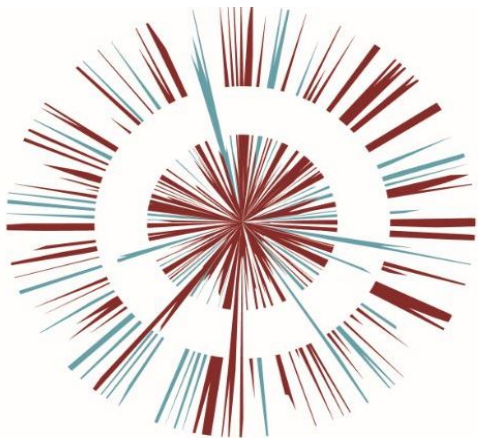




OMEGA ZONE 8, ST HELENS

Omega St Helens Ltd / T. J. Morris Limited



Alternative Site Assessment
OPP DOC. 7

progress

planning consultancy ltd



Alternative Site Assessment

Hybrid Planning Application
Omega Zone 8, St Helens

Omega St Helens Ltd
& T.J. Morris Ltd

December 2019

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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 access infrastructure works (detailed matters of appearance, landscaping, 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, landscape, layout and scale for the expansion land and units will be reserved for subsequent approval through separate reserved matters. In total the proposals equate to a total of 205,500 sq.m (2,212,002 sq.ft) of B2/B8 floorspace.

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 2.0 explains the methodology adopted for the Assessment;
 2. Section 3.0 outlines the assessment of the alternative sites;
 3. Section 4.0 considers whether there are any other options for the delivery of the proposed floorspace; and,
 4. Section 5.0 set out the conclusions.

- 1.14 The Study concludes that there is no alternative available brownfield, greenfield or Green Belt site within St Helens 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, which has been identified as being 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 require 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, brownfield sites listed at Table 4 of the St Helens EEBP (2015) and the Warrington ENA (2019); and
 4. Employment sites promoted through the consultation stages of the emerging St Helens and Warrington Local Plans.
- 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. Using the same 40% development density calculation, 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.

- 2.20 On this basis, sites over 10ha are also identified within the Study Area and assessed on the same basis as those sites which meet the larger size requirement (i.e. Stages 2 - 4).

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	
Separation (sensitive uses)	There is a need for sufficient space within a site to allow for decent buffering/ mitigation and separation from sensitive uses	No adjacent sensitive uses or space for buffering/ mitigation	
		Adjacent to sensitive uses but mitigation potential not optimal	
		Adjacent to sensitive uses and no prospect of mitigation	

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 outputs of the site assessment process is a summary proforma, 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. Shape as a constraint is most relevant to a smaller scale of sites.	Regular shaped site	
		Regular shaped site with certain anomalies	
		Irregularly shaped site	
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	
		Site is located less than 1km from a settlement	
		Site is located more than 1km from a settlement	

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	Yellow
		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	Yellow
		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	Yellow
		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	Yellow
		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	Yellow
		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 10 ha.

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

- 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 5 allocations of 10ha, or more. However, a planning history search was undertaken for each allocation which concluded that none of these allocated sites remain available.

- 3.5 A review of available brownfield sites within the urban area suitable for employment use was undertaken utilising the Allocations Local Plan Economic Evidence Base (September 2015) document. The review identified one site of 10ha, or more, at Sankey Valley Industrial Estate, Newton-le-Willows. This site extends to 12.9ha.

- 3.6 Sites that have been promoted and are identified through the emerging Local Plan process have also been considered. A total of 14 greenfield/Green Belt sites of 10ha, or more, were identified where employment use has been put forward as the preferred land use option.

- 3.7 In total therefore 17 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 Omega Zones 8. The 17 potential sites that meet the minimum size requirement (10 ha) are:

1. Omega South Western Extension, Land North of Finches Plantation, Bold (31.2 ha);
2. Land at Florida Farm North, Slag Lane, Haydock (36.37 ha);
3. Land North of Penny Lane, Haydock (11.05 ha);
4. Land West of Millfield Lane, South of Liverpool Road and North of Clipsley Brook, Haydock (20.58 ha);
5. Parkside East, Newton-le-Willows (64.55 ha);

6. Parkside West, Newton-le-Willows (79.57 ha);
7. Haydock Park Farm (South), Haydock (36.5 ha);
8. Haydock Park Farm (North), Haydock (42.5 ha);
9. Sandwash, Rainford (17 ha);
10. Land to the North of Rainford (27.9 ha);
11. Land to East of Rainhill (17.9 ha);
12. Ashton Road, Newton-le Willows (12.4 ha);
13. Land to the North West of Ecclestone (91.1 ha);
14. Land to South East of Haydock (32.3 ha);
15. Manor Farm, Rainhill (27.3 ha);
16. Ash Grove Farm, Billinge (21.1 ha); and
17. Sankey Valley Industrial Estate, Newton-le-Willows (12.9 ha)

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 10 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 allocation of 10ha, 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 now been fully taken up 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 10ha 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 5 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 (10 ha) are:
1. Plots 7E & 7F, Zone 7, Omega South, Warrington – Mountpark (23.03 ha);
 2. Zones 1&2, Omega South, Warrington – Mountpark (12.7 ha);
 3. Land off Barleycastle Lane, Appleton (15.30 ha);
 4. Land at Bradley Hall Farm, Cliff Road (92 ha);
 5. Land at Joy Lane, adjoining Finger Post Farm (13.5 / 11.5 net);
 6. Port Warrington (74.19 ha); and
 7. Land at Arpley Meadows, Eastford Road (30.10 ha).
- 3.13 Overall therefore 24 sites across St Helens and Warrington Boroughs were identified for assessment, as follows:

Site	Site Address
St Helens	
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
4	Land West of Millfield Lane, South of Liverpool Road and North of Clipsley Brook, Haydock
5	Parkside East, Newton-le-Willows
6	Parkside West, Newton-le-Willows
7	Haydock Park Farm (South), Haydock
8	Haydock Park Farm (North), Haydock
9	Sandwash, Rainford
10	Land to the North of Rainford
11	Land to East of Rainhill
12	Ashton Road, Newton-le-Willows
13	Land to the North West of Ecclestone
14	Land to South East of Haydock
15	Manor Farm, Rainhill
16	Ash Grove Farm, Billinge
17	Sankey Valley Industrial Estate, Newton-le-Willows
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 at Joy Lane, adjoining Finger Post Farm
6	Port Warrington
7	Land at Arpley Meadows, Eastford Road

Stage 2: Minimum Site Requirements Assessment

- 3.13 Each of the identified sites has been appraised against the Stage C 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 11 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
St Helens					
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					
4 Land West of Millfield Lane, South of Liverpool Road and North of Clipsley Brook, Haydock					
5 Parkside East, Newton-le-Willows					
6 Parkside West, Newton-le-Willows					
7 Haydock Park Farm (South), Haydock					
8 Haydock Park Farm (North), Haydock					
9 Sandwash, Rainford					
10 Land to the North of Rainford					
11 Land to East of Rainhill					
12 Ashton Road, Newton-le Willows					
13 Land to the North West of Ecclestone					
14 Land to South East of Haydock					
15 Manor Farm, Rainhill					
16 Ash Grove Farm, Billinge					
17 Sankey Valley Industrial Estate, Newton-le-Willows					
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 at Joy Lane, adjoining Finger Post Farm					
6 Port Warrington					
7 Land at Arpley Meadows, Eastford Road					

- 3.14 Eight 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 12 (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 17 (St Helens), comprises disparate parcels of land within existing industrial areas. Individually none of these parcels of land meet the minimum 10ha size requirement to accommodate smaller buildings that could potentially come forward under the OPP.
- 3.16 Equally Sites 5 & 6 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 9 & 10, 12 & 13 and 15, 16 & 17 (St Helens) and Sites 4 & 5 (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
St Helens	
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
4	Land West of Millfield Lane, South of Liverpool Road and North of Clipsley Brook, Haydock
5	Parkside East, Newton-le-Willows
6	Parkside West, Newton-le-Willows
7	Haydock Park Farm (South), Haydock
8	Haydock Park Farm (North), Haydock
11	Land to East of Rainhill
14	Land to South East of Haydock
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 at Joy Lane, adjoining Finger Post Farm

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
St Helens					
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				
4	Land West of Millfield Lane, South of Liverpool Road and North of Clipsley Brook, Haydock				
5	Parkside East, Newton-le-Willows				
6	Parkside West, Newton-le-Willows				
7	Haydock Park Farm (South), Haydock				
8	Haydock Park Farm (North), Haydock				
11	Land to East of Rainhill				
14	Land to South East of Haydock				
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 at Joy Lane, adjoining Finger Post Farm				

3.19 The Suitability Assessment has removed Sites 3 & 4 (St Helens) and Site 5 (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. Site 5 (St Helens) has also been discounted due to its distance from the nearest settlement, which is appropriate for the proposed use of the site as strategic rail freight interchange but is not suitable for large-scale logistics development, which requires strong connections to existing settlements to provide workforce sources and reduce the need to travel. Site 11 (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
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
7	Haydock Park Farm (South), Haydock
8	Haydock Park Farm (North), Haydock
14	Land to South East of Haydock
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

Stage 4: Green Belt Assessment

- 3.21 The 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						
6	Parkside West, Newton-le-Willows						
7	Haydock Park Farm (South), Haydock						
8	Haydock Park Farm (North), Haydock						
14	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						

- 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. To determine if any site could be suitable, Purpose 3 (safeguarding the countryside) will be excluded from the scoring matrix. This is due to the fact that all the sites will have some impact on this purpose, which is to be expected with the development of greenfield land within the Green Belt.
- 3.23 Table 3.4 summarises the results for the assessment against the remaining Green Belt purposes. It demonstrates that of the sites situated in the Green Belt only Site 1 would result in the limited overall impact on Green Belt purposes, with Sites 2 & 6 (St Helens) and 3 & 4 (Warrington) having a defined significant adverse impact on the Green Belt.

Table 3.4 – Summary Green Belt Assessment Analysis (without GB Purpose 3)

Site		Green Belt Purpose				Score
		1	2	4	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					

7	Haydock Park Farm (South), Haydock					
8	Haydock Park Farm (North), Haydock					
14	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					

- 3.24 The results of Stage 4 indicate that of the eight Green Belt sites that were taken though to this stage, only Omega Zone 8 scores sufficiently to be taken forward, together with the existing brownfield sites situated within Omega South (Warrington Sites 1 & 2). The results show that there are no alternative Green Belt sites that could accommodate the proposed development.
- 3.25 It should be noted that the excluded sites either have the benefit of planning permission or are currently subject to planning application /appeal submissions and so, whilst in theory they do not perform as well in this assessment against Omega Zone 8, it is acknowledged that those sites may be subject to circumstances that substantially outweigh the potential harm and will be delivered in due course. The Assessment simply confirms that Omega Zone 8 performs better than these alternative sites and therefore that the proposed development should not be directed elsewhere.
- 3.26 Of the remaining sites, the two sites located at Omega South (Warrington Sites 1 & 2) can 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. On this basis neither site is capable of accommodating the proposed development. 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, whilst this could theoretically accommodate some of the proposed outline floorspace, it could not accommodate the size of large-floorplate buildings envisaged in the indicative masterplan and required by the market. 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 preferred location for the facilities, 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.
- 4.6 There are two parts to the disaggregation assessment, namely:
1. Is there a need for a single buildings of between 82,000 sq.m. and 41,000 sq.m or could the need be satisfied by a number of smaller developments?
 2. Could the two buildings be provided on separate sites and still meet the needs of the market?

Option 1: Smaller Developments

- 4.7 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.
- 4.8 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.

- 4.9 The recent planning applications at Florida Farm and Penny Lane, Haydock, have established that there is a need for large-scale logistics buildings within the City Region and the distribution of the proposed floorspace would not achieve the results required:
1. The market requirement from major users of warehousing is for larger facilities with buildings in line with those proposed as part of the application (as evidenced by the occupier-led proposals);
 2. To meet the gap in the provision in the City Region these size buildings require site areas of between 10 ha to 20 ha which as demonstrated above are not currently available on sites that are outside the Green Belt; and,
 3. The disaggregation of the floorspace into numerous smaller buildings will not meet the needs of the market for large-scale logistics facilities.
- 4.10 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.
- 4.11 It has also been accepted through previous planning applications that disaggregation would not be the preferred option for any occupier looking to locate a large-scale logistics operation in the area, due to the increased costs and loss of efficiency in the operational processes of logistics facilities. 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 (e.g. forklift trucks) and would likely incur greater total costs in relation to rent and rates.
- 4.12 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.
- 4.13 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

- 4.14 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.
- 4.15 Having said that, the indicative masterplan responds to the identified need for larger floorplate warehouses and therefore it is considered that the scale of development shown in this indicative layout should form the basis of any consideration of smaller/dispersed sites. As previously discussed, the outline proposals are for up to 123,903 sq.m of B2/B8 logistics floorspace, which for the purposes of this assessment has been evenly split (41,310 sq.m each) across the three development parcels shown on the masterplan to create an average site requirement of 10 ha.
- 4.15 All of the potential sites identified in this Assessment were greater than 10 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;
 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 24 sites, including the application site, were identified as meeting the minimum size requirement. Only two sites were brownfield and the remaining 22 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. Nine of the 24 sites did not meet with the defined minimum criteria and were subsequently discounted from further assessment.
- 5.6 The remaining 15 sites were assessed against the site suitability requirements set out in Stage 3 of the methodology. Five 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 distance to local settlements and a labour force and potential for flood risk.
- 5.7 Eight of the remaining ten 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. It was therefore necessary to undertake the supplementary assessment discounting the protection of the countryside which resulted in four sites being discounted from further assessment and only Omega Zone 8 scoring sufficiently to be taken forward.
- 5.8 Of the remaining sites, the two brownfield sites located at Omega South (Warrington Sites 1 & 2) were 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. On this basis neither site is capable of accommodating the proposed development and whilst both sites are capable of accommodating B2/B8 development.

- 5.9 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.

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 part of the application proposals and because, in the context of the particular need for large-scale logistics buildings, of the risk disaggregation could have in prejudicing the financial viability of the development and its attractiveness to the distribution market.
- 5.11 All of the potential sites identified in this Assessment were greater than 10 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;
 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.

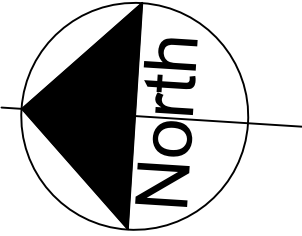
Conclusion

- 5.11 As a consequence, only Omega Zone 8 is realistically capable of delivering the 'live' occupier-led requirement that forms the proposed development, alongside the outline B2/B8 floorspace, in the short-term.

APPENDIX 1: INDICATIVE MASTERPLAN

Contractors must verify all dimensions on site before commencing any work or site drawings. This drawing is not to be scaled. Use figure dimensions only. Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.

Please note the information contained within this drawing is solely for the design of this project and is not to be used for any other purpose. The design of this project is to be found on the 'Chesham - Hazard Analysis and Management Plan' (HAM) and is not to be used for any other purpose. A comprehensive set of hazard management procedures are available from the Principle Designer appointed for the project.

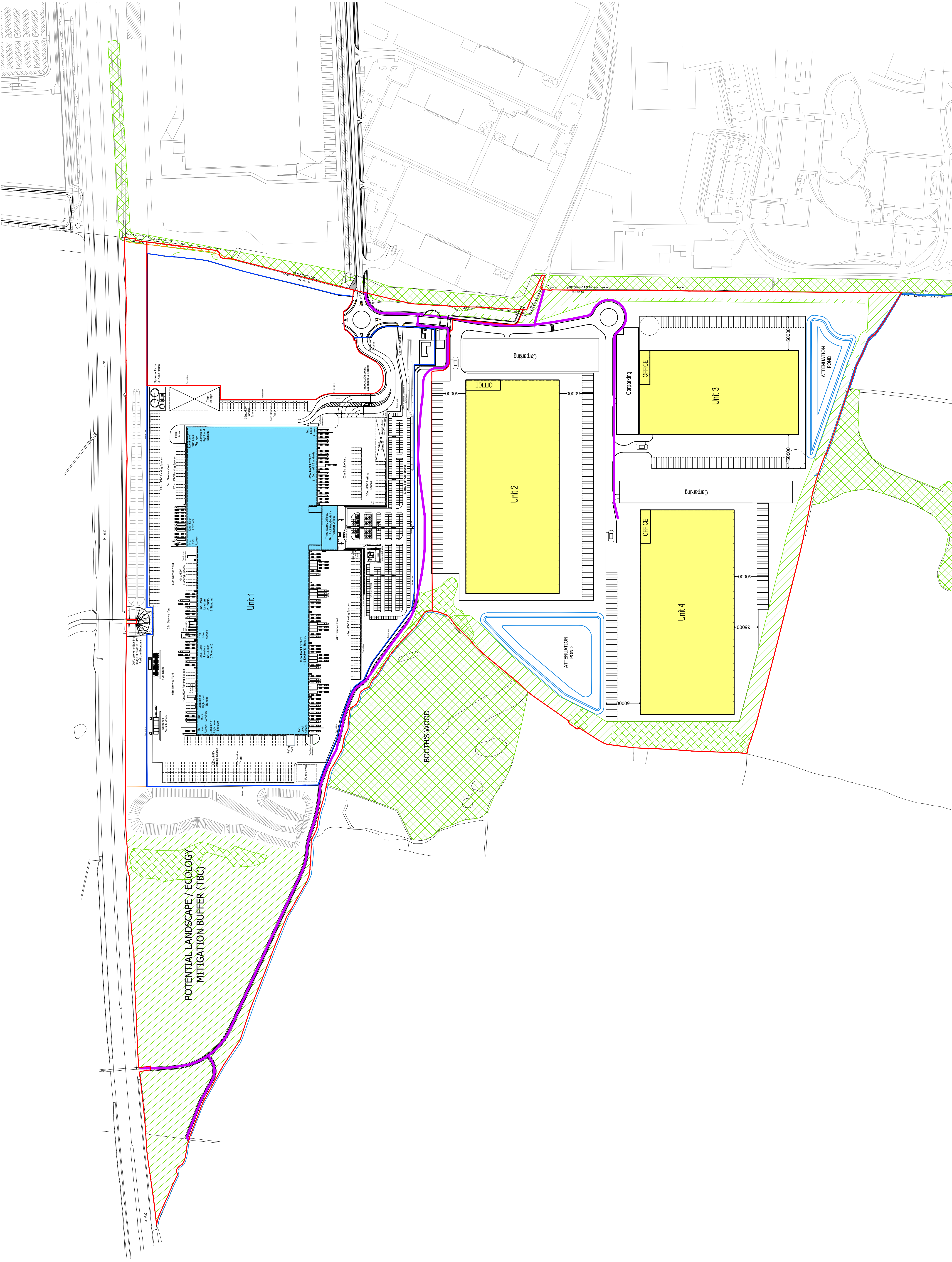


Notes:

Please note Title Plans have been scaled using Ordnance Survey features which may have altered over time. Complete accuracy cannot be guaranteed without further on-site survey.

Any dimensions given are to be confirmed with site measure.

PEDESTRIAN / CYCLE ROUTE



SK9 Footpath amended
Rev: 18/12/19
RC/SF
Date: 18/12/19
Author: [Name]
Reviewer: [Name]

SKETCH

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Project
ZONE 8
OMEGA WEST, WARRINGTON

Client
OMEGA ST HELENS LTD / T.J.MORRIS LTD

Drawing Title
INDICATIVE MASTERPLAN
OPP DWG.1

Scale	Size	Drawn	Checked	Date			
1:2500	A1	RC	SF	23/10/19			
Project	Original	Zone	Level	Type	Roll	Number	Rev
4150	CA	00	00	DR	A	05100	SK9

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			
Site is greenfield in its entirety and so is not considered to be an appropriate alternative site for the Parkside development. It has permission for logistics use and will go towards meeting the Objectively Assessed Need for St Helens. It is subject to planning consent for logistics use and 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	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			
Site is greenfield in its entirety and so is not considered to be an appropriate alternative site for the Parkside development. It has permission for logistics use and will go towards meeting the Objectively Assessed Need for St Helens. It is subject to planning consent for logistics use and so is unavailable for the proposed development.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	4	Land West of Millfield Lane, South of Liverpool Road and North of Clipsley Brook, Haydock	20.58
Stage 1 Considerations			Score
Motorway Access		Close to M6 Junction 23	
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 provided on site	
Stage 2 Considerations			
Shape		Slightly irregular as site narrows from east to west, which will limit layout options and unlikely to be able to accommodate proposals	
Proximity to Key Settlement		Relatively close to Haydock	
Topography		Relatively flat, with rise to north-east corner	
Flood Risk		Flood Zone 1 (flood management measures for Clipsley Brook required)	
Stage 3 Green Belt Purposes Test (if Applicable)			
Purpose 1: To check the unrestricted sprawl of large built-up areas		Site not well contained and would lead to sprawl	
Purpose 2: To prevent neighbouring towns merging into one another		Development would bring settlement boundary closer to Garswood and, to a lesser extent, Billinge	
Purpose 3: To assist in safeguarding the countryside from encroachment		Development would comprise encroachment into the countryside, however bounded by A58 to, Florida Farm site to west and Millfield Lane to 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.		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		Residential; agriculture; Haydock Industrial Estate	
Market		Site is accessible and size that would be of interest to the market	
Summary/ Comments			
Site is greenfield in its entirety and of a shape and size that could not contain the proposed Zone 8 development. Layout options constrained by shape of site and need to tie in with Florida Farm to east and smaller employment allocation to south (5EA) – therefore not suitable for the detailed element of proposed development.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	5	Parkside East, Newton-le-Willows	64.55
Stage 1 Considerations			Score
Motorway Access		Close to M6 Junction 22	
Trunk Road Access		Direct access to A573 & A579	
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		Large, regular site	
Proximity to Key Settlement		Remote from settlement with M6 as physical barrier to Newton-le-Willows	
Topography		Relatively flat with gradual drop 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		Site not well contained and would lead to significant sprawl	
Purpose 2: To prevent neighbouring towns merging into one another		Would take Newton-le Willows urban boundary towards Culcheth, albeit still reasonable separation	
Purpose 3: To assist in safeguarding the countryside from encroachment		Development would comprise encroachment into the countryside, with weak 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 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		Agricultural, isolated residential and strategic road corridor	
Market		Site identified as preferred location for strategic rail freight interchange (60 ha) with complimentary B2/B8 warehousing	
Summary/ Comments			
Site is entirely greenfield and would not appear to support the majority of the Green Belt purposes. Allocation predicated upon delivery of SRFI over majority of site, with less than 5 ha set aside for B2/B8 warehousing. Site large enough to accommodate proposed development, but would prejudice SFRI and remainder of site not a suitable size to accommodate proposed development.			

LPA	Site Ref.	Address/Site Description	Site Size (ha)
St Helens	6	Parkside West, Newton-le-Willows	79.57
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	7	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	8	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	9	Sandwash, Rainford	17
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	10	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		Near 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		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	11	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	12	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	Well connected to existing settlement and therefore only limited urban sprawl		
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	The site is relatively well contained by the M6 motorway and surrounding development. Development would comprise a level of encroachment into the countryside, but this is less so than other sites in this assessment.		
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, 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	13	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		Site would constitute urban sprawl	
Purpose 2: To prevent neighbouring towns merging into one another		As there is a large degree of separation between the edge of St Helens and urban areas of Knowsley it will not lead to coalescence of towns	
Purpose 3: To assist in safeguarding the countryside from encroachment		The site ha 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		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	14	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	15	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		Development would constitute sprawl due to weak western boundary	
Purpose 2: To prevent neighbouring towns merging into one another		The site would close the gap between Rainhill & the M62 and therefore settlements to the south	
Purpose 3: To assist in safeguarding the countryside from encroachment		The site has relatively weak western 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		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	16	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		Adjacent to settlement boundary, but would constitute urban sprawl	
Purpose 2: To prevent neighbouring towns merging into one another		Large degree of separation between the edge of Billinge and other settlements, would not therefore lead to coalescence of towns	
Purpose 3: To assist in safeguarding the countryside from encroachment		The site has weak boundaries. Development would comprise significant 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		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	17	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		Not applicable (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		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)
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		Not Applicable (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 already let to Royal Mail, remaining units not suitable for proposed development due to size and so is unavailable 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		Not Applicable (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, however site already benefits from planning permission and so is unavailable 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.			

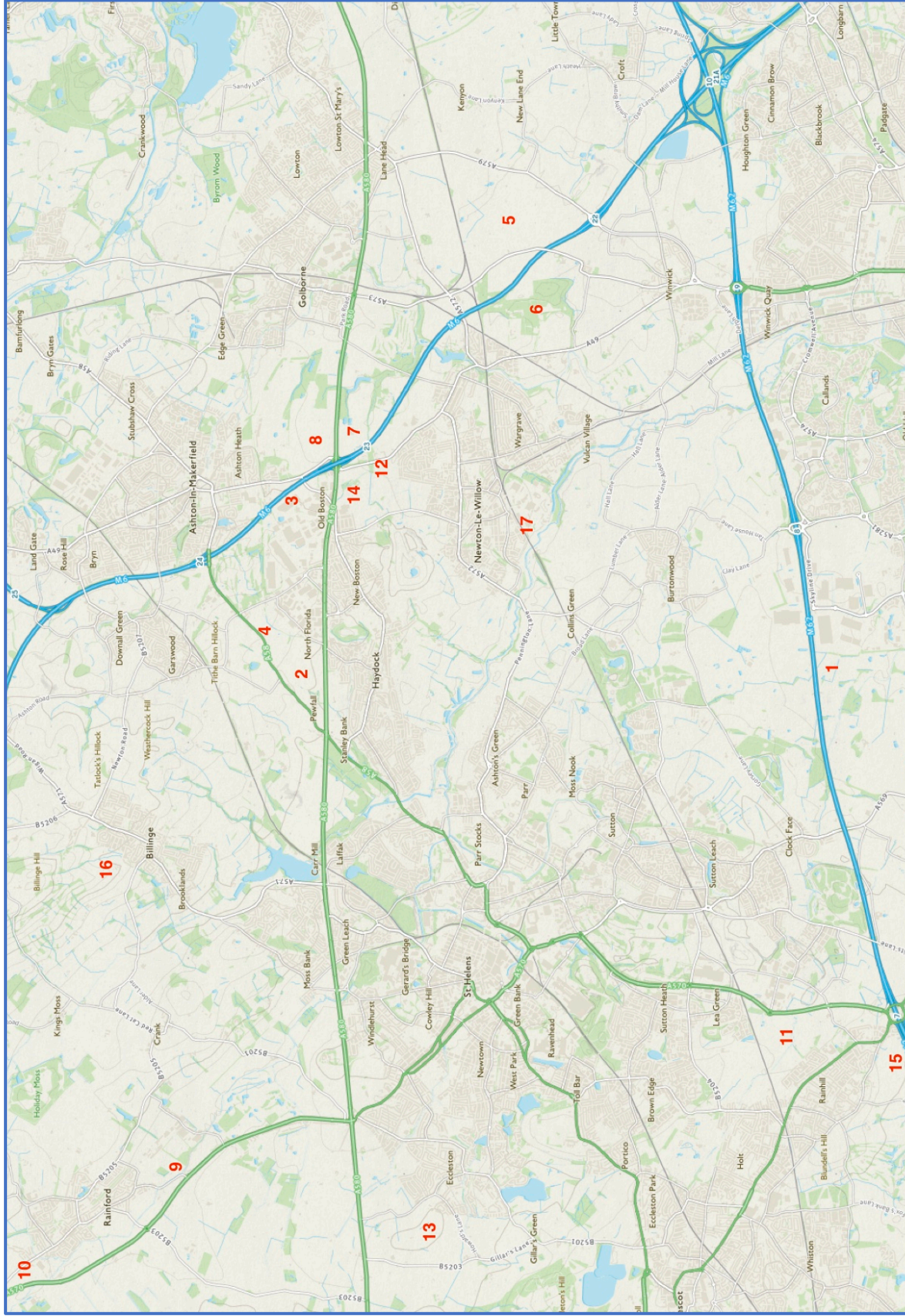
LPA	Site Ref.	Address/Site Description	Site Size (ha)
Warrington	4	Land at Bradley Hall Farm, Cliff Road	92
Stage 1 Considerations			Score
Motorway Access	Close to M6 J20 & M56 J9		
Trunk Road Access	Directly adjacent to A50		
Public Transport	Bus route more than 1km from site		
Separation (Sensitive 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 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	Regular but long, narrow site		
Proximity to Key Settlement	Adjacent to settlement boundary reasonably close to existing residential areas but separated from Warrington by M62		
Topography	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.			

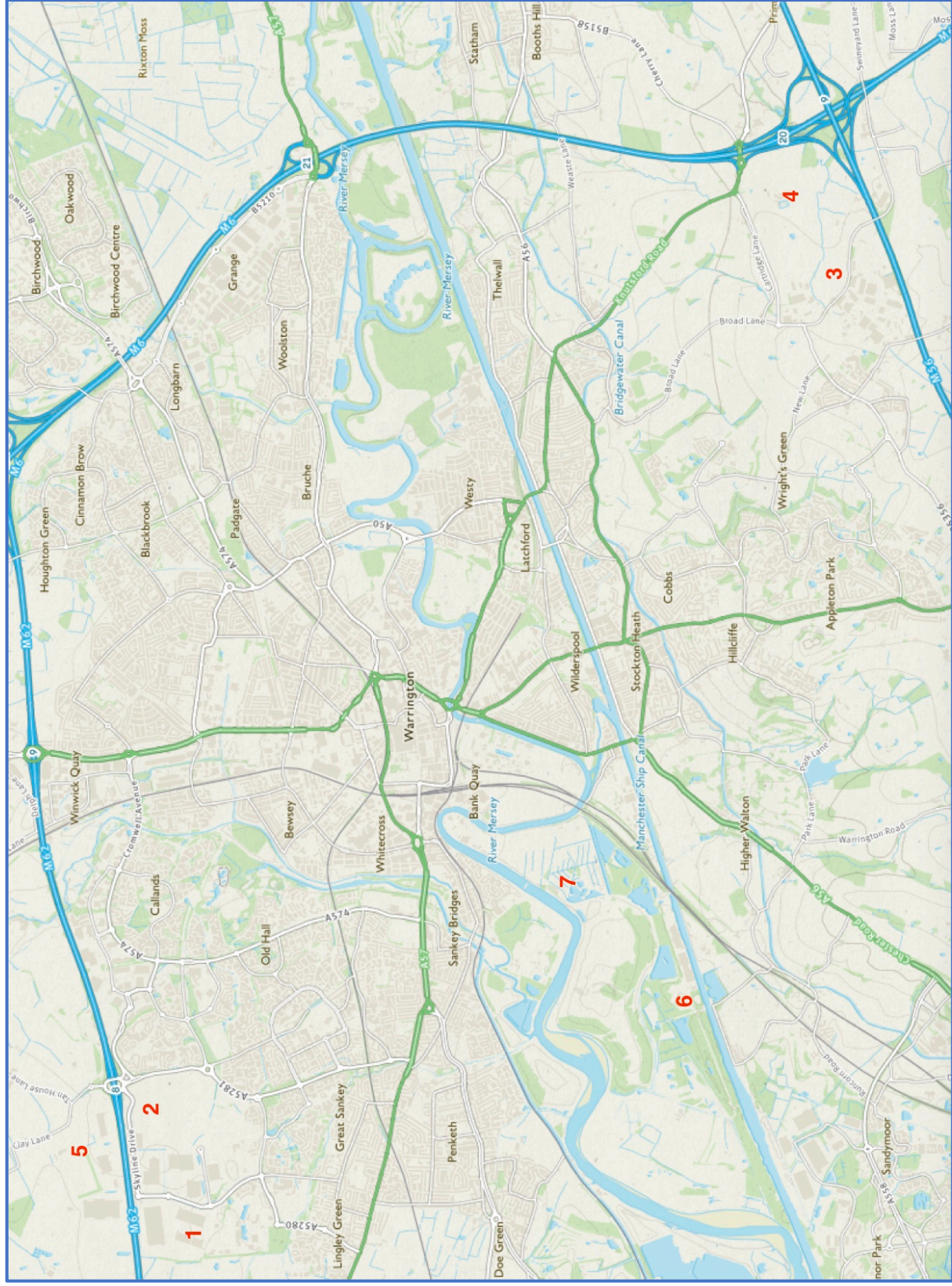
LPA	Site Ref.	Address/Site Description	Site Size (ha)
Warrington	6	Port Warrington	74.19
Stage 1 Considerations			Score
Motorway Access		No motorway access within 2.5km	
Trunk Road Access		No direct or close trunk road access	
Public Transport		Nearest bus route over 800m away	
Separation (Sensitive 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	7	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