TJM's planned store growth over the next 5 years and beyond. As mentioned, TJM has over 540 retail outlets which are currently being served by two existing distribution centres. Those distribution centres have finite capacity and Axis is already operating at full capacity. TJM's plan is to grow to 800 stores by 2026. If this is to be achieved another distribution centre is required.

### Construction & Fitout Programme

As mentioned, TJM's distribution centres are highly automated and this is also the case of the third distribution centre, which is to house one of the most advanced picking systems in the world. TJM has signed a £150 million contract with German logistics and order picking systems specialist, WITRON, who will undertake the full systems installation within the distribution centre. The scale and nature of the installation means WITRON will require access to the eastern High-Bay warehouse before the rest of the building is completed. This is necessary because of the lengthy programme of works to install the internal automation.

The construction of the distribution centre including tender period and construction lead in is c. 2 years. Alongside this and specifically when the High-Bay has been constructed, WITRON will start their installation around 9 months into the wider build programme. WITRON will then be on site for c. 21 months, completing the installation of the internal picking systems, which will be completed in three phases, as different sections of the warehouse are completed.

Overall, the construction and fitout programme from tender document preparation to the completed installation of the internal automation is 3.5 years. In order to accelerate the programme, the building tender process has already started, and the intention is to appoint a contractor on the grant of planning consent. This is c. 6 months work meaning at the point consent is secured, there is a c. 3-year programme of construction and fitout works.

### Site Delivery

TJM's planned store growth along with a lengthy construction and fitout programme has placed importance on speed of site delivery as a key factor when determining which site to acquire. If TJM cannot deliver a fully operational distribution centre by Autumn 2023, the store rollout will be undermined, and the business will not be able to expand as planned. The site selection process has been heavily influenced by this along with several other factors, as we will discuss below.

### Omega Zone 8: Rationale

The TJM Board has determined that the site Omega Zone 8 meets the needs of their expanding retail operations over the next 8-10 years. TJM uses data which enables us to forecast planned growth in store numbers, analysing population density per existing and possible store location and likely availability of suitable stores. This analysis led to the conclusion that the best location for a third distribution centre was in the north, in a band running from Liverpool across to Hull. Freehold site opportunities were then assessed and evaluated across the target area.



It might be seen as unusual that TJM would want a second logistics facility on Merseyside, but if you consider the location of TJM's existing store network (Figure 2) and the planned growth (Figure 4) it is plain to see that the location of Omega Zone 8 is very logical. It will remove pressure from the Axis site, and it will enable TJM to service its existing and proposed network more efficiently.

Finding a site that is capable of accommodating c. 1m square feet of floorspace including a High-Bay warehouse that is strategically well linked to the motorway network without constraints that would hamper 24/7 logistics use was difficult. There were only a very small number of sites which were deliverable within the timescales that could accommodate our requirement. As mentioned, speed of site delivery has been a significant and influencing factor when looking at alternative sites.

The specific advantages of the Omega Zone 8 site are set out below.

- Speed of delivery given it is a relatively unconstrained site.
- Proximity to a large source of skilled, engineering, technical labour.
- Excellent motorway and road connections allowing an efficient link to the wider store network.
- Significant distance from the closest noise sensitive receptors meaning the proposed 24/7 operation would not be fettered.
- Proximity to the Axis site which also contains the TJM head office; this assists with construction, ramp-up, management and operation of the site.
- Relieves pressure on the Axis site which operating at 100% capacity with Omega Zone 8's proximity offering logistics efficiencies that would not otherwise be secured.

All these factors weigh heavily in favour of Omega Zone 8 as a preferred location for a third distribution centre.

#### *Omega Zone 8: Design Development & Expansion Land*

The size and shape of the building is a direct product of the requirements of the automation layout within it, and the number of stores that it is intended to serve.

The building essentially acts as an envelope to the automation layout and the yards to service (this function is explained in detail below). The building is designed to critical minimum dimensions to allow the automation to function efficiently. The orientation of the building reflects TJM's operational requirements with the inbound yard closest to the entrance and the offices addressing the approach from the Omega West estate road.

There is no other practical alternative in terms of either location or orientation of the building without either compromising the operational needs of the business – both in terms of the proposed operation and future operational requirements as a result of ongoing, rapid business growth - or sterilising large parts of the wider site. There are also constraints which have required the siting of the building further west as opposed to be located on the site's frontage directly addressing the estate road.



As mentioned, one of the reasons Omega Zone 8 was selected by TJM is because it is a relatively unconstrained site. However, when acquiring a site of this size, there will also be constraints, so TJM's prerogative has been to position the proposal at the part of the site which is least constrained, to minimise any programme risk. The primary constraints in this case include:

- overhead pylons, requiring diversion; and
- a major watercourse, requiring diversion.

These are shown on the constraints drawing prepared by Fairhurst which appears as Appendix 1. Positioning the building away from these constraints reduces the programme risk as it means that the warehouse (and notable the High Bay) can be constructed ahead of the diversions being in place.

Each of the constraints poses a risk to the programme which as mentioned has been one of the key criteria driving the site search that will enable TJM to deliver a fully operational distribution centre by Autumn 2023.

The sting of the building also fundamentally allows for the provision of land required for future expansion of the proposed distribution centre operation. As part of the business strategy, it is very important that an investment of this scale is supported by sufficient surplus land that will enable future business requirements to be met. For example, both the Amesbury and Axis sites are supported by Vehicle Maintenance Units (VMU) and training centres. Those are both future requirements at Omega Zone 8 and land needs to be available for those to be delivered. The land also provides potential for additional warehousing (you will note that the Axis site has two warehouse buildings connected by a bridge link) and lorry parking, both which would arise from ongoing business expansion.

The proximity to the Axis site has already been cited as a benefit to the Omega Zone 8 site given that distribution centre is operating at capacity and the proposed distribution centre will be alleviating that pressure. Axis has successfully expanded over the years and now occupies significantly more land that it did originally, which has come about as a result of rapid growth. That growth has been capable of being accommodate due to the availability of adjacent land, albeit in the case of Axis that has been in part achieved by land opportunities as they have presented themselves. TJM has learnt that this opportunity should be established as early as possible in order to provide as much business certainty as possible. That means securing additional land to support the proposed distribution centre; without this the viability of the overall project would be jeopardised.

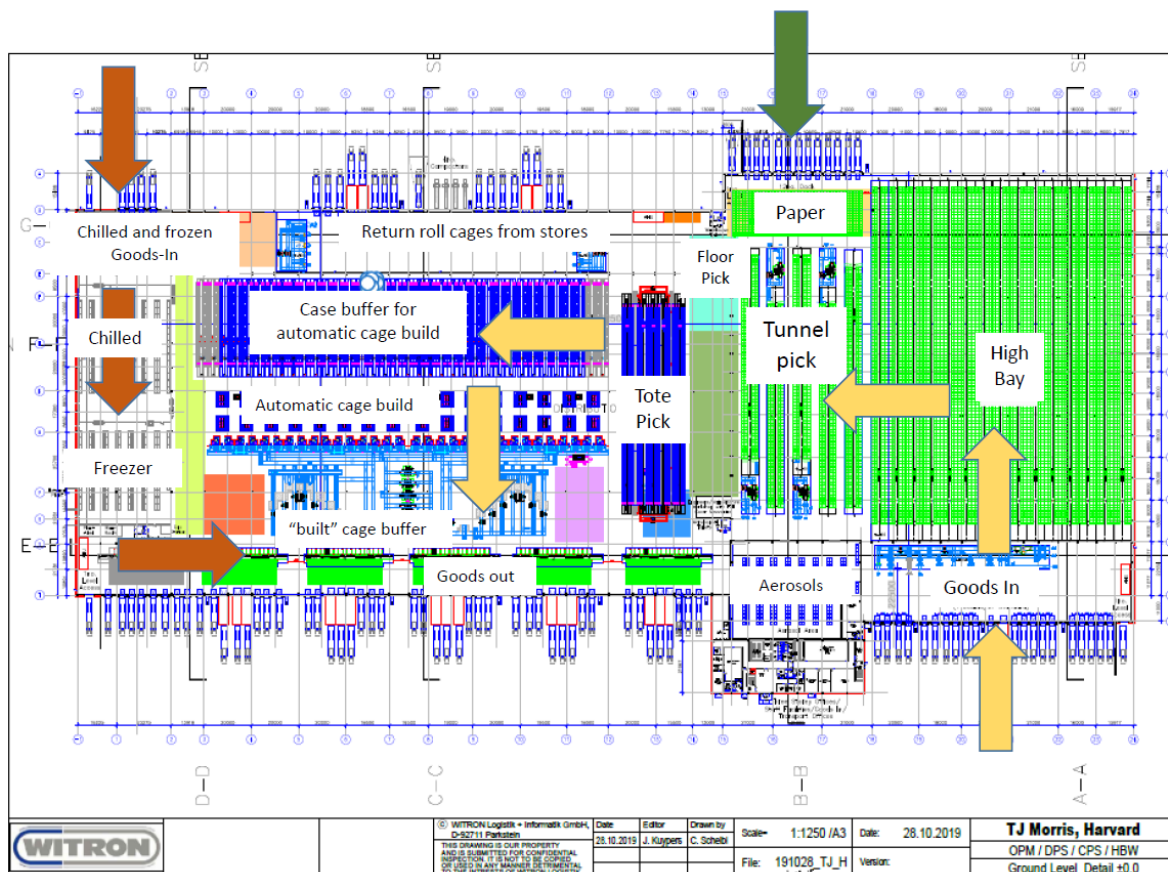
The expansion land reflects the combination of constraints, the size and orientation of the distribution centre (which as explained is a consequence of the automation within it), and TJM's need for further land to enable other associated development to be constructed in due course.

As we will come on to discuss, the overall height of the building is dictated by what happens inside it and the automation that is required to achieve the required commercial efficiencies that make the operation viable.

## Omega Zone 8: Operational Overview

Omega Zone 8 will be of a similar size, will handle similar volumes and will have similar stock holding to the TJ Morris Ltd sites at Axis and Amesbury. While TJM's exiting sites are highly automated, Omega West will be significantly more automated than the TJ Morris sites at Liverpool and Amesbury. Consequently, the total investment required (e.g. Omega £270 million v Amesbury £150 million) and the number of high-skilled engineering and machine operator jobs will be significantly higher.

Figure 5 below shows the main system components/sections within the Omega Zone 8 distribution centre.



**Figure 5: Main system components/sections within the proposed distribution centre**

These sections are as follows:

- Goods-In
- High Bay
- Case Buffer for Automatic Cage Build
- Automatic Cage Build
- Tunnel Pick
- Tote Pick
- Paper



- Floor Pick
- Aerosols
- Chilled and Frozen Goods-In
- Chilled
- Freezer
- Goods-Out

A description of each of the sections is provided below.

### **Goods-In**

All goods, excluding paper and chilled and frozen, are received at “Goods-In”. They are checked and then put into the automation system, unless they are Aerosols or products for “Floor Pick” (cannot be handled by automation) in which case they are manually moved to these sections.

### **High-Bay**

This is the main storage area for stock. Stock is held here to feed, as required, to the following areas:

- Automatic Cage Build
- Tote Pick
- Tunnel Pick

The High-Bay is sized to provide the stock cover required for the particular products to be stored and picked. Fast moving products from UK based suppliers may have stock cover as low as 4-5 days. Slower moving products from Far Eastern suppliers may have stock cover of up-to 3-4 months.

The High-Bay has been sized to provide stock cover of 18 days, in-line with the stock cover at the existing distribution warehouses in Axis and Amesbury which use a similar High-Bay system. 18-day stock cover for this type of retail operation is very low. Industry norms are at least 40 days, which, if used here, would double the size of the High-Bay.

The reason why “High-Bay” is used widely for bulk storage within the retail industry is because of the efficiency it offers, both in terms of labour and space, as well as safety. Each point is explained below.

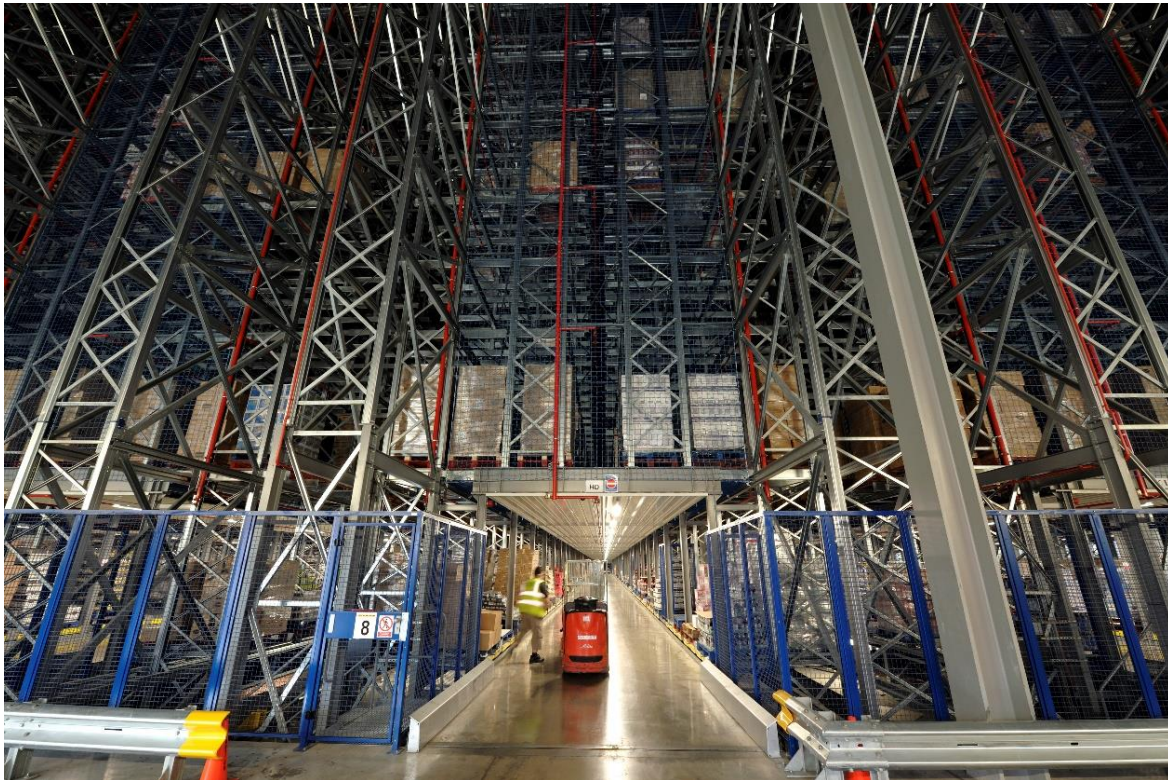
- Labour – all movements within the High-Bay are carried out automatically by robotic cranes avoiding the need for Fork Lift Truck (FLT) drivers.
- Safety – because there is no use of manually operated FLT's, the risk of dropping pallets and hitting racking is greatly reduced. Also, being operator free, if a pallet does fall accidentally, it will also only produce damage to equipment, not to personnel.
- Space – being “High” and densely packed, the required volume of pallets can be stored in an area three or four times smaller than would be required for a system with manual FLT storage.

Space efficiency is the most important benefit. If a non-High-Bay solution was to be used, practically the whole of the proposed distribution centre would be required just to store 18-days' worth of stock.





This would then mean the overall size of warehouse would have to double, resulting in a significantly greater land-take. As a result, without the High-Bay of the size proposed, the site would not be feasible or indeed viable for TJM. An internal photo of the Axis site High-Bay is provided below.



**Photograph of High-Bay area (with tunnel pick) at TJM's Axis site**



**Photograph of High-Bay at TJM's Amesbury site**

### **Case Buffer for Automatic Cage Build and Automatic Cage Build**

These sections represent the major technical difference between our Liverpool and Amesbury sites and the Omega Zone 8 proposed installation.

At Axis and Amesbury all stock is manually picked and placed into cages. At Omega, approximately 80% of products on cages will be automatically picked and placed ("built") into cages. This will be the first installation of this type of technology in the UK.

To carry out this function, the system, supplied by WITRON, decides what store-orders will need to be built for a pre-defined period (e.g. the next 12 hours). It then pulls the required pallets from the High-Bay, automatically de-layers the cases of stock from the pallet, places the individual cases onto a tray and stores the trays in an intermediate buffer. When an individual store order is to be built, it then pulls the required cases from the intermediate buffer and sends them to one of the automatic cage building machines. At this machine, the case is automatically removed from the tray and the case is slid and gently placed into the required position in the cage.

The advantages of this system are:

- Labour saving (carried out automatically)
- Improved health and safety (no lifting by operators)
- Better stacking of products (less product damage, safer stacking – stock less likely to fall off)





- Store friendly packing (system ensures all products for, say, “aisle one” in store (etc.) are placed on the same cage – hard to achieve in a conventional warehouse)
- More product types can be handled (not limited by the number of pick faces, as in a conventional warehouse)



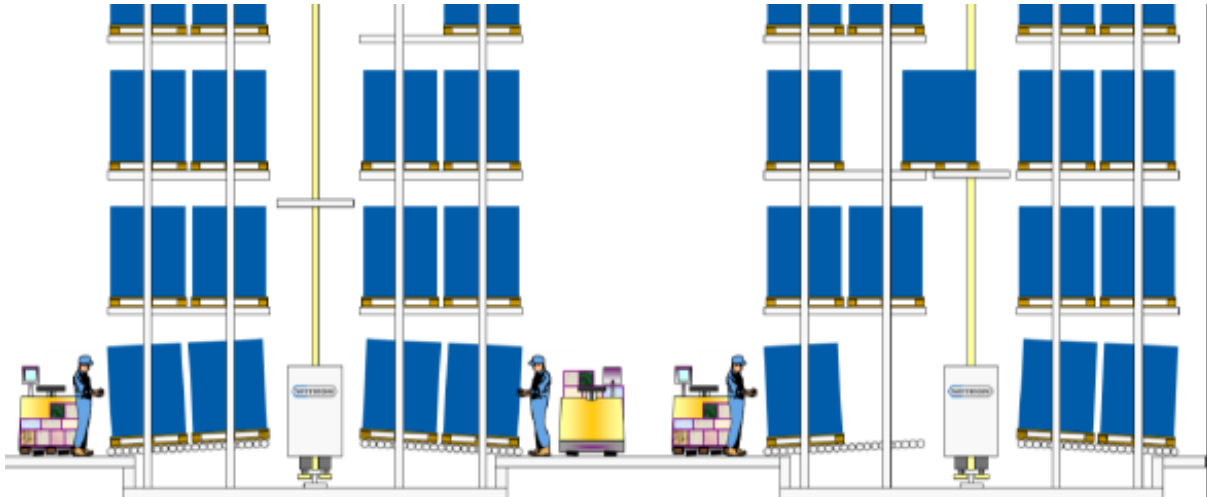
**Photograph of individual cases placed into trays for intermediate storage prior to cage build**



**Photograph of Automatic Cage Build**

### **Tunnel Pick**

Stock is stored in the High-Bay and fed automatically to the “pick faces” in the tunnel-pick area. Picking in this area is carried out manually. This is used for products which are too big to be stored on trays for automatic cage building (very similar to system at Liverpool and Amesbury, see photograph above).



**Figure 6: Tunnel Pick**

### **Tote Pick**

Small or delicate products are picked, manually, into totes, photographed below. This system is very similar to the system currently used by TJ Morris Ltd at Liverpool and Amesbury. Totes are automatically stored and feed to the picker via robotic cranes.



**Figure 7: Tote Pick**



## Remaining sections

Below is a list of the remains sections of the distribution centre.

- Paper
- Floor Pick
- Aerosols
- Chilled and Frozen Goods-In
- Chilled
- Freezer
- Goods Out

These are manual operations and use manual replenishment (FLT's) and manual picking. Goods-Out also has automatic storage of picked cages.

## Recruitment, Training & Career Opportunities

### Plans

TJM's plan is to build a third generation highly automated distribution centre on the proposed site at Omega Zone 8. The distribution centre will bring over 1,000 employment and training opportunities to local and surrounding areas: Warrington, Widnes, St Helens, Manchester and Liverpool.

The new distribution site represents a strategy of innovation and continued investment by the company to support its ambitious growth plans.

### Partners & Job

We will work in close partnership with government departments and local recruitment agencies to implement our recruitment strategy for the various roles; from supply chain, operations, engineering and technical roles to support and administration. The table below provides a full breakdown of projected future employment assuming 100% operational capacity (as mentioned the operational capacity of the warehouse will be reached when it is servicing c. 400 stores).

	Peak		Average	
AREA	TOTAL FTE per SHIFT	TOTAL ANNUAL FTE	TOTAL FTE per SHIFT	TOTAL ANNUAL FTE
TRANSPORT HUB	16	29	16	29
HR	6	7	6	7
H&S	1	1	1	1
TRAINING	11	12	11	12
SECURITY	6	16	6	16



	Peak		Average	
AREA	TOTAL FTE per SHIFT	TOTAL ANNUAL FTE	TOTAL FTE per SHIFT	TOTAL ANNUAL FTE
ENGINEERING AND FACILITIES	46	206	46	206
CLEANING & BUILD MAINT	21	44	21	44
CANTEEN	5	24	5	24
WAREHOUSE	162	768	136	617
HGV DRIVERS	67	300	56	250
Vehicle Maintenance Unit (future installation)	11	24	11	24
<b>Total</b>	<b>352</b>	<b>1,431</b>	<b>315</b>	<b>1,230</b>

**Table 1: Forecast FTE job generation at Omega Zone 8 (100% operational capacity)**

Within the first year TJM will want to move to three-shift, 24-hour-a-day operation. This will require a full management team (warehouse and transport) and a full engineering team to be in place. Full HR, training and H&S functions will also need to be in place, as will canteen, cleaning and building maintenance and security. These are all roles where the level of employment will not change, regardless of the operating capacity of the distribution centre. In addition to these roles, there are the warehouse operatives and HGV drivers. These roles have a direct relationship to the number of stores the distribution centre serves; there is a linear relationship between operating capacity and the total headcount of warehouse operatives and HGV drivers.

TJM's target is to reach 40% operational capacity at the end of year one. This shown in the context of HGV driver and warehouse operatives in the table below along with fixed roles to give total annual FTE (peak and average) employment in the first year of opening the facility.

	Peak		Average	
AREA	TOTAL FTE per SHIFT	TOTAL ANNUAL FTE	TOTAL FTE per SHIFT	TOTAL ANNUAL FTE
<b>TRANSPORT HUB, HR, H&amp;S, TRAINING, SECURITY, ENGINEERING &amp; FACILITIES, CLEANING &amp; BUILD MAINTENANCE, CANTEEN</b>	<b>112</b>	<b>339</b>	<b>112</b>	<b>339</b>
WAREHOUSE	65	307	54	247
HGV DRIVERS	27	120	22	100



AREA	Peak		Average	
	TOTAL FTE per SHIFT	TOTAL ANNUAL FTE	TOTAL FTE per SHIFT	TOTAL ANNUAL FTE
<b>Total (40% operational capacity)</b>	<b>204</b>	<b>766</b>	<b>188</b>	<b>686</b>

**Table 2: Total forecast job generation at Omega Zone 8 (40% operational capacity)**

Future employment will also be generated when the Vehicle Maintenance Unit is constructed. This will result in a further 24 total annual FTE roles.

The projected job creation is both realistic and conservative. Some elements will be similar to TJM's Amesbury site (e.g. HR). Some will be similar to TJM's Axis site (e.g. transport hub). Some will be unique to Warrington: (e.g. engineering). The figures have been collated by taking each individual element into account.

In terms of how this employment converts in a total estimated salary cost including pension and National Insurance Contributions, the table below provides this information by role.

	roles	avg salary	Capacity		
			100%	50%	75%
Engineering/Technicians	123	36,645.00	4,507,335.00	2,253,667.50	3,380,501.25
Cleaning / Building Maint	53	25,569.00	1,355,157.00	677,578.50	1,016,367.75
Warehouse	631	23,201.00	14,639,831.00	7,319,915.50	10,979,873.25
Drivers	250	45,320.00	11,330,000.00	5,665,000.00	8,497,500.00
Transport	26	38,434.45	999,295.70	499,647.85	749,471.78
H&S	1	51,500.00	51,500.00	25,750.00	38,625.00
Training	2	36,050.00	72,100.00	36,050.00	54,075.00
Security	13	30,900.00	401,700.00	200,850.00	301,275.00
Canteen	8	22,660.00	181,280.00	90,640.00	135,960.00
IT	6	45,320.00	271,920.00	135,960.00	203,940.00
			<b>33,810,118.70</b>	<b>16,905,059.35</b>	<b>25,357,589.03</b>

**Table 3: Estimated total salary costs at Omega Zone 8**

TJM's third distribution warehouse will therefore generate annual salaries of approximately £17m at Year-1 and £34m at full operational capacity.

### **Training and Development**

The provision of employment is only the beginning and with a long-standing and successful company-wide policy to promote from within, employees will benefit from training opportunities to support career progression.



Training and personal development is central to the company's long-term plans and the proposed new site will be home to a dedicated distribution training team who will create bespoke training programmes to ensure we have the skills we require.

In turn, individuals will benefit from greater job security, financial and career progression and job satisfaction, all of which facilitates real personal growth and social mobility.

### **Policy**

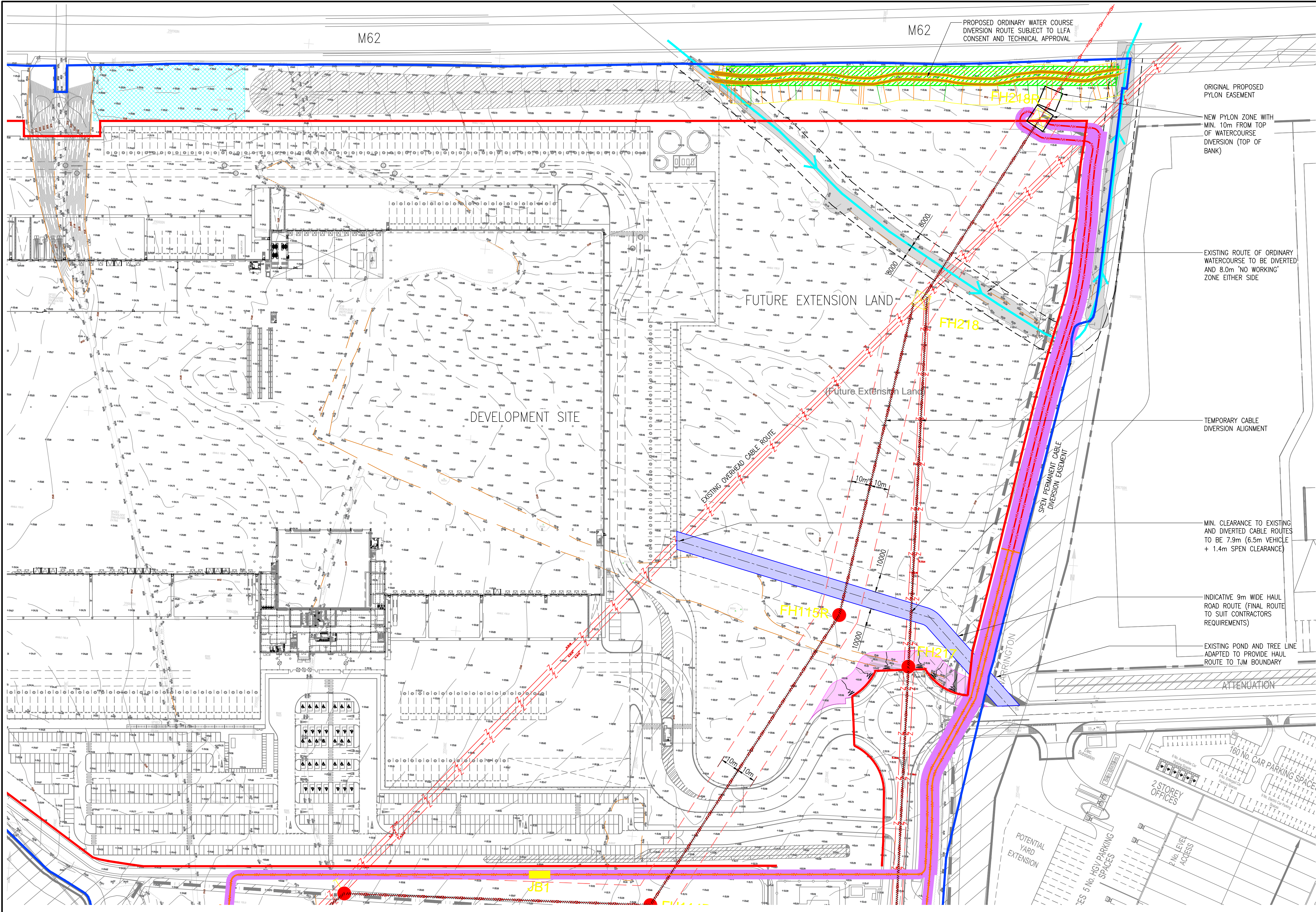
The company's approach to training, together with fair recruitment practices and flexible working arrangements, will enable us to attract a diverse workforce from a range of different backgrounds.





## **Appendix 1 – Site Constraints**





Do not scale from this drawing.
SAFETY HEALTH AND ENVIRONMENTAL INFORMATION
IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING RISKS AND INFORMATION:
RISKS LISTED HERE ARE NOT EXHAUSTIVE. REFER TO DESIGN ASSESSMENT FORM NO.
CONSTRUCTION NOTHING THAT A COMPETENT CONTRACTOR WOULD NOT ALREADY BE AWARE OF.
DEMOLITION NOTHING THAT A COMPETENT CONTRACTOR WOULD NOT ALREADY BE AWARE OF.
FOR INFORMATION RELATING TO USE, CLEANING AND MAINTENANCE SEE THE HEALTH AND SAFETY FILE
IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.

KEY:	EXISTING MINOR WATERCOURSE FLOW DIRECTION
10m EASEMENT TO EXISTING MINOR WATERCOURSE DIVERSION SUBJECT TO LLFA CONSULT AND TECHNICAL APPROVAL	
8m NON WORKING ZONE EITHER SIDE OF EXISTING MINOR WATERCOURSE	
10m TEMPORARY RAMPING ZONE FOR ROUNDABOUT WORKS	
INDICATIVE 9m WIDE HAUL ROUTE ALIGNED TO SUIT IWS ROUNDABOUT WORKS	
EXTENTS OF 10m POWERLINES CLEARANCE ZONE (CONSTRUCTION PERIOD)	
AREA OF RARE GRASSLAND SPECIES, BETWEEN SUDS SWALE AND BOLD BRIDGE ABUTMENT TO THE WEST, TO BE MAINTAINED AND PROTECTED DURING CONSTRUCTION WORKS. FOR DETAILS REFER TO LANDSCAPE ARCHITECTS PLANS	

Rev.	Date	Description	Drawn	Checked	Approved

Notes:	<p><b>NOTES:</b></p> <p>1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS, DETAILS AND SPECIFICATIONS.</p> <p>2. CONTRACTOR IS TO CHECK AND CONFIRM ALL DIMENSIONS ON SITE PRIOR TO COMMENCING WORKS.</p> <p>3. ANY DISCREPANCIES BETWEEN THE ENGINEERS DRAWINGS AND SITE CONDITIONS TO BE REPORTED TO THE ENGINEER IMMEDIATELY AND INSTRUCTIONS RECEIVED BEFORE PROCEEDING.</p> <p>4. TEMPORARY WORKS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. PROPOSALS TO BE SENT TO THE ENGINEER FOR COMMENT.</p>
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Project Title:	OMEGA ZONE 8 ST. HELENS NEW DISTRIBUTION HUB		
Drawing Title:	EXPANSION LAND SITE CONSTRAINT GENERAL ARRANGEMENT		

FAIRHURST			
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Scale at A1: 1:1000	Status: Preliminary		
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