



FAO - [REDACTED]  
Planning Policy & Programmes  
Warrington Borough Council  
New Town House  
Buttermarket Street  
Warrington  
WA1 2NH

28th of September 2017

**REFERENCE - REPRESENTATION**

**LAND AT BURTONWOOD - R18/066 Preferred Development Option**

Dear Mr [REDACTED]

Further to our submission under the call for site reference above, and our subsequent conversations with the members of your team.

We enclose written representations for the call for site reference number R18/ 066.

The representation is in support of the call for site and preferred development option, as the Omega North Extension can be delivered in the short term as a natural extension to the successful proven location of Omega.

**The site remains deliverable, viable and economically feasible in this location, with capacity available within the road network if delivered in isolation as part of Omega North.**

Kind Regards

[REDACTED] - Chief Executive Officer

V Capital Strategic Land - V Capital Real Estate Management - V Capital Ventures - V Capital Partners

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**JUNCTION 8**  
M62 OMEGA NORTH

!  
PLANNING REPRESENTATION  
!

**LAND ON JOY LANE & BURTONWOOD RD OMEGA NORTH**

# Executive Summary

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## EXECUTIVE SUMMARY

*This representation document has been prepared by S E P Real Estate Planning on behalf of V Capital to demonstrate the deliverability of the land at Junction 8 Burtonwood for the future development of employment.*

In order to deliver the merging development strategy for Warrington Borough Council there is a commonly **accepted need for Green Belt release** around Warrington. It is fundamental that enough land is released and allocated now for development in Warrington to help achieve the objectively assessed employment needs within the borough. This would align with the guidance set out in the National Planning Policy Framework.

***The land at Junction 8 is best placed and a sustainable site to help deliver this growth'***

In order to demonstrate the **deliverability** of this site, this promotional document has taken account of key technical considerations, including accessibility, ecology, landscape and visual impact and impact on the Green Belt. The conclusions of each assessment have fed into and informed the preparation of a concept master plan, demonstrating the capability for the site to deliver in the region of 40 acres of employment land over the plan period and beyond.

Crucially, this document has demonstrated that the sites release would not conflict with the purposes of Green Belt set out in the Framework. It represents an inherently logical and sustainable extension, delivering sustainable growth to this area of Warrington. The site is largely unconstrained, benefiting from permanent and defensible boundaries, and is well contained by built form and infrastructure. The site also benefits from **excellent accessibility** from the Motorway network and the supporting Omega business zone.

It has been demonstrated that the site is **deliverable**, with the potential to deliver new industrial and employment uses constantly over the plan period. The site is **available now**, offers a **suitable location** for development now, is **achievable** with the potential for the development to commence on site if allocated due to employment demand in the area, and is **viable**!


Accordingly, it is the position of V Capital that this sustainable site should therefore be allocated as a **strategic site in the Warrington Local Plan**.

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## Introduction

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S E P are acting on behalf of  Capital to promote 40 acres of land at Junction 8 of the M62. The purpose of this representation document is to demonstrate the deliverability of the site for an employment development and to secure its allocation as a **strategic site** in the new local plan. Accordingly this representation document provides an assessment of the potential contribution of the site towards Warrington borough councils objectively assessed employment needs within the forthcoming plan.

This process has been informed by an initial consideration of accessibility, ecology, landscape, and visual impact on the Green Belt, issues which could impact upon the feasibility and viability of the sites development. Also contained within this promotional document and informed by the aforementioned considerations, is a concept master plan of the site illustrating the development opportunities, indicative capacity and phasing.

This comprehensive exercise has demonstrated that the land situated at **Junction 8 is best placed and a logical sustainable site for Employment growth in Warrington** and should be **released** from the Green Belt and allocated for Employment development within the new Warrington Local Plan.





## Site Representation Introduction

The site lies to the North of Junction 8 of the M62, directly behind the Burtonwood Airbase development and the Omega project. It presents a logical extension to the Omega development for employment uses. It is well contained by permanent and defensible boundaries with other industrial and distribution users adjoining the site. A **significant benefit when considering the development potential of the site.**

Warrington council have identified sufficient supply of employment land to fulfil the objectives of the local plan, but there remains an opportunity for additional sites to come forward, particularly where these are a natural extension to existing employment areas such as Omega and given that a significant proportion of Omega South has now been approved to residential ( upto 1,100 dwellings planning reference 2015/26469).

We know from our analysis across a number of Cheshire and Merseyside Authorities that they are keen to position sites with motorway access as the **'next Omega' particularly on the M62/M6 corridor** and as such we consider a case should be made in the short term to support some further employment opportunities at Omega given the investment that has already gone into highways improvements and to respond to the current demand for accessible locations for the logistics sector.

The Burtonwood site to the North of Omega is identified within the Local Plan Preferred Option as one of five potential employment locations contributing 43ha of employment land in conjunction with other call for sites submissions on land adjacent to Omega.

The local plan makes a specific reference to the site, noting that a further extension to Omega could be provided to the North of the existing location, but that there are uncertainties regarding the status of the St Helens Plan and potential capacity constraints of junction 8, M62 which will require further consideration. As such it concludes that the council will consider whether further expansion of the Omega is a possibility ahead of the publication of the submission version of the plan.

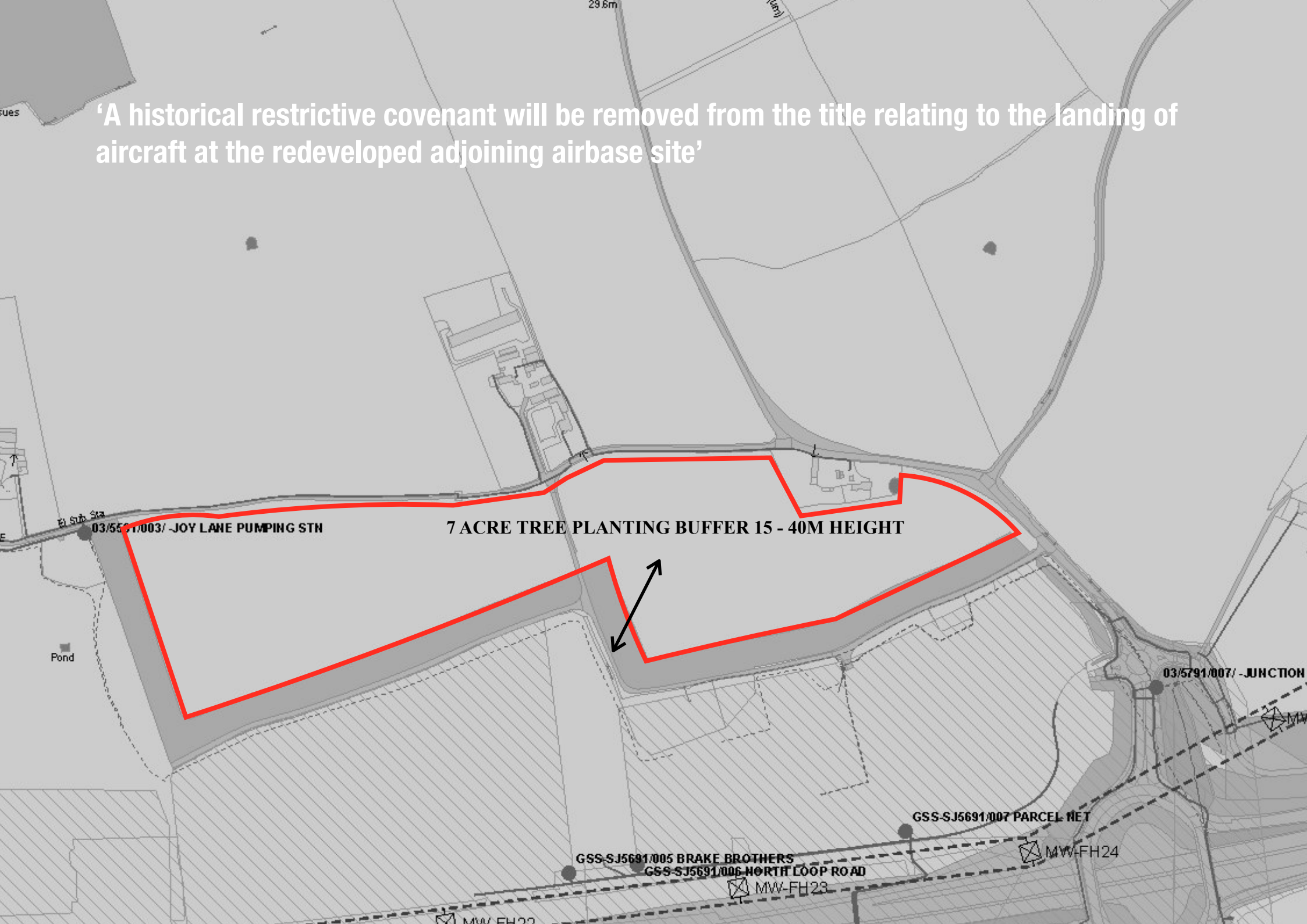
**On this basis there is therefore an opportunity to submit further technical information and representations to the local plan preferred option.**



**‘Junction 8 of the M62 has sufficient remaining road traffic capacity to deliver the OMEGA NORTH development in the short term’**



**'A historical restrictive covenant will be removed from the title relating to the landing of aircraft at the redeveloped adjoining airbase site'**





### **Legal Position**

The landowner has entered into a legal contract with V Capital who intend to deliver the employment scheme with an institutional funding partner and McLaren Construction, the contractor. If the land is allocated and planning approval successful, the land can be delivered and brought forward under the contract for development.

**The site is therefore deliverable in the short term if allocated.**

### **Restrictive Covenant**

An obsolete and historical covenant will be removed from the title relating to the landing of aircraft on the now developed OMEGA airbase site. The restriction was to ensure no structures of a certain height were to be erected in close proximity to the runway, when it was operational. The legal team have assessed and prepared the relevant land tribunal and land registry documentation which will be implemented upon the successful allocation of the site. This is also supported and evidenced by the planting of a 7 acre buffer strip on the same landholding for the benefit of the first phase of Omega as defined on the plan, for trees ranging between 15m - 40m in height.

**The legal opinion suggests it is a formality to remove the historical covenant upon allocation.**



**Option 1**  
4 no. units

NB: All areas are approximate and are subject to survey

The contractor is responsible for checking dimensions, tolerances and references. Any discrepancy to be verified with the Architect before proceeding with the works. Where an item is covered by drawings to different scales the larger scale drawing is to be worked to.

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record

Rev	Date	Description
A	28.11.16	Context Updated

Dwn	Clk	Drawn	JK
JK	JM	Checked	JM
		Date	Oct '16
		Scale @ A3	1:2000

**Junction 8**  
Option 1

**SK002**  
**A**  
Information

**PRP**

prp-co.uk  
Manchester  
0161 242 8950

Do not scale drawing. Figured dimensions to be worked to in all cases.

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## Employment Land Supply

*The final Greenbelt review has concluded there will be a requirement to release 253ha of employment land.* In this locality 40 acres of land previously earmarked for Employment uses has been absorbed and subsequently approved for additional housing supply evidencing the location was identified as suitable previously.

**The loss of Employment land at Omega and Linley Mere with the approval of 1100 homes provides further opportunity to provide Employment land in this location. !**

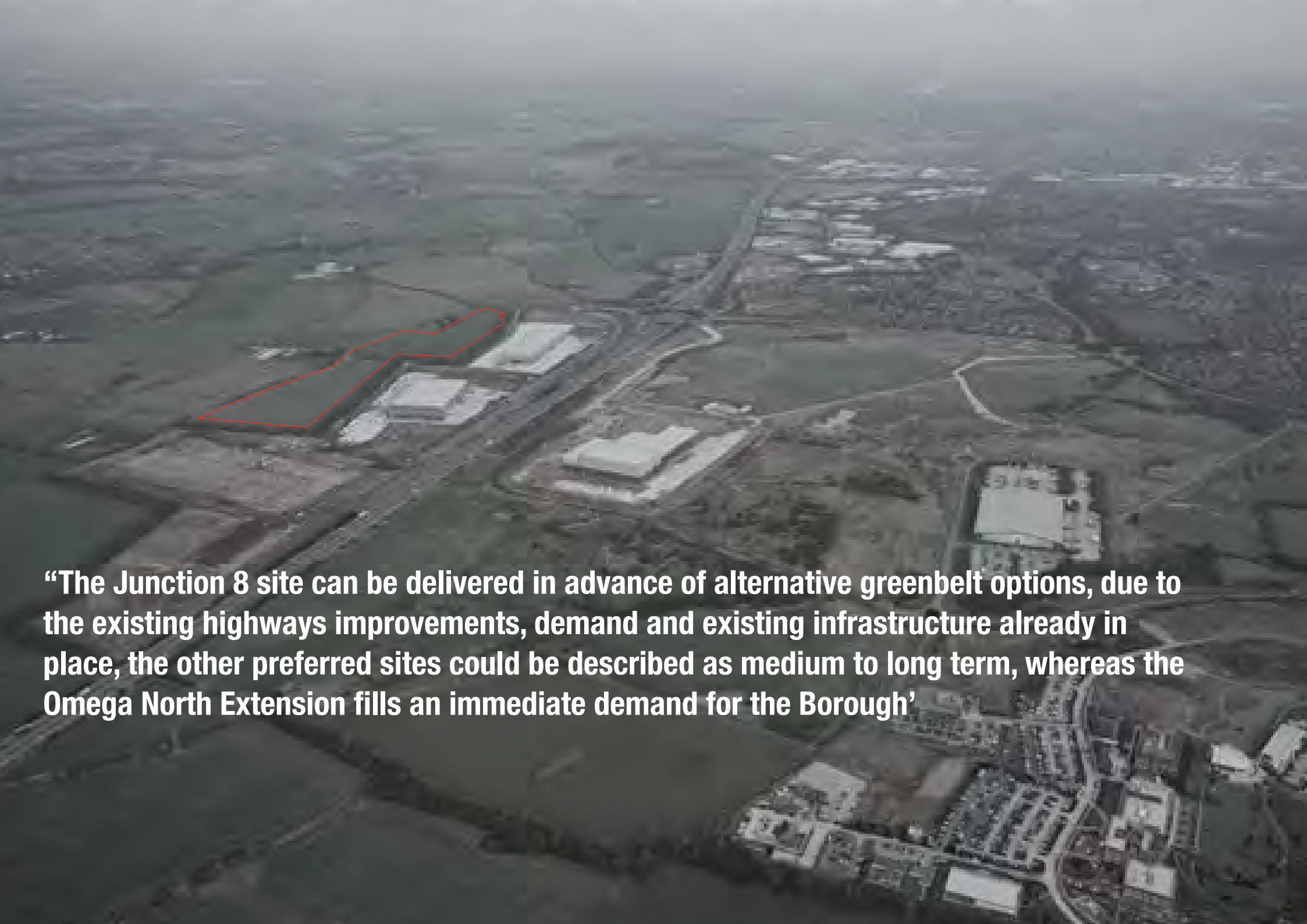
The Burtonwood Omega North extension will meet the need and employment land requirements already identified within the economic development needs assessment (2016), which responds directly to the preferred development option consultation report. In particular focusing on the identified requirement of B2 / B8 distribution sites with access to the **strategic road network and ability to deliver in the short term** relative to other identified greenbelt release sites. (WWDA, Appleton and St Helens).

*The site offers an opportunity to utilise the existing highways improvements and the demand already identified and proven in this location. The site can be delivered in the short term in comparison to the alternative preferred options which have considerable infrastructure improvements, that will need to be implemented before those sites can be brought forward.*

Employment demand, the success of Omega as a distribution location due to its geographical road network is considered a logical location for employers immediately looking for sites in a proven location, that can service their workforce requirements. There are few opportunities remaining in the borough that can be brought forward early to satisfy this demand or purpose built specification for those large scale operators seeking to locate within Warrington, and primarily Omega in the short term.

The market commentary supports the need for additional employment land in this location, and as such the Omega North Extension offers an opportunity to capture further employment occupiers in advance of the other preferred development options which are seen as medium to long term options, that may be unlikely to offer short term opportunities due their scale or the infrastructure required for services, power, road, and highways improvements. Although those sites offer a suitable medium or long term solution once the constraints have been implemented.

**Therefore Omega North identifies a need to deliver additional short term employment opportunities, Omega North provides a transition to this possibility, with identified demand, proven location, existing road capacity, ensuring immediate occupier demand can be met within the Borough.**



**“The Junction 8 site can be delivered in advance of alternative greenbelt options, due to the existing highways improvements, demand and existing infrastructure already in place, the other preferred sites could be described as medium to long term, whereas the Omega North Extension fills an immediate demand for the Borough’**

## Highways and Accessibility

A transport appraisal has been undertaken informed by Cole Easdon Consultants. This has identified the site having excellent Motorway access within close proximity to the development site. From leaving the motorway at junction 8 of the M62 the site lies within 300m of the roundabout along Burtonwood Road.

This has identified two locations along Burtonwood Road whereby a roundabout or highway access improvements can be established to service the site.

- Between Tan House Lane and Burtonwood Road (Option A)
- Between Clay Lane and the end of Burtonwood Road at the junction of Joy Lane (Option B)

Each of these access arrangements would be fully tested at the detailed design stage as part of a comprehensive Transport Assessment (including a full capacity study)

## Highway Study and Multi Modal Modelling

It is understood that the local authority are assessing the overall transport movements for the borough, including the junction 8 capacity study if this is to include one or all of the 43ha preferred development options. SEP planning note there is sufficient capacity to deliver Omega North in isolation.

**There is remaining capacity at junction 8 to support the Omega North extension in isolation. We have been unable to undertake modelling or surveying work due to the time this takes, but an appendices in support of the above forms part of our representation for the Omega North Extension.**

## Summary of Highways and Accessibility

*Overall, initial investigations have demonstrated the potential to achieve a suitable and safe vehicular access from Burtonwood Road which can be accommodated on the existing highway network where the cumulative impacts of development would not be severe, and can be accommodated by the existing improvements already in place.*





**Junction 8, Has Remaining Traffic Capacity to Deliver The Omega North Extension**

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## Market Commentary!

The location is able to demonstrate demand for B2 / B8 distribution as Omega is a successful location proven by the occupier levels regionally. The high quality occupiers support Omega as a location suitable for large scale storage and distribution type uses.

The occupiers such as ASDA, Amazaon, The Hut, Royal Mail, Travis Perkins, Brakes, Hermes demanded large purpose built accommodation. The demand locally outstrips supply with more employment occupiers seeking larger accommodation footprints but unable to locate them within the borough.

The strength of the local market means the success of the early phases can be capitalised upon, providing a location with services, infrastructure, workforce and institutional and occupier demand.

An important factor when occupiers take occupation is the workforce and local facilities which support the continued growth story within this location.

The site can satisfy local demand to large scale operators wishing to be at this location in the shorter term. A flurry of activity remains within the marketplace for proven locations and established regions. The Omega North extension has already identified a range of occupiers seeking to take occupation at the site once it is approved.

**A proven location where market demand outstrips supply, with few remaining opportunities for large accommodation that can be built, quickly, the Omega North Extension will provide immediate occupiers with a deliverable opportunity.**

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## ! Economic Benefit !

A range of economical benefits will occur if the site is regenerated for employment uses. The development of the accommodation offers direct and indirect economical benefits to the Borough.

## ! Employment Opportunities!

The delivery of a **500,000 square feet distribution facility** will directly employ **150 people with a further 300 people being employed** via transportation within the region.

## ! Construction Contract!

The direct investment locally for the facility will be in the **order of £50m**, with our contractor partner employing local services, for civil and machinery amounting to £5m. A local expenditure of £15m will be delivered from the acquisition of materials and a further £10m expended in the labour force and professional services from local providers. It is estimated during the 24 month build contract over 200 people will be employed locally.

## ! Local Authority Business Rate Revenue!

The estimated revenue created by the collection of business rates from an occupier is calculated to be in the order of £1.43m per annum, during the course of occupation over a 30 year period this equates to a total generation of **£42.9m plus indexation**.

## ! Regeneration Impacts!

The private investment created from the development will be in the order of £50m, delivering jobs, during construction, and post occupation, the local workforce is intended to be offered 150 jobs, with an average salary proposed at £24,000 per annum creating an annual **£3.6m of additional household income**. The employment of a local workforce may filter back into the local economy with house sales or rentals being required within the Borough to service a local workforce. With local business and service providers offering support through other services.

