

Economic Development Needs Assessment Update

Warrington Borough Council



Regulation 18 Sites Review

February 2019

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EXECUTIVE SUMMARY

- i) BE Group has appraised 52 sites, put forward for employment or mixed-use including employment, in Call for Sites exercises, against criteria of market demand and deliverability. Sites are graded A-E, with those graded A-C most suited to meet the OAN identified below. Options include:
- A Grade Sites – Strong sites for providing strategic growth. 252.71 ha in nine sites falls into this category, land at Barleycastle; Omega North and at the Waterfront. Other land, some 54.93 ha, could also be made available east of Junction 20, M6, if needed
 - Grade B Sites – The strongest sites for meeting local OAN. Only three sites totalling, 8.77 ha fall into this category, at Winwick and with immediate access to the M62
 - Grade C Sites – 126.94 ha in nine sites is graded C or C-D. Generally, options are put forward in desirable local market locations including Barleycastle, Burtonwood, Lymm, Stretton, Warrington Town Centre and Winwick.
- ii) 388.42 ha of supply is potentially available in the Call for Sites options graded A-C, sufficient to meet projected OAN. However, this supply will need to be further reviewed against other planning criteria, and the scale, and appropriateness, of other uses in mixed use schemes will need to be agreed. Such activity would likely reduce the net available supply.

1.0 INTRODUCTION

- 1.1 On 10th July 2017 the Council's Executive Board approved the Local Plan Preferred Development Option Regulation 18 consultation documents for public consultation. An eight-week consultation period then followed, from July to September 2017.

- 1.2 The Council has also undertaken two 'Call for Sites' exercises under Reg. 18, to which 12 responses were received promoting sites for B1/B2/B8 employment and another 40 are promoted for a number of uses, including B-Class Employment. This section reviews these site responses, with the goal of identifying potential additional sources of employment land in the Borough, to meet OAN. The focus of this review is the ability of sites to meet identified market demand and likely deliverability. The sustainability and other physical/environmental issues associated with sites will be considered separately by the Council through the ongoing Local Plan process.

2.0 REGULATION 18 – CALL FOR SITES RESPONSES

2.1 BE Group has reviewed 52 Regulation 18 site submissions where B-Class employment uses are proposed, either individually or as one of several possible uses. These sites are appraised against their high-level constraints (accessibility, stated physical issues, etc. Please note the specific contribution/lack of contribution of any site to the Warrington Green Belt is beyond the scope of this Study and has been considered in other evidence base documents), ‘fit’ with identified market demand/ability to fill a defined supply gap and potential ability to deliver premises within the Local Plan period. Based on how well the site performs against these criteria, it is graded A-E. Grades, and resulting recommendations are set out in Table 2. The results of the site review are outlined in Table 3.

Table 2 – Grades A to E Definitions

Grade	Definition	Recommendation
A	<p>Site has no large-scale constraints</p> <p>It is well placed, and of a size, to meet <i>strategic</i> demand and attract inward investment</p> <p>Site is in developer control, or has other strong indications of deliverability early in the Plan Period</p>	<p>Subject to other considerations, site represents a strong candidate for inclusion in the Local Plan to meet strategic needs for B/B2/B8 uses, and attract inward investment</p>
B	<p>Site has no large-scale constraints</p> <p>It is well placed, and of a size, to meet <i>local</i> demand</p> <p>It meets defined market needs in a relevant geographic area</p> <p>Site is in developer control, or has other indications of deliverability early in the Plan Period</p>	<p>Subject to other considerations, site represents a strong candidate for inclusion in the Local Plan to meet local needs for B1/B2/B8 uses</p>
C	<p>Few/moderate site constraints</p> <p>Site could meet some local demand but:</p> <ol style="list-style-type: none"> 1. Delivery of employment uses would be dependent on development of additional uses, likely housing, in a mixed-use scheme, or 2. Size and position mean that it is most likely to support the growth/relocation of a single firm 	<p>Consider for allocation to meet local needs. However:</p> <ol style="list-style-type: none"> 1. If tied to a mixed-use scheme, confirmation that the wider development package is acceptable and deliverable, is required 2. If take up tied to a single firm, it may be preferable to review applications for growth of that firm on a case by case basis through the planning system

Grade	Definition	Recommendation
D	<p>Site constraints What demand exists primarily for lower value uses – waste, open storage, etc. Conversely, higher demand but likely insufficient to overcome site constraints. Moderate evidence that B-Class uses would be deliverable here in Local Plan Period</p>	<p>Low priority for B-Class allocation. Subject to further review may suit other uses.</p>
E	<p>Significant site constraints Location and size offer negligible scope for meeting local demand or supply gaps Significant barriers to delivery</p>	<p>Do not allocate for B1/B2/B8 uses.</p>

Source: BE Group, 2018

Table 3 – Regulation 18 Site Review Summaries

Ref	Site Name/ Address	Settlement	Respondent (Site Owner Y/N)/Agent	Size, ha	Proposed Use(s) – Est. Employment Capacity, sqm (where stated)	Respondent Comments	Constraints	Market 'Fit'/Supply Gap Filled	Deliverability	Grade
R18/048	Land at Arley Road, Stretton	Appleton	B&F Tomlinson (Y)/Fisher German	1.33	Employment Residential	-	Green Belt Incorporates access to adjoining fields Access is via narrow rural road	Although falls within broad area of market interest, site sits south of motorway from core demand area of Barleycastle. There are some rural employment uses to south, but constrained nature of Arley Road will reduce attractiveness of location to many operators.	Land may suit some rural businesses but no strong evidence of deliverability of employment uses here	D
R18/061, R18/P2/1 00	Land off Barleycastle Lane ('Swift Site')	Barleycastle	Liberty Properties (N- Prospective Purchaser)/HOW Planning	15.30	Employment – 60,000	Site was subject to an application for a 59,000 sqm logistics facility for the exclusive use of Eddie Stobart (App. No. 2017/31757). App. Planning Statement give very special circumstances for release of Green Belt to include high economic value of Eddie Stobart to Warrington (730 new jobs created); proximity of existing facilities; new highways contributions and deliverability of site. Application was recommended for approval by officers but refused at Committee as premature while Green Belt protections remain in place in this area.	Green Belt Various Grade II Listed buildings in proximity Stream on northern boundary	Desirability of location is evidenced by: • Market evidence, including comments of multiple property market stakeholders in 2016 EDNA and this study on the desirability of further development on South Warrington, to balance historic growth in the north and capitalise on its position on the M6/M56 interchange • Strategic evidence of market demand provided by Langtree in its submissions for site R18/106, R18/P2/145, plus multiple thematic submissions, discussed above. • Ongoing expansion of existing firms in Barleycastle • The specific growth requirement of Eddie Stobart	Land under option to developer(s), with identified growth plans and history of delivery Links to wider identified area of strategic/local market demand with prospects of common provision of access infrastructure across multiple interlinked sites Subject to identified property requirement (Eddie Stobart) and (now refused) application for development Location remains a logical extension to existing successful local Employment Area, even if prospective occupier Eddie Stobart now look to develop elsewhere.	A
R18/106, R18/P2/1 45	Land at Bradley Hall Farm, Cliff Road	Barleycastle	Langtree (N- Prospective Purchaser)/ Spawforths	92.00	Employment – 276,087	Under option to developer Site available immediately but will require infrastructure investment. Bradley Hall farm property also to be leased back to tenant for up to 18 months Outline delivery plan would see enabling works and Plot2 completed in year 1, and the remaining eight plots completed in the following five years. Would wish to deliver the site early in the Local Plan period, rather than in years 6-10 as indicated in the Local Plan trajectory. Feel this site can be delivered independently of sites elsewhere and the Howshoots Link Road	Green Belt Includes some farm buildings Some waterbodies on site, stream runs along southern boundary Scheduled Monument located within the middle of the site (Bradley Hall moated site). Will be excluded from any development Surveying found that the woodland, ponds, trees, scrub and brook habitats within the site are of local ecological importance.	Desirability of location is as noted for R18/061, R18/P2/100 above.	Land under option to developer(s), with identified growth plans and history of delivery Links to wider identified area of strategic/local market demand with prospects of common provision of access infrastructure across multiple interlinked sites	A

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						<p>Proposed for nine B8 units – 11,000-76,000 sqm each. Viewed as a successor to Omega, re. logistics, at the M56/M6 Interchange, building on the existing B8 presence at Barleycastle/Stretton Green. Reflecting a lack of high grade logistics space nationally</p> <p>Submission included a B2/B8 Market Analysis by agents JLL. Key points:</p> <ul style="list-style-type: none"> • Significant national and local take up of larger B2/B8 in last three years • Large occupiers are now struggling to find open ready sites to within Cheshire. • The growing imbalance between supply and demand is also affecting small to medium sized occupiers • Target market for site will be requirements greater than 10,000 sqm from logistics companies, manufacturers and retailers <p>Good regional market demand for units of 12,000-40,000 sqm, but also increasing demand for larger facilities of up to 70,000 sqm. Demand evidence also includes the 300,000 sqm of take up at Omega achieved to 2017</p>				
R18/147 (Part R18/143)	Land South of Barleycastle Lane / North of M56	Barleycastle	Morley Estates (N- Prospective Purchaser)/Rom an Summer Associates	9.52	Employment – 40,000	Part of site under option to developer. Some marketing undertaken for primarily B8 uses. Enquiries received	Green Belt (part)	Desirability of location is as noted for R18/061, R18/P2/100 above.	Land under option to developer(s), with identified growth plans and history of delivery Links to wider identified area of strategic/local market demand with prospects of common provision of access infrastructure across multiple interlinked sites Logical extension to existing	A

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									successful local Employment Area	
R18/148, R18/P2/0 99	Land off Barleycastle Lane ("Donlan Site")	Barleycastle	Liberty Properties (N- Prospective Purchaser)/HOW Planning	9.00	Employment - 35,000	Under option to developer Site available immediately	Green Belt Site Various Grade II Listed buildings in proximity	Desirability of location is as noted for R18/061, R18/P2/100 above.	Land under option to developer(s), with identified growth plans and history of delivery Links to wider identified area of strategic/local market demand with prospects of common provision of access infrastructure across multiple interlinked sites Logical extension to existing successful local Employment Area	A
R18/150, R18/P2/0 98	Land off Barleycastle Lane in Appleton ("Schofield/St afford Site 1")	Barleycastle	Liberty Properties (N- Prospective Purchaser)/HOW Planning	6.60	Employment	Strong M6/M56 motorway access Owner supportive	Green Belt Stream on northern boundary Farm adjacent	Desirability of location is as noted for R18/061, R18/P2/100 above.	Land under option to developer(s), with identified growth plans and history of delivery Links to wider identified area of strategic/local market demand with prospects of common provision of access infrastructure across multiple interlinked sites Logical extension to existing successful local Employment Area	A
R18/151, R18/P2/0 97	Land off Barleycastle Lane in Appleton ("Schofield/St afford Site 2")	Barleycastle	Liberty Properties (N- Prospective Purchaser)/HOW Planning	4.50	Employment	Strong M6/M56 motorway access Owner supportive	Green Belt	Desirability of location is as noted for R18/061, R18/P2/100 above.	Land under option to developer(s), with identified growth plans and history of delivery Links to wider identified area of strategic/local market demand with prospects of common provision of access infrastructure across multiple interlinked sites Logical extension to existing successful local Employment Area	A
R18/152	North side of Cartridge Lane	Barleycastle	Neil Garnett (Y – Part, four owners)/None	19.00	Employment Residential Retail Leisure Other	-	Green Belt Ponds on site Irregular shape Limited access to existing road network	Falls within key strategic growth area for Warrington, as identified by market research in this study and EDNA 2016. However, irregular shape of site, separation from strategic road network (site largely behind Site R18/110) and position within the retail/residential area of the proposed Garden Suburb make this location less suited for larger B2/B8 uses than sites to the	Opportunity site in proposed Garden Suburb, with reasonable prospects for delivery as part of wider strategic scheme In short/mid term, however, there are no development partners identified to drive this site forward, nor any identified business	C

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								<p>south. If land does fall within new 'centre' of Garden Suburb then it would better support B1 uses, especially offices, likely with a mixed use scheme. Stakeholders suggest reasonable demand for such uses against a modest existing supply in locations such as Woolston Grange/Birchwood including some strategic office demand. However, delivering a new office centre here would be challenging given ongoing viability constraints associated with office delivery and would require strong development partners to drive forward. Ultimately, retail and residential remain the most likely development prospects here.</p>	requirements here.	
R18/066, R18/P2/0 81, R18/P2/1 37, R18/P2/1 44	Land at Joy Lane, Adjoining Finger Post Farm	Burtonwood	V Capital (N-Prospective Purchaser)/PRP Architects	13.50 (11.50 net)	Employment – 5,000 Residential Retail Leisure Other	Under option to developer Extension to Omega North, accessible from J8, M62 (with some local highways improvements) Concept masterplans produced – B2/B8 units of 6,000-25,000 sqm McLaren Construction identified as preferred development contractor partner Screening proposed on areas of land to the north Delivery with five years of allocation estimated	Green Belt Highways access into the site and capacity of J8, M62	Market demand evidenced by the success of the existing Omega site to the south with some 109 ha of employment land take up over 2013-17, for B2/B8 units comparable to those proposed here. Omega North, in particular, has filled up quickly, including several high-profile occupiers, and now provides a critical mass of existing firms upon which an extension could be based. Market evidence, both from ongoing construction in Omega South and stakeholder comments indicates good ongoing, demand at Junction 8, M62, even with prospects for development at competing locations and no evidence of slowing demand for logistics, certainly not in the five-year delivery timeframe proposed for this site	Logical extension to existing strategic Employment Area. Land under option to developer with advanced plans for development Main constraint likely to be road access, but is hoped this can be overcome with investment, given the relatively short distance between this site and Junction 8, M62.	A
R18/080	Burtonwood Brewery and White House Farm, Bold Lane	Burtonwood	Burtonwood Brewery (Thomas Hardy Holdings) (Y)/GL Hearn	3.90	Employment – 6,500 Residential	Needed for business expansion – additional beverage packaging facility of 6,500 sqm, generating up to 130 extra jobs	Green Belt (part) Includes farm and woodland area	Site would meet the specific needs of Burtonwood Brewery only. No evidence it would meet additional needs.	Delivery tied to the expansion of Brewery.	C
R18/031, R18/P2/1 31H	Land West of Heath Lane	Croft	Jayne Bradbury (N)/ Cassidy + Ashton Group	1.41	Employment Residential Retail Leisure	Statement: "There is a committed developer on board, working with the land owner. The site can be delivered within the next 1 to	Green Belt	Market evidence is that employment property needs in Croft, Culcheth and Glazebury are for minor and generally address through property	Development partner identified. However, strongly residential character of area makes it likely that housing is what will ultimately be sought	D

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						<i>7 years. The developer that we are working with is able to deliver on a mix of uses be it employment, care, housing, retail or leisure."</i>		conversions/redevelopments only. Requirements for larger scale growth are focused on Junctions 8-9, M62. This area is also served by Birchwood, Taylor Business Park, Culcheth (although this is full at present) and existing/proposed schemes along the East Lancs. No evidence of need for a large new employment area here.	here.	
R18/032, R18/P2/1 31F	Land North of Smithy Brow	Croft	Jayne Bradbury (N)/ Cassidy + Ashton Group	6.07	Employment Residential Retail Leisure	Statement as for Site R18/031, R18/P2/131H above	Green Belt Split site	Market evidence as for Site R18/031, R18/P2/131H above	Comments as for as for Site R18/031, R18/P2/131H above.	D
R18/093, R18/P2/1 31G	Land East of Heath Lane	Croft	Jayne Bradbury (N)/ Cassidy + Ashton Group	3.36	Employment Residential Retail Leisure	Statement as for Site R18/031, R18/P2/131H above	Green Belt	Market evidence as for Site R18/031, R18/P2/131H above	Comments as for as for Site R18/031, R18/P2/131H above.	D
R18/098	Land South of Smithy Brow	Croft	Jayne Bradbury (N)/ Cassidy + Ashton Group	3.80	Employment Residential Retail Leisure	Statement as for Site R18/031, R18/P2/131H above	Green Belt	Market evidence as for Site R18/031, R18/P2/131H above	Comments as for as for Site R18/031, R18/P2/131H above.	D
R18/099, R18/P2/1 31E	Land North of Stone Pit Lane	Croft	Jayne Bradbury (N)/ Cassidy + Ashton Group	8.24	Employment Residential Retail Leisure	Statement as for Site R18/031, R18/P2/131H above	Green Belt	Market evidence as for Site R18/031, R18/P2/131H above	Comments as for as for Site R18/031, R18/P2/131H above.	D
R18/P2/0 33	Land at Former Kenyon Railway Junction, Wilton Lane	Culcheth	J. Fallon-Turner Ltd (Y)/ De Pol Associates	5.06 (3.27 net)	Employment – 5,000	Developer owned Proposed for B8 uses with emphasis on open storage Subject of enquiries from parties seeking open storage sites, esp. caravan storage (main use sought) Former rail freight depot (Network Rail), and other open storage uses Prospect for renewal of rail use Screened by tree cover/topography Separated from settlements by rail line Similar uses, including caravan storage, along Wilton Lane	Green Belt Site (brownfield) Difficult access onto Wilton Lane Limited vehicle capacity onto Wilton Lane Network Rail easement	Market evidence as for Site R18/031, R18/P2/131H above	Brownfield site, historically used for rail related/open storage, and close to other such uses. Land receiving ongoing enquiries for B8 uses and under developer control. Reuse of this brownfield site is desirable, but ultimate use sought is caravan storage. Unclear if formal allocation in Local Plan, for employment, and removal from Green Belt, required to achieve this.	D
R18/033, R18/P2/1 31B	Land west of Warrington Road and South of	Glazebury	Jayne Bradbury (N)/ Cassidy + Ashton Group	8.00	Employment Residential Retail	Statement as for Site R18/031, R18/P2/131H above	Green Belt	Market evidence as for Site R18/031, R18/P2/131H above	Comments as for as for Site R18/031, R18/P2/131H above.	D

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	Railway Line				Leisure					
R18/063, R18/P2/1 31C	306 Warrington Road	Glazebury	Jayne Bradbury (N)/ Cassidy + Ashton Group	0.54	Employment Residential Retail Leisure	Site under option to developer The site can be delivered within the next 1 to 7 years. Residential property (recently developed) and backland	Green Belt Fronted by dwelling, which would need to be cleared to provide access Other housing adjacent, including new build units	Market evidence as for Site R18/031, R18/P2/131H above	Comments as for as for Site R18/031, R18/P2/131H above.	D
R18/074	Chapel House Farm, Fowley Common Lane	Glazebury	Jayne Bradbury (N)/ Cassidy + Ashton Group	1.20	Employment Residential Retail Leisure	Site under option to developer The site can be delivered within the next 1 to 7 years	Green Belt (brownfield, partly) Includes existing farm Backland position, with constrained access through residential area	Market evidence as for Site R18/031, R18/P2/131H above	Comments as for as for Site R18/031, R18/P2/131H above.	D
R18/P2/1 04A (Contains smaller R18/104)	Disused Railway Line, North of Station Road,	Latchford	ADS Estates (Y- Part)/Emery Planning	4.86 (net for employ- ment, 0.50 ha)	Employment Residential	Developer owned Brownfield former rail land, vacant for some 30 years Site divided into three areas. Area 1 is the central area between Wash Lane and Knutsford Road and crosses Grammar School Road by way of a sandstone bridge. Area 1 is proposed for 100 apartments, 1,950 sqm of commercial space as well as a small number of terrace and mews properties. Access to this area would be taken from Station Road. Other areas proposed for housing only. All three areas can be developed independently of each other No details provided on commercial element	Linier site Wooded Identified wildlife corridor, scheme would provide mitigation Close to Latchford Sidings Local Wildlife Site Structure of local architectural importance, Knutsford Road Bridge, to be demolished Includes steep embankment, Potential contamination Bounded by housing, recreation, school plus some employment south of Station Road (but separated from latter by steep slope)	Latchford not identified in research as an area of major demand for new employment uses. However, Station Road is home to an existing cluster of employment uses and modest scale of B-Class development proposed would be in character with that cluster.	Brownfield land under developer control, but developer commitment to delivering the specific employment element is not evidenced. B-Class delivery here is ultimately dependant on the suitability and deliverability of the wider mixed-use scheme, which must overcome a number of physical constraints.	C-D Dependant on real impact of site constraints
R18/062, R18/P2/1 29	Land at Camsley Lane / A56, 57 Camseley Lane	Lymm	Jayne Bradbury (N)/ Cassidy + Ashton Group	1.50	Employment Residential	Statement: "There is a committed developer on board, working with the land owner. The site can be delivered within the next 1 to 7 years. The developer that we are working with is able to deliver on a mix of uses be it employment, care, housing, retail or leisure."	Green Belt House and business on site	Market evidence, particularly stakeholder engagement, suggests a growing market for local scale offices and industrial uses in Lymm against modest existing supply.	Site developer controlled and in proximity to existing employment uses. However, proposed use appears to be residential infill only.	D

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						Existing residential site, one occupied dwelling – owners wish to build five further homes, reflecting historical site density. Car garage to rear – Central Garage				
R18/072, R18/P2/0 63	Cherry Hall Farm, Cherry Lane	Lymm	The High Legh Estate (Y)/Fisher German	37.60 (28.20 net)	Employment Residential Retail Leisure	Interest from businesses to use the land reported Available 1-2 years from allocation (to clear tenants) Mixed use development of the four uses possible	Green Belt Includes existing farm (partially derelict) Grade 3 agricultural land Partly within buffer zone of Stanlow-Carrington Pipeline	Market evidence, particularly stakeholder engagement, suggests a growing market for local scale offices and industrial uses in Lymm against modest existing supply. Land well located on main route between Lymm and Junction 20, M6 close to existing offices/business centre. Local demand would not support a full allocation of 28 ha for employment uses and the focus of strategic requirements is Barleycastle, west of M6. However, it is assumed B-Class uses would form one element of a mixed-use scheme, with delivery proportionate to demand.	Largely unconstrained site, which has attracted business requirements in the past. Lack of a current development partners means that 'way forward' has yet to be established. B-Class delivery here may be dependant on the suitability and deliverability of a wider mixed-use scheme	C
R18/081, R18/P2/1 01	Land at Cherry Lane and Booths Lane	Lymm	Brenrun Ltd (Y)/ Emery Planning	41.00	Employment Residential	Site developer owned Considered for high quality business park	Green Belt	Market evidence, particularly stakeholder engagement, suggests a growing market for local scale offices and industrial uses in Lymm against modest existing supply. Land well located on main route between Lymm and Junction 20, M6 close to existing offices/business centre. Local demand would not support a full allocation of 41 ha for employment uses and the focus of strategic requirements is Barleycastle, west of M6. However, it is assumed B-Class uses would form one element of a mixed-use scheme, with delivery proportionate to demand.	Largely unconstrained site, which has attracted business requirements in the past. Developer owned. Unclear if developer would offer the whole site for B-Class use or desire a mixed-use scheme.	C
R18/P2/1 52	Land at Cherry Lane	Lymm	C4 Land (N – Prospective Purchaser)/GTP	54.93 employ- ment element within a 55.85 site)	Employment Residential	Applicant proposes to develop land Site could be made available immediately or phased as white land for future development Identified advantages of the site are: • "Critical mass	Green Belt Farms on site Other residential adjacent Ponds on site, stream crosses eastern edge of site (incorporating modest area of Flood Zone 2-3)	Sitting to the immediate east of Junction 20, this site can be said to fall into the same area of strategic market demand as the Barleycastle sites to the west. However, this location lacks the critical mass of multiple sites, proximity to existing Employment Areas of Barleycastle and advanced	Applicant proposes to develop land, but no further information provided on delivery, demand or infrastructure requirements here. Generally, location could address some demand but is secondary to options to the	C-D In area of strategic demand, but outside core growth location. Land may meet very long term needs, after the

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						<ul style="list-style-type: none"> Proximity to motorway junctions Few or no physical, legal, access or topographical constraints Genuine deliverability prospects over the plan period Good access to amenities and pool of labour <p>Identified has having strong potential for development as a motorway linked logistics location, reflecting development plans to the west and the success of Omega, other regional schemes.</p>	Land split by Cherry Lane	infrastructure/delivery planning as those western sites.	West. As applicant suggests, it could be considered (although not necessarily safeguarded) for long term growth, post the current Local Plan period.	current Local Plan period.
R18/019 (Parcel of R18/P2/1 31A)	Site east of J21, M6 (Site 4690)	Rixton	Jayne Bradbury (N)/ Cassidy + Ashton Group	11.30	Employment – 39,550 Residential Retail Leisure	<p>Site under option to developer The individual parcels of land can be delivered within the next 1 to 7 years. “The site has good highway access and is in a highly sustainable location benefiting from good highway links.” There are no remediation issues. Each of the areas have strong boundaries with existing mature tree lines to minimise the impact of any development. “.. believe that these are deliverable sites and that they could be brought forward as a whole or in part...”</p>	<p>Green Belt In Rixton Moss Local Wildlife Site Possible land contamination Understood to be Grade 1 Agricultural Land Farm to the south Away from A57, access is via narrow rural roads Land fronting Brook Lane is an area of flood risk, with watercourse running along western boundary – Flood Zone 3</p>	Wider R18/P2/131A group of sites (although not this parcel individually) are well positioned at Junction 21, M6/A57 interchange. Location links to Woolston Grange, identified in the 2016 EDNA and this study as a popular location for industrial/warehouse units ranging from 450 sqm to 10,000 sqm or larger. Against this need there is limited property supply and no expansion options within the current Employment Area.	Practical constraints would likely inhibit development, including flood risk and the need to provide an enhanced access to A57. Parcel is part of a dispersed group of sites, some more deliverable than others, falling on both sides of the A57 and minor roads and under multiple ownerships. Assembling land to provide a coherent, deliverable, large-scale development, which would justify a Green Belt release in this area, would be challenging.	D
R18/020 (Parcel of R18/P2/1 31A)	Site east of J21, M6 (Site 4449)	Rixton	Jayne Bradbury (N)/ Cassidy + Ashton Group	15.40	Employment – 54,005 Residential Retail Leisure	Statement as for Site R18/019 above	<p>Green Belt Western end of the site is within the Buffer Zone of the M6 Motorway Air Quality Management Area, with the southern end</p>	Parcel is well positioned at Junction 21, M6/A57 interchange. Location links to Woolston Grange, identified in the 2016 EDNA and this study as a popular location for industrial/warehouse units ranging from 450 sqm to 10,000 sqm or larger. Against this need there is limited property supply and no	Parcel sits at a strong strategic road location and would likely enjoy good demand if brought forward. However, its position makes roadside services, or similar, a likely end use rather than B-Class employment. However, high flood risk	D

Ref	Site Name/ Address	Settlement	Respondent (Site Owner Y/N)/Agent	Size, ha	Proposed Use(s) – Est. Employment Capacity, sqm (where stated)	Respondent Comments	Constraints	Market 'Fit'/Supply Gap Filled	Deliverability	Grade
							of the site being within the Woolston Eyes SSSI Development Buffer Zone. Public rights of way on several boundaries Site surrounds two homes on Broad Lane frontage Whole site is area of flood risk – Flood Zone 3	expansion options within the current Employment Area.	would be a strong barrier to delivery. Parcel is part of a dispersed group of sites, some more deliverable than others, falling on both sides of the A57 and minor roads and under multiple ownerships. Assembling land to provide a coherent, deliverable, large-scale development, which would justify a Green Belt release in this area, would be challenging.	
R18/021A (Parcel of R18/P2/1 31A)	Site east of J21, M6 (Site 6919)	Rixton	Jayne Bradbury (N)/ Cassidy + Ashton Group	7.60	Employment – 26,600 Residential Retail Leisure	Statement as for Site R18/019 above	Green Belt Site is within the 500m SSSI Buffer for Woolston Eyes SSSI Public rights of way on several boundaries Residential to the east Site extends south to River Mersey, additional watercourse to the east. Whole site is area of flood risk – Flood Zone 3	Parcel is well positioned at Junction 21, M6/A57 interchange. Location links to Woolston Grange, identified in the 2016 EDNA and this study as a popular location for industrial/warehouse units ranging from 450 sqm to 10,000 sqm or larger. Against this need there is limited property supply and no expansion options within the current Employment Area.	Parcel sits at a strong strategic road location and would likely enjoy good demand if brought forward. However, its position makes roadside services, or similar, a likely end use rather than B-Class employment. However, high flood risk would be a strong barrier to delivery. Parcel is part of a dispersed group of sites, some more deliverable than others, falling on both sides of the A57 and minor roads and under multiple ownerships. Assembling land to provide a coherent, deliverable, large-scale development, which would justify a Green Belt release in this area, would be challenging.	D
R18/021B (Parcel of R18/P2/1 31A)	Site east of J21, M6 (Site 8160)	Rixton	Jayne Bradbury (N)/ Cassidy + Ashton Group	12.68	Employment – 44,380 Residential Retail Leisure	Statement as for Site R18/019 above	Green Belt In Rixton Moss Local Wildlife Site Site is within the 500m SSSI Buffer for Woolston Eyes SSSI Public right of way on eastern boundary Houses, farms and nurseries on several boundaries Land fronting Brook Lane is an area of flood risk, with watercourse running	Parcel is well positioned close to Junction 21, M6/A57 interchange. Location links to Woolston Grange, identified in the 2016 EDNA and this study as a popular location for industrial/warehouse units ranging from 450 sqm to 10,000 sqm or larger. Against this need there is limited property supply and no expansion options within the current Employment Area	Parcel sits at a strong strategic road location and would likely enjoy good demand if brought forward. However, high flood risk, adjacent housing and environmental designations would be barriers to delivery. Parcel is part of a dispersed group of sites, some more deliverable than others, falling on both sides of the A57 and minor roads and under multiple ownerships. Assembling land to provide a coherent, deliverable, large-	D

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							along western boundary and northern boundary – Flood Zone 3		scale development, which would justify a Green Belt release in this area, would be challenging.	
R18/022 (Parcel of R18/P2/1 31A)	Site east of J21, M6 (Site 8979)	Rixton	Jayne Bradbury (N)/ Cassidy + Ashton Group	5.20	Employment – 18,375 Residential Retail Leisure	Statement as for Site R18/019 above	Green Belt In Rixton Moss Local Wildlife Site Understood to be Grade 1 Agricultural Land Adjoins a farm and a house in the east Away from A57, access is via narrow rural roads Watercourse running along southern boundary, but outside of flood risk areas	Wider R18/P2/131A group of sites (although not this parcel individually) are well positioned at Junction 21, M6/A57 interchange. Location links to Woolston Grange, identified in the 2016 EDNA and this study as a popular location for industrial/warehouse units ranging from 450 sqm to 10,000 sqm or larger. Against this need there is limited property supply and no expansion options within the current Employment Area.	Practical constraints would likely inhibit development. Although parcel is not subject to Flood Risk, it is isolated from the A57 and would require the allocation of R18/021B (which does have flood risk issues) to the south, as well, to provide it with main road frontage and access options. Parcel is part of a dispersed group of sites, some more deliverable than others, falling on both sides of the A57 and minor roads and under multiple ownerships. Assembling land to provide a coherent, deliverable, large-scale development, which would justify a Green Belt release in this area, would be challenging.	D
R18/023 (Parcel of R18/P2/1 31A)	Site east of J21, M6 (Site 8939)	Rixton	Jayne Bradbury (N)/ Cassidy + Ashton Group	0.30	Employment – 1,050 Residential Retail Leisure	Statement as for Site R18/019 above	Green Belt The whole site is within the 500 metre Woolston Eyes SSSI Buffer Zone Farms, farm buildings and housing surround it on three sides	Parcel is well positioned close to Junction 21, M6/A57 interchange. Location links to Woolston Grange, identified in the 2016 EDNA and this study as a popular location for industrial/warehouse units ranging from 450 sqm to 10,000 sqm or larger. Against this need there is limited property supply and no expansion options within the current Employment Area	Parcel at a strong strategic road location. However, its small size, rural position and surrounding housing make it ill suited for most B-Class uses. A small rural office scheme/solus business unit would be the only likely development options. However, given the site's constraints, development for non B-Class uses would appear more likely, subject to other planning considerations. Parcel is part of a dispersed group of sites, some more deliverable than others, falling on both sides of the A57 and minor roads and under multiple ownerships. Assembling land to provide a coherent, deliverable, large-scale development, which would justify a Green Belt	D

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									release in this area, would be challenging.	
R18/024 (Parcel of R18/P2/1 31A)	Site east of J21, M6 (Site 9624)	Rixton	Jayne Bradbury (N)/ Cassidy + Ashton Group	3.40	Employment – 11,935 Residential Retail Leisure	Statement as for Site R18/019 above	Green Belt The whole site is within the 500 metre Woolston Eyes SSSI Buffer Zone The majority of the site is area of flood risk – Flood Zone 3. River Mersey to south, another watercourse to west. Small pond on southern boundary Farms, farm buildings to the north, blocking current access up to the A57 Public footpath along southern boundary Possible land contamination Narrow, irregular shape in the east.	Wider R18/P2/131A group of sites (although not this parcel individually) are well positioned at Junction 21, M6/A57 interchange. Location links to Woolston Grange, identified in the 2016 EDNA and this study as a popular location for industrial/warehouse units ranging from 450 sqm to 10,000 sqm or larger. Against this need there is limited property supply and no expansion options within the current Employment Area.	Individually, parcel appears strongly constrained, being in an area of high flood risk, behind housing and extending south to the River Mersey. It does not appear easily developable, for any use. Deliverability would only be possible if the adjacent R18/025 parcel was also allocated. Parcel is part of a dispersed group of sites, some more deliverable than others, falling on both sides of the A57 and minor roads and under multiple ownerships. Assembling land to provide a coherent, deliverable, large- scale development, which would justify a Green Belt release in this area, would be challenging.	D
R18/025 (Parcel of R18/P2/1 31A)	Site east of J21, M6 (Site 1833)	Rixton	Jayne Bradbury (N)/ Cassidy + Ashton Group	7.50	Employment – 26,460 Residential Retail Leisure	Statement as for Site R18/019 above	Green Belt The whole site is within the 500 metre Woolston Eyes SSSI Buffer Zone Farms, farm buildings to the west The south of the site is area of flood risk – Flood Zone 3. River Mersey to south. Public footpath along southern boundary Possible land contamination Narrow, irregular shape in the east	Parcel is well positioned close to Junction 21, M6/A57 interchange. Location links to Woolston Grange, identified in the 2016 EDNA and this study as a popular location for industrial/warehouse units ranging from 450 sqm to 10,000 sqm or larger. Against this need there is limited property supply and no expansion options within the current Employment Area	Parcel sits at a strong strategic road location and would likely enjoy good demand if brought forward. However, high flood risk, adjacent housing and environmental designations would be barriers to delivery. Parcel is part of a dispersed group of sites, some more deliverable than others, falling on both sides of the A57 and minor roads and under multiple ownerships. Assembling land to provide a coherent, deliverable, large- scale development, which would justify a Green Belt release in this area, would be challenging.	D
R18/026 (Parcel of R18/P2/1 31A)	Site east of J21, M6 (Site 5636)	Rixton	Jayne Bradbury (N)/ Cassidy + Ashton Group	9.60	Employment – 33,600 Residential Retail Leisure	Statement as for Site R18/019 above	Green Belt The whole site is within the 500 metre Woolston Eyes SSSI Buffer Zone Pond at centre of site The eastern part of	Parcel is close to Junction 21, M6/A57 interchange, although more distant than other parcels in area. Location links to Woolston Grange, identified in the 2016 EDNA and this study as a popular location for industrial/warehouse units ranging from 450 sqm to 10,000 sqm or	Parcel sits at a strong strategic road location and would likely enjoy good demand if brought forward. Constraints are lower than for some sites in this area, but would still impact on deliverability and could make	D

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							the site is within the Outer Health and Safety Pipeline Zone for National Grid Gas Pipeline 15 Feeder, Warrington.	larger. Against this need there is limited property supply and no expansion options within the current Employment Area	delivering viable B-Class uses here challenging. Site may be more viable if delivered for other, higher value, uses, however (subject to other planning considerations). Parcel is part of a dispersed group of sites, some more deliverable than others, falling on both sides of the A57 and minor roads and under multiple ownerships. Assembling land to provide a coherent, deliverable, large-scale development, which would justify a Green Belt release in this area, would be challenging.	
R18/027 (Parcel of R18/P2/1 31A)	Site east of J21, M6 (Site 6318)	Rixton	Jayne Bradbury (N)/ Cassidy + Ashton Group	1.70	Employment – 6020 Residential Retail Leisure	Statement as for Site R18/019 above	Green Belt The whole site is within the 500 metre Woolston Eyes SSSI Buffer Zone The south of the site is area of flood risk – Flood Zone 2. River Mersey to south. Mature trees on various boundaries. Public footpath along southern boundary Possible land contamination Backland site, no current access north to A57	Parcel is close to Junction 21, M6/A57 interchange, although more distant than other parcels in area and in backland position. Location links to Woolston Grange, identified in the 2016 EDNA and this study as a popular location for industrial/warehouse units ranging from 450 sqm to 10,000 sqm or larger. Against this need there is limited property supply and no expansion options within the current Employment Area	Backland site, in area of flood risk, by River Mersey. Site would only be developable if parcel R18/026 to north was brought forward, allowing provision of access to A57. Even then, it is more likely that this parcel would be held for environmental mitigation, providing a barrier between any development to the north and the River Mersey. Parcel is part of a dispersed group of sites, some more deliverable than others, falling on both sides of the A57 and minor roads and under multiple ownerships. Assembling land to provide a coherent, deliverable, large-scale development, which would justify a Green Belt release in this area, would be challenging.	D
R18/028 (Parcel of R18/P2/1 31A)	Site east of J21, M6 (Site 5371)	Rixton	Jayne Bradbury (N)/ Cassidy + Ashton Group	1.10	Employment – 3815 Residential Retail Leisure	Statement as for Site R18/019 above	Green Belt Part of the Rixton Moss Local Wildlife Site and wholly within the Rixton Moss SSSI Buffer Zone.	Parcel is close to Junction 21, M6/A57 interchange, although more distant than other parcels in area and in backland position. Location links to Woolston Grange, identified in the 2016 EDNA and this study as a popular location for industrial/warehouse units ranging from 450 sqm to 10,000 sqm or	Parcel at a strong strategic road location. However, it is of a small size and, when considered individually, appears marooned in otherwise agricultural area. It is ill suited for most B-Class uses. A small rural office scheme/solus business unit	D

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								larger. Against this need there is limited property supply and no expansion options within the current Employment Area	would be the only likely development options. However, given the site's constraints, development for non B-Class uses would appear more likely, subject to other planning considerations. Parcel is part of a dispersed group of sites, some more deliverable than others, falling on both sides of the A57 and minor roads and under multiple ownerships. Assembling land to provide a coherent, deliverable, large-scale development, which would justify a Green Belt release in this area, would be challenging.	
R18/030 (Parcel of R18/P2/1 31A)	Site east of J21, M6 (Site 3174)	Rixton	Jayne Bradbury (N)/ Cassidy + Ashton Group	6.10	Employment – 21,490 Residential Retail Leisure	Statement as for Site R18/019 above	Green Belt Site is part of the Rixton Moss Local Wildlife Site and also part within the Rixton Moss SSSI Buffer Zone. Farm to south west Pylons cross site, pylon tower in approx. centre of site Access via narrow rural roads	Parcel is close to Junction 21, M6/A57 interchange, although more distant than other parcels in area and in backland position. Location links to Woolston Grange, identified in the 2016 EDNA and this study as a popular location for industrial/warehouse units ranging from 450 sqm to 10,000 sqm or larger. Against this need there is limited property supply and no expansion options within the current Employment Area	Rural parcel accessed by narrow roads from A57 and lacking A57 frontage. Development here would not be possible unless a sizable area of other agricultural land to the south, giving A57 access, could also be delivered. Electricity pylons pass through centre of the site. Any requirement to relocate them would add extensive costs to any scheme, impacting on viability. At a minimum the pylons would reduce the net developable area. Parcel is part of a dispersed group of sites, some more deliverable than others, falling on both sides of the A57 and minor roads and under multiple ownerships. Assembling land to provide a coherent, deliverable, large- scale development, which would justify a Green Belt release in this area, would be challenging.	D
R18/077	Land to South of Birchwood Train Station,	Rixton	Jayne Bradbury (N)/ Cassidy + Ashton Group	19.00	Employment – 66,600 Residential Retail	Site under option to developer The site can be delivered within the next 1 to 7 years.	Green Belt Access via narrow rural roads Some of the	Land is separated from Birchwood Park to the north by the railway line and from Woolston Grange by the M6. Thus, it does not benefit from	Most of site is in an area of high flood risk and may not be developable for any use. Land is in an isolated rural	D

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	Moss Lane				Leisure	<i>"It is considered that good access into the site can be achieved. The site is in a sustainable location, adjacent to good highway and rail links and close to a range of facilities and services."</i> There are no remediation issues.	western part of the site is in the Buffer Zone for the M6 Motorway Air Quality Management Area (AQMA). Part of the site is within the Health and Safety outer National Grid Gas pipe line zone. Flood risk – Flood Zone 3 Surrounds farm, other farms nearby	the strong market demand in either location.	position, with constrained access. Without major infrastructure investment, i.e. a bridge over the railway to Birchwood, development here could not be linked to the adjoining Employment Areas.	
R18/135	Statham Meadows	Rixton	Peel Holdings (Y)/ Turley	12.50	Retail Leisure Park and Ride	-	Green Belt The whole site is within the 500 metre Woolston Eyes SSSI Buffer Zone Western part of the site is in the Buffer Zone for the M6 Motorway Air Quality Management Area (AQMA). Site in is area of flood risk – Flood Zone 3. River Mersey to south. Other watercourses on site Mature trees on site. Public footpath along southern boundary	Parcel is well positioned close to Junction 21, M6/A57 interchange. Access possible directly off Junction Roundabout. Location links to Woolston Grange, identified in the 2016 EDNA and this study as a popular location for industrial/warehouse units ranging from 450 sqm to 10,000 sqm or larger. Against this need there is limited property supply and no expansion options within the current Employment Area	Parcel sits at a strong strategic road location and would likely enjoy good demand if brought forward. However, high flood risk would be a barrier to development, at least for B-Class Uses. Applicant is also not seeking B1/B2/B8 development, but other uses, the deliverability of which would need to be considered separately.	D-E
R18/P2/0 15 A and B	Land South of Hatton Lane	Stretton	Wallace Land Investments (Y-Part)/iceni	3.29 (employment element within a 26.96 site)	Employment Residential	Proposed for housing led development and new neighbourhood Wallace work with developers to deliver residential/mixed use sites – not clear if a development partner is secured for this site Land South of Hatton could phased for delivery at the same time as the land controlled by Wallace at Junction 10, M56 in Stretton (see below) in the first five years of the plan period.	Green Belt Grade 2-3 agricultural land	Market evidence, including comments of multiple property market stakeholders in 2016 EDNA and this study, indicates the desirability of further development on South Warrington, to balance historic growth in the north and capitalise on its position on the M6/M56 interchange. Demand is for the full range of B1/B2/B8 uses but focus at Barleycastle is expected to be larger B2/B8 uses, thus provision of some local employment sites in South Warrington is also supported by demand.	No development partner in place, but part owner Wallace Land Investments has experience in marketing sites for development. Current proposals allow for 3.29 ha of serviced land in a wider scheme, but do not plan for the specific development of that plot. Thus, separate delivery planning is needed for the employment element of the scheme. B-Class delivery here is ultimately dependant on the	C

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						<p><i>"This site should be seen, along with Land at Junction 10, M56, Stretton as one of the key enabling sites to deliver the initial highway infrastructure to access the Garden City Suburb."</i></p> <p>Various services surrounding Accessible from A49 Tarpoley Road and Hatton Lane</p>		Strong location at Junction 10, M56 and off A49. Other local uses, including hospital, may generate property requirements from supporting companies, which could be met here.	suitability and deliverability of the wider mixed-use scheme.	
R18/P2/0 15 A and B (incorporating R18/088)	Land off Junction 10, M56	Stretton	Wallace Land Investments (Y- Part)/iceni	4.00 (employ ment element within a 39.20 site)	Employment Residential	<p>Proposed for housing led development and new neighbourhood. Will provide serviced land for employment (but not develop directly)</p> <p>Incorporates land identified as providing the priority Strategic Road vehicular access to the Garden City Suburb off the A49 and onto Stretton Road</p> <p>Various services surrounding Accessible from A49 Tarpoley Road and Stretton Road</p>	<p>Green Belt Grade 2-3 agricultural land</p> <p>One Grade II Listed building to north of site/Roman Road adjacent</p> <p>Within SSSI Impact Risk Zone</p> <p>TPOs on site</p> <p>Within Nitrate Vulnerable Zone</p>	Market demand as for site R18/P2/015 A and B above.	<p>No development partner in place, but part owner Wallace Land Investments has experience in marketing sites for development. Current proposals allow for 4.00 ha of serviced land in a wider scheme, but do not plan for the specific development of that plot. Thus, separate delivery planning is needed for the employment element of the scheme.</p> <p>B-Class delivery here is ultimately dependant on the suitability and deliverability of the wider mixed-use scheme.</p>	C
R18/136	Land Thelwall Lane East	Thelwall	Peel Holdings (Y)/Turley	4.24	Employment Residential Other	<p>Site developer owned</p> <p>Various industrial uses to west, primarily Novelis.</p> <p>Accessible off Thelwall Lane</p>	<p>Green Belt (brownfield)</p> <p>Flood Risk – Flood Zone 3</p>	<p>Section of scrubland adjacent to a low quality, but broadly successful local Employment Area which includes larger employers (Novelis) that has expanded recently, and open storage sites.</p> <p>Land would support further such uses but backland nature and limited access mean it is unlikely to be attractive to higher value uses.</p>	High flood risk would be a barrier to significant development here.	E
R18/137	Land Thelwall Lane West	Thelwall	Peel Holdings (Y)/Turley	1.70	Employment Residential – 10- 50 units	<p>Site developer owned</p> <p>Most land on short term leases for open storage</p>	<p>Possible contamination from past/ongoing uses</p> <p>Flood Risk – Flood Zones 2- 3</p>	<p>Site comprises areas of brownfield land, some currently used for open storage/vehicle parking, close to Latchford Locks.</p> <p>Again, links to low quality, but broadly successful local Employment Area which includes larger employers (Novelis), and open storage sites.</p> <p>Land would support further such uses but limited access mean it is unlikely to be attractive to higher</p>	Much of site already in B-Class use. However, high flood risk would be a barrier to significant further major development here.	D

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								value uses.		
R18/P2/0 09	Land to the East and West of M6, Massey Brook Farm, Weaste Lane	Thelwall	W Mather (Y)/Acland Bracewell	24.20	Employment Residential	Four parcels of agricultural land separated by Weaste Lane/Massey Brook Lane and the M6 On southern edge of Lymm and representing a logical extension to settlement Bulk of land, some 20 ha, is to west of M6 and could accommodate a large 'mixed-use' development zone (strategic site). Location is accessible to services Existing access off Weaste Lane Immediately available. Could come forward as a single scheme or as a phased development, as part of a masterplan	Green Belt Farm on site Main River (Massey Brook) passes through site, plus other waterbodies Various small areas of woodland on site Location split into four parcels by main roads/motorway Adjacent uses include Care Homes	Rural location, distant from existing employment land and presently accessible only via narrow rural roads. Location does not link strongly to any areas of demand for employment uses.	Delivery method for employment uses here not established. Emphasis appears to be on housing.	D
R18/87	Land at Stanley Street	Warrington Town Centre	Chesro (Y)/ De Pol Associates	0.05	Employment – 1,700 sqm B1(a, b) Residential	Brownfield, currently used as car parking "Outline planning permission [now lapsed] granted under ref. 2010/16063 for the erection of a five storey office block with appearance and landscaping reserved. The owners are committed to bringing the redevelopment of the land forward within the next plan period." Residential element to be delivered as part of a mixed-use scheme. Possibly on upper floors and with appropriate car parking provided and orientated south and west to avoid overlooking from nearby offices.	Small tightly defined site overlooked by Telephone Exchange building Protected trees adjacent Conservation Area adjacent Electricity sub-station located on a small part of the site.	Small infill site in Town Centre. After Birchwood, Warrington Town Centre is identified as the Borough's main focus for B1(a) offices, with a generally healthy market. There are a range of established solus and multi-let office schemes along Wilson Pattern Street.	Offices represent a logical use for this site, given surroundings Site has previously had consent for offices uses but has been unable to deliver after some eight years. Development costs against likely values achieved have been a significant barrier to delivery of Town Centre offices in recent years and are expected to remain an issue in the early part of the Plan Period.	C
R18/121	Land at Arpley Meadows, Eastford Road	Waterfront	Peel Holdings (Y)/Turley	30.10	Employment Residential Leisure	Site developer owned Landfill operation Identified in Masterplan as land associated with Port Warrington plus some adjacent commercial development, to be delivered in 6-10 year	Green Belt (brownfield) Landfill site Various waterbodies on site Moss Wood Nature Reserve adjacent	Falls within wider Warrington Waterfront. Will not attract market interest until Western Link is completed. After that time, likely focus of demand will be B2/B8 uses as extension to Port Warrington. Land owned by Peel who would be able to drive forward development	Dependant on major infrastructure investment so unlikely to be brought forward till later in the Local Plan Period. Assuming infrastructure provided, the land is under control of Peel and could support the wider	A

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						timeframe Parts fall within various SHLAA sites, previously submitted for housing in past Call for Sites exercises	Not in flood risk area, but surrounded by Flood Zone 3 land Access dependant on new highways route/bridge	of this type.	Port Warrington scheme.	
R18/133	Port Warrington	Waterfront	Peel Ports (Y)/Turley	74.19	Employment	Site developer owned Available in next five years	Green Belt (part), part brownfield Ecological designations adjacent Areas previously used for sand extraction Landfill adjacent Historic contamination	Port Warrington is an established infrastructure component in Peel's strategic plans for the wider Manchester Ship Canal, one of several such Ports proposed/under development. Development here will be for relevant multi-modal logistics (including road and a rail link to the established West Coast Main Line), with demand evidence coming from the uses already in place here, including Norbits Dentressangle, and the take up at comparable schemes elsewhere in the Ship Canal, such as Port Salford which is now home to Culina and several other occupiers.	Long established strategic proposal, part of the wider Ship Canal growth strategy. Development will be driven forward by Peel. Dependant on major infrastructure investment	A
R18/069	Land at Gullivers World, off Shackleton Close	Westbrook	Gullivers World Ltd (Y)/DE Pol Associates	26.00 (10.00 net)	Employment Leisure Other (Hotel, Non Residential, Assembly and Leisure)	Comprises existing theme park, hotel, museum Site developer owned Existing consents to expand leisure facilities by 1 ha Gullivers World seeking allocation for a future development option comprising: <ul style="list-style-type: none"> • B1 (a) Offices • B1 (b) Research and development • C1 Hotel/overnight tourist-visitor accommodation • D1 Day nursery; crèche and museum (existing) • D2 Assembly and Leisure, inc. amusement park 	Minor contamination TPOs on site, already managed, would be un affected by scheme	Westbrook is not identified by stakeholders or via past transactions as a desirable location for offices, with large scale demand focused at Birchwood and in the Town Centre. Existing office sites in the area, including Gemini 8 and 16, are being taken up for other uses or lost to housing.	Proposals are for the future redevelopment/ growth of Gullivers World for primarily leisure uses. Any B-Class employment within that redevelopment/ growth is likely to be modest and its appropriateness should be dealt with through a specific planning application rather than a broader Plan Allocation.	D
R18/045	Land North of Townsfield Lane	Winwick	Simon Gleave (Y)/DPP	1.20 (0.9 net)	Employment Residential Leisure Other (Healthcare)	Enquiries received on site Currently car parking/recreation	Green Belt (Brownfield, partly) Would need access onto dual carriageway Various buildings on site Arbury Court care	Market evidence suggests healthy demand for B1/B2/B8 uses remains in North Warrington, but that the focus of demand remains on the M62 Corridor, at Junctions 8 and 9, building on the critical mass of existing accommodation south of	Good quality, largely unconstrained site. Main issue is likely to be provision of access for common area onto the dual carriageway. A viable development would likely include surrounding	B

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							facility adjacent	the M62. Demand is for mid-scale industrial and smaller offices (in Business Park Setting) which would not compete with Birchwood/Woolston Grange or Omega. Site is very strongly located on Junction 9, M62 although access arrangements would need to be agreed onto the site from dual carriageway.	plots in a common scheme Land subject to enquiries but does not have a developer partner in place. 'Way forward' for development still to be agreed.	
R18/046	Land South of Townsfield Lane	Winwick	Simon Gleave (Y)/DPP	2.00 (1.5 net)	Employment Residential Leisure Other (Roadside services)	Enquiries received on site Currently Bar Boot site	Green Belt Would need access onto dual carriageway Arbury Court care facility adjacent	Comments as for site R18/045 above.	Comments as for site R18/045 above.	B
R18/P2/1 27A	Land west of Delph Farm	Winwick	Delph Farm Estates (Y)/ Berrys	37.63 (27 net)	Employment Residential Leisure Other	Enquiries received on site The site would be marketed for freehold and leasehold development. Indicate land could be made available with a year The southern part of the site (phase 1 -13.3 ha) is promoted as a suitable extension to the Winwick Quay Business Park (on opposite side of M62) available for immediate development. The central part of the site (phase 2) and northern edges (phase 3) are promoted for employment, health-related (hospital adjacent) and residential uses The timescales for development are estimated at: <ul style="list-style-type: none"> • Phase 1—years 1-5 • Phase 2—years 6-10 • Phase 3—years 11-15 	Green Belt (part) Ponds onsite Group TPOs Electricity pylons cross the site Modest site contamination Some grade 2 agricultural land One listed building in wider area	Market evidence suggests healthy demand for B1/B2/B8 uses in North Warrington, linked to Junction 9. However, this site is more indirectly linked to junction than sites to the east. Identified as possible expansion for Winwick Quay Business Park, which is a successful local employment area, albeit with an increasing emphasis on trade uses. However, it is unclear if Mill Lane could support significant traffic increases to permit such a link. In addition, while hospital may generate some property requirements, the focus of this area is generally residential.	Land broadly unconstrained, although links to employment uses to south are questionable. Land subject to enquiries but does not have a developer partner in place. 'Way forward' for development still to be agreed.	C-D
R18/P2/1 27B	Land east of Newton Road	Winwick	Delph Farm Estates (Y)/ Berrys	7.50 (6.37 net)	Employment – 21,500 Residential Leisure Other (Healthcare)	Enquiries received on site The site would be marketed for freehold and leasehold development. Indicate land could be made available with a year, and brought forward in first five years of the Plan	Green Belt Arbury Court care facility adjacent Some grade 2-3 agricultural land Would need access onto dual carriageway	Comments as for site R18/045 above.	Comments as for site R18/045 above.	B

Ref	Site Name/ Address	Settlement	Respondent (Site Owner Y/N)/Agent	Size, ha	Proposed Use(s) – Est. Employment Capacity, sqm (where stated)	Respondent Comments	Constraints	Market 'Fit'/Supply Gap Filled	Deliverability	Grade
						Promoted as a suitable extension to the Winwick Quay Business Park (on opposite side of M62) available for immediate use				

Source: BE Group, 2018

2.2 Against identified OAN needs of 270.30 ha to 2037 (Strategic/Local Take Up Trend, see Section 6.0 of the Main Report) the relevant Call for Sites submissions would provide 635.59 ha of potential land (using net figures or the specific B-Class allowances in mixed-use options, where these are given). Within that Sites graded A-C can be said to represent realistic options for employment land supply, measured against market and deliverability criteria:

- A Grade Sites – Represent the best options to meet strategic needs (the strategic OAN is some 115.51 ha, based on modelling in Section 6.0 of the Main Report, of the Main Report) although this does not preclude them being able to provide space for local business growth. **252.71 ha** in nine sites falls into this category, providing sufficient land to meet future strategic needs, specialist uses such as Port logistics on the Ship Canal and support some specific local growth. Options include:
 - 136.92 ha, in six sites, in Barleycastle, north west of Junction 9, M56/west of Junction 20, M6. This land broadly conforms to the employment area of the Garden Suburb, is accessible from key transport routes, falls within an area of identified market demand and provides growth options for the growth of successful Employment Areas in this location. All sites have developers associated with them and several are at an advanced stage of delivery planning. A further 54.93 ha is put forward to the east of Junction 20, M6 (R18/P2/152: Land at Cherry Lane, Lymm), for strategic B2/B8 employment uses. This would benefit from the same market factors as land to the west, but its allocation would require a further large Green Belt release, which may not be supported at this time, given the options available to meet OAN elsewhere (presently graded C-D).
 - 11.5 ha at Land at Joy Lane, Adjoining Finger Post Farm, Burtonwood. Effectively an expansion site at Omega North, close to Junction 8, M62 which could build upon the critical mass already delivered here and the wider success of Omega. Again, land is under developer control and, subject to other issues, appear to have a 'way forward' for delivery.
 - 104.29 ha comprises two sites in the Waterfront area, south west of Warrington Town Centre. They form the main growth sites associated with the Port Warrington initiative, which is broadly well established in policy terms and in relation to wider growth prospects along the Ship Canal. Major growth here remains dependant on strategic highways investment, however.

- Grade B Sites – The strongest sites for meeting local OAN, some 151.58 ha, as noted in Section 6.0 of the Main Report, of the Main Report. Only three sites totalling, **8.77 ha** fall into this category, reflecting the fact that most other options would likely provide employment within a mix of uses. All are sites along the A49 at Winwick and with immediate access to the M62, Junction 9. This is identified by stakeholders as a desirable location for local growth in North Warrington, serving both the rural north and linking to established Employment Areas to the south. The way forward for delivery is less established however and a viable access to the A49 dual carriageway would need to be agreed
- Grade C Sites – **126.94 ha** in nine sites is graded C (or C-D in two cases, reflecting greater uncertainty on conditions). Generally, options are put forward in desirable local market locations including Barleycastle, Burtonwood (expansion for existing Brewery), Lymm (Cherry Lane area linking to Junction 20, M6), Stretton (directly off Junction 10, M56), Warrington Town Centre and Winwick, However, the key issue is that many propose, or are expected to propose, B-Class options within a mix of uses, primarily housing. Clearly, the appropriateness and deliverability of the wider mix of uses would need to be agreed. Most submissions do not identify what element of B-Class use might be included in such schemes, making it impossible to identify the real net amount of employment land available at this time.

2.3 Ultimately, **388.42 ha** of supply is potentially available in the Call for Sites options graded A to C-D (rising to 443.35 ha if R18/P2/152: Land at Cherry Lane, Lymm was included), sufficient to meet projected OAN. However, this supply will need to be further reviewed against other planning criteria, particularly as most options would require Green Belt release to realise. Netting of supply in the C Class Sites, to reflect mixed use aspirations, will also reduce the supply.

3.0 CONCLUSIONS

3.1 BE Group has reviewed 52 Regulation 18 site submissions where B-Class employment uses are proposed, either individually or as one of several possible uses. These have been appraised and graded A-E, as defined in Table 2 above.

3.2 Table 4 summarises the Employment Areas by each of the above grades. Sites suitable for further consideration in the Local Plan Process are graded A to C-D, with emphasis on the 12 A and B graded sites which offer the best potential to meet strategic and local needs.

Table 4 – Site Submissions Appraisal by Category

Category	Number of Sites	Land Supply, ha*	Comments
A Key Strategic Development Options	9	252.71	Deliverable options comprise six interlinked sites north and east of existing employment, Barleycastle; suggested expansion of Omega North and land associated with the Port Warrington facility: <i>Barleycastle</i> <ul style="list-style-type: none"> R18/061, R18/P2/100: Land off Barleycastle Lane ('Swift Site') R18/106, R18/P2/145: Land at Bradley Hall Farm, Cliff Road R18/147 (Part R18/143): Land South of Barleycastle Lane / North of M56 R18/148, R18/P2/099: Land off Barleycastle Lane ('Donlan Site') R18/150, R18/P2/098: Land off Barleycastle Lane in Appleton ('Schofield/Stafford Site 1') R18/151, R18/P2/097: Land off Barleycastle Lane in Appleton ('Schofield/Stafford Site 2') <i>Burtonwood</i> <ul style="list-style-type: none"> R18/066 (Plus others): Land at Joy Lane, Adjoining Finger Post Farm <i>Waterfront</i> <ul style="list-style-type: none"> R18/121: Land at Arpley Meadows, Eastford Road R18/133: Port Warrington
B Key Local Development Options	3	8.77	Three sites around J9, M62 Winwick represent the main, unconstrained employment only local development options.
C Potential Local Supply (subject to Other Issues)	7	99.44	The main local supply options, by settlement: <ul style="list-style-type: none"> Barleycastle – 1 site (19.0 ha) Burtonwood – 1 site (3.9 ha) Lymm – 2 sites (69.20 ha) Stretton – 2 sites (7.29 ha) Warrington Town Centre – 1 site (0.05 ha). Most are mixed-use proposals, so the impact of the other uses will need to be reviewed separately.
C-D <i>Further Potential Supply (but with greater deliverability questions)</i>	3	82.43 <i>(27.50 less Land at Cherry Lane, Lymm)</i>	<i>Includes 54.93 ha is put forward to the east of Junction 20, M6 (R18/P2/152: Land at Cherry Lane, Lymm), for strategic B2/B8 employment. This would benefit from the same market factors as land to the west in Barleycastle, but its allocation would require a further large Green Belt release, which may not be supported at this time, give the options available to meet OAN elsewhere.</i>
D Limited suitability for B-Class Uses	29	188.0	Based on market fit/deliverability, sites are poorly suited for employment development. This does not preclude the possibility that they are suited for other uses.
E Unlikely to be deliverable development site	1	4.24	Assumed undeliverable for most uses
TOTAL	52	635.59	

Source: BE Group, 2018

**Measured on a net basis, where this figure was provided.*

- 3.3 Of a potential (net) supply of 626.77 ha, **388.42 ha** is potentially available in the Call for Sites options graded A to C-D (rising to 443.35 ha if R18/P2/152: Land at Cherry Lane, Lymm was included). This would be enough to meet projected OAN, as discussed below. However, this supply will need to be further reviewed against other planning criteria, particularly as most options would require Green Belt release to realise. Netting of supply in the C/C-D Class Sites, to reflect mixed use aspirations, will also reduce the supply.