



**WARRINGTON**  
Borough Council

## **Warrington Borough Council**

### **Updated Proposed Submission Version Local Plan (2021)**

#### **Additional Site Assessment Proformas**

# Contents

## 1. Introduction

## 2. Additional Settlement Site Assessment Proformas

R19/001 – Land south of Massey Brook Lane, Lymm

R19/002 – Land east of Dam Lane, Croft

R19/004 - Land East of 1 The Paddock, Stage Lane, Heatley, Lymm

R10/005 - Land adj to 363 Warrington Road, Glazebury

## 3. Additional Main Urban Area Site Assessment Proformas

R19/003 - Land south of Pepper Street, Appleton Thorn

R19/006a - Fiddlers Ferry Power Station, Cuerdley

## 4. Amended Settlement Site Assessment Proformas

R18/126, R18/P2/096B, SHLAA Ref: 1514 - Land south of Hollins Green

R18/162, SHLAA Ref: 1528 – Land adjacent to and west of Statham Community Primary School

SHLAA Ref: 1622 - Land between Oldfield Road and Warrington Road, Statham

R18/163, SHLAA Ref: 1531 – Statham Lodge Hotel, Warrington Road, Statham

R18/P2/001 – Land at Statham, Lymm

SHLAA Ref: 1891 - North & east of Pool Farm, Pool Lane, Statham

R18/004, R18/173 and SHLAA Ref: 1621 – Land immediately surrounding Pool Farm

## 5. Amended Employment Site Assessment Proformas

R19/006b - Fiddlers Ferry Power Station, Cuerdley

R18/121 - Arpley Meadows, Waterfront

R18/133 - Port Warrington, Waterfront

R18/061, R18/P2/100 - Land north of Barleycastle Lane, Appleton

R18/106, R18/P2/145 - Land at Bradley Hall Farm, Cliff Road, Grappenhall

R18/147, Part R18/143 - Land south of Barleycastle Lane, Grappenhall

R18/148, Part R18/P2/099 - Land south of Barleycastle Lane (Dolan Site), Grappenhall

R18/150, Part R18/P2/098 - Land off Barleycastle Lane (Schofield/Stafford Site 1), Grappenhall

R18/151, Part R18/P2/097 - Land off Barleycastle Lane Schofield/Stafford Site 2), Grappenhall

R19/007 - Six56 Phase Two, Grappenhall

R18/020, Part of Parcel R18/P2/131A - Site east of J21 (M6) (site 4449), Rixton & Woolston

R18/021A, Part of R18/P2/131A - Site east of J21 (M6), (Site 6919), Rixton & Woolston

R18/021B, Parcel of R18/P2/131A - Site east of J21 (M6) (Site 8160), Rixton & Woolston

R18/022, Part of R18/P2/131A - Site east of J21 (M6) (Site 8979), Rixton & Woolston

R18/019, Parcel of R18/P2/131A - Site east of J21 (M6) (Site 4690), Rixton & Woolston

## 1. Introduction

A small number of sites were submitted for consideration as residential allocations late in the Local Plan preparation process, after the Regulation 19 Consultation. This document contains the assessments of these sites. Four of the sites (R19/001, R19/002, R19/004 and R19/005) are near to outlying settlements (Croft, Glazebury and Lymm) (Section 2 of this document). Whilst two were near to the main urban area of Warrington. One was within the former proposed Garden Suburb allocation (R19/003) and one was to the west of the main urban area of Warrington (R19/006a). The assessment of these sites has taken account of the updated Environment Agency Flood Mapping that was issued in April 2021 (Section 3 of this document).

In addition, to these late submissions the proformas for a number of other sites have been updated to take account of the updated Environment Agency Flood Mapping that was issued in April 2021. The sites affected by the revised EA Flood Mapping were adjacent to the outlying settlements of Hollins Green and Lymm. The changes that have been made to the proformas are contained in Section 4 of this document and are summarised below:

SITE REF	NAME	FLOOD ZONE (Status in 2019)	FLOOD ZONE (Status in 2021)
1514, R18/126 R18/P2/096B	Land south of Hollins Green	Site contains areas of flood zone 2/3 (>30%)	Site in zone 1
1528 R18/162	Land west of Statham Community Primary School	Site contains areas of flood zone 2/3 (>30%)	Site in zone 1
1622	Land between Oldfield Rd and Warrington Rd, Statham	Site contains large areas within flood zone 2/3 (>80%)	Site in zone 1
1531 R18/163	Statham Lodge Hotel, Warrington Road, Statham	Site contains large areas within flood zone 2/3 (>80%)	Site in zone 1
R18/P2/001	Land at Statham, Lymm	Contains areas of flood zone 2/3 (>30%)	10% of site within zones 2/3
1891	North and east of Pool Farm, Pool Lane, Statham	Site contains large areas within flood zone 3 (>80%)	40% of site in zone 3; 50% in zone 2, 10% in zone 1.
1621, R18/004 R18/173	Land immediately surrounding Pool Farm	Site contains large areas within flood zone 2/3 (>80%)	Majority of site in zone 2. Remainder in zone 1

All other previous residential site proformas can be found on the [Local Plan 2017 supporting documents](#) page of the Council's website.

In terms of employment sites the original assessments of the sites were undertaken prior to the publication of the PSVLP (2019). The proformas were published as part of the PSVLP (2019) consultation in the [Site Assessments Proformas report](#).

The employment rating for each site has been updated in the Council's latest [Economic Development Needs Assessment \(EDNA\) \(2021\)](#). In addition, the flood zone status of the sites has been reassessed following publication of the revised Environment Agency Flood Mapping in April 2021. The sites that were reassessed together with a summary of the changes are listed below:

SITE REF	NAME	FLOOD ZONE (Status in 2019)	FLOOD ZONE (Status in 2021)
R18/121	Arpley Meadows	Small areas in zone 2 & 3	Small areas in zone 2 & 3
R18/133	Port Warrington	Site in zone 2 & 3	Site in zone 2 & 3
R18/061	Land N of Barleycastle Lane	Site in zone 1	Site in zone 1
R18/106 R18/P2/145	Land at Bradley Hall Farm Cliff Road	Site in zone 1	Site in zone 1
R18/147, Part R18/143	Land S of Barleycastle Lane	Site in zone 1	Site in zone 1
R18/148 Part R18/P2/099	Land S of Barleycastle Lane	Site in zone 1	Site in zone 1
R18/150 Part R18/P2/098	Land off Barclaycastle Lane	Site in zone 1	Site in zone 1
R18/151 Part R18/P2/097	Land off Barclaycastle Lane	Site in zone 1	Site in zone 1
R19/007	Six56 Phase 2	n/a (new site)	Site in zone 1
R18/020 Part of R18/131A	Site east of J21 M9 (site 4449)	Site in zone 2 & 3	Site in zone 1
R18/021A Part of R18/P2/131A	Site east of J21 M6 (site 6919)	Site in zone 2 & 3	Site in zone 1
R18/021B Part of R18/P2/131A	Site east of J21 M6 (site 8160)	Site in zone 2 & 3	Site in zone 1

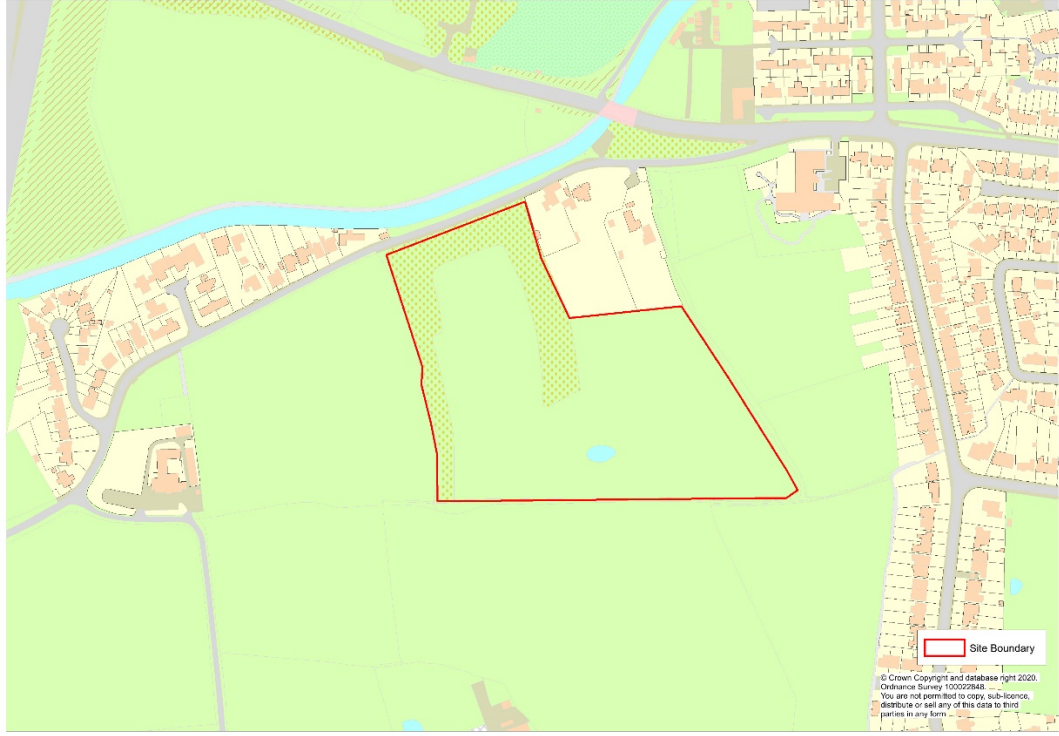
SITE REF	NAME	FLOOD ZONE (Status in 2019)	FLOOD ZONE (Status in 2021)
R18/022 Part of R18/P2/131A	Site east of J21 M6 (site 8979)	Site in zone 1	Site in zone 1
R18/019 Part of R18/P2/131A	Site east of J21 M6 (site 4690)	Site in zone 2 & 3	Site in zone 2 & 3

Updated templates for the best performing employment sites (Grade A/B) that the council considered for allocation in the Updated PSVLP (2021) are contained in this document (see Section 5).

All other previous employment site proformas can be found on the [Proposed Submission Version Local Plan \(2019\) Evidence Base](#) page of the Council's website.

## **2. Additional Settlement Site Assessment Proformas**

## Site Ref: R19/001

<b>Site Ref</b>	R19/001					
<b>Site Name</b>	Land south of Massey Brook Lane (R19/001)					
<b>Site Address</b>	Land south of Massey Brook Lane, Lymm					
<b>Ward</b>	Lymm South					
<b>Existing Use</b>	Open Countryside					
<b>Gross Site Area (Ha)</b>	4.85ha					
<b>Net: Developable Site Area (Ha)</b>	3.64ha					
<b>Site Potential (capacity)</b>	109 dwellings (assumed 30 dph)					
<b>Green Belt Assessment Overall Contribution</b>	Moderate contribution					
<b>Suitability</b>			<b>Availability</b>		<b>Achievability</b>	
<b>Criteria</b>	<b>Traffic Light Assessment</b> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>	
Is there a physical point of highway access into the site?	<b>Some positive effects likely:</b> Access can be created within the site - this would be from Massey Brook Lane.	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a location of high, moderate or low viability?	High Viability	
Distance to Principal Road Network by vehicle?	<b>Significant positive effects likely:</b> <1.0 mile to Camsley Lane/Booths Hill Rd (A56) leading to M6.					

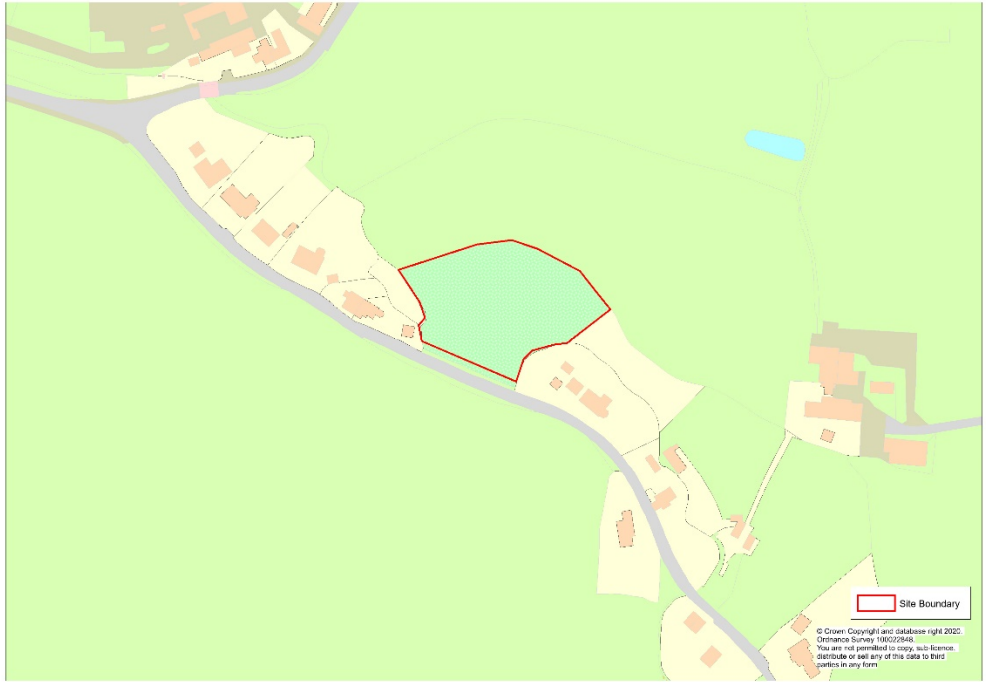
<b>Site Ref</b>	R19/001				
How close is the site to key employment sites?	<b>Significant positive effects likely:</b> <1200m away	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	No
Is the area supported by community facilities? (Village halls, places of worship, community centres)	<b>Some positive effects likely:</b> Community facilities within 1200m.	3. Is the site in active use?	No	3. Is there known demand for the form of provision approved/proposed?	Yes
Access to local natural greenspace – does the site meet Natural England Accessible Natural Greenspace standards?	<b>Some negative effects likely:</b> No natural greenspace within 300m	4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
Does the site provide access to formal play space?	<b>Some positive effects likely:</b> <400m - 300m to Cherry Tree Primary School.	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	None known
How accessible is the site to the nearest primary school on foot?	<b>Some positive effects likely:</b> Primary school located within 3.2km of the site and has limited capacity with potential to expand. Cherry Tree Primary School is 300m away which is at or near capacity but with good potential to expand.	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  <b>Site was promoted by owner. The site is not in active use and could likely be developed now. No known ownership issues on site.</b>		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  <b>The site is in a location of high viability and demand. There are no known abnormal development costs. However, there is no known developer interest.</b>	
How accessible is the site to the nearest Secondary school?	<b>Some positive effects likely:</b> Secondary school located within 4.8km of the site and has limited capacity with potential to expand. Lymm High School is 2.8km away which has limited capacity with poor potential to expand.				
How well served is the site by a bus service?	<b>Some positive effects likely:</b> Regular bus service within 200m-400m. The nearest bus stop is approximately 250m from the site.				
How accessible is the site to the nearest train station?	<b>Significant negative effects likely:</b> >5km away. 7.8km from Warrington Bank Quay station.				
What is the overall distance to a GP service or health centre?	<b>Some positive effects likely:</b> 1.2km – 3km away with available capacity / limited capacity / potential to expand (although the nearest GP is less than 3km away it is at capacity with no potential to expand). 1km to Lakeside Surgery which is at capacity with no potential to expand and Brookfields is also at full capacity with no potential to expand.				
What are the potential impacts on air quality?	<b>Some negative effects likely:</b> Housing development within 1km of an AQMA.				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Some positive effects likely:</b> Site is not thought to be contaminated.				
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some positive effects likely:</b> Contains less than 10hectares of agricultural land 1-3. The site consists of grade 3 land.				
Does the site fall within a Groundwater Source Protection Zone, as	<b>Some positive effects likely:</b> Falls outside.				

<b>Site Ref</b>	R19/001		
identified by the Environment Agency?			
Is the site (or part of) within an identified flood zone?	<b>Some positive effects likely:</b> Site predominantly within flood zone 1 (>70%).		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Some positive effects likely:</b> Not within identified areas / no effects.		
What is the proximity of the site to designated heritage assets?	<b>Some positive effects likely:</b> No heritage assets within or adjacent (50m) to the sites <ul style="list-style-type: none"> <li>• Grade I listed building Lymm Cross, 1.2km</li> <li>• Grade II listed building Milepost, 107m</li> <li>• Lymm Conservation Area, 566m</li> <li>• Ancient Monument Two cockpits 125m west of Lymm, 1.1km</li> </ul>		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some positive effects likely:</b> No likely effects on heritage assets/the historic environment.		
Capacity of the landscape to accommodate development while respecting its character.	<b>Some positive effects likely:</b> The site falls within Character Type 3B – Red Sandstone Escarpment – Massey Brook. The area contains the Massey Brook valley basin. It is dominated by the M6 motorway (and Thelwall Viaduct) that runs north/south through the middle of the area. A narrow band of deciduous woodland lines Massey Brook to the west of the M6. The landscape has broad open views with gapped hedgerows and few hedgerow trees. The land use is predominantly agriculture. This site is vacant and unused. The landscape could potentially accommodate development, as the site is close to the settlement and well contained by boundary vegetation to the west and north. Some limited mitigation may be required to protect wider landscape character. Development of the site would result in only a moderate change to landscape character.		
Could allocation of the site have a potential impact on a European Site SPA or SAC?	<b>Some positive effects likely:</b> Outside catchment area of SPA or SAC (3.1km to Rixton Clay Pits SAC).		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> >400m of a SSSI (1.3km to Woolston Eyes SSSI).		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other site of wildlife or	<b>Some positive effects likely:</b> <200m / No priority habitats or species recorded.		



<b>Site Ref</b>	R19/001		
geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?			
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> No TPOs on site		
Would allocation of the site result in the use of previously developed land?	<b>Significant negative effects likely:</b> N/A.		
Is there good access to a Household Waste Recycling Centre?	<b>Some positive effects likely:</b> 4 miles to Sandy Lane Recycling Centre (Stockton Heath).		
<p><b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b></p> <p><b>Overall - Some positive effects likely</b></p> <p>Additional comments:</p> <ul style="list-style-type: none"> <li>The site is immediately adjacent to Site Refs: 3316 / R18/P2/029 and 3124 / R18/036.</li> <li>The site slopes gradually down from west to east but would not negatively impact on achieving development on the site.</li> <li>Neighbouring uses include residential properties to the northwest and northeast and open countryside on the remaining boundaries.</li> <li>The nearest MSA is approximately 350m to the north of the site with various forms of intervening development in between and so there would be no interaction between the site and the MSA.</li> <li>Appropriate vehicular and pedestrian access is achievable within the site edged red although due to the narrow width of Massey Brook Lane and constrained arrangement of the adjacent junction at the A56 any development would be limited in number. Capacity would be 50 dwellings preferred, 100 dwellings maximum.</li> </ul>		<p><b>Overall Site Conclusions based on Suitability, Availability, Achievability</b></p> <p>The site is considered to be suitable – unlikely to have a major impact on trends. There are some suitability issues in terms of proximity to a train station and the GP services in Lymm have no available capacity. The site has good accessibility to bus services, primary and secondary schools, however the schools have limited capacity. The site is available as it was promoted by the owner with no active uses or ownership issues. The site is achievable, as it is in an area of high viability and no known abnormal costs. However, there is no known developer interest and the narrow width of Massey Brook Lane and constrained arrangement of the adjacent junction at the A56 would limited the number of dwellings to well below the site capacity.</p> <p><u>Workshop Comments</u></p> <p>The site is close to the settlement of Lymm, located to the east of the settlement off Massey Brook Lane. The site is considered to be in a sustainable location and is available being free from ownership issues and having been promoted by the site owner. The site is considered to be achievable as there are no known abnormal development costs and the site is in a location of high viability. In addition, it has been judged to be suitable - unlikely to have a major impact on trends. However, now that the adjoining parcel of land to the east (Site Ref: 3124/R18/036) has been withdrawn from the Local Plan process and is no longer available, the site would be isolated from the existing settlement and would not provide a sustainable location for future development. In addition, the narrow width of Massey Brook Lane and constrained arrangement of the adjacent junction at the A56 would limit the capacity of the site. Therefore, development of the site would not be in accordance with the draft Warrington Local Plan objectives including objective W1 to strengthen existing neighbourhoods, W2 to facilitate the sensitive release of Green Belt and W5 to reinforce the character and local distinctiveness of Warrington.</p> <p><b>CONCLUSION: EXCLUDE FROM PROCESS.</b></p>	

Site Ref: R19/002

<b>Site Ref:</b>	R19/002				
<b>Site Name</b>	Land east of Dam Lane				
<b>Site Address</b>	Land east of Dam Lane, Croft				
<b>Ward</b>	Culcheth, Glazebury and Croft				
<b>Existing Use</b>	Agricultural				
<b>Gross Site Area (Ha)</b>	0.48ha				
<b>Net: Developable Site Area (Ha)</b>	0.43ha				
<b>Site Potential (capacity)</b>	13 dwellings (assumed 30 dph)				
<b>Green Belt Assessment Overall Contribution</b>	Moderate contribution				
<b>Suitability</b>		<b>Availability</b>		<b>Achievability</b>	
<b>Criteria</b>	<p><b>Traffic Light Assessment</b></p> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Is there a physical point of highway access into the site?	<b>Some positive effects likely:</b> Access can be created into the site from Dam Lane. However, it would require bridging over a brook.	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a location of high, moderate or low viability?	Moderate Viability
Distance to Principal Road Network by vehicle?	<b>Some positive effects likely:</b> <3miles to principal road network. 2.3km to Winwick Link Rd (A49), which leads to M6.				
How close is the site to key employment sites?	<b>Significant positive effects likely:</b> <1200m away	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	No

<b>Site Ref:</b>	R19/002				
Is the area supported by community facilities? (Village halls, places of worship, community centres)	<b>Some positive effects likely:</b> Community facilities within 1200m	3. Is the site in active use?	Yes (agricultural)	3. Is there known demand for the form of provision approved/proposed?	Yes
Access to local natural greenspace – does the site meet Natural England Accessible Natural Greenspace standards?	<b>Some negative effects likely:</b> No natural greenspace within 300m	4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
Does the site provide access to formal play space?	<b>Significant negative effects likely:</b> >800m. The Smithy Lane/Lords Street play space is located approximately 800m from the site.	5. Is the site free of ownership and tenancy issues?	Yes (brought forward by owner in call for sites)	5. Are there known abnormal development costs?	None known
How accessible is the site to the nearest primary school on foot?	<b>Significant positive effects likely:</b> Primary school located within 3.2km of the site and has capacity. Croft Primary School is the nearest primary school. It is located 1.2km from the site and has capacity.	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  <b>Site was promoted by owner. No known ownership issues.</b>		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  <b>The site is in a location of moderate viability. There is no developer interest or demand. There are no known abnormal development costs.</b>	
How accessible is the site to the nearest Secondary school?	<b>Significant positive effects likely:</b> Secondary school located within 4.8km of the site and has capacity. University Academy Warrington is located within 5.3km of the site and has capacity.				
How well served is the site by a bus service?	<b>Some positive effects likely:</b> Regular bus service within 200m-400m. The nearest bus stop is approximately 350m from the site.				
How accessible is the site to the nearest train station?	<b>Some negative effects likely:</b> 3-5km. The nearest train station is located approximately 5.5km and is identified as Birchwood Station.				
What is the overall distance to a GP service or health centre?	<b>Some positive effects likely:</b> 1.2km – 3km away with available capacity / limited capacity / potential to expand. The Warrington Settlement Profiles (2017) identifies 3 practices (Culcheth Medical Centre, CCA Culcheth and Birchwood MC). CCA Culcheth has capacity and possible room for expansion.				
What are the potential impacts on air quality?	<b>Significant negative effects likely:</b> Housing development within 1km of an AQMA				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Some positive effects likely:</b> Site is not thought to be contaminated.				
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some positive effects likely:</b> Contains less than 10hectares of agricultural land 1-3.				
Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency?	<b>Some positive effects likely:</b> Falls outside.				

<b>Site Ref:</b>	R19/002		
Is the site (or part of) within an identified flood zone?	<b>Significant negative effects likely:</b> Site contains large areas within flood zone 2/3 (>80%).		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Significant negative effects likely:</b> Within safeguarded / identified areas of importance.		
What is the proximity of the site to designated heritage assets?	<b>Some positive effects likely:</b> No heritage assets within or adjacent (50m) to the sites. The nearest heritage assets are identified below: <ul style="list-style-type: none"> <li>• The nearest Grade 1 Listed Building is Myddleton Hall approximately 743m from the site.</li> <li>• The nearest Grade 2 Listed Building is Myddleton Hall Farmhouse approximately 827m from the site.</li> <li>• The nearest Conservation Area is Newchurch Hospital identified as approximately 3.0km from the site.</li> <li>• The nearest Ancient Monument is Bowl Barrow west of Highfield Lane approximately 1.2km from the site.</li> </ul>		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some positive effects likely:</b> No likely effects on heritage assets/the historic environment.		
Capacity of the landscape to accommodate development while respecting its character.	<b>Some negative effects likely:</b> The site falls within Character Type 1D – Undulating Enclosed Farmland – Croft. These areas comprise a series of small, linear fields closely associated with the village and contrast markedly with the larger and more rectangular field patterns of the wider area. The landscape could potentially accommodate development, as the site is in a ribbon of existing development. However, the site is detached from the existing settlement and development in this location would require removal of an established wooded area along Dam Lane. Mitigation would be required to protect wider landscape character. Development of the site would result in fairly significant change to landscape character.		
Could allocation of the site have a potential impact on a European Site SPA or SAC?	<b>Some positive effects likely:</b> Outside catchment area of SPA or SAC.		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> >400m from a SSSI.		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other	<b>Some positive effects likely:</b> <200m No priority species or habitats recorded.		

<b>Site Ref:</b>	R19/002		
site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?			
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> No TPOs on site		
Would allocation of the site result in the use of previously developed land?	<b>Some negative effects likely:</b> Site is predominantly Greenfield (>70%)		
Is there good access to a Household Waste Recycling Centre?	<b>Some positive effects likely:</b> 6.7km to Woolston Community Recycling centre.		
<p><b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b></p> <p><b>Overall - Some positive effects likely</b></p> <p>Additional Comments:</p> <ul style="list-style-type: none"> <li>• Site access could be created from Dam Lane but would require bridging over Cockshot Brook.</li> <li>• The site has a slightly undulating topography.</li> <li>• Neighbouring uses consist of residential use to the northwest and south east and the remaining adjacent uses consist of open countryside in agricultural use.</li> <li>• The site is within 1km of an AQMA.</li> <li>• 3-5km from the nearest train station.</li> <li>• The majority of the site is within Flood Zone 2, with only a very small portion of the site within Flood Zone 1 (EA Flood Mapping - April 2021).</li> <li>• Good accessibility to primary and secondary schools.</li> <li>• The site is located in the sand and gravel MSA buffer zone. However, for mineral extraction to be acceptable within these sections of the MSA, a buffer would have to be applied to protect the occupiers of the residential dwellings on Dam Lane. These properties are closer to the MSA than this site and so the development of this site would not impact upon the MSA.</li> <li>• Whilst an appropriate vehicular access could be formed off Dam Lane within the site edged red it would require bridging over Cockshot Brook. Also Dam Lane is narrow; has poor visibility in places and there are no footways on either side of the lane.</li> </ul>		<p><b>Overall Site Conclusions based on Suitability, Availability, Achievability</b></p> <p>The site is considered to be suitable - unlikely to have major impact on trends. The site has minor suitability issues surrounding proximity to train station, formal play space, bus services, AQMAs and flood risk. However the site has good accessibility to primary and secondary schools. The site is considered to be achievable and is in an area of moderate viability and there is known demand. The site may require additional development cost to bridge over Cockshot Brook. The site is considered to be available as it was promoted by the owner but there is no known developer interest.</p> <p><u>Workshop Comments</u></p> <p>Whilst, the site is close to the settlement of Croft being located on Dam Lane it is detached from the settlement itself. The site was promoted by the owner. It is in an area of moderate viability but may require some additional abnormal development costs. The site has good accessibility to primary and secondary schools, however it has suitability issues relate to proximity to a train station; AQMA; formal play space and bus services; and because the majority of the site is within Flood Zone 2. The site is wooded and development of the site would impact on the character of Croft as it would alter the generally wooded character of Dam Lane on the approach to Croft from the south. Development of the site would not be in accordance with objectives W1 of the draft Warrington Local Plan to strengthen existing neighbourhoods; W2 to facilitate the sensitive release of Green Belt; W4 to promote sustainable modes of transport; W5 to secure high quality design which reinforces character and local distinctiveness and W6 to minimise the impact of development on the environment.</p> <p><b>CONCLUSION: EXCLUDE FROM PROCESS</b></p>	

Site Ref: R19/004

<b>Site Ref</b>	R19/004				
<b>Site Name</b>	Land East of 1 The Paddock				
<b>Site Address</b>	Land East of 1 The Paddock, Stage Lane, Heatley, Lymm				
<b>Ward</b>	Lymm North & Thelwall				
<b>Existing Use</b>	Open Countryside				
<b>Gross Site Area (Ha)</b>	0.58				
<b>Net: Developable Site Area (Ha)</b>	0.51				
<b>Site Potential (capacity)</b>	15 dwellings (assumed 30dph)				
<b>Green Belt Assessment Overall Contribution</b>	Weak contribution				
<b>Suitability</b>		<b>Availability</b>		<b>Achievability</b>	
<b>Criteria</b>	<p><b>Traffic Light Assessment</b></p> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Is there a physical point of highway access into the site?	<b>Some positive effects likely:</b> Access can be created within the site - this could be from Stage Lane	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a location of high, moderate or low viability?	High Viability
Distance to Principal Road Network by vehicle?	<b>Some positive effects likely:</b> <3.0 mile to Higher Lane (A56) leading to M6.				

<b>Site Ref</b>	R19/004				
How close is the site to key employment sites?	<b>Some positive effects likely:</b> 1.2km – 3km away.	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	No
Is the area supported by community facilities? (Village halls, places of worship, community centres)	<b>Some negative effects likely:</b> Community facilities within 1200m-2000m. Lymm Neighbourhood Centre is approximately 2 km from the site.	3. Is the site in active use?	No	3. Is there known demand for the form of provision approved/proposed?	Yes
Access to local natural greenspace – does the site meet Natural England Accessible Natural Greenspace standards?	<b>Significant positive effects likely:</b> 2ha natural greenspace within 300m and 20ha greenspace within 2km. Standards met for both criteria.	4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
Does the site provide access to formal play space?	<b>Some positive effects likely:</b> <400m. The site is 150m from Oughtrington Bowling Green/500m from Sandy Lane play area.	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	None known
How accessible is the site to the nearest primary school on foot?	<b>Some positive effects likely:</b> 5-12.5 min walk (400m-1000m). Oughtrington Primary School (Has no spare capacity but potential to expand) is 500m from the site.	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  <b>Site was promoted by owner. No known ownership issues</b>		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  <b>The site is in a location of high viability. There is developer interest and/or demand. No known abnormal development costs.</b>	
How accessible is the site to the nearest Secondary school?	<b>Significant positive effects likely:</b> Secondary school located <1200m of the site and has limited capacity with potential to expand. Lymm High (Voluntary Controlled) School is 950m from the site.				
How well served is the site by a bus service?	<b>Significant negative effects likely:</b> Low frequency bus service more than 400m away/Regular bus service more than 800m away. The site is 800m from the nearest bus stop.				
How accessible is the site to the nearest train station?	<b>Significant negative effects likely:</b> >5km away. The site is 5.1km from Glazebrook station.				
What is the overall distance to a GP service or health centre?	<b>Some negative effects likely:</b> 3km – 5km. Although the nearest GP service is less than 3km away from the site, it is at capacity with no potential to expand. The site is 2.2km from Brookfield Surgery which is at capacity; has no room for expansion and would be unable to accommodate large increase in list size.				
What are the potential impacts on air quality?	<b>Some positive effects likely:</b> Development more than 1km from AQMA.				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Some positive effects likely:</b> Site is not thought to be contaminated.				
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some positive effects likely:</b> Contains less than 10hectares of agricultural land 1-3.				
Does the site fall within a Groundwater Source Protection Zone, as	<b>Some positive effects likely:</b> Falls outside.				

<b>Site Ref</b>	R19/004		
identified by the Environment Agency?			
Is the site (or part of) within an identified flood zone?	<b>Some positive effects likely:</b> Site predominantly within flood zone 1 (>70%).		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Some positive effects likely:</b> Not within identified areas/no effects.		
What is the proximity of the site to designated heritage assets?	<b>Some negative effects likely:</b> Site contains or is within 50m from: Grade II heritage features, Conservation areas or registered park or garden: <ul style="list-style-type: none"> <li>• Grade I listed building Lymm Hall, 1.8km</li> <li>• Grade II listed building 10 Stage Lane and Grantham's Bridge are with 100m and 50m of the site respectively</li> <li>• Lymm Conservation Area, 1.7km</li> <li>• Ancient Monument Lymm Hall moated site and ice house, 1.8km</li> </ul>		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some positive effects likely:</b> The historic environment is unlikely to change from its baseline position.		
Capacity of the landscape to accommodate development while respecting its character.	<b>Some positive effects likely:</b> The site falls within Character Type: 3C – Red Sandstone Escarpment – Lymm. The area is characterised by undulating arable and pastoral farmland. Generally views are less extensive than in other areas due to the rolling landscape and fields being enclosed by woodlands and hedgerow trees. This site is currently in active use as grazing land. The landscape could potentially accommodate development, as the site is fairly well contained by boundary woodland to the east and north and existing development to the west. It is, however open to views from the Bridgewater Canal to the south and the open countryside to the north. Some limited mitigation may be required to protect wider landscape character. Development of the site would result in only a moderate change to landscape character.		
Could allocation of the site have a potential impact on a European Site SPA or SAC?	<b>Some positive effects likely:</b> Outside catchment area of SPA or SAC.		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> >400m from a SSSI.		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other	<b>Some positive effects likely:</b> <200m/No priority habitats or species recorded.		



<b>Site Ref</b>	R19/004		
site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?			
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> No TPOs on site.		
Would allocation of the site result in the use of previously developed land?	<b>Some negative effects likely:</b> Site is predominantly Greenfield (>70%).		
Is there good access to a Household Waste Recycling Centre?	<b>Some positive effects likely:</b> 5.4miles to Sinderland Rd Household Waste Recycling Centre (Altrincham).		
<p><b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b></p> <p><b>Overall - Some positive effects likely</b></p> <p>Additional comments:</p> <ul style="list-style-type: none"> <li>• Site access could be created from Stage Lane.</li> <li>• The site has poor access to public transport.</li> <li>• Neighbouring uses include a woodland and associated car park to the east, residential development to the west and the Bridgewater Canal to the south.</li> <li>• The site is within 100m and 50m of two Grade II Listed buildings/structures (10 Stage Lane and Grantham's Bridge).</li> </ul>		<p><b>Overall Site Conclusions based on Suitability, Availability, Achievability</b></p> <p>This site is considered to be suitable–unlikely to have a major impact on trends. There are suitability issues due to proximity to bus services and a train station and the site is in close proximity to Grantham's Bridge, which is Grade II listed. The site is considered to be achievable in that it is in an area of high viability and there are no known abnormal development costs. The site is considered to be available as it was promoted by the owner but there is no known developer interest.</p> <p><u>Workshop Comments</u></p> <p>The site is free from ownership issues, having been promoted by the site owner. There are no known abnormal development costs and the site is in a location of moderate viability. The site is adjacent to the eastern edge of the settlement of Lymm off Stage Lane. The site has good accessibility to primary and secondary schools, however it has suitability issues relate to proximity to bus services and a train station and the lack of developer interest. As such, the site would not be easily accessible to many services other than by motor vehicle and would not provide a sustainable location for future development and there are concerns about its deliverability. Therefore, it would not be in accordance with the objectives set out in the draft Warrington Local Plan including objective W1 to strengthen existing neighbourhoods, W2 to facilitate the sensitive release of Green Belt, and W4 to promote sustainable modes of transport.</p> <p><b>CONCLUSION: EXCLUDE SITE FROM PROCESS</b></p>	

Site Ref: R19/005

<b>Site Ref</b>	R19/005				
<b>Site Name</b>	Land adj to 363 Warrington Road				
<b>Site Address</b>	Land adj to 363 Warrington Road, Glazebury				
<b>Ward</b>	Culcheth, Glazebury and Croft				
<b>Existing Use</b>	Vacant land				
<b>Gross Site Area (Ha)</b>	2.62ha				
<b>Net: Developable Site Area (Ha)</b>	1.97ha				
<b>Site Potential (capacity)</b>	59 dwellings (assumed 30dph)				
<b>Green Belt Assessment Overall Contribution</b>	Moderate contribution				
<b>Suitability</b>		<b>Availability</b>		<b>Achievability</b>	
<b>Criteria</b>	<p><b>Traffic Light Assessment</b></p> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Is there a physical point of highway access into the site?	<b>Some positive effects likely:</b> Access can be created on to Warrington Road (A574).	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a location of high, moderate or low viability?	Moderate Viability
Distance to Principal Road Network by vehicle?	<b>Significant positive effects likely:</b> <1mile to Warrington Road (A574). Directly adjacent to A574 Warrington Road and approx. 2.4km from the East Lancs (A580).				

<b>Site Ref</b>	R19/005				
How close is the site to key employment sites?	<b>Some positive effects likely:</b> 1.2km – 3km away. 2.8km to Taylor Business Park and 4.5km to Birchwood Park.	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	No
Is the area supported by community facilities? (Village halls, places of worship, community centres)	<b>Some negative effects likely:</b> Community facilities within 1200m-2000m. Culcheth Neighbourhood Centre is approximately 1800m away. Glazebury Local Centre is approximately 1km.	3. Is the site in active use?	Yes	3. Is there known demand for the form of provision approved/proposed?	Yes
Access to local natural greenspace – does the site meet Natural England Accessible Natural Greenspace standards?	<b>Some negative effects likely:</b> No natural greenspace within 300m.	4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
Does the site provide access to formal play space?	<b>Some positive effects likely:</b> <400m. Warrington Road/Eden Avenue play space is closest to the site at approximately 225m.	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	None known
How accessible is the site to the nearest primary school on foot?	<b>Some negative effects likely:</b> Primary school located between 1-2km from the site but have capacity. Both Glazebury CE Aided Primary School and Culcheth Community Primary School are approximately 1.2km from the site.	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  <b>Site was promoted by owner. No known ownership issues.</b>		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  <b>The site is in a location of moderate viability. There is no developer interest or demand. There are no known abnormal development costs.</b>	
How accessible is the site to the nearest Secondary school?	<b>Significant positive effects likely:</b> Secondary school located within 1km of the site and has capacity. Culcheth High School is approximately 1km from the site.				
How well served is the site by a bus service?	<b>Significant positive effects likely:</b> Regular bus service within 200m. The nearest bus stops are directly outside the site.				
How accessible is the site to the nearest train station?	<b>Significant negative effects likely:</b> >5km away. Glazebrook Train Station is 5.5km from the site and Birchwood Train Station is approximately 6.2km from the site.				
What is the overall distance to a GP service or health centre?	<b>Some positive effects likely:</b> 1.2km – 3km away from a health centre/GP with available capacity. The Warrington Settlement Profiles (2017) identifies 3 practices (Culcheth Medical Centre, CCA Culcheth and Birchwood MC). CCA Culcheth has capacity and possible room for expansion.				
What are the potential impacts on air quality?	<b>Some positive effects likely:</b> Development more than 1km from AQMA.				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Significant positive effects likely:</b> Site is not thought to be contaminated.				
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some positive effects likely:</b> Contains less than 10hectares of agricultural land 1-3.				

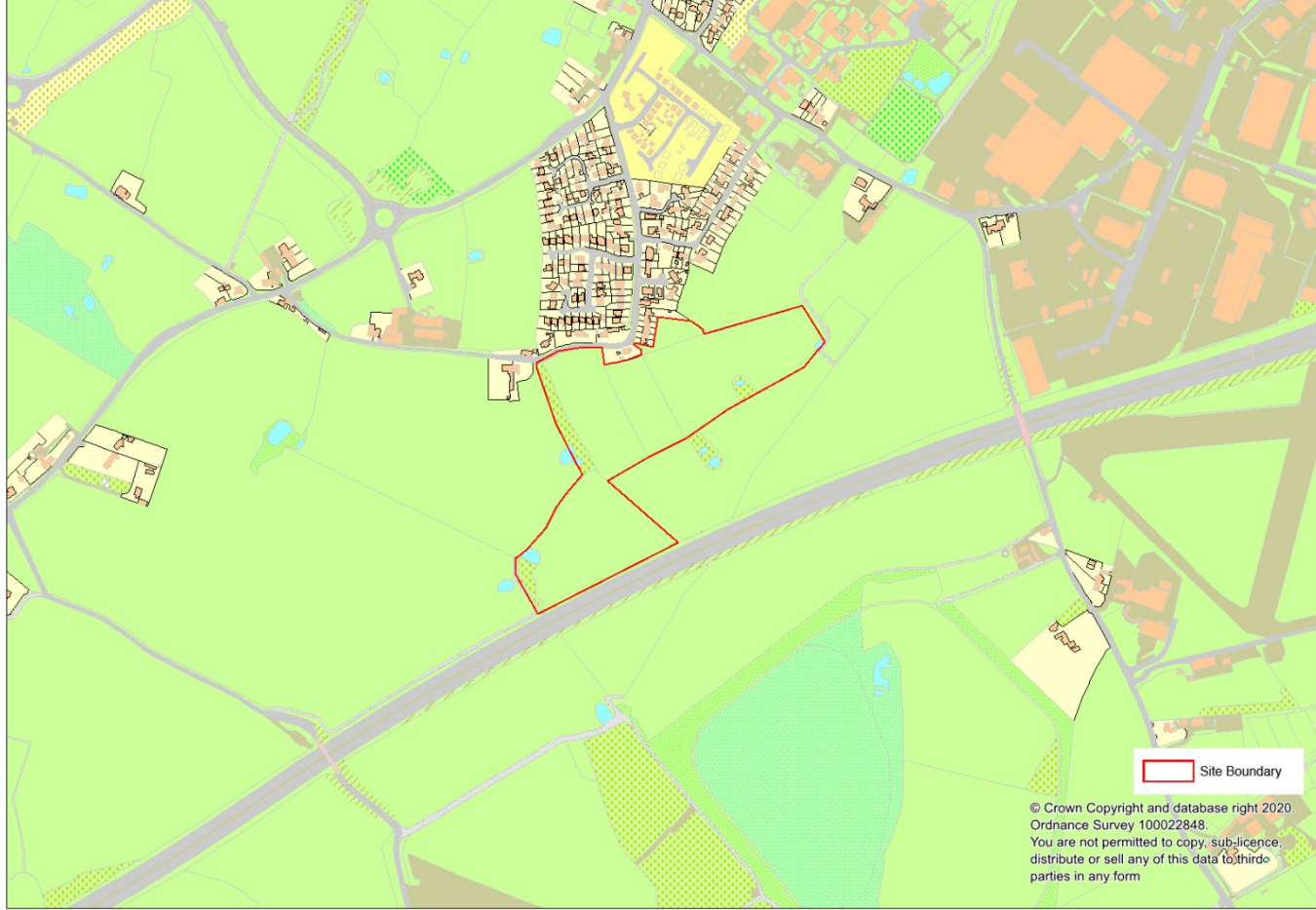
<b>Site Ref</b>	R19/005		
Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency?	<b>Some positive effects likely:</b> Falls outside.		
Is the site (or part of) within an identified flood zone?	<b>Some positive effects likely:</b> Site predominantly within flood zone 1 (>70%).		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Some negative effects likely:</b> Within safeguarded/identified areas of importance but unlikely to be a significant issues/losses.		
What is the proximity of the site to designated heritage assets?	<p><b>Some positive effects likely:</b> No heritage assets within or adjacent (50m) to the sites. The nearest heritage assets are identified below:</p> <ul style="list-style-type: none"> <li>• The nearest Grade 1 Listed Building is Holcroft Hall approximately 1.0km from the site.</li> <li>• The nearest Grade 2 Listed Building is Milestone approximately 700m from the site.</li> <li>• The nearest Conservation Area is identified as Newchurch Hospital approximately 2.1km from the site.</li> <li>• The nearest Ancient Monument is identified as Promontory Fort 300m west of Great Woolden Hall Farm is approximately 2.9km from the site.</li> </ul>		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some positive effects likely:</b> No likely effects on heritage assets/the historic environment.		
Capacity of the landscape to accommodate development while respecting its character?	<p><b>Significant positive effects likely:</b> The site falls within Character Type 2B – Mossland Landscape – Holcroft &amp; Glazebrook Moss. The area consists of sparsely populated moss land that consists of a flat open landscape with isolated woodlands. The predominant land use is agriculture and field sizes become larger with fewer dividing ditches towards the north of the area. The site is grazing land that is in use for livery purposes. The northern boundary of the site is defined by Warrington Road (A574). The western and eastern boundaries are defined by existing housing estates and the southern boundary by a belt of trees with open countryside beyond. The site is detached from any inset settlement but adjacent the washed over settlement of Fowley Common and would not be readily visible on the approaches to the site along Warrington Road (A574) from either direction. Minimal mitigation would be required to protect wider landscape character. Development of the site would result in a minimal change to landscape character.</p>		

<b>Site Ref</b>	R19/005		
Could allocation of the site have a potential impact on a European Site SPA or SAC?	<b>Some positive effects likely:</b> Outside catchment area of SPA or SAC.		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> >400m from a SSSI.		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?	<b>Some positive effects likely:</b> <200m/No priority habitats or species recorded.		
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> No TPOs on site.		
Would allocation of the site result in the use of previously developed land?	<b>Some negative effects likely:</b> Site is predominantly Greenfield (>70%).		
Is there good access to a Household Waste Recycling Centre?	<b>Some positive effects likely:</b> <10km to Leigh Waste and Recycling Centre.		
<p><b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b></p> <p><b>Overall - Some positive effects likely</b></p> <p>Additional comments:</p> <ul style="list-style-type: none"> <li>The site is a predominantly open, greenfield site that lies between two small existing residential estates.</li> <li>The site is surrounded by existing housing estates on three sides and open countryside and fields in agricultural use on the other.</li> <li>The site is accessible to secondary schools but has relatively poor access to, natural greenspace, primary schools (albeit that they have capacity) and other local services.</li> <li>The site has poor proximity to natural greenspace.</li> <li>The site lies within a sand and gravel MSA. However, the mineral resource beneath this part of the MSA has already been sterilised due to its proximity to existing residential development.</li> <li>An appropriate vehicular access on to Warrington Road (A574) is achievable within the site edged red and depending on the form of access, it may offer the opportunity to moderate vehicle speeds</li> </ul>		<p><b>Overall Site Conclusions based on Suitability, Availability, Achievability</b></p> <p>The site is considered to be suitable-unlikely to have major impact on trends. The site has suitability issues in respect of proximity to train station, primary schools and natural greenspace. However the site has good accessibility to secondary schools. The site is considered to be achievable and is in an area of moderate viability and there is known demand. The site is considered to be available as it has been promoted by the owner but there is no known developer interest.</p> <p><u>Workshop Comments</u></p> <p>The site is free from ownership issues, having been promoted by the site owner. There are no known abnormal development costs and the site is in a location of moderate viability. The site has good accessibility to secondary schools and bus services, however it has suitability issues relate to proximity to a train station; primary schools and natural greenspace. The site is located in between the settlements of Glazebury and Culcheth but it is not adjacent to either settlement. As such, the site would feel isolated from any settlement and would not provide a sustainable location for future development. Therefore, it would not be in accordance with the draft Warrington Local Plan objectives including objective W1 to</p>	

<b>Site Ref</b>	R19/005	
<p>along Warrington Road. A pedestrian footway already exists to access nearby bus stops and equipped play areas.</p> <ul style="list-style-type: none"><li>• The site is over 5km from the nearest train station.</li></ul>		<p>strengthen existing neighbourhoods, W2 to facilitate the sensitive release of Green Belt, W4 to promote sustainable modes of transport, and W6 to minimise the impact of development on the environment.</p> <p><b>CONCLUSION: EXCLUDE FROM PROCESS</b></p>

### **3. Additional Main Urban Area Site Assessment Proformas**

Site Ref: R19/003

<b>Site Ref</b>	R19/003					
<b>Site Name</b>	Land south of Pepper Street, Appleton Thorn					
<b>Settlement Profile</b>	South Warrington					
<b>Location in Profile</b>	Fringe					
<b>Ward</b>	Grappenhall					
<b>Gross Site Area - submitted (Ha).</b>	8.52ha					
<b>Mapinfo measured Site Area (Ha)</b>	8.66ha					
<b>Net: Developable Site Area (Ha)</b>	6.39ha					
<b>Site Potential (capacity)</b>	195 dwellings (assumed 30 dph)					
<b>Agent</b>	Ronstons (Land and Property Specialists)					
<b>Green Belt Assessment</b>						
<b>General Area Assessment Parcel Reference:</b>	10					
<b>General Area Assessment Parcel Result:</b>	Weak					
<b>Green Belt Parcel Reference:</b>	AT13					
<b>Overall Contribution:</b>	Moderate					
<b>Suitability</b>			<b>Availability</b>		<b>Achievability</b>	
<b>Criteria</b>	<p><b>Traffic Light Assessment</b></p> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>		<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>

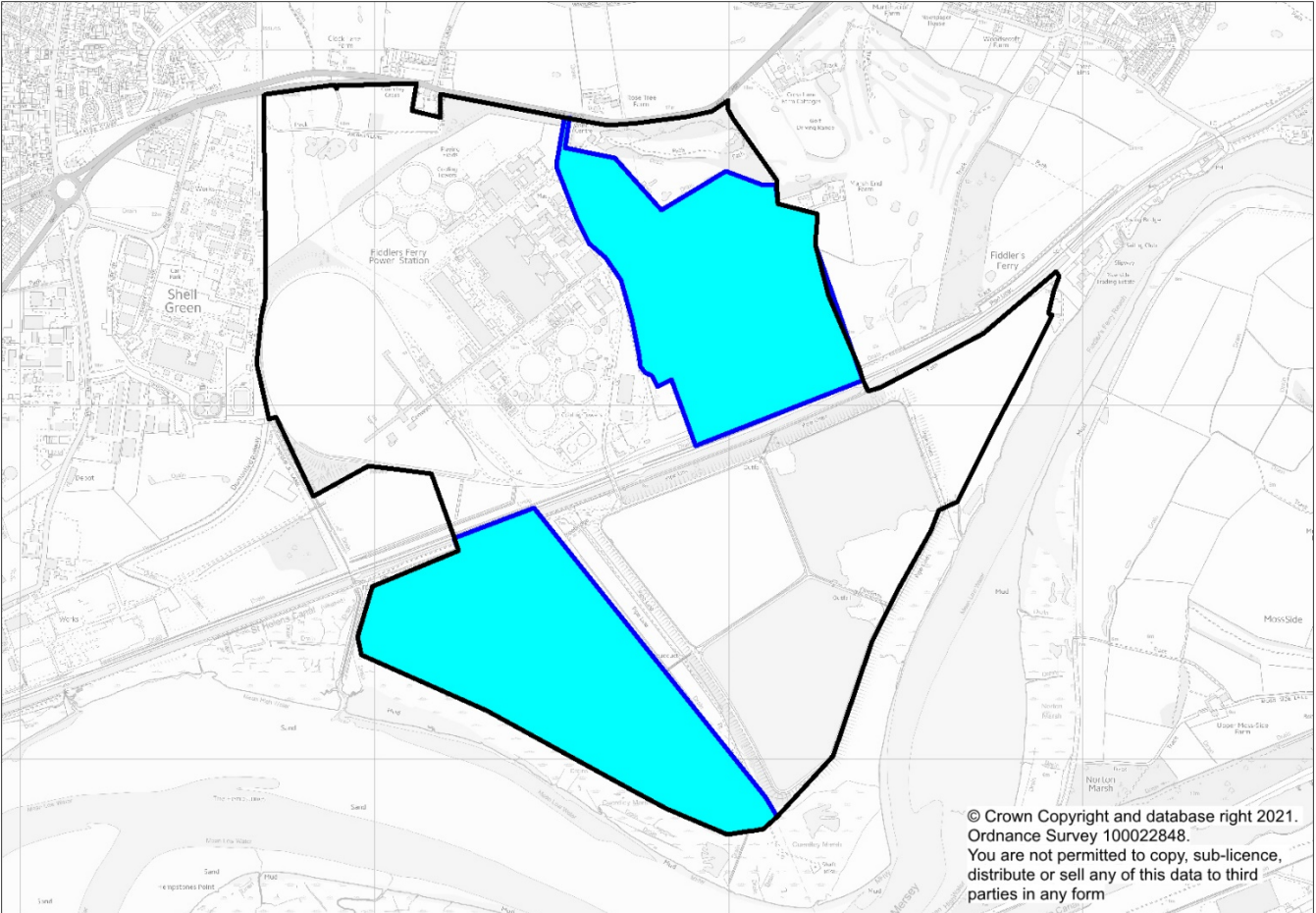


<b>Site Ref</b>	R19/003				
Is there a physical point of highway access into the site?	<b>Significant negative effects likely:</b> Existing field access to Pepper Street. Although visibility restricted by hedgerow and Pepper Street is a very narrow lane with no pavements.	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a location of high, moderate or low viability?	High Viability
Distance to Principal Road Network by vehicle?	<b>Significant positive effects likely:</b> <1.0 mile to Stretton Rd (A49) leading to M56.				
How close is the site to key employment sites?	<b>Significant positive effects likely:</b> <1200m away	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes
Is the area supported by community facilities? (Village halls, places of worship, community centres)	<b>Some positive effects likely:</b> Community facilities within 1200m	3. Is the site in active use?	Yes	3. Is there known demand for the form of provision approved/proposed?	Yes
Access to local natural greenspace – does the site meet Natural England Accessible Natural Greenspace standards?	<b>Some negative effects likely:</b> No natural greenspace within 300m	4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
Does the site provide access to formal play space?	<b>Some positive effects likely:</b> <800m - 500m to Appleton Thorn Parish Hall.	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	None known
How accessible is the site to the nearest primary school on foot?	<b>Some positive effects likely:</b> Primary school located between 400m and 1km of the site. Appleton Thorn Tree Primary School is 500m away which is at or near capacity but with good potential to expand.	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  <b>Site was promoted by owner. The site is not in active use and could likely be developed now. No known ownership issues on site.</b>		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  <b>The site is in a location of high viability and demand. There is developer interest and there are no known abnormal development costs.</b>	
How accessible is the site to the nearest Secondary school?	<b>Some negative effects likely:</b> Secondary school located within 5km of the site with limited capacity but potential to expand. Bridgewater High School is 3.8km away which has limited capacity but potential to expand.				
How well served is the site by a bus service?	<b>Some negative effects likely:</b> Low frequency bus service within 400m-800m. The nearest bus stop is approximately 500m from the site.				
How accessible is the site to the nearest train station?	<b>Significant negative effects likely:</b> >5km away. 7.8km from Warrington Bank Quay station.				
What is the overall distance to a GP service or health centre?	<b>Some positive effects likely:</b> 1.2km – 3km away with available capacity / limited capacity / potential to expand (although the nearest GP is less than 3km away it is at capacity with no potential to expand). 2.2km to Stretton Surgery which is at capacity with no potential to expand.				
What are the potential impacts on air quality?	<b>Some negative effects likely:</b> Housing development within 1km of an AQMA.				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Some positive effects likely:</b> Site is not thought to be contaminated.				

<b>Site Ref</b>	R19/003		
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some positive effects likely:</b> Contains less than 10ha of agricultural land 1-3. Site consists of grade 2 land.		
Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency?	<b>Some positive effects likely:</b> Falls outside.		
Is the site (or part of) within an identified flood zone?	<b>Some positive effects likely:</b> Site predominantly within flood zone 1 (>70%).		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Some positive effects likely:</b> Not within identified areas / no effects.		
What is the proximity of the site to designated heritage assets?	<b>Some negative effects likely:</b> Site contains or is within 50m from heritage assets: <ul style="list-style-type: none"> <li>• Grade II listed building Laurel Cottage, 50m</li> <li>• Local Listed building Moss View Cottage, 50m</li> <li>• Local Listed building Hawthorn Cottage, 50m</li> </ul>		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some negative effects likely:</b> Development could have negative effects on the historic environment but mitigation ought to be possible.		
Capacity of the landscape to accommodate development while respecting its character.	<b>Some positive effects likely:</b> The site falls within Character Type 3B – Red Sandstone Escarpment – Massey Brook. The area contains the Massey Brook valley basin. It is dominated by the M6 motorway (and Thelwall Viaduct) that runs north/south through the middle of the area. A narrow band of deciduous woodland lines Massey Brook to the west of the M6. The landscape has broad open views with gapped hedgerows and few hedgerow trees. The land use is predominantly agriculture. This site is vacant and unused. The landscape could potentially accommodate development, as the site is close to the settlement and well contained by boundary vegetation to the west and north. Some limited mitigation may be required to protect wider landscape character. Development of the site would result in only a moderate change to landscape character.		
Could allocation of the site have a potential impact on a European Site SPA or SAC?	<b>Some positive effects likely:</b> Outside catchment area of SPA or SAC (8km to Rixton Clay Pits SAC and 10km+ to Mersey Estuary SPA).		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> >400m from a SSSI.		
Could allocation of the site have a potential adverse	<b>Some positive effects likely:</b> <200m / No priority habitats or species recorded.		

<b>Site Ref</b>	R19/003		
impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?			
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> One TPO'd tree in northwest corner of the site fronting on to Pepper Street.		
Would allocation of the site result in the use of previously developed land?	<b>Significant negative effects likely:</b> No.		
Is there good access to a Household Waste Recycling Centre?	<b>Significant positive effects likely:</b> 2.4 miles to Sandy Lane Recycling Centre (Stockton Heath).		
<p><b>Summary: Is the site suitable for development?</b></p> <p>Additional comments:</p> <ul style="list-style-type: none"> <li>• The site is an open, greenfield site that lies between an existing village and motorway.</li> <li>• The site is surrounded by open countryside and fields in agricultural use except on part of its northern boundary, where it abuts a small settlement.</li> <li>• The site is accessible to a primary school but has relatively poor access to a secondary school</li> <li>• The site has fairly poor proximity to natural greenspace and local services.</li> <li>• The site lies outside of any sand and gravel MSA.</li> <li>• Whilst the site has fairly good access to the primary road network, access to the site is poor being located off a narrow country lane with no pavements.</li> <li>• The site is over 5km from the nearest train station</li> </ul>		<p><b>Overall Site Conclusions based on Suitability, Availability, Achievability</b></p> <p>To be considered as part of the wider South East Warrington Urban Extension assessment.</p>	

Site Ref: R19/006a (Residential)

<b>Site Ref</b>	R19/006a	 <p>© Crown Copyright and database right 2021. Ordnance Survey 100022848. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form</p>			
<b>Site Name</b>	Fiddlers Ferry Power Station, Cuerdley				
<b>Settlement Profile</b>	West Warrington				
<b>Location in Profile</b>	Fringe				
<b>Ward</b>	Penketh and Cuerdley				
<b>Gross Site Area - submitted (Ha).</b> <b>Mapinfo measured Site Area (Ha)</b>	82ha 86.05ha				
<b>Net: Developable Site Area (Ha)</b>	64.5ha				
<b>Site Potential (capacity)</b>	1,935 dwellings (assumed 30 dph)				
<b>Agent</b>	SLR Consulting				
<b>Green Belt Assessment</b>  <b>General Area Assessment Parcel Reference:</b> <b>General Area Assessment Parcel Result:</b> <b>Green Belt Parcel Reference:</b> <b>Overall Contribution:</b>	16 and 17  Moderate and Strong  WR73 and WR79 Moderate and Strong				
<b>Suitability</b>		<b>Availability</b>		<b>Achievability</b>	
<b>Criteria</b>	<p><b>Traffic Light Assessment</b></p> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>

Site Ref	R19/006a				
	<ul style="list-style-type: none"> <li><b>Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</b></li> </ul>				
Is there a physical point of highway access into the site?	<b>Some positive effects likely:</b> Existing access from the A562 into the adjoining proposed employment area. Second point of access may be required.	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a location of high, moderate or low viability?	Moderate Viability
Would site development lead to the loss of employment land?	<b>Some positive effects likely:</b> Not allocated for employment. The land proposed to be used for residential purposes is not in employment use, though it was used for purposes ancillary to the operation of the power station.				
Distance to Principal Road Network by vehicle?	<b>Significant positive effects likely:</b> <1.0 mile. The site has immediate access at its northern boundary on to Widnes Road (A562) leading to M62.				
How close is the site to key employment sites?	<b>Significant positive effects likely:</b> <1200m away. The site is immediately adjacent to employment sites in the neighbouring borough of Halton and employment uses are proposed for part of the site.	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes
Is the area supported by community facilities? (Village halls, places of worship, community centres)	<b>Some negative effects likely:</b> Community facilities within 1.2km-2km. The nearest local centre is approximately 2km away on Warrington Road, Penketh (Warrington Rd - West). There are also community facilities at Crow Park in Halton (1.5km).	3. Is the site in active use?	No	3. Is there known demand for the form of provision approved/proposed?	Yes
Access to local natural greenspace – does the site meet Natural England Accessible Natural Greenspace standards?	<b>Significant positive effects likely:</b> Standards met for both criteria. At least one accessible 20ha greenspace site within 2km of home. Natural greenspace at least 2ha size, no more than 300m from homes.	4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
Does the site provide access to formal play space?	<b>Significant negative effects likely:</b> >800m. The nearest equipped play is approximately 2.1km away at Station Road in Penketh (Site Ref: 394).	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	Yes
How accessible is the site to the nearest primary school on foot?	<b>Significant positive effects likely:</b> The nearest primary schools are approximately 2km from the site. However, the scale of development is large enough to support a new primary school on site.	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  <b>Site was promoted by owner. The site is not in active use and could likely be developed now. No known ownership issues on site.</b>		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  <b>The site is in a location of moderate viability. There is developer interest and demand for residential development in the area. However, there are significant abnormal development costs associated with the wider site.</b>	
How accessible is the site to the nearest Secondary school?	<b>Some negative effects likely:</b> 3km-5km. The nearest Secondary School is Penketh High School which is approximately 3.5km away from the site (using existing roads).				
How well served is the site by a bus service?	<b>Significant negative effects likely:</b> Low frequency bus service more than 400m away Regular bus service more than 800m away. There are bus stops at the jtn of A562/Taylor's Lane, which is 400m from the site entrance. Majority of site will be >400m away.				
How accessible is the site to the nearest train station?	<b>Some negative effects likely:</b> 3km-5km. Approximately 4km to Widnes Station; 3.5km to Sankey and Warrington West Station and 5.9km to Warrington Bank Quay (West Coast Mainline).				
What is the overall distance to a GP service or health centre?	<b>Some negative effects likely:</b> 3km-5km. The nearest GPs surgery is approximately 1.85km away from the site, at Crow Wood Medical Centre in Halton borough. However, it is not known if this has available capacity. The				

<b>Site Ref</b>	R19/006a		
	nearest GPs surgery with capacity/potential to expand is approximately 4km away.		
What are the potential impacts on air quality?	<b>Some positive effects likely:</b> Development more than 1km from AQMA. The site is approximately 5.5km from Warrington Town Centre AQMA and 6.5km from the Motorway AQMA.		
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Significant positive effects likely:</b> Site is potentially contaminated and could be remediated. The site is a former power station, its development will remediate areas of contaminated.		
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Significant negative effects likely:</b> Contains more than 20 hectares of agricultural land class 1-2. Whilst the site does not show on the Agricultural land classification database the northern parcel is clearly in agricultural use.		
Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency?	<b>Some positive effects likely:</b> Falls outside.		
Is the site (or part of) within an identified flood zone?	<b>Some positive effects likely:</b> Site predominantly within flood zone 1 (>70%). The actual residential parcels both lie within FZ1. Although the southern parcel is almost completely surrounded by FZ2 and 3.		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Some negative effects likely:</b> Within safeguarded/identified areas of importance, but unlikely to be a significant issues/losses. A small portion of the site lies within a safeguarded area for sand and gravel. However, deposits are unlikely to be significant and extraction uneconomic.		
What is the proximity of the site to designated heritage assets?	<b>Some positive effects likely:</b> There are no heritage assets within or adjacent (50m) to the sites. The closest asset is over 200m from the proposed residential allocations.		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some positive effects likely:</b> The historic environment is unlikely to change from its baseline position. Allocation of the site is unlikely to result in harm to the immediate setting of any assets.		
Capacity of the landscape to accommodate development while respecting its character.	<b>Some positive effects likely:</b> The two residential sites fall within different character areas. The northern parcel falls within Character Type 1E – Undulating Enclosed Farmland (Penketh & Cuerdley). The area forms a buffer of agricultural open-space between surrounding urban, suburban and industrial development. To the north of the A562 the landscape is predominantly agricultural. The agriculture predominantly consists of medium to large scale arable fields, with poorly maintained remnant hedgerows with few hedgerow trees. To the south of the A562 the landscape is dominated by middle/foreground views of Fiddlers Ferry Power Station although more attractive views also exist to the south across the Mersey Valle towards the higher ground of the Red Sandstone Escarpment		

<b>Site Ref</b>	R19/006a		
	<p>in the vicinity of Daresbury. The remaining areas to the south of the A562 are dominated by a golf course and horse grazing paddocks.</p> <p>The southern parcel falls within Character Type 5 – Flood Plain (5A – River Mersey/Bollin (West). The area is by flat lowland floodplain. The Mersey displays the typical characteristics of a lowland mature river, winding across a broad floodplain with large meander loops. Much of the river in the vicinity of the Power Station has been prevented from naturally flooding onto its floodplain by the creation of artificial levee embankments to create a number of lagoons.</p> <p>The landscape could potentially accommodate development, as the sites are close to the existing Power Station and are well contained by boundary vegetation, particularly the northern parcel. Some limited mitigation may be required to protect wider landscape character. Development of the site would result in only a moderate change to landscape character.</p>		
Could allocation of the site have a potential impact on a European Site SPA or SAC?	<b>Some negative effects likely:</b> The site lies within the catchment area for a European site/SPA. The sites is approximately 3.5km from the Mersey Estuary Ramsar and SPA.		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> >400m from a SSSI. The site is approximately 10km from nearest SSSI, which is Woolston Eyes SSSI.		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?	<b>Significant negative effects likely:</b> Contains a locally important site not suitable for biodiversity offsetting. The southern portion of the proposed residential allocation lies within the Upper Mersey Estuary Local Wildlife Site.		
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> There are no TPO's on the site.		
Would allocation of the site result in the use of previously developed land?	<b>Some positive effects likely:</b> Partial Brownfield (>30%). The southern parcel of the proposed residential allocation constitutes PDL.		
Is there good access to a Household Waste Recycling Centre?	<b>Significant positive effects likely:</b> <5km. The site is approximately 4.5 km from Gateworth Household Recycling Centre (using existing roads).		
<b>Summary: Is the site suitable for development?</b>		<b>Overall Site Conclusions based on Suitability, Availability, Achievability</b>	
Additional comments:		To be considered as part of the Main Urban Area Options Assessment	

<b>Site Ref</b>	R19/006a	
<ul style="list-style-type: none"><li>• The site is a part brownfield and part greenfield and lies between the existing urban areas of Warrington and Widnes. The site is immediately adjacent to the existing urban are of Widnes to the west and open countryside and fields in agricultural use to the north; a golf course to the east and the Mersey Estuary to the south.</li><li>• The site has good access to the existing primary road network and existing employment sites.</li><li>• The site has relatively poor access to secondary schools but is of sufficient scale to support the provision of a new primary school and other local services.</li><li>• The site has reasonable accessibility to existing natural greenspace and is of sufficient scale to provide significant quantities of new natural greenspace and equipped play space.</li><li>• A small part of the site lies within a sand and gravel MSA. However, the mineral resource beneath this part of the MSA has already been sterilised due to over lying existing development.</li><li>• An appropriate vehicular access on to Widnes Road (A562) is achievable within the site edged red. A pedestrian footway already exists to access nearby bus stops (albeit that the frequency of bus services is low and the wider site will be a significant distance from these existing bus stops).</li><li>• The site is less than 5km from the nearest train station.</li></ul>		



#### **4. Amended Settlement Site Assessment Proformas**

Site Ref: R18/126, R18/P2/096B, SHLAA Ref: 2171

<b>Site Ref</b>	R18/126				
<b>Site Name</b>	Land south of Hollins Green				
<b>Site Address</b>	Land south of Hollins Green				
<b>Ward</b>	Rixton and Woolston				
<b>Existing Use</b>	Agricultural land				
<b>Gross Site Area (Ha)</b>	12.5ha				
<b>Net: Developable Site Area (Ha)</b>	9.4ha				
<b>Site Potential (capacity)</b>	281 dwellings (assumed 30dph)				
<b>Green Belt Assessment Overall Contribution</b>	Weak contribution				
<b>Suitability</b>	<b>Availability</b>		<b>Achievability</b>		
<b>Criteria</b>	<p><b>Traffic Light Assessment</b></p> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Is there a physical point of highway access into the site?	<b>Some positive effects likely:</b> Access can be created within the site – from A57, Manchester Road	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a location of high, moderate or low viability?	Moderate Viability
Distance to Principal Road Network by vehicle?	<b>Significant positive effects likely:</b> <1.0miles to Manchester Road (A57).				
How close is the site to key employment sites?	<b>Some positive effects likely:</b> 1.2km – 3km away	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes

<b>Site Ref</b>	R18/126				
Is the area supported by community facilities? (Village halls, places of worship, community centres)	<b>Some positive effects likely:</b> Community facilities within 1200m	3. Is the site in active use?	No	3. Is there known demand for the form of provision approved/proposed?	Yes
Access to local natural greenspace – does the site meet Natural England Accessible Natural Greenspace standards?	<b>Some negative effects likely:</b> No natural greenspace within 300m	4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
Does the site provide access to formal play space?	<b>Significant positive effects likely:</b> <200m – Birch Road play space is 117m from the site.	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	Yes – the northern most section of the site and part of the south eastern section of the site falls within a historic landfill site buffer zone and the site is adjacent to areas of potentially contaminated land to the north and south east.
How accessible is the site to the nearest primary school on foot?	<b>Some positive effects likely:</b> Primary school located within 3.2km of the site and has limited capacity with potential to expand – 262m from Hollins Green Primary School.	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  <b>Site was promoted by owner. No known ownership issues. Site is not in active use and could be developed now.</b>		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  <b>The site is in a location of moderate viability. There is developer interest and/or demand however there may be some abnormal development costs in some parts of the site.</b>	
How accessible is the site to the nearest Secondary school?	<b>Significant positive effects likely:</b> Secondary school located within 4.8km of the site and has capacity – 3.2km from Lymm High School.				
How well served is the site by a bus service?	<b>Significant positive effects likely:</b> Regular bus service within 200m – 52m from nearest bus stop.				
How accessible is the site to the nearest train station?	<b>Some positive effects likely:</b> 12km – 3km away – approximately 2km to Glazebrook train station.				
What is the overall distance to a GP service or health centre?	<b>Some negative effects likely:</b> 3km – 5km with limited capacity and no potential to expand - 3.5km to Brookfield Surgery (Lymm) which is at capacity and unable to expand.				
What are the potential impacts on air quality?	<b>Some negative effects likely:</b> Housing development within 1km of an AQMA.				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Some negative effects likely:</b> Site is potentially contaminated but may be difficult to remediate – the site is adjacent to two potentially contaminated areas of land to the north and to the south east				
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some negative effects likely:</b> Contains more than 10 hectares of agricultural land class 1-2 or a total of 20 hectares 1-3.				

<b>Site Ref</b>	R18/126		
Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency?	<b>Some positive effects likely:</b> Falls outside		
Is the site (or part of) within an identified flood zone?	<b>Some positive effects likely:</b> Site predominantly within flood zone 1 (>70%) - All of site in Flood Zone 1		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Significant negative effects likely:</b> Within safeguarded / identified areas of importance		
What is the proximity of the site to designated heritage assets?	<b>Some positive effects likely:</b> No heritage assets within or adjacent (50m) to the sites: <ul style="list-style-type: none"> <li>• Lymm Cross Grade I listed building, 3.1km</li> <li>• Milestone Grade II listed building, 147m</li> <li>• Lymm Conservation Area, 2.8km</li> <li>• Rixton Old Hall moated site Ancient Monument, 1.2km</li> </ul>		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some positive effects likely:</b> No likely effects on heritage assets/the historic environment		
Capacity of the landscape to accommodate development while respecting its character?	<b>Some negative effects likely:</b> The site falls within Character Type 1C - Undulating Enclosed Farmland – Winwick, Culcheth, Glazebrook and Rixton. These areas typify undulating enclosed farmland with a medium to large-scale field pattern. This site in agricultural use. The site extends to the southwest of the village and is separated from it by Manchester Road (A57), which is dual-carriageway, in part, at this point. The site is detached from the existing settlement and development in this location would produce a more fragmented landscape and be visible on the approach to the village along the A57 from the west. Mitigation would be required to protect wider landscape character. Development of the site would result in fairly significant change to landscape character.		
Could allocation of the site have a potential impact on a European Site SPA or SAC?	<b>Some negative effects likely:</b> Within catchment area of SPA or SAC (Rixton Clay Pits SAC).		
Could allocation of the site have a potential impact on a SSSI?	<b>Some negative effects likely:</b> <400m from a SSSI (Rixton Clay Pits SSSI).		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential	<b>Significant positive effects likely:</b> N/A		

<b>Site Ref</b>	R18/126		
Wildlife Sites or any other site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?			
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> No TPOs on site		
Would allocation of the site result in the use of previously developed land?	<b>Some negative effects likely:</b> Site is predominantly Greenfield (>70%)		
Is there good access to a Household Waste Recycling Centre?	<b>Some positive effects likely:</b> 3.9 miles to Woolston Waste and Recycling Centre.		
<p><b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b></p> <p><b>Overall - Some positive effects likely</b></p> <p>Additional comments:</p> <ul style="list-style-type: none"> <li>• The site is in agricultural use</li> <li>• The site is located in between the A57 and the Manchester Ship Canal</li> <li>• Surrounding uses are residential (to the north), a caravan park to the south west and agricultural uses to the south, east and west.</li> <li>• All of the site is now within Flood Zone 1 (EA Flood Mapping - April 2021).</li> <li>• The site is within mineral safeguarding areas / areas of importance</li> <li>• The northern most section of the site and part of the south eastern section of the site falls within a historic landfill site buffer zone.</li> <li>• The site is adjacent to areas of potentially contaminated land to the north and south east</li> </ul>		<p><b>Overall Site Conclusions based on Suitability, Availability, Achievability</b></p> <p>The site is considered to be suitable-unlikely to have major impact on trends. There are some suitability issues surrounding; proximity to GP surgeries; mineral safeguarding areas and parts of the site being within the historic landfill site buffer zones. . The site is not in an area at risk from flooding. The site may be achievable as it is within an area of moderate viability, there is developer interest and demand however there may be some abnormal development costs due to the historic landfill site buffer zones. The site is considered to be available as it has been promoted by the owner and is not in active use.</p> <p><u>Workshop Comments</u></p> <p>The site is adjacent to the settlement of Hollins Green however there is a dual carriageway (the A57) that separates the site from the settlement and which retains a defining boundary to the settlement. As such, development of the site would alter this existing boundary and would change the character of the settlement. The site is located in a mineral safeguarding area and parts of the site are within a historic landfill site buffer zone. Development of the site would not be in accordance with several objectives from the draft Warrington Local Plan including objective W1 to strengthen existing neighbourhoods, W5 to reinforce the character and local distinctiveness of Warrington, and W6 to minimise the impact of development on the environment.</p> <p><b>SITE CONCLUSION: EXCLUDE SITE FROM PROCESS</b></p>	

Site Ref: R18/162, SHLAA Ref: 1528

<b>Site Ref</b>	R18/162				
<b>Site Name</b>	Land adjacent to and west of Statham Community Primary School				
<b>Site Address</b>	Warrington Road, Statham, WA13 9BE				
<b>Ward</b>	Lymm North & Thelwall				
<b>Existing Use</b>	Open Countryside and Allotments				
<b>Gross Site Area (Ha)</b>	5.83				
<b>Net: Developable Site Area (Ha)</b>	4.37				
<b>Site Potential (capacity)</b>	131 dwellings (assumed 30dph)				
<b>Green Belt Assessment Overall Contribution</b>	Moderate contribution				
<b>Suitability</b>		<b>Availability</b>	<b>Achievability</b>		
<b>Criteria</b>	<p><b>Traffic Light Assessment</b></p> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Is there a physical point of highway access into the site?	<b>Some positive effects likely:</b> Access can be created within the site- this could be created off Warrington Road and Star Lane	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a location of high, moderate or low viability?	High Viability
Distance to Principal Road Network by vehicle?	<b>Significant positive effects likely:</b> <1.0 mile to Booths Hill Rd/Church Rd (A56) leading to M6.				

<b>Site Ref</b>	R18/162				
How close is the site to key employment sites?	<b>Significant positive effects likely:</b> <1200m away	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes
Is the area supported by community facilities? (Village halls, places of worship, community centres)	<b>Some positive effects likely:</b> Community facilities within 1200m	3. Is the site in active use?	Yes partially (allotments in use in the southeast corner of the site)	3. Is there known demand for the form of provision approved/proposed?	Yes
Access to local natural greenspace – does the site meet Natural England Accessible Natural Greenspace standards?	<b>Some negative effects likely:</b> No natural greenspace within 300m	4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
Does the site provide access to formal play space?	<b>Significant positive effects likely:</b> <200m / On site facilities / potential for facilities to be delivered for large scale developments – 0m from Statham C.P. School	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	None known (site is adjacent to an area of potentially contaminated land to the north east)
How accessible is the site to the nearest primary school on foot?	<b>Significant positive effects likely:</b> Primary school located within 3.2km of the site and has capacity – 51.7m from Statham Community Primary School	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  <b>Site was promoted by owner. No known ownership issues.</b>		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  <b>The site is in a location of high viability. There is developer interest and/or demand. No known abnormal development costs.</b>	
How accessible is the site to the nearest Secondary school?	<b>Significant positive effects likely:</b> Secondary school located within 4.8km of the site and has capacity – 2.3km from Lymm High (Voluntary Controlled) School				
How well served is the site by a bus service?	<b>Significant positive effects likely:</b> Regular bus service within 200m				
How accessible is the site to the nearest train station?	<b>Some negative effects likely:</b> 3km-5km – 3.7km from Birchwood station				
What is the overall distance to a GP service or health centre?	<b>Significant positive effects likely:</b> <1200m away with limited capacity and no potential to expand. Although the nearest GP service is less than 1.2km away from the site, it is at capacity with no potential to expand. 1.5km from Brookfield Surgery (closest parcel), which is at capacity and has no room for expansion. Lakeside is also at capacity with no potential to expand.				
What are the potential impacts on air quality?	<b>Some negative effects likely:</b> Housing development within 1km of an AQMA				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Some negative effects likely:</b> Site is potentially contaminated but may be difficult to remediate – site is adjacent to an area of potentially contaminated land to the north east however it does not contain any potentially contaminated land.				
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some positive effects likely:</b> Contains less than 10hectares of agricultural land 1-3				

<b>Site Ref</b>	R18/162		
Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency?	<b>Some positive effects likely:</b> Falls outside		
Is the site (or part of) within an identified flood zone?	<b>Some positive effects likely:</b> Site predominantly within flood zone 1 (>70%) – All of site in Flood Zone 1		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Significant negative effects likely:</b> Within safeguarded / identified areas of importance		
What is the proximity of the site to designated heritage assets?	<b>Some positive effects likely:</b> No heritage assets within or adjacent (50m) to the sites: <ul style="list-style-type: none"> <li>• Grade 1 listed Lymm Cross, 1.0km</li> <li>• Grade II listed Statham Lodge 64m,</li> <li>• Lymm Conservation Area, 498m</li> <li>• Ancient Monument Two cockpits 125m west of Lymm, 1.0km</li> </ul>		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some positive effects likely:</b> No likely effects on heritage assets/the historic environment		
Capacity of the landscape to accommodate development while respecting its character.	<b>Some positive effects likely:</b> The site falls within Character Type 3B – Red Sandstone Escarpment – Massey Brook. The area contains the Massey Brook valley basin. It is dominated by the M6 motorway (and Thelwall Viaduct) that runs north/south through the middle of the area. A narrow band of deciduous woodland lines Massey Brook to the west of the M6. The landscape has broad open views with gapped hedgerows and few hedgerow trees. The land use is predominantly agriculture. This site is vacant and unused. The landscape could potentially accommodate development, as the site is adjacent to the settlement and well contained by boundary vegetation to the west, south and north. Some limited mitigation may be required to protect wider landscape character. Development of the site would result in only a moderate change to landscape character.		
Could allocation of the site have a potential impact on a European Site SPA or SAC?	<b>Some positive effects likely:</b> Outside catchment area of SPA or SAC.		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> >400m of a SSSI.		
Could allocation of the site have a potential adverse impact on designated Local	<b>Significant negative effects likely:</b> Contains a locally important site not suitable for biodiversity offsetting – not a Local Wildlife Site		



<b>Site Ref</b>	R18/162		
Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?			
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> No TPOs on site		
Would allocation of the site result in the use of previously developed land?	<b>Some negative effects likely:</b> Site is predominantly Greenfield (>70%)		
Is there good access to a Household Waste Recycling Centre?	<b>Some positive effects likely:</b> 3.5 miles Sandy Lane Waste and Recycling centre (Stockton Heath).		
<p><b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b></p> <p><b>Overall - Some positive effects likely.</b></p> <p>Additional comments:</p> <ul style="list-style-type: none"> <li>The site is part of the larger site of Ref: R18/P2/001.</li> <li>The neighbouring uses include a school and residential development to the east, a disused railway and residential development to the south and open countryside to the north and west, some of which is in agricultural use.</li> <li>The topography of the site is relatively flat.</li> <li>The site is adjacent to an area of potentially contaminated land to the north east however it does not contain any potentially contaminated land.</li> <li>All of the site is now within Flood Zone 1 (EA Flood Mapping - April 2021).</li> <li>The site contains a locally important site not suitable for biodiversity offsetting however this is not a Local Wildlife Site.</li> <li>The site has good accessibility to formal play space, primary and secondary schools, GP services and bus services.</li> <li>An appropriate access is likely achievable to Warrington Road although this would result in the loss of existing trees; the access point would also need to consider access to site R18/190 to ensure appropriate design. The site also benefits from access to the existing footway network and the bus services running along Warrington Road. Dependent on the number of dwellings proposed a second point of access may be required, however one access point would be sufficient to serve 152 dwellings. A Public Right of Way runs through the site.</li> <li>This site is within a cluster of nine sites in this location with the northern sites falling within the sand and gravel MSA. The location of residential dwellings, the M6 motorway, other roads and</li> </ul>		<p><b>Overall Site Conclusions based on Suitability, Availability, Achievability</b></p> <p>This site is considered to be suitable – unlikely to have a major impact on trends. There are some suitability issues as the site contains a locally important site not suitable for biodiversity offsetting (however this is not a Local Wildlife Site); it is adjacent to an area of potentially contaminated land to the north east (however it does not contain any potentially contaminated land); and GP services in Lymm have no available capacity. The site is not in an area at risk from flooding. The site has good accessibility to formal play space, primary and secondary schools, GP services and bus services. The site appears to be available, considering that it was promoted by the owner however a small section is in use as allotments. The site is considered to be achievable as it is in an area of high viability and there are no known abnormal development costs.</p> <p><u>Workshop Comments</u></p> <p>The site is adjacent to the settlement of Lymm, located to the west of the settlement off of Warrington Road. The site is considered to be in a sustainable location and is available being free from ownership issues and having been promoted by the site owner. The site is considered to be achievable as there are no known abnormal development costs and the site is in a location of high viability. In addition, it has been judged to be suitable - unlikely to have a major impact on trends. As such, the site would be in accordance with the objectives set out in the draft Warrington Local Plan including objective W1 to strengthen existing neighbourhoods, W2 to facilitate the sensitive release of Green Belt, W4 to promote sustainable modes of transport, and W6 to minimise the impact of development on the environment.</p> <p><b>CONCLUSIONS: SELECTED SITE (152 dwellings)</b></p>	

<b>Site Ref</b>	R18/162	
<p>receptors/developments e.g. a school and a hotel would make mineral extraction within this section of the MSA unacceptable and much of the resource in this location is already sterilised by existing development. There is therefore no conflict with the MSA.</p>		

SHLAA Ref: 1622

<b>SHLAA Ref</b>	1622				
<b>Site Name</b>	Pool Lane				
<b>Site Address</b>	Land between Oldfield Road and Warrington Road, Statham				
<b>Ward</b>	Lymm North & Thelwall				
<b>Existing Use</b>	Open countryside				
<b>Gross Site Area (Ha)</b>	1.43				
<b>Net: Developable Site Area (Ha)</b>	1.29				
<b>Site Potential (capacity)</b>	39 dwellings (assumed 30dph)				
<b>Green Belt Assessment Overall Contribution</b>	Weak contribution				
<b>Suitability</b>		<b>Availability</b>		<b>Achievability</b>	
<b>Criteria</b>	<p><b>Traffic Light Assessment</b></p> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Is there a physical point of highway access into the site?	<b>Some positive effects likely:</b> Access can be created within the site- this could be from Warrington Road and Pool Lane.	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a location of high, moderate or low viability?	High Viability

<b>SHLAA Ref</b>	1622				
Distance to Principal Road Network by vehicle?	<b>Significant positive effects likely:</b> <1.0 mile to Booths Hill Rd/Church Rd (A56) leading to M6.				
How close is the site to key employment sites?	<b>Significant positive effects likely:</b> <1200m away	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes
Is the area supported by community facilities? (Village halls, places of worship, community centres)	<b>Some positive effects likely:</b> Community facilities within 1200m	3. Is the site in active use?	No	3. Is there known demand for the form of provision approved/proposed?	Yes
Access to local natural greenspace – does the site meet Natural England Accessible Natural Greenspace standards?	<b>Some positive effects likely:</b> 2ha natural greenspace within 300m or 20ha greenspace within 2km.	4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
Does the site provide access to formal play space?	<b>Significant positive effects likely:</b> <200m – adjacent to Statham C. P. School	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	None known
How accessible is the site to the nearest primary school on foot?	<b>Significant positive effects likely:</b> Primary school located within 3.2km of the site and has capacity – adjacent to Statham Community Primary School	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  <b>Site was promoted by owner and is not in active use. No known ownership issues.</b>		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  <b>The site is in a location of high viability. There is developer interest and/or demand. No known abnormal development costs.</b>	
How accessible is the site to the nearest Secondary school?	<b>Significant positive effects likely:</b> Secondary school located within 4.8km of the site and has capacity – 2.6km from Lymm High (Voluntary Controlled) School				
How well served is the site by a bus service?	<b>Significant positive effects likely:</b> Regular bus service within 200m – 20m from the nearest bus stop				
How accessible is the site to the nearest train station?	<b>Some negative effects likely:</b> 3km-5km – 3.5km from Birchwood station				
What is the overall distance to a GP service or health centre?	<b>Significant positive effects likely:</b> <1200m away from a GP with limited capacity and no potential to expand. Although the nearest GP service is less than 1.2km away from the site, it is at capacity with no potential to expand. 1.5km from Brookfield Surgery (closest parcel), which is at capacity and has no room for expansion. Lakeside is also at capacity with no potential to expand.				
What are the potential impacts on air quality?	<b>Some negative effects likely:</b> Housing development within 1km of an AQMA				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Some negative effects likely:</b> Site is potentially contaminated but may be difficult to remediate – site is adjacent to an area of potentially contaminated land to the east however it does not contain any potentially contaminated land.				

<b>SHLAA Ref</b>	1622		
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some positive effects likely:</b> Contains less than 10hectares of agricultural land 1-3		
Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency?	<b>Some positive effects likely:</b> Falls outside		
Is the site (or part of) within an identified flood zone?	<b>Some positive effects likely:</b> Site predominantly within flood zone 1 (>70%) – Virtually all of site in Flood Zone 1		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Significant negative effects likely:</b> Within safeguarded / identified areas of importance		
What is the proximity of the site to designated heritage assets?	<b>Some negative effects likely:</b> Site is within 50m from Statham Lodge Listed Building Grade II <ul style="list-style-type: none"> <li>• Grade I listed Lymm Cross, 1.3km</li> <li>• Grade II listed Statham Lodge, 26m</li> <li>• Lymm Conservation Area, 799m</li> <li>• Ancient Monument Two cockpits 125m west of Lymm, 1.3km</li> </ul>		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some negative effects likely:</b> Potential negative effects on heritage assets/the historic environment but mitigation could be possible		
Capacity of the landscape to accommodate development while respecting its character.	<b>Some positive effects likely:</b> The site falls within Character Type: 5A – Flood Plain – River Mersey/Bollin (East). The area is characterised by flat lowland floodplain. It is dissected by the MSC that provides dominant feature running east to west through the area and the Thelwall Viaduct (M6) that runs north to south. This site is vacant and unused. The landscape could potentially accommodate development, as the site is adjacent to the western edge of the settlement of Lymm and well contained by boundary vegetation to the west and north and by Warrington Road to the south. Some limited mitigation may be required to protect wider landscape character. Development of the site would result in only a moderate change to landscape character.		
Could allocation of the site have a potential impact on	<b>Some positive effects likely:</b> Outside catchment area of SPA or SAC.		

SHLAA Ref	1622		
a European Site SPA or SAC?			
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> >400m of a SSSI.		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?	<b>Some negative effects likely:</b> Contains or is adjacent to (50m) a local wildlife site / priority habitats or species have been recorded within 50m of the site. Suitable for biodiversity offsetting.		
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> No TPOs on site		
Would allocation of the site result in the use of previously developed land?	<b>Some negative effects likely: Site is predominantly Greenfield (&gt;70%).</b>		
Is there good access to a Household Waste Recycling Centre?	<b>Some positive effects likely:</b> 3.7 miles to Sandy Lane Recycling Centre (Stockton Heath).		
<p><b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b></p> <p><b>Overall - Some positive effects likely</b></p> <p>Additional comments:</p> <ul style="list-style-type: none"> <li>The site is part of the larger site of Ref: R18/P2/001.</li> <li>The neighbouring uses include a school to the south east, residential development to the east, a farm to the north, a hotel and conference centre to the west and open countryside to the south.</li> <li>The topography of the site is relatively flat.</li> <li>The site is adjacent to an area of potentially contaminated land to the east however it does not contain any potentially contaminated land.</li> <li>The whole site falls within Flood Zone 1, with the exception of the western fringe of the site which is within Flood Zone 2 (EA Flood Mapping - April 2021).</li> <li>The site has good accessibility to formal play space, primary and secondary schools, GP services and bus services.</li> </ul>		<p><b>Overall Site Conclusions based on Suitability, Availability, Achievability</b></p> <p>This site is considered to be suitable – unlikely to have a major impact on trends. There are some suitability issues as the site is adjacent to an area of potentially contaminated land to the east (however it does not contain any potentially contaminated land); and GP services in Lymm have no available capacity. The majority of the site is not in an area at risk from flooding. The site has good accessibility to formal play space, primary and secondary schools, GP services and bus services. The site is located adjacent to Statham Lodge which hosts a number of conferences / weddings. The site appears to be available, considering that it was promoted by the owner and is not in active use. The site is considered to be achievable as it is in an area of high viability and there are no known abnormal development costs.</p> <p><u>Workshop Comments</u></p> <p>The site is adjacent to the settlement of Lymm, located to the west of the settlement off of Warrington Road. The site is located in Flood Zone 1. The site is considered to be in a sustainable location and is available being free from ownership issues and having been promoted by the site owner. The site is considered to be achievable as there are no known abnormal development costs and the site is in a location of high viability. In addition, it has been judged to be suitable - unlikely to have a major impact on trends. As such, the site would be in accordance with the objectives set out in the draft Warrington Local Plan including objective W1 to</p>	

SHLAA Ref	1622	
<ul style="list-style-type: none"> <li>• This site is within a cluster of nine sites in this location with the northern sites falling within the sand and gravel MSA. The location of residential dwellings, the M6 motorway, other roads and receptors/developments e.g. a school and a hotel would make mineral extraction within this section of the MSA unacceptable and much of the resource in this location is already sterilised by existing development. There is therefore no conflict with the MSA.</li> <li>• The site benefits from access to the existing footway network and the bus services running along Warrington Road. An appropriate access is achievable to Warrington Road although this would result in the loss of existing mature trees; the access point would also need to consider the position of the access to site R18/P2/001 to ensure appropriate design and avoid potential vehicle conflicts. The widening of the existing footway along the site frontage is likely necessary.</li> </ul>		<p>strengthen existing neighbourhoods, W2 to facilitate the sensitive release of Green Belt, W4 to promote sustainable modes of transport, and W6 to minimise the impact of development on the environment.</p> <p><b>CONCLUSIONS: SELECTED SITE (39 dwellings)</b></p>

<b>Site Ref</b>	<b>R18/163</b>				
<b>Site Name</b>	Statham Lodge Hotel				
<b>Site Address</b>	Warrington Rd, Statham, WA13 9BP				
<b>Ward</b>	Lymm North & Thelwall				
<b>Existing Use</b>	Hotel and conference centre				
<b>Gross Site Area (Ha)</b>	1.49				
<b>Net: Developable Site Area (Ha)</b>	1.34				
<b>Site Potential (capacity)</b>	39 dwellings (assumed 30dph)				
<b>Green Belt Assessment Overall Contribution</b>	Weak contribution				
<b>Suitability</b>		<b>Availability</b>		<b>Achievability</b>	
<b>Criteria</b>	<p><b>Traffic Light Assessment</b></p> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Is there a physical point of highway access into the site?	Access can be created within the site- this could be from Warrington Road and Pool Lane	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a location of high, moderate or low viability?	High Viability
Distance to Principal Road Network by vehicle?	<b>Significant positive effects likely:</b> <1.0 mile to Booths Hill Rd/Church Rd (A56) leading to M6.				



<b>Site Ref</b>	<b>R18/163</b>				
How close is the site to key employment sites?	<b>Significant positive effects likely:</b> <1200m away	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes
Is the area supported by community facilities? (Village halls, places of worship, community centres)	<b>Some positive effects likely:</b> Community facilities within 1200m	3. Is the site in active use?	Yes (hotel)	3. Is there known demand for the form of provision approved/proposed?	Yes
Access to local natural greenspace – does the site meet Natural England Accessible Natural Greenspace standards?	<b>Some positive effects likely:</b> 2ha natural greenspace within 300m or 20ha greenspace within 2km.	4. Could the site be developed now?	No	4. Have similar sites been successfully developed in the preceding years?	Yes
Does the site provide access to formal play space?	<b>Significant positive effects likely:</b> <200m / On site facilities / potential for facilities to be delivered for large scale developments – 177.7m from Statham C. P. School	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	None known
How accessible is the site to the nearest primary school on foot?	<b>Significant positive effects likely:</b> Primary school located within 3.2km of the site and has capacity – 196.1m from Statham Community Primary School	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  <b>Site was promoted by owner although the site is in active use as a hotel. No known ownership issues.</b>		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  <b>The site is in a location of high viability. There is developer interest and/or demand. No known abnormal development costs.</b>	
How accessible is the site to the nearest Secondary school?	<b>Significant positive effects likely:</b> Secondary school located within 4.8km of the site and has capacity – 2.7km from Lymm High (Voluntary Controlled) School				
How well served is the site by a bus service?	<b>Significant positive effects likely:</b> Regular bus service within 200m – 20. 7m from the nearest bus stop				
How accessible is the site to the nearest train station?	<b>Some negative effects likely:</b> 3km-5km – 3.5km from Birchwood station				
What is the overall distance to a GP service or health centre?	<b>Some positive effects likely:</b> 1.2km – 3km away with limited capacity and no potential to expand (Although the nearest GP service is less than 3km away from the site, it is at capacity with no potential to expand) 1.5km from Brookfield Surgery, which is at capacity and has no room for expansion. Lakeside is also at capacity with no potential to expand.				
What are the potential impacts on air quality?	<b>Some negative effects likely:</b> Housing development within 1km of an AQMA				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Some positive effects likely:</b> Site is not thought to be contaminated				
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some positive effects likely:</b> Contains less than 10hectares of agricultural land 1-3				

<b>Site Ref</b>	<b>R18/163</b>		
Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency?	<b>Some positive effects likely:</b> Falls outside		
Is the site (or part of) within an identified flood zone?	<b>Some positive effects likely:</b> Site predominantly within flood zone 1 (>70%) – Virtually all of site in Flood Zone 1		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Significant negative effects likely:</b> Within safeguarded / identified areas of importance		
What is the proximity of the site to designated heritage assets?	<b>Significant negative effects likely:</b> Site contains Statham Lodge Listed Building Grade II: <ul style="list-style-type: none"> <li>• Grade I listed building Lymm Cross, 1.5km</li> <li>• Thelwall Village Conservation Area, 792m</li> <li>• Ancient Monument Two cockpits 125m west of Lymm, 1.5km</li> </ul>		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Significant negative effects likely:</b> Development likely to have significant negative effects on heritage assets/historic environment that cannot be mitigated		
Capacity of the landscape to accommodate development while respecting its character.	<b>Some positive effects likely:</b> The site falls within Character Type: 5A – Flood Plain – River Mersey/Bollin (East). The area is characterised by flat lowland floodplain. It is dissected by the MSC that provides dominant feature running east to west through the area and the Thelwall Viaduct (M6) that runs north to south. This site is currently in active use as a hotel and grounds. The landscape could potentially accommodate development, as the site is near to the western edge of the settlement of Lymm and well contained by boundary vegetation to the west, north and east and by Warrington Road to the south. In addition, it is already developed in part. Some limited mitigation may be required to protect wider landscape character. Development of the site would result in only a moderate change to landscape character.		
Could allocation of the site have a potential impact on a European Site SPA or SAC?	<b>Some positive effects likely:</b> Outside catchment area of SPA or SAC.		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> >400m of a SSSI.		

<b>Site Ref</b>	<b>R18/163</b>		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?	<b>Significant negative effects likely:</b> Contains a locally important site not suitable for biodiversity offsetting – although this is not a Local Wildlife Site		
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> No TPOs on site.		
Would allocation of the site result in the use of previously developed land?	<b>Significant positive effects likely:</b> Predominantly brownfield (>70%)		
Is there good access to a Household Waste Recycling Centre?	<b>Some positive effects likely:</b> 3.7 miles to Sandy Lane Recycling Centre (Stockton Heath).		
<p><b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b></p> <p><b>Some positive effects likely. However, showstopper due to Grade II listed building on site, therefore overall significant negative effects likely.</b></p> <p>Additional comments:</p> <ul style="list-style-type: none"> <li>• The site is part of the wider site ref: R18/P2/001.</li> <li>• The current use consists of a hotel and associated car park and grounds.</li> <li>• Site access could be created from Warrington Road and Pool Lane</li> <li>• The site is adjacent to dense vegetation to the west, residential development to the east and open countryside on the remaining adjacent boundaries.</li> <li>• There is dense vegetation in the west of the site.</li> <li>• The topography of the site is flat.</li> <li>• The whole site falls within Flood Zone 1, with the exception of the eastern and northern fringe of the site which is within Flood Zone 2 (EA Flood Mapping - April 2021).</li> <li>• The site contains a locally important site not suitable for biodiversity offsetting – although this is not a Local Wildlife Site.</li> <li>• The site has good accessibility to formal play space, primary and secondary schools and bus stops.</li> <li>• The site contains a Grade II listed building (Statham Lodge)</li> <li>• This site is within a cluster of nine sites in this location with the northern sites falling within the sand and gravel MSA. The location of residential dwellings, the M6 motorway, other</li> </ul>		<p><b>Overall Site Conclusions based on Suitability, Availability, Achievability</b></p> <p>The site is not considered to be suitable-mitigation likely to be required/unavoidable impacts due to the Grade II listed building (Statham Lodge) occupying the site and the entire site falling within Flood Zone 2. There are also suitability issues with respect to GP services in Lymm which have no available capacity. The majority of the site is not in an area at risk from flooding. The site appears to be available, considering that it was promoted by the owner however the site is in active use as a hotel and conference centre. The site is considered to be achievable in that it is in an area of high viability and there is developer interest and known demand. There are also no known abnormal development costs.</p> <p><u>Workshop Comments</u></p> <p>The site is not directly adjacent to the settlement of Lymm however it is located within a cluster of sites to the west of the settlement off of Warrington Road. The site would be considered to be in a sustainable location only if the adjacent sites to the east are proposed to be developed. The site is not considered to be suitable for development as it contains a Grade II listed building (Statham Lodge). There are further suitability issues surrounding the site as it contains a locally important site not suitable for biodiversity offsetting. In addition, it has been judged to be unsuitable - likely to have unavoidable impacts. Development of the site would therefore not be in accordance with the objectives of the draft Warrington Local Plan, particularly objectives W5 which seeks to reinforce character and local distinctiveness whilst protecting, enhancing and embracing the borough's built and natural assets (including heritage assets).</p> <p><b>SITE CONCLUSION: EXCLUDE SITE FROM PROCESS</b></p>	

<b>Site Ref</b>	<b>R18/163</b>	
<p>roads and receptors/developments e.g. a schools and a hotel would make mineral extraction within this section of the MSA unacceptable and much of the resource in this location is already sterilised by existing development. There is therefore no conflict with the MSA.</p> <ul style="list-style-type: none"><li>• The site benefits from an existing access point and it is likely that appropriate access is achievable within the site edged red but the opportunity to consolidate the adjacent Pool Lane junction should be explored. The site also benefits from access to the existing footway network and the bus services running along Warrington Road. The site would be better developed in tandem with R18/174 &amp; R18/190 to ensure appropriate access.</li></ul>		

Site Ref: R18/P2/001

<b>Site Ref</b>	R18/P2/001				
<b>Site Name</b>	Land at Statham, Lymm				
<b>Site Address</b>	Land at Statham, Lymm				
<b>Ward</b>	Lymm North & Thelwall				
<b>Existing Use</b>	Open countryside and dense vegetation, including hotel and conference centre in the north of the site				
<b>Gross Site Area (Ha)</b>	32				
<b>Net: Developable Site Area (Ha)</b>	24				
<b>Site Potential (capacity)</b>	720 dwellings (assumed 30dph)				
<b>Green Belt Assessment Overall Contribution</b>	Moderate contribution				
<b>Suitability</b>		<b>Availability</b>		<b>Achievability</b>	
<b>Criteria</b>	<p><b>Traffic Light Assessment</b></p> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Is there a physical point of highway access into the site?	Access can be created within the site- this could be from Warrington Road and Camsley Lane	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a location of high, moderate or low viability?	High Viability
Distance to Principal Road Network by vehicle?	<b>Significant positive effects likely:</b> <1.0 mile to Booths Hill Rd/Church Rd (A56) leading to M6.				

<b>Site Ref</b>	R18/P2/001				
How close is the site to key employment sites?	<b>Significant positive effects likely:</b> <1200m away	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes
Is the area supported by community facilities? (Village halls, places of worship, community centres)	<b>Some positive effects likely:</b> Community facilities within 1200m	3. Is the site in active use?	Yes, part of the site is in use as a hotel and conference centre	3. Is there known demand for the form of provision approved/proposed?	Yes
Access to local natural greenspace – does the site meet Natural England Accessible Natural Greenspace standards?	<b>Some positive effects likely:</b> 2ha natural greenspace within 300m or 20ha greenspace within 2km.	4. Could the site be developed now?	Yes, part of the site is open countryside and could be developed now.	4. Have similar sites been successfully developed in the preceding years?	Yes
Does the site provide access to formal play space?	<b>Significant positive effects likely:</b> <200m / On site facilities / potential for facilities to be delivered for large scale developments – 0m from Statham C.P. School	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	None known (site is adjacent to an area of potentially contaminated land to the north east)
How accessible is the site to the nearest primary school on foot?	<b>Significant positive effects likely:</b> Primary school located within 3.2km of the site and has capacity – 38.8m from Statham Community Primary School	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  <b>Site was promoted by owner. No known ownership issues however part of the site is in active use as a hotel.</b>		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  <b>The site is in a location of high viability. There is developer interest and/or demand. No known abnormal development costs.</b>	
How accessible is the site to the nearest Secondary school?	<b>Significant positive effects likely:</b> Secondary school located within 4.8km of the site and has capacity – 2.4km from Lymm High (Voluntary Controlled) School				
How well served is the site by a bus service?	<b>Significant positive effects likely:</b> Regular bus service within 200m – 0m from the nearest bus stop				
How accessible is the site to the nearest train station?	<b>Some negative effects likely:</b> 3km-5km – 3.6km from Birchwood station				
What is the overall distance to a GP service or health centre?	<b>Some positive effects likely:</b> 1.2km – 3km away with limited capacity and no potential to expand. Although the nearest GP service is less than 3km away from the site, it is at capacity with no potential to expand. 1.5km from Brookfield Surgery (closest parcel), which is at capacity and has no room for expansion. Lakeside is also at capacity with no potential to expand.				
What are the potential impacts on air quality?	<b>Significant negative effects likely:</b> Development within 75m of AQMA				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Some negative effects likely:</b> Site is potentially contaminated but may be difficult to remediate - site is adjacent to an area of potentially contaminated land to the north east however it does not contain any potentially contaminated land.				
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some negative effects likely:</b> Contains more than 10 hectares of agricultural land class 1-2 or a total of 20 hectares1-3				

<b>Site Ref</b>	R18/P2/001		
Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency?	<b>Some positive effects likely:</b> Falls outside		
Is the site (or part of) within an identified flood zone?	<b>Some negative effects likely:</b> Contains areas of flood zone 2/3 (>30%) – a small portion of the site is within Flood Zones 2/3 (Approx 10%)		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Significant negative effects likely:</b> Within safeguarded / identified areas of importance		
What is the proximity of the site to designated heritage assets?	<b>Some negative effects likely:</b> Site contains or is within 50m from: Grade II heritage features Conservation area Registered park or garden – Statham Lodge which is Grade II Listed is located to the north of the site <ul style="list-style-type: none"> <li>• Grade I listed building Lymm Cross, 1.1km</li> <li>• Thelwall Village Conservation Area, 563m</li> <li>• Ancient Monument Two cockpits 125m west of Lymm, 1.2km</li> </ul>		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Significant negative effects likely:</b> Development likely to have significant negative effects on heritage assets/historic environment that cannot be mitigated		
Capacity of the landscape to accommodate development while respecting its character.	<b>Some positive effects likely:</b> This group of sites fall within two Character Types: 3B – Red Sandstone Escarpment – Massey Brook and 5A – Flood Plain – River Mersey/Bollin (East). Area 3B contains the Massey Brook valley basin. It is dominated by the M6 motorway (and Thelwall Viaduct) that runs north/south through the middle of the area. A narrow band of deciduous woodland lines Massey Brook to the west of the M6. The landscape has broad open views with gapped hedgerows and few hedgerow trees. The land use is predominantly agriculture. Area 5A (East) is characterised by flat lowland floodplain. The area is also dissected by the MSC that provides dominant feature running east to west through the area, along with the Thelwall Viaduct (M6). This site is vacant and unused. The landscape could potentially accommodate development, as the site is adjacent to the western edge of the settlement of Lymm and well contained by boundary vegetation to the west and south and by Warrington Road to the north. Some limited mitigation may be required to protect wider landscape character. Development of the site would result in only a moderate change to landscape character.		
Could allocation of the site have a potential impact on a European Site SPA or SAC?	<b>Some positive effects likely:</b> Outside catchment area of SPA or SAC.		

<b>Site Ref</b>	R18/P2/001		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> >400m of a SSSI.		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?	<b>Significant negative effects likely:</b> Contains a locally important site not suitable for biodiversity offsetting – not a Local Wildlife Site		
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> No TPOs on site		
Would allocation of the site result in the use of previously developed land?	<b>Significant negative effects likely:</b> N/A		
Is there good access to a Household Waste Recycling Centre?	<b>Some positive effects likely:</b> 4 miles to Sandy Lane Recycling Centre (Stockton Heath).		
<p><b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b></p> <p><b>Overall - Some negative effects likely</b></p> <p>Additional comments:</p> <ul style="list-style-type: none"> <li>• The site encompasses the smaller sites of Ref: 1528 / R18/162 and Ref: 1531 / R18/163</li> <li>• Site access could be created from Warrington Lane and Camsley Lane.</li> <li>• The topography of the site slopes gradually up to the north</li> <li>• The neighbouring uses include open countryside to the north, development to the east and south including residential dwellings and Statham Community Primary School. To the west is the M6 motorway</li> <li>• There is a public right of way through the centre of the site</li> <li>• In the north of the site is Statham Lodge Hotel and Conference Centre which is Grade II listed</li> <li>• The site is adjacent to an area of potentially contaminated land to the north east however it does not contain any potentially contaminated land.</li> <li>• The site contains a locally important site not suitable for biodiversity offsetting however this is not a Local Wildlife Site.</li> <li>• The site has good accessibility to formal play space, primary and secondary schools, GP services and bus services.</li> </ul>		<p><b>Overall Site Conclusions based on Suitability, Availability, Achievability</b></p> <p>This site may be suitable however mitigation may be required / there are unavoidable impacts. There are some suitability issues as the site contains the Grade II listed Statham Lodge Hotel; it also contains a locally important site not suitable for biodiversity offsetting (however this is not a Local Wildlife Site); it is adjacent to an area of potentially contaminated land to the north east and GP services in Lymm have no available capacity. However it does not contain any potentially contaminated land. The site has good accessibility to formal play space, primary and secondary schools and bus services. The site appears to be available, considering that it was promoted by the owner however part of the site is in active use as a hotel. The site is considered to be achievable as it is in an area of high viability and there are no known abnormal development costs.</p> <p><u>Workshop Comments</u></p> <p>The site is adjacent to the settlement of Lymm, located to the west of the settlement off of Warrington Road and Camsley Lane. The site is considered to be in a sustainable location and is available being free from ownership issues and having been promoted by the site owner however part of the site is in active use as a hotel. The site is considered to be achievable as there are no known abnormal development costs and the site is in a location of high viability. There are some suitability constraints with the site due to the Grade II listed Statham Lodge Hotel being located to the north of the site and a risk of flooding in the northern portion of the site but given the scale of the site, development could avoid impacting on the Grade II listed building. However given the site size,</p>	



<b>Site Ref</b>	R18/P2/001	
<ul style="list-style-type: none"> <li>• Approximately 10% of the site falls within Flood Zones 2/3.</li> <li>• An appropriate access is likely achievable to Warrington Road although this would result in the loss of existing trees; the access point would also need to consider access to site R18/190 to ensure appropriate design. The site also benefits from access to the existing footway network and the bus services running along Warrington Road. Dependent on the number of dwellings proposed a second point of access may be required. A Public Right of Way runs through the site.</li> <li>• This site is within a cluster of nine sites in this location with the northern sites falling within the sand and gravel MSA. The location of residential dwellings, the M6 motorway, other roads and receptors/developments e.g. a school and a hotel would make mineral extraction within this section of the MSA unacceptable and much of the resource in this location is already sterilised by existing development. There is therefore no conflict with the MSA.</li> </ul>		<p>development of the whole site would impact upon the character of the settlement. As such, development would not be in accordance with objective W5 of the draft Warrington Local Plan which seeks to reinforce character and local distinctiveness. It is considered that some of the smaller sites which form part of this larger site represent more appropriate sites for development (SHLAA Ref: 1528 / R18/162 and SHLAA Ref: 1622).</p> <p><b>CONCLUSION: EXCLUDE SITE FROM PROCESS</b></p>

SHLAA Ref: 1891

<b>SHLAA Ref</b>	1891				
<b>Site Name</b>	Land fronting Pool Lane				
<b>Site Address</b>	North & east of Pool Farm, Pool Lane, Statham				
<b>Ward</b>	Lymm North & Thelwall				
<b>Existing Use</b>	Partly office building and car park (marketing agency) and partly open countryside				
<b>Gross Site Area (Ha)</b>	1.6				
<b>Net: Developable Site Area (Ha)</b>	1.2				
<b>Site Potential (capacity)</b>	36 dwellings (assumed 30dph) (assuming entire site is developed)				
<b>Green Belt Assessment Overall Contribution</b>	Moderate contribution				
<b>Suitability</b>					
<b>Criteria</b>	<p><b>Traffic Light Assessment</b></p> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Is there a physical point of highway access into the site?	<b>Some positive effects likely:</b> Access can be created within the site - this could be from Pool Lane.	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a location of high, moderate or low viability?	High Viability
Distance to Principal Road Network by vehicle?	<b>Significant positive effects likely:</b> <1.0 mile to Booths Hill Rd/Church Rd (A56) leading to M6.				

<b>SHLAA Ref</b>	1891				
How close is the site to key employment sites?	<b>Significant positive effects likely:</b> <1200m away.	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes
Is the area supported by community facilities? (Village halls, places of worship, community centres)	<b>Some positive effects likely:</b> Community facilities within 1200m.	3. Is the site in active use?	Yes – office use for a marketing agency	3. Is there known demand for the form of provision approved/proposed?	Yes
Access to local natural greenspace – does the site meet Natural England Accessible Natural Greenspace standards?	<b>Some positive effects likely:</b> 2ha natural greenspace within 300m or 20ha greenspace within 2km.	4. Could the site be developed now?	Yes, partially	4. Have similar sites been successfully developed in the preceding years?	No
Does the site provide access to formal play space?	<b>Significant positive effects likely:</b> <200m / On site facilities / potential for facilities to be delivered for large scale developments – 134.4m from Statham Park	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	Yes – The northern half of the site is located within a historic landfill site 250m buffer zone.
How accessible is the site to the nearest primary school on foot?	<b>Significant positive effects likely:</b> Primary school located within 3.2km of the site and has capacity – 135.5m from Statham Community Primary School	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  <b>Site was promoted by owner. Site is partially in use as a marketing agency and could only be partially developed now.</b>		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  <b>The site is in a location of high viability. There are abnormal development costs which could be overcome.</b>	
How accessible is the site to the nearest Secondary school?	<b>Significant positive effects likely:</b> Secondary school located within 4.8km of the site and has capacity – 2.6km from Lymm High (Voluntary Controlled) School				
How well served is the site by a bus service?	<b>Significant positive effects likely:</b> Regular bus service within 200m – 157.1m from the nearest bus stop				
How accessible is the site to the nearest train station?	<b>Some negative effects likely:</b> 3km-5km – 3.5km from Birchwood station				
What is the overall distance to a GP service or health centre?	<b>Some positive effects likely:</b> 1.2km – 3km away with limited capacity and no potential to expand. Although the nearest GP service is less than 3km away from the site, it is at capacity with no potential to expand. 1.5km from Brookfield Surgery, which is at capacity and has no room for expansion. Lakeside is also at capacity with no potential to expand.				
What are the potential impacts on air quality?	<b>Some negative effects likely:</b> Housing development within 1km of an AQMA				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Some positive effects likely:</b> Site is not thought to be contaminated.				
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some positive effects likely:</b> Contains less than 10hectares of agricultural land 1-3.				
Does the site fall within a Groundwater Source Protection Zone, as	<b>Some positive effects likely:</b> Falls outside.				

<b>SHLAA Ref</b>	1891		
identified by the Environment Agency?			
Is the site (or part of) within an identified flood zone?	<b>Significant negative effects likely:</b> Site contains large areas within flood zone 2/3 (>80%) – Approximately 40% of the site is within Flood Zone 3; 50% in Flood Zone 2, with the remaining 10% in Flood Zone 1.		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Significant negative effects likely:</b> Within safeguarded / identified areas of importance		
What is the proximity of the site to designated heritage assets?	<b>Some positive effects likely:</b> No heritage assets within or adjacent (50m) to the sites <ul style="list-style-type: none"> <li>• Grade I listed Lymm Cross, 1.3km</li> <li>• Grade II listed Statham Lodge, 104m</li> <li>• Lymm Conservation Area, 868m</li> <li>• Ancient Monument Two cockpits 125m west of Lymm</li> </ul>		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some positive effects likely:</b> No likely effects on heritage assets/the historic environment		
Capacity of the landscape to accommodate development while respecting its character.	<b>Some positive effects likely:</b> The site falls within Character Type: 5A – Flood Plain – River Mersey/Bollin (East). The area is characterised by flat lowland floodplain. It is dissected by the MSC that provides dominant feature running east to west through the area and the Thelwall Viaduct (M6) that runs north to south. The western part of the site is currently in active use as small business units and residential. The remainder of the site is vacant and unused. The landscape could potentially accommodate development, as the site is adjacent to the western edge of the settlement of Lymm and fairly well contained by boundary vegetation on the west, north and south boundaries. In addition, it is already developed in part. Some limited mitigation may be required to protect wider landscape character. Development of the site would result in only a moderate change to landscape character.		
Could allocation of the site have a potential impact on a European Site SPA or SAC?	<b>Some positive effects likely:</b> Outside catchment area of SPA or SAC.		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> >400m of a SSSI.		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential	<b>Some negative effects likely:</b> Contains or is adjacent to (50m) a local wildlife site / priority habitats or species have been recorded within 50m of the site. Suitable for biodiversity offsetting – the site is adjacent to a Local Wildlife Site (Statham Ox-Bow) located to the north east.		

<b>SHLAA Ref</b>	1891		
Wildlife Sites or any other site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?			
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> No TPOs on site.		
Would allocation of the site result in the use of previously developed land?	<b>Some negative effects likely:</b> Site is predominantly Greenfield (>70%)		
Is there good access to a Household Waste Recycling Centre?	<b>Some positive effects likely:</b> 4 miles to Sandy Lane Recycling Centre (Stockton Heath).		
<p><b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b></p> <p><b>Overall - Unlikely to have a major impact on trends</b></p> <p>Additional comments:</p> <ul style="list-style-type: none"> <li>The northern half of the site is located within a historic landfill site 250m buffer zone. The site is adjacent to a Local Wildlife Site (Statham Ox-Bow) located to the north east.</li> <li>The majority of the site is within either Flood Zone 3 or Flood Zone 2, with only small portion of the site within Flood Zone 1 (EA Flood Mapping - April 2021).</li> <li>The site has good accessibility to primary and secondary schools, formal play space and bus services.</li> <li>There is residential use to the east and south of the site, a dairy farm to the west and open countryside to the south.</li> <li>The existing use of the site includes open countryside and office use.</li> <li>Site access could be created from Pool Lane which is a small single track lane.</li> <li>The topography of the site is undulating but would not impinge on development</li> <li>This site is within a cluster of nine sites in this location with the northern sites falling within the sand and gravel MSA. The location of residential dwellings, the M6 motorway, other roads and receptors/developments e.g. a schools and a hotel would make mineral extraction within this section of the MSA unacceptable and much of the resource in this location is already sterilised by existing development. There is therefore no conflict with the MSA.</li> <li>Pool Lane is unsuitable for an increase in vehicle movement without improvements along its length, which would require third party land.</li> </ul>		<p><b>Overall Site Conclusions based on Suitability, Availability, Achievability</b></p> <p>This site is considered to be suitable – unlikely to have a major impact on trends. There are suitability issues as the majority of the site is within Flood Zone 2/3; half of the site is within a historic landfill site 250m buffer zone; the site is adjacent to a Local Wildlife (Statham Ox-Bow) located to the north east and GP services in Lymm have no available capacity. The site has good accessibility to primary and secondary schools, formal play space and bus services. The site is considered to be available as it was promoted by the owner however part of the site is in office use as a marketing agency and therefore could not be developed now.</p> <p>The site may be achievable in that it is in an area of high viability, there is developer interest/demand however there are known abnormal development costs due to the section within the historic landfill buffer zone.</p> <p><u>Workshop Comments</u></p> <p>The site is adjacent to the settlement of Lymm being located to the north east of the settlement on Pool Lane. The site is considered to be in a sustainable location and is available having been promoted by the site owner however it is partially developed. The site may be achievable as there is developer interest and known demand however part of the site is within a historic landfill site 250m buffer zone. The site has been judged to be suitable - unlikely to have a major impact on trends. However the Council’s highways officer states that Pool Lane would be unsuitable for an increase in vehicle movement without improvements along its length which would require third party land. As such, development of the site would not be in accordance with draft Warrington Local Plan objective W4, to provide new infrastructure to support Warrington’s growth, reduce congestion and promote sustainable transport options.</p> <p><b>CONCLUSION: EXCLUDE SITE FROM PROCESS</b></p>	

Site Ref: R18/004, R18/173 and SHLAA Ref: 1621

<b>Site Ref</b>	R18/004				
<b>Site Name</b>	Land immediately surrounding Pool Farm				
<b>Site Address</b>	Curtilage of Pool Farm, South of Stannian Fold Offices				
<b>Ward</b>	Lymm North & Thelwall				
<b>Existing Use</b>	Agriculture				
<b>Gross Site Area (Ha)</b>	0.288				
<b>Net: Developable Site Area (Ha)</b>	0.288				
<b>Site Potential (capacity)</b>	9 dwellings (assumed 30dph)				
<b>Green Belt Assessment Overall Contribution</b>	Weak contribution				
<b>Suitability</b>		<b>Availability</b>		<b>Achievability</b>	
<b>Criteria</b>	<p><b>Traffic Light Assessment</b></p> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Is there a physical point of highway access into the site?	<b>Some positive effects likely:</b> Access can be created within the site - this could be from Pool Lane.	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a location of high, moderate or low viability?	High Viability
Distance to Principal Road Network by vehicle?	<1.0 mile to Booths Hill Rd/Church Rd (A56) leading to M6.				

<b>Site Ref</b>	R18/004				
How close is the site to key employment sites?	<1200m away.	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes
Is the area supported by community facilities? (Village halls, places of worship, community centres)	<b>Some positive effects likely:</b> Community facilities within 1200m.	3. Is the site in active use?	Yes (agriculture)	3. Is there known demand for the form of provision approved/proposed?	Yes
Access to local natural greenspace – does the site meet Natural England Accessible Natural Greenspace standards?	<b>Some positive effects likely:</b> 2ha natural greenspace within 300m or 20ha greenspace within 2km.	4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
Does the site provide access to formal play space?	<b>Significant positive effects likely:</b> <200m /On site facilities / potential for facilities to be delivered for large scale developments – 195.2m from Statham C. P. School.	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	None known
How accessible is the site to the nearest primary school on foot?	<b>Significant positive effects likely:</b> Primary school located within 3.2km of the site and has capacity – 177.3m from Statham Community Primary School.	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  <b>Site was promoted by owner. No known ownership issues.</b>		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  <b>The site is in a location of high viability. There is developer interest and/or demand. No known abnormal development costs.</b>	
How accessible is the site to the nearest Secondary school?	<b>Significant positive effects likely:</b> Secondary school located within 4.8km of the site and has capacity – 2.7km from Lymm High (Voluntary Controlled) School.				
How well served is the site by a bus service?	<b>Significant positive effects likely:</b> Regular bus service within 200m – 138.2m from the nearest bus stop.				
How accessible is the site to the nearest train station?	<b>Some negative effects likely:</b> 3km-5km – 3.5km from Birchwood station.				
What is the overall distance to a GP service or health centre?	<b>Some negative effects likely:</b> 3km – 5km with limited capacity and no potential to expand. Although the nearest GP service is less than 3km away from the site, it is at capacity with no potential to expand. 1.2km from Brookfield Surgery, which is at capacity. It has no room for expansion and would be unable to accommodate large increase in list size.				
What are the potential impacts on air quality?	<b>Some negative effects likely:</b> Housing development within 1km of an AQMA.				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Some positive effects likely:</b> Site is not thought to be contaminated.				
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some positive effects likely:</b> Contains less than 10hectares of agricultural land 1-3.				
Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency?	<b>Some positive effects likely:</b> Falls outside.				

<b>Site Ref</b>	R18/004		
Is the site (or part of) within an identified flood zone?	<b>Significant negative effects likely:</b> Site contains large areas within Flood Zones 2/3 (>80%) – the majority of the site is within Flood Zone 2, with a small portion of the site in Flood Zone 1.		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Significant negative effects likely:</b> Within safeguarded / identified areas of importance.		
What is the proximity of the site to designated heritage assets?	<b>Some positive effects likely:</b> No heritage assets within or adjacent (50m) to the sites <ul style="list-style-type: none"> <li>• Grade I listed Lymm Cross, 1.4km</li> <li>• Grade II listed Statham Lodge 79m</li> <li>• Thelwall Village Conservation Area, 929m</li> <li>• Ancient Monument Two cockpits 125m west of Lymm, 1.4km</li> </ul>		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some positive effects likely:</b> No likely effects on heritage assets/the historic environment.		
Capacity of the landscape to accommodate development while respecting its character.	<b>Some positive effects likely:</b> The site falls within Character Type: 5A – Flood Plain – River Mersey/Bollin (East). The area is characterised by flat lowland floodplain. It is dissected by the MSC that provides a dominant feature running east to west through the area and the Thelwall Viaduct (M6) that runs north to south. The site is currently vacant and unused. The landscape could potentially accommodate development, as the site is near to the western edge of Lymm and fairly well contained by boundary vegetation and existing development. Some limited mitigation may be required to protect wider landscape character. Development of the site would result in only a moderate change to landscape character.		
Could allocation of the site have a potential impact on a European Site SPA or SAC?	<b>Some positive effects likely:</b> Outside catchment area of SPA or SAC.		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> >400m of a SSSI.		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other site of wildlife or geodiversity value such as Ancient Woodland (including	<b>Some negative effects likely:</b> Contains or is adjacent to (50m) a local wildlife site / priority habitats or species have been recorded within 50m of the site. Suitable for biodiversity offsetting.		

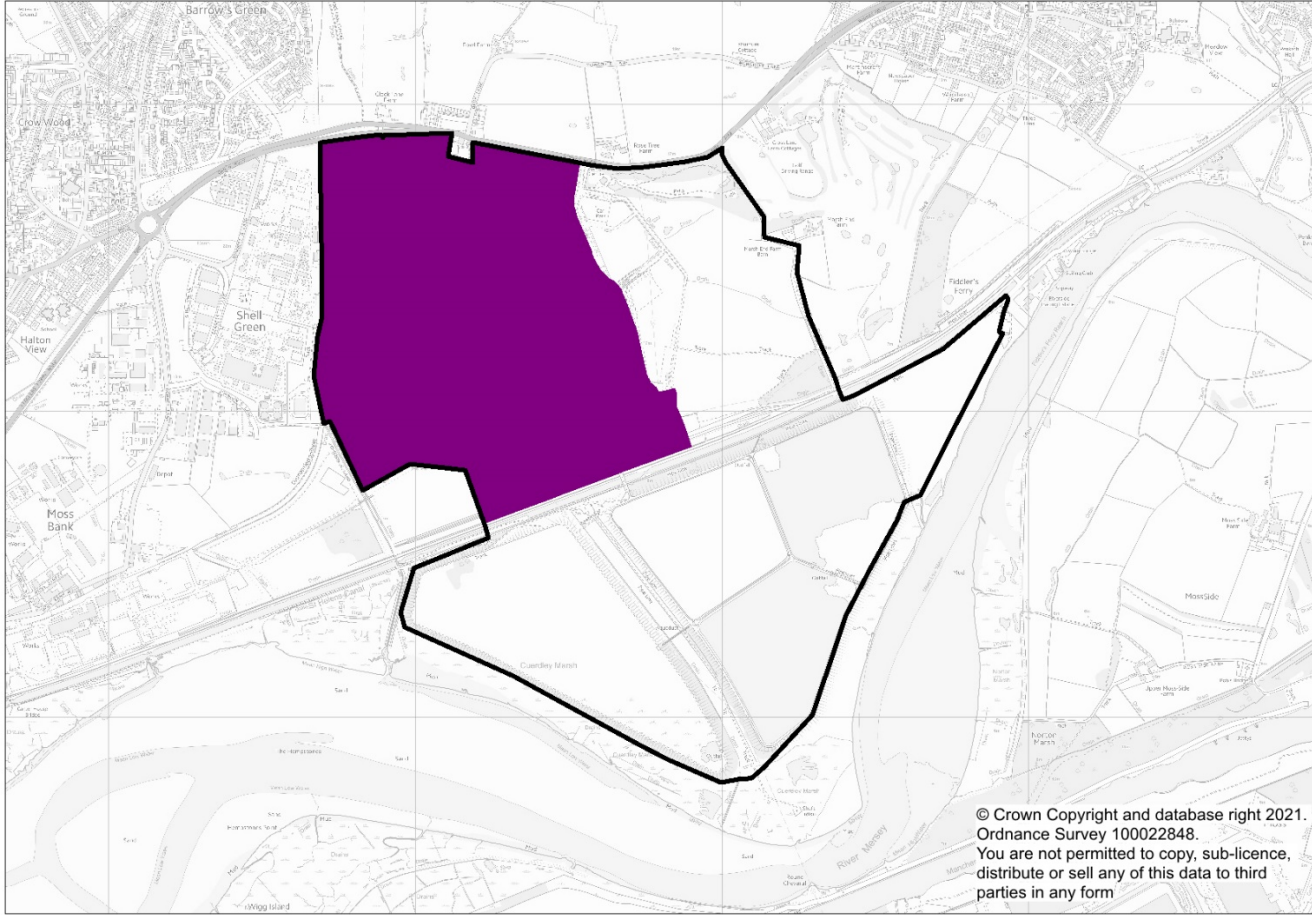


<b>Site Ref</b>	R18/004		
where BAP species and habitats have been recorded)?			
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> No TPOs on site.		
Would allocation of the site result in the use of previously developed land?	<b>Significant positive effects likely:</b> Predominantly brownfield (>70%).		
Is there good access to a Household Waste Recycling Centre?	<b>Some positive effects likely:</b> 3.9 miles to Sandy Lane Recycling Centre (Stockton Heath).		
<p><b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b></p> <p><b>Overall - Some positive effects likely</b></p> <p>Additional comments:</p> <ul style="list-style-type: none"> <li>• There is a business (a marketing agency) in the north of the site. To the south of the site is existing residential development and open countryside. To the south west of the site is Statham Lodge a hotel and conference facility.</li> <li>• The topography of the site is relatively flat.</li> <li>• Site access could be created from an existing private road from Pool Lane.</li> <li>• The majority of the site is now within Flood Zone 2, with the remainder within Flood Zone 1 (EA Flood Mapping - April 2021).</li> <li>• This site is within a cluster of nine sites in this location with the northern sites falling within the sand and gravel MSA. The location of residential dwellings, the M6 motorway, other roads and receptors/developments e.g. a schools and a hotel would make mineral extraction within this section of the MSA unacceptable and much of the resource in this location is already sterilised by existing development. There is therefore no conflict with the MSA.</li> <li>• Pool Lane is unsuitable for an increase in vehicle movement without improvements along its length, which would require third party land.</li> </ul>		<p><b>Overall Site Conclusions based on Suitability, Availability, Achievability</b></p> <p>This site is considered to be suitable – unlikely to have a major impact on trends. There are some suitability issues as the site is mainly within Flood Zone 2 and GP services in Lymm have no available capacity. The site is located adjacent to Statham Lodge which hosts a number of conferences / weddings, The site is considered to be available as it was promoted by the owner. The site is considered to be achievable in that it is in an area of high viability and there is developer interest and known demand. There are also no known abnormal development costs</p> <p><u>Workshop Comments</u></p> <p>The site is not directly adjacent to the settlement of Lymm however it is located within a cluster of sites to the west of the settlement off of Warrington Road. The site would be considered to be in a sustainable location only if the adjacent sites are proposed to be developed. The site is considered to be available having been promoted by the site owner. The site is considered to be achievable as there is developer interest and known demand and no known abnormal development costs. The site has been judged to be suitable - unlikely to have a major impact on trends. However the Council’s highways officer states that Pool Lane would be unsuitable for an increase in vehicle movement without improvements along its length which would require third party land. As such, development of the site would not be in accordance with draft Warrington Local Plan objective W4, to provide new infrastructure to support Warrington’s growth, reduce congestion and promote sustainable transport options.</p> <p><b>CONCLUSION: EXCLUDE SITE FROM PROCESS</b></p>	



## **5. Amended Employment Site Assessment Proformas**

Site Ref: R19/006b (Employment)

<b>Site Ref</b>	R19/006b				
<b>Site Name</b>	Fiddlers Ferry Power Station, Cuerdley	 <p>© Crown Copyright and database right 2021. Ordnance Survey 100022848. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form</p>			
<b>Settlement Profile</b>	West Warrington				
<b>Ward</b>	Penketh and Cuerdley				
<b>Gross Site Area - submitted (Ha).</b>	101ha				
<b>Net: Developable Site Area (Ha)</b>	N/A				
<b>Site Potential (capacity)</b>	N/A				
<b>Agent</b>	SLR Consulting				
<b>Green Belt Assessment</b>	Not Applicable.				
<b>General Area Assessment Parcel Reference:</b>					
<b>General Area Assessment Parcel Result:</b>					
<b>Green Belt Parcel Reference:</b>					
<b>Overall Contribution:</b>					
<b>Suitability</b>		<b>Availability</b>		<b>Achievability</b>	
<b>Criteria</b>	<p><b>Traffic Light Assessment</b></p> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>

<b>Site Ref</b>	<b>R19/006b</b>				
Is there a physical point of highway access into the site?	<b>Significant positive effects likely:</b> Existing access from the A562 into the site.	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a location of high, moderate or low viability?	Moderate Viability
Would site development lead to the loss of employment land?	<b>Significant positive effects likely:</b> Employment development proposed. Whilst, the former Fiddlers Ferry Power Station generated a limited amount of employment, the future use is proposed to be for employment purposes.				
Distance to Principal Road Network by vehicle?	<b>Significant positive effects likely:</b> <1.0 mile. The site has immediate access at its northern boundary on to Widnes Road (A562) leading to M62.				
How close is the site to key employment sites?	<b>Significant positive effects likely:</b> <1200m away. The site is immediately adjacent to employment sites in the neighbouring borough of Halton and employment uses are proposed for part of the site.	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes
How well served is the site by a bus service?	<b>Significant negative effects likely:</b> Low frequency bus service more than 400m away Regular bus service more than 800m away. There are bus stops at the jtn of A562/Taylor's Lane, which is 400m from the site entrance. Majority of site will be >400m away.	3. Is the site in active use?	No	3. Is there known demand for the form of provision approved/proposed?	Yes
How accessible is the site to the nearest train station?	<b>Some negative effects likely:</b> 3km-5km. Approximately 4km to Widnes Station; 3.5km to Sankey and Warrington West Station and 5.9km to Warrington Bank Quay (West Coast Mainline).	4. Could the site be developed now?	No (Power Station needs decommissioning)	4. Have similar sites been successfully developed in the preceding years?	Yes
What are the potential impacts on air quality?	<b>Some positive effects likely:</b> Development more than 1km from AQMA. The site is approximately 5.5km from Warrington Town Centre AQMA and 6.5km from the Motorway AQMA.	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	Yes
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Significant positive effects likely:</b> Site is potentially contaminated and could be remediated. The site is a former power station, its development will remediate areas of contaminated.	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>	
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some positive effects likely:</b> The site contains less than 10ha of agricultural land (Grades 1-3). Only the northwest portion of the site is currently still in agricultural use.	<b>Site was promoted by owner. The site is not in active use and could likely be developed now. No known ownership issues on site.</b>		<b>The site is in a location of moderate viability. There is developer interest and demand for employment development in the area. However, there are significant abnormal development costs associated with the site.</b>	
Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency?	<b>Some positive effects likely:</b> Falls outside. The site falls outside GSP Zone III (Total Catchment).				
Is the site (or part of) within an identified flood zone?	<b>Some positive effects likely:</b> Site predominantly within flood zone 1 (>70%). All of the site lies within Flood Zone 1.				
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Some negative effects likely:</b> Within safeguarded/identified areas of importance, but unlikely to be a significant issues/losses. A small portion of the site lies within a safeguarded area for sand and gravel. However, deposits are unlikely to be significant, destroyed by previous development and/or extraction uneconomic.				
What is the proximity of the site to designated heritage assets?	<b>Some positive effects likely:</b> There are no heritage assets within or adjacent (50m) to the sites. The closest asset is over 100m from the proposed employment allocation.				

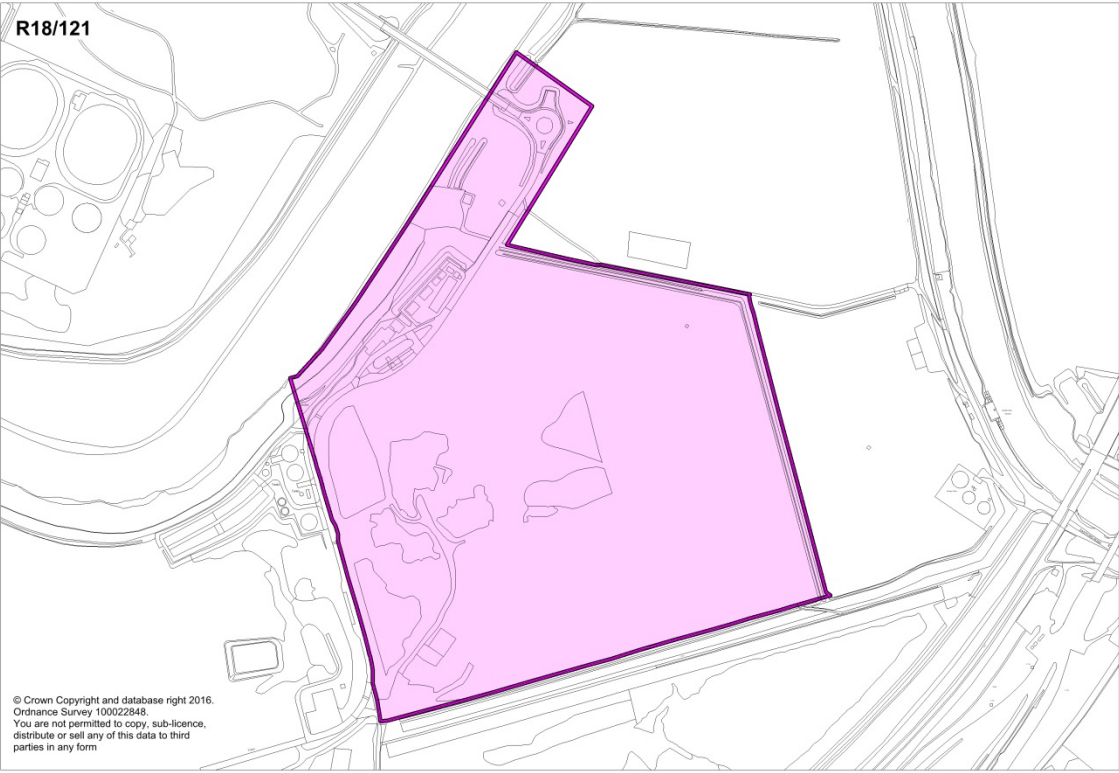
<b>Site Ref</b>	<b>R19/006b</b>		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some positive effects likely:</b> The historic environment is unlikely to change from its baseline position. Allocation of the site is unlikely to result in harm to the immediate setting of any assets.		
Capacity of the landscape to accommodate development while respecting its character.	<b>Some positive effects likely:</b> The site falls within Character Type 1E – Undulating Enclosed Farmland (Penketh & Cuerdley). The area forms a buffer of agricultural open-space between surrounding urban, suburban and industrial development. To the north of the A562 the landscape is predominantly agricultural. The agriculture predominantly consists of medium to large scale arable fields, with poorly maintained remnant hedgerows with few hedgerow trees. To the south of the A562 the landscape is dominated by middle/foreground views of Fiddlers Ferry Power Station although more attractive views also exist to the south across the Mersey Valle towards the higher ground of the Red Sandstone Escarpment in the vicinity of Daresbury. The remaining areas to the south of the A562 are dominated by a golf course and horse grazing paddocks. The landscape could potentially accommodate development, as the site forms part of the existing Power Station and is well contained by boundary vegetation, particularly the northern parcel. Some limited mitigation may be required to protect wider landscape character. Development of the site would result in only a moderate change to landscape character.		
Could allocation of the site have a potential impact on a European Site SPA or SAC?	<b>Some negative effects likely:</b> The site lies within the catchment area for a European site/SPA. The sites is approximately 3.5km from the Mersey Estuary Ramsar and SPA.		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> >400m from a SSSI. The site is approximately 10km from nearest SSSI, which is Woolston Eyes SSSI.		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?	<b>Some negative effects likely:</b> Contains or is adjacent to (50m) a local wildlife site. The proposed employment allocation is immediately adjacent to the Upper Mersey Estuary Local Wildlife Site.		
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> There are no TPO's on the site.		

<b>Site Ref</b>	<b>R19/006b</b>		
Would allocation of the site result in the use of previously developed land?	<b>Significant positive effects likely:</b> Predominantly brownfield (>70%). The northwest corner of the site is the only part that is not PDL.		
		<p><b>Overall Site Conclusions based on Suitability, Availability, Achievability</b></p> <p>The site is a brownfield site and graded A-/B- in the context of the Council’s updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington’s strategic and local employment land needs but there are potentially significant constraints in being able to bring the site forward for development.</p> <p>The site benefits from its location and existing access arrangements off the A562, is in close proximity to junction 7 of the M62 and, provides the potential to meet a significant proportion of the Borough’s identified employment land requirement.</p> <p>There are however a number of significant issues which would need to be mitigated before the site could be considered ‘Suitable’:</p> <ul style="list-style-type: none"> <li>• Extensive clearance and remediation of the former Power Station and infrastructure;</li> <li>• The requirement for enabling housing development on Green Belt land to the east and south of the site, including parcels that are ‘strongly performing’;</li> <li>• Small north western area of site within HSE COMAH Zone;</li> <li>• The development of the overall site could not be supported by current highways arrangements. Development is therefore dependent on infrastructure improvements to the local and strategic road networks.</li> </ul> <p>The site is available and is being actively promoted by site owners through the Local Plan process for development.</p> <p>In terms of achievability, the site promoter has provided extensive evidence to demonstrate that the demolition and remediation of the power station is technical achievable and viable, subject to the enabling residential development, and that this would enable the employment site to be developed in full within the Plan Period and provide wider contributions to required transport and social infrastructure.</p> <p>The Council has confirmed the viability of the development through the Local Plan Viability Assessment.</p> <p><b>Conclusion</b></p> <p>The site performs strongly against Local Plan Objectives and the proposed Local Plan Spatial Strategy when considered as an employment site on its own and as part of a wider development opportunity including the enabling residential development. It provides the potential to remediate a major brownfield site and the opportunity to ensure a comprehensive approach is taken to delivering the required improvements to road infrastructure and public transport improvements. As such, the Council is confident that the issues affecting the suitability of the site can be addressed.</p>	





Site Ref: R18/121

<b>Site Ref</b>	R18/121	 <p>© Crown Copyright and database right 2016. Ordnance Survey 100022948. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.</p>			
<b>Site Name</b>	Arpley Meadows				
<b>Site Address</b>	Arpley Meadows, Waterfront				
<b>Ward</b>	Bewsey & Whitecross				
<b>Existing Use</b>	Open land and landfill operation & associated offices				
<b>Gross Site Area (Ha)</b>	30.1				
<b>Net: Developable Site Area (Ha)</b>					
<b>Site Potential (capacity)</b>	B1/B2/B8 Employment use				
<b>Green Belt Assessment Overall Contribution</b>	General Area Assessment Parcel Reference: <b>15</b> General Area Assessment Parcel Result: <b>Moderate</b> Green Belt Parcel Reference: <b>R18/121</b> Green Belt Parcel Result: <b>Moderate</b>				
<b>Suitability</b>					
<b>Criteria</b>	<b>Traffic Light Assessment</b> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Would site development lead to the loss of employment land?	<b>Significant positive effects likely:</b> Employment development proposed				
Distance to Principal Road Network by vehicle.	<b>Some positive effects likely:</b> Under 3 miles.				

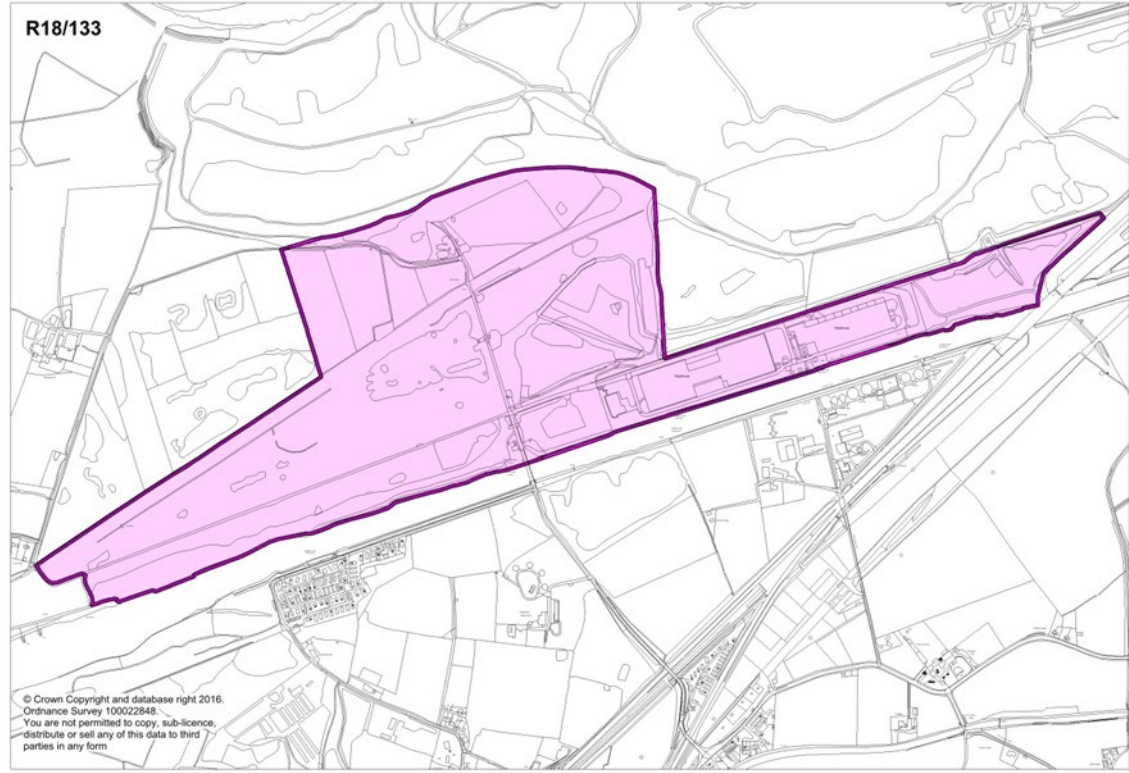
<b>Site Ref</b>	R18/121				
Is there a physical point of highway access into the site?	<b>Some positive effects likely:</b> Yes, highway access within the land holding.	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a location of high, moderate or low viability?	Low viability
How close is the site to key employment sites?	<b>Significant positive effects likely:</b> <1200m.	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes, site is owned by developer
Is the area supported by community facilities? (Village halls, places of worship, community centres)	N/A	3. Is the site in active use?	Partly, yes	3. Is there known demand for the form of provision approved/proposed?	Yes
		4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
Does the site provide access to formal play space?	N/A	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	Yes, potentially contaminated land, access to the Western Link,
How accessible is the site to the nearest primary school on foot?	N/A	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>	
How accessible is the site to the nearest Secondary school?	N/A				
How well served is the site by a bus service?	<b>Significant negative effects likely:</b> More than 800 metres.	Site being promoted by the owner with no known ownership issues.		The site is in a location of low viability. There is developer interest and/or demand and a number of potential abnormal development costs. However, developer submission demonstrates viability.  EDNA (2021) site Grade 'B-'.  	
How accessible is the site to the nearest train station?	<b>Some positive effects likely:</b> Bank Quay under 3km.				
What is the overall distance to a GP service or health centre?	N/A				
What are the potential impacts on air quality?	<b>Some positive effects likely:</b> More than 1km away from an AQMA.				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Some positive effects likely:</b> Yes.				
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Significant positive effects likely:</b> No.				
Does the site fall within a Groundwater Source	<b>Some negative effects likely:</b> Yes, zone 2.				

<b>Site Ref</b>	R18/121		
Protection Zone, as identified by the Environment Agency?			
Is the site (or part of) within an identified flood zone?	<b>Some positive effects likely:</b> Small area falls in Flood Zones 2 & 3.		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Some positive effects likely:</b> No.		
What is the proximity of the site to designated heritage assets?	<b>Some positive effects likely:</b> Over 50m away.		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some positive effects likely:</b> None.		
Capacity of the landscape to accommodate development, while respecting its character.	<b>Some negative effects likely:</b> The site falls within Character Type 5A – Flood Plain - River Mersey/Bollin (West). The area is characterised by industrial activity. However, parts of this landscape type have become important for wildlife and present important landscapes against the generally lower quality of the surrounding areas. This site falls within a local nature reserve and is considered to be sensitive to development. The parcel is extensive and open to distant views from all directions. Development could lead to a negative effect on character that could be difficult to mitigate.		
Could allocation of the site have a potential impact on a European Site SPA or SAC?	<b>Some positive effects likely:</b> No.		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> No.		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?	<b>Some negative effects likely:</b> Southern boundary of the adjacent to Moore Nature Reserve.		
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> No TPO's on site.		

<b>Site Ref</b>	R18/121		
Would allocation of the site result in the use of previously developed land?	<b>Some positive effects likely:</b> Site is predominantly greenfield.		
<p><b><u>Suitability:</u></b>  <b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b></p> <p><b>Suitability:</b> Overall - Some positive effects likely.</p> <p><b><u>Site visit:</u></b>  The site could be potentially accessed by a new road taken off the roundabout at the end of Forrest Way, or from Eastford Road, as a service track runs across the northern boundary connecting Forrest Way to Eastford Road.</p> <p>The site appears relatively flat with some sporadic mature/semi mature tree and hedge covering and parts of it are within Flood Zones 2 and 3 and the site is designated as Green Belt. There are also some ponds and areas of hard standing and internal service roads within the site. It is also close to Arpley Meadows Landfill Site that is currently being restored. There is also a Pylon within the site boundary.</p> <p>To the northern boundary is a service track connecting Forrest Way to Eastford Road with agricultural land beyond, the eastern boundary is open agricultural land with Eastford Road and the River Mersey beyond, the southern boundary is with a designated Local Wildlife Site, with the western boundary being with Forrest Way and an existing employment site.</p> <p>Part of the site is within the Transpennine Inner Pipeline Health and Safety consultation Zone, and part of it is within the Health and Safety Hazardous Installation consultation zone.</p> <p>The assessment of the site in Green Belt terms concluded that the parcel of land makes a strong contribution. The land is also identified as being potentially contaminated land and this would therefore require further investigation.</p> <p><b><u>Highways</u></b>  The development of the site could not be supported by current highways access arrangements. Development is therefore dependent on the proposed Western Link, a new access road to connect the site to the Western Link and associated public transport improvements. The development could however have a significant impact on the Western Link. Trips generated from the development are likely to push traffic back into the town centre and inner Warrington, offsetting one of the key intended benefits of the Western Link in reducing congestion in these areas and freeing up substantial brownfield development capacity.</p> <p><b><u>Economic Development Needs Assessment Conclusions:</u></b>  The site is graded 'B-' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's local employment land needs.</p> <p><b><u>Local Plan Objectives:</u></b></p>		<p><b>Overall Site Conclusions based on Suitability, Availability, Achievability</b>  The site is graded 'B-' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's local employment land needs, but there are potentially significant constraints in being able to bring the site forward for development.</p> <p>The site is part of the Wider Warrington Waterfront area and is proposed as a 'Business Hub' to support Port related activities at Port Warrington. It is also close to Warrington Town Centre and Bank Quay Station and so would be able to fulfil a broader role in meeting Warrington's business needs.</p> <p>There are a number of issues which would need to be mitigated to ensure that the site could be considered 'Suitable':</p> <ul style="list-style-type: none"> <li>• The development of the site could not be supported by current highways access arrangements. Development is therefore dependent on the proposed Western Link, a new access road to connect the site to the Western Link and associated public transport improvements.</li> <li>• The development could however have a significant impact on the Western Link. Trips generated from the development are likely to push traffic back into the town centre and inner Warrington, offsetting one of the key intended benefits of the Western Link in reducing congestion in these areas and freeing up substantial brownfield development capacity.</li> <li>• The site is located with Flood zones 2 &amp; 3. It has been assessed through the Council's Level 1 and Level 2 Strategic Flood Risk Assessment (SFRA) and will require mitigation measures as part of the development process.</li> </ul> <p>Given the issues on suitability the site does not perform well against all the Local Plan's Objectives and Spatial Strategy.</p> <p>The site is available and is being promoted by the owner through the Local Plan Process.</p> <p>In terms of achievability, viability information has been submitted by the site promoter to demonstrate the viability of the development. There are concerns however about whether the issues to address the suitability of the site can be addressed. In particular, to mitigate the impact on the Western Link it is likely that significant additional capacity will need to be provided at the junctions of the Western Link and the A57 and the A56. The scale of improvements required to these junctions is likely to raise significant engineering, deliverability and viability issues.</p> <p>The Council does not currently have a sufficiently full enough understanding as to whether the constraints identified above can be overcome. The Council is however committed to undertaking a review into Warrington's employment land needs before the end of the Plan period to ensure the long term supply of employment land and this site will be considered as part of this process.</p>	

<b>Site Ref</b>	R18/121	
Given the issues on suitability the site does not perform well against all the Local Plan's Objectives and Spatial Strategy.		<b>SITE CONCLUSION: SITE NOT SELECTED – The site is not selected for inclusion in the Local Plan.</b>

Site Ref: R18/133

<b>Site Ref</b>	R18/133				
<b>Site Name</b>	Port Warrington				
<b>Site Address</b>	Port Warrington (Waterfront)				
<b>Ward</b>	Penketh & Cuerdley				
<b>Existing Use</b>	Port uses/vacant land (eastern area of site used for sand extraction)				
<b>Gross Site Area (Ha)</b>	74.73				
<b>Net: Developable Site Area (Ha)</b>					
<b>Site Potential (capacity)</b>	Employment				
<b>Green Belt Assessment Overall Contribution</b>	General Area Assessment Parcel Reference: <b>15</b> General Area Assessment Parcel Result: <b>Moderate</b> Green Belt Parcel Reference: <b>R18/133</b> Green Belt Parcel Result: <b>Moderate</b>				
<b>Suitability</b>					
<b>Criteria</b>	<b>Traffic Light Assessment</b> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Would site development lead to the loss of employment land?	<b>Significant positive effects likely:</b> Employment development proposed				
Distance to Principal Road Network by vehicle.	<b>Some positive effects likely:</b> Under 3 miles.				

<b>Site Ref</b>	R18/133				
Is there a physical point of highway access into the site?	<b>Some positive effects likely:</b> Yes, Lapwing Lane and Birchwood Lane.	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a location of high, moderate or low viability?	Low viability
How close is the site to key employment sites?	<b>Significant positive effects likely:</b> <1200m.	2. Is there an extant planning consent on the site?	Yes, on part of the existing site.	2. Is there active developer interest in the site?	Yes, site is owned by developer
Is the area supported by community facilities? (Village halls, places of worship, community centres)	N/A	3. Is the site in active use?	Partly, yes	3. Is there known demand for the form of provision approved/proposed?	Yes
		4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
Does the site provide access to formal play space?	N/A	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	Yes, potentially contaminated land, access to the Western Link, Port Berth Expansion and Rail link connection.
How accessible is the site to the nearest primary school on foot?	N/A	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  Site being promoted by the owner with no known ownership issues.		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  The site is in a location of low viability. There is developer interest and/or demand and a number of potential abnormal development costs. However, developer submission demonstrates viability.  EDNA (2021) site Grade 'A-/B-'.	
How accessible is the site to the nearest Secondary school?	N/A				
How well served is the site by a bus service?	<b>Significant negative effects likely:</b> Over 800m away from bus stop on Chester Road (junction with Holly Hedge Lane and Park Lane) Buses 62A and X30 provides links between Chester and Warrington Interchange, low frequency service (using existing roads).				
How accessible is the site to the nearest train station?	<b>Some negative effects likely:</b> Bank Quay station under 5km.				
What is the overall distance to a GP service or health centre?	N/A				
What are the potential impacts on air quality?	<b>Some positive effects likely:</b> Development more than 1km away from an AQMA.				
Could development of the site lead to the remediation	<b>Some negative effects likely:</b> Some potentially contaminated land.				

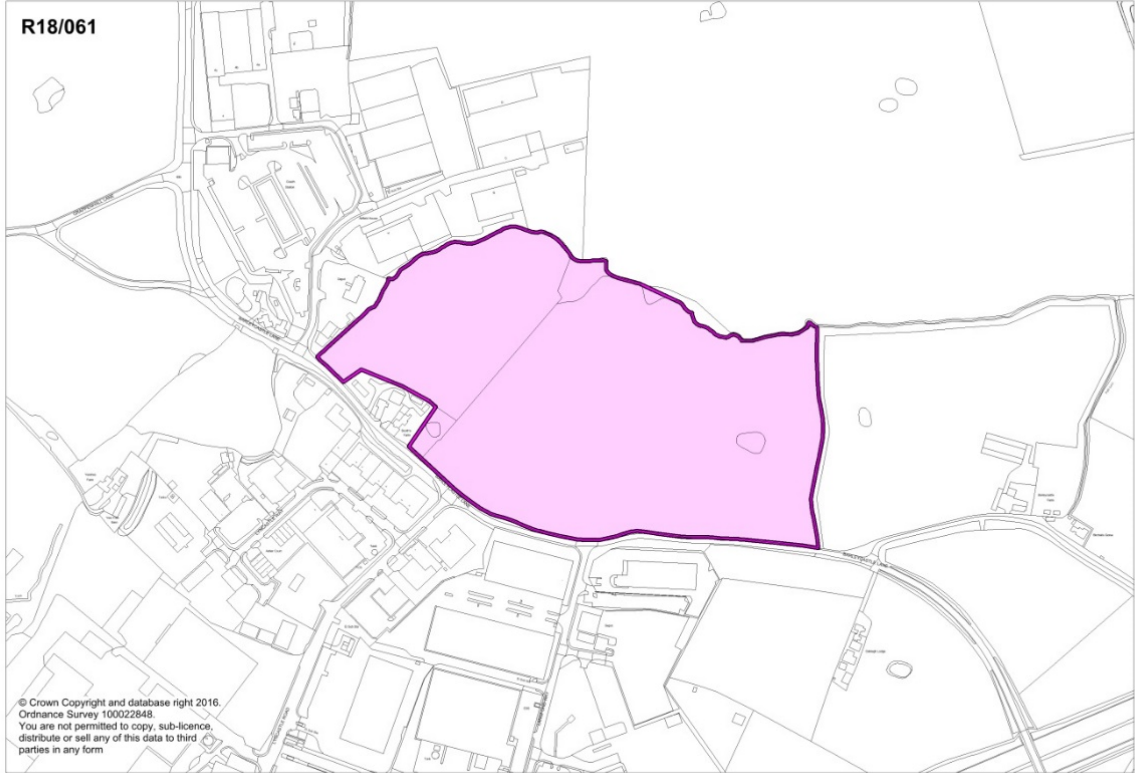
<b>Site Ref</b>	R18/133		
of land potentially affected by contamination?			
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Significant positive effects likely:</b> No, as the majority of the site falls within non-agricultural land.		
Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency?	<b>Some positive effects likely:</b> Not within any zones.		
Is the site (or part of) within an identified flood zone?	<b>Significant negative effects likely:</b> Site falls within Flood Zones 2 and 3.		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Some negative effects likely:</b> No.		
What is the proximity of the site to designated heritage assets?	<b>Some negative effects likely:</b> The eastern tip of the site is within the Sand and Gravel MSA buffer. Given the separation distances involved it is unlikely that proximal sterilisation will be an issue.		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some negative effects likely:</b> Site contains or is within 50m from: Grade II heritage features Conservation area Registered park or garden. Development could have negative effects on the historic environment but mitigation ought to be possible.		
Capacity of the landscape to accommodate development, while respecting its character.	<b>Significant negative effects likely:</b> The site falls within Character Type 5A – Flood Plain - River Mersey/Bollin (West). The area is characterised by industrial activity. However, parts of this landscape type have become important for wildlife and present important landscapes against the generally lower quality of the surrounding areas. This site falls within a local nature reserve and is considered to be sensitive to development. The parcel is extensive and open to distant views from all directions. Development could lead to a negative effect on character that could be difficult to mitigate.		
Could allocation of the site have a potential impact on a European Site SPA or SAC?	<b>Some positive effects likely:</b> No, site is over 6km from the nearest SPA (Mersey Estuary). Over 3km from nearest SSSI site (Red Brow Cutting).		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> No, over 3km from nearest SSSI site (Red Brow Cutting).		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other	<b>Significant negative effects likely:</b> Yes, the site is adjacent to the nearest nature reserve (Moore Nature Reserve). 70% of the site overlaps with a LWS and overlaps with BAP Wetlands and Grassland Habitat (6% overlap) and is overlaps with BAP Woodland and orchard habitat 38% overlap).		



<b>Site Ref</b>	R18/133		
site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?			
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> No TPO's on site.		
Would allocation of the site result in the use of previously developed land?	<b>Some negative effects likely:</b> Site is predominantly greenfield.		
<p><b><u>Suitability</u></b></p> <p><b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b></p> <p><b>Suitability: Mixed Assessment - Some negative effects likely. Mitigation measures may be required with some unavoidable impacts.</b></p> <p><b><u>Site visit:</u></b> The site has existing access off Birchwood Lane in to the existing Warehousing and areas of hard standing and is currently allocated in the Core Strategy Local Plan as a Strategic Development Opportunity, known as Port Warrington.</p> <p>The site submitted as part of the Regulation 18 Call for Sites exercise is larger in size than that as allocated in the Core Strategy Local Plan and the western area includes part of Moore Nature Reserve within it, a Local Wildlife Site. There is existing field gate access in to the wider site that includes Moore Nature Reserve off Lapwing Lane.</p> <p>Mature tree coverage is present across a large area of the site, as are mature hedges and there are also some established ponds within the site boundary, with Lapwing Lane crossing the site from north to south. A large part of the site is also within Flood zones 2 &amp; 3.</p> <p>The northern boundary of the site is some wooded cover with open green space and the River Mersey beyond, the eastern boundary is formed by an active railway line, the southern boundary is the Manchester Ship Canal and the western boundary is Lapwing Lane with farm land beyond.</p> <p>To the south of the site on the opposite side of the Ship Canal is the residential community at Promenade Park in Halton.</p> <p>The land is also identified as being potentially contaminated land and this would therefore require further investigation.</p> <p><b><u>Highways</u></b></p>		<p><b>Overall Site Conclusions based on Suitability, Availability, Achievability</b></p> <p>The site is graded 'A-/B-' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's local employment land needs, but there are potentially significant constraints in being able to bring the site forward for development.</p> <p>The site benefits from a unique location, providing an existing port facility on the Manchester Ship Canal and having the potential to provide a connection to the strategic rail network. The site promoter has provided evidence to demonstrate the specific need for port related development and how the site forms a key component of the wider plans for the Atlantic Gateway.</p> <p>The site is currently identified as CS11-Strategic Opportunity (Port Warrington) in the adopted Warrington Local Plan Core Strategy (2014); identified as a multi modal Port facility utilising the Ship Canal with an opportunity for rail freight (although a rail connection has yet to be made and utilised).</p> <p>There are a number of issues which would need to be mitigated to ensure that the site could be considered 'Suitable':</p> <ul style="list-style-type: none"> <li>• Development of the site would result in the loss of part of a Local Wildlife Site. The site promoter has submitted information to demonstrate how appropriate mitigation could be provided.</li> <li>• The development of the site could not be supported by current highways access arrangements. Development is therefore dependent on the proposed Western Link, a new access road to connect the site to the Western Link and associated public transport improvements.</li> <li>• The development could however have a significant impact on the Western Link. Trips generated from the development are likely to push traffic back into the town centre and inner Warrington, offsetting one of the key intended benefits of the Western Link in reducing congestion in these areas and freeing up substantial brownfield development capacity.</li> </ul>	

<b>Site Ref</b>	R18/133	
<p>The development of the site could not be supported by current highways access arrangements. Development is therefore dependent on the proposed Western Link, a new access road to connect the site to the Western Link and associated public transport improvements. The development could however have a significant impact on the Western Link. Trips generated from the development are likely to push traffic back into the town centre and inner Warrington, offsetting one of the key intended benefits of the Western Link in reducing congestion in these areas and freeing up substantial brownfield development capacity.</p> <p><b><u>Economic Development Needs Assessment Conclusions:</u></b> The site is graded 'A-/B-' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs.</p> <p><b><u>Local Plan Objectives:</u></b> Given the issues on suitability the site does not perform well against all the Local Plan's Objectives and Spatial Strategy.</p>		<ul style="list-style-type: none"> <li>• The site is located with Flood zones 2 &amp; 3. It has been assessed through the Council's Level 1 and Level 2 Strategic Flood Risk Assessment (SFRA) and will require mitigation measures as part of the development process.</li> <li>• The residential amenity of residents to the south of the Manchester Ship Canal at Promenade Park will need to be protected.</li> </ul> <p>Given the issues on suitability the site does not perform well against all the Local Plan's Objectives and Spatial Strategy.</p> <p>The site is available and is being promoted by the owner through the Local Plan Process.</p> <p>In terms of achievability, viability information has been submitted by the site promoter to demonstrate the viability of the development. There are concerns however about whether the issues to address the suitability of the site can be addressed. In particular, to mitigate the impact on the Western Link it is likely that significant additional capacity will need to be provided at the junctions of the Western Link and the A57 and the A56. The scale of improvements required to these junctions is likely to raise significant engineering, deliverability and viability issues.</p> <p>The Council does not currently have a sufficiently full enough understanding as to whether the constraints identified above can be overcome. The Council is however committed to undertaking a review into Warrington's employment land needs before the end of the Plan period to ensure the long term supply of employment land and this site will be considered as part of this process.</p> <p><b>SITE CONCLUSION: SITE NOT SELECTED – The site is not selected for inclusion in the Local Plan.</b></p>

Site Ref: R18/061, R18/P2/100

<b>Site Ref</b>	R18/061				
<b>Site Name</b>	Land N of Barleycastle Lane, Appleton				
<b>Site Address</b>	Land N of Barleycastle Lane, Appleton				
<b>Ward</b>	Grappenhall				
<b>Existing Use</b>	Agricultural				
<b>Gross Site Area (Ha)</b>	15.30				
<b>Net: Developable Site Area (Ha)</b>					
<b>Site Potential (capacity)</b>	Site for B2/B8 employment development.				
<b>Green Belt Assessment</b>	General Area Assessment Parcel Reference: <b>10</b> General Area Assessment Parcel Result: <b>Weak</b> Green Belt Parcel Reference: <b>R18/061</b> Green Belt Parcel Result: <b>Strong</b>				
<b>Suitability</b>					
<b>Criteria</b>	<b>Traffic Light Assessment</b> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Would site development lead to the loss of employment land?	<b>Significant positive effects likely:</b> Employment land proposed.				
Distance to Principal Road Network by vehicle?	<b>Some positive effects likely:</b> Approx. 2.4km to the A50 Knutsford Road merging with the M6 (J20) and M56 (9).				

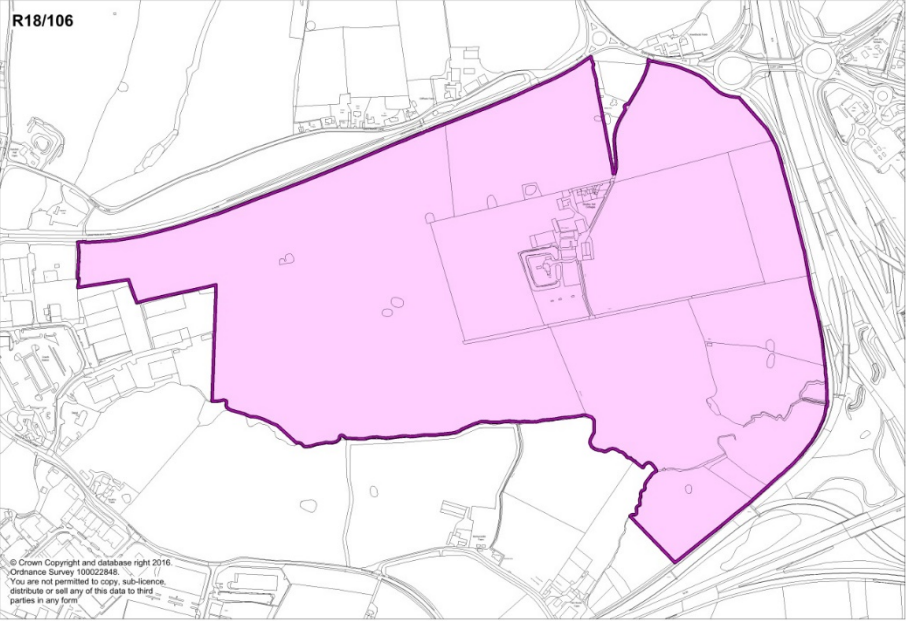
<b>Site Ref</b>	R18/061				
Is there a physical point of highway access into the site?	<b>Significant negative effects likely:</b> No existing access.	1. Was the site promoted by the owner?	Yes c/o agent.	1. Based on the high level viability review, is the site in a location of high, moderate or low viability?	High viability
How close is the site to key employment sites?	<b>Significant positive effects likely:</b> Site is adjacent to Barleycastle Trading Estate.	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes (prospective purchaser)
Is the area supported by community facilities? (Village halls, places of worship, community centres)	N/A	3. Is the site in active use?	Yes	3. Is there known demand for the form of provision approved/proposed?	Yes
		4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
Does the site provide access to formal play space?	N/A	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	Yes, potentially contaminated and offsite highway work required.
How accessible is the site to the nearest primary school on foot?	N/A	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  Site being promoted by the owner with no known ownership issues.		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  The site is in a location of high viability. There is developer interest and/or demand and some potential abnormal development costs.  EDNA (2021) site Grade 'A+/B+'.	
How accessible is the site to the nearest Secondary school?	N/A				
How well served is the site by a bus service?	<b>Significant negative effects likely:</b> Approx. 0.3km from bus stops on Lyncastle Road off Barleycastle Lane – Bus no. CAT 8A which provides links between Appleton, Grappenhall and Warrington Interchange (low frequency service) (using existing roads).				
How accessible is the site to the nearest train station?	<b>Significant negative effects likely:</b> Approx. 7.8km from Warrington Bank Quay Train Station (using existing roads).				
What is the overall distance to a GP service or health centre?	N/A				
What are the potential impacts on air quality?	<b>Some positive effects likely:</b> Site is not in an AQMA or 1km from AQMA.				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Some negative effects likely:</b> Approx. 20% of the site overlaps with land that is potentially contaminated. As it is a relatively large proportion it could be difficult to remediate therefore further information required.				
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some negative effects likely:</b> Land classes as grade 2 agricultural land (Approximately 8.7 Ha) and grade 3 agricultural land (approximately 6.7 ha).				

<b>Site Ref</b>	R18/061		
Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency?	<b>Some positive effects likely:</b> Site does not fall within a Groundwater Source Protection Zone.		
Is the site (or part of) within an identified flood zone?	<b>Some positive effects likely:</b> Site is within flood zone 1.		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Some positive effects likely:</b> Not within identified areas / no effects.		
What is the proximity of the site to designated heritage assets?	<b>Some negative effects likely:</b> Shippon & Booth's Farm Farmhouse Grade II buildings located adjacent to SW border of site. Tanyard Farm Grade II approx.0.9km away; Barleycastle Farmhouse Grade II approx.0.7km away; Beehive Farmhouse Grade II approx. 0.06km away; Yew Tree Farmhouse Grade II 2km away. Bradley Hall moated site – Scheduled Monument 2.2km away (using existing roads).		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some negative effects likely:</b> Development could be managed so as to not impact upon the setting of heritage assets.		
Capacity of the landscape to accommodate development while respecting its character.	<b>Some negative effects likely:</b> The site falls within Character Type 1B – Undulating Enclosed Farmland – Appleton Thorn. The farmland in this area is generally undulating and slopes down to reasonably level area of mossland known as Appleton and Stretton Moss. Agriculture is mainly arable and is characteristically composed of very large fields with a sparsity of hedgerows. Strong visible and audible effect of M56 motorway. Appleton Thorn Church tower is a prominent ridgeline feature. There is a significant existing employment area to the west which already has an impact on the landscape in this area. Development of the site would further contribute to this but the landscape here as already been significantly altered and mitigation ought to be possible to ensure that further impacts are not significant and the wider landscape is protect.		
Could allocation of the site have a potential impact on a European Site, SPA or SAC?	<b>Some positive effects likely:</b> Site is over 6km from the nearest SAC (Rixton Clay Pits)		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> Site is over 3km from the nearest SSSI (Woolston Eyes)		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential	<b>Significant negative effects likely:</b> 1.33% of the site overlaps with BAP Woodland and Orchard Habitat, further investigation required. Approx. 3.6km from Grappenhall Heys Long Woodland and approx. 2.9km from the Dingle (using existing roads).		

<b>Site Ref</b>	R18/061		
Wildlife Sites or any other site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?			
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> None.		
Would allocation of the site result in the use of previously developed land?	<b>Some negative effects likely:</b> Site is predominantly greenfield.		
<p><b>Suitability</b></p> <p><b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b></p> <p><b>Suitability: Mixed Assessment - Some negative effects likely: Mitigation measures may be required with some unavoidable impacts.</b></p> <p><b>Site visit:</b> The site is flat agricultural land adjacent to Barleycastle Lane with some limited tree and hedge coverage. There is a field pond within the site and also an existing field access into the site off Barleycastle Lane. Although not within the site, the Grade II Listed Booth's Farmhouse and associated Shippon are adjacent to the site.</p> <p>The northern boundary of the site is with open agricultural land, the eastern boundary is with open agricultural land, the southern boundary is with Barleycastle Lane and Barley Castle Trading Estate beyond and the western boundary is with Appleton Thorn Trading Estate.</p> <p>The land is also identified as being potentially contaminated land and this would therefore require further investigation.</p> <p><b>Highways:</b> Development of the site could not be supported by current highways access arrangements. Development is therefore dependent on infrastructure improvements to the local and strategic road networks.</p> <p><b>Economic Development Needs Assessment Conclusions:</b></p> <p>As a standalone site, the site is graded 'A+/B+' in the context of the Council's updated EDNA (2021) and Subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet local and strategic needs for B Class uses, and attract inward investment.</p>		<p><b>Overall Site Conclusions based on Suitability, Availability, Achievability</b></p> <p>As a standalone site, the site is graded 'A+/B+' in the context of the Council's updated EDNA (2021) and Subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet local and strategic needs for B Class uses, and attract inward investment.</p> <p>The overall combined site is graded 'A+/B+' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs. The site benefits from its location at the junction of the M6 and M56 and provides the potential when combined with adjacent parcels of land, to meet a large proportion of the Borough's identified B8 employment land requirement.</p> <p>There are a number of issues which would need to be mitigated to ensure that the site could be considered 'Suitable'. In particular:</p> <ul style="list-style-type: none"> <li>• The development of the site could not be supported by current highways access arrangements. Development is therefore dependent on infrastructure improvements to the local and strategic road networks.</li> <li>• Development will result in the loss of Grade 2 and 3 Agricultural Land and a strongly performing Green Belt parcel.</li> </ul> <p>The site is available and is being actively promoted by site owners through the Local Plan process.</p> <p>Development of the site is considered achievable given the EDNA grading and the Local Plan viability assessment.</p> <p>Development can only come forward however with infrastructure improvements to the local and strategic highways networks.</p> <p>The site performs strongly against Local Plan Objectives and the proposed Local Plan Spatial Strategy. It benefits from proximity to the South East Warrington Urban Extension and provides the</p>	

<b>Site Ref</b>	R18/061	
<p>The overall combined site is graded 'A+/B+' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs. The site benefits from its location at the junction of the M6 and M56 and provides the potential when combined with adjacent parcels of land, to meet a large proportion of the Borough's identified B8 employment land requirement.</p> <p><b>Local Plan Objectives:</b> The site performs strongly against Local Plan Objectives and the proposed Local Plan Spatial Strategy. It benefits from proximity to the South East Warrington Urban Extension and provides the opportunity to ensure a comprehensive approach to the required improvements to road infrastructure and public transport improvements in the wider area.</p>		<p>opportunity to ensure a comprehensive approach to the required improvements to road infrastructure and public transport improvements in the wider area.</p> <p><b>SITE CONCLUSION: SELECTED SITE</b> (part of the wider allocation totalling 137 ha Gross known as the South East Warrington Employment Area (SEWEA) comprising R18/061, R18/P2/100; R18/106, R18/P2/145; R18/147, (Part R18/143); R18/148, (Part R18/P2/099); R18/150, (Part R18/P2/098); R18/151, (Part R18/P2/097) – subject to ensuring appropriate infrastructure improvements to the local and strategic road networks are delivered.</p>

Site Ref: R18/106, R18/P2/145

<b>Site Ref</b>	R18/106				
<b>Site Name</b>	Land at Bradley Hall Farm, Cliff Road				
<b>Site Address</b>	Land at Bradley Hall Farm, Cliff Road				
<b>Ward</b>	Grappenhall				
<b>Existing Use</b>	Agricultural				
<b>Gross Site Area (Ha)</b>	92.29				
<b>Net: Developable Site Area (Ha)</b>					
<b>Site Potential (capacity)</b>	B2, B8 Employment use				
<b>Green Belt Assessment</b>	<p>General Area Assessment Parcel Reference: <b>10</b></p> <p>General Area Assessment Parcel Result: <b>Weak</b></p> <p>Green Belt Parcel Reference: <b>R18/106</b></p> <p>Green Belt Parcel Result: <b>Moderate</b></p>				
<b>Suitability</b>		<b>Availability</b>		<b>Achievability</b>	
<b>Criteria</b>	<p><b>Traffic Light Assessment</b></p> <ul style="list-style-type: none"> <li>• <b>Significant positive effects likely - Promotes sustainable growth</b></li> <li>• <b>Some positive effects likely - Unlikely to have a major impact on trends</b></li> <li>• <b>Some negative effects likely - Mitigation may be required/unavoidable impacts</b></li> <li>• <b>Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</b></li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Would site development lead to the loss of employment land?	<b>Significant positive effects likely:</b> Employment land proposed.				
Distance to Principal Road Network by vehicle	<b>Significant positive effects likely:</b> Site directly adjacent to the A50 Knutsford Road merging with the M6 (J20) and M56 (9).				
Is there a physical point of highway access into the site?	<b>Some positive effects likely:</b> Existing access from Grappenhall Lane.	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a	High viability



<b>Site Ref</b>	R18/106				
				location of high, moderate or low viability?	
How close is the site to key employment sites?	<b>Significant positive effects likely:</b> Directly adjacent from Appleton Thorn Trading Estate (west of site).	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes
Is the area supported by community facilities? (Village halls, places of worship, community centres)	N/A	3. Is the site in active use?	Yes	3. Is there known demand for the form of provision approved/proposed?	Yes
		4. Could the site be developed now?	Site available immediately and deliverable.	4. Have similar sites been successfully developed in the preceding years?	Yes
Does the site provide access to formal play space?	N/A	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	Yes, part of land is potentially contaminated. Off-site highways infrastructure required.
How accessible is the site to the nearest primary school on foot?	N/A	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  Site being promoted by the owner with no known ownership issues.		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  The site is in a location of high viability. There is developer interest and/or demand and some potential abnormal development costs.  EDNA (2021) site Grade 'A+'.	
How accessible is the site to the nearest Secondary school?	N/A				
How well served is the site by a bus service?	<b>Some positive effects likely:</b> Approx. 1.1km from bus stops on Lyncastle Road off Barleycastle Lane – Bus no. CAT 8A which provides links between Appleton, Grappenhall and Warrington Interchange, low frequency service (using existing roads).				
How accessible is the site to the nearest train station?	<b>Significant negative effects likely:</b> Approx. 8.6km from Warrington Bank Quay Station (using existing roads).				
What is the overall distance to a GP service or health centre?	N/A				
What are the potential impacts on air quality?	<b>Significant negative effects likely:</b> Site within 1km of AQMA (M6 corridor).				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Significant positive effects likely:</b> Approx. 0.7% of the site overlaps with land that is potentially contaminated. As it is a relatively small proportion of the site it is likely that this could be remediated.				

<b>Site Ref</b>	R18/106		
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Significant negative effects likely:</b> The land is mostly grade 3 agricultural land.		
Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency	<b>Some positive effects likely:</b> Site does not fall within a Groundwater Source Protection Zone.		
Is the site (or part of) within an identified flood zone?	<b>Some positive effects likely:</b> Site is within flood zone 1.		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Some negative effects likely:</b> Just the western tip of the site is within the sand and gravel MSA buffer. Given the separation distances involved it is unlikely that proximal sterilisation will be an issue. This would not have an impact on development on the site.		
What is the proximity of the site to designated heritage assets?	<b>Some negative effects likely:</b> Bradley Hall Moated Site – Scheduled Monument is within the site. Barleycastle Farmhouse Grade II, Tanyard Farm Building Grade II, 0.5km away, Beehive Farmhouse Grade II, approx. 1.1km away and Shippon & Booth’s Farm Farmhouse 1km away. Yew Tree Farmhouse Grade II, 2km away, all along Barleycastle Lane (using existing roads).		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some negative effects likely:</b> Development could be managed so as to not impact upon the rural setting of heritage assets. Though Bradley Hall Moated site falls within the site, it would not necessarily be lost through development, however its setting may be altered. Visual impact from Grappenhall Village Conservation Area would have very limited impact.		
Capacity of the landscape to accommodate development while respecting its character.	<b>Some positive effects likely:</b> The site falls within Character Type 1B – Undulating Enclosed Farmland – Appleton Thorn. The farmland in this area is generally undulating and slopes down to reasonably level area of mossland known as Appleton and Stretton Moss. Agriculture is mainly arable and is characteristically composed of very large fields with a sparsity of hedgerows. Strong visible and audible effect of M56 motorway. Appleton Thorn Church tower is a prominent ridgeline feature. There is a significant existing employment area to the west which already has an impact on the landscape in this area. Whilst development of the site would further contribute to this, the landscape here as already been significantly altered and mitigation ought to be possible to ensure that further impacts are not significant and the impact on the wider landscape is protected.		
Could allocation of the site have a potential impact on a European Site, SPA or SAC?	<b>Some positive effects likely:</b> Approx. 7km from Rixton Claypits SAC. No impact.		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> Site is 5km from Woolston Eyes SSSI		

<b>Site Ref</b>	R18/106		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?	<b>Some negative effects likely:</b> Potentially, approx.3% of the site overlaps with BAP Woodland and Orchard Habitats. This may be suitable for biodiversity off setting. Approx. 4.4km from Grappenhall Heys Long Woodland and approx. 3.7km from the Dingle (using existing roads).		
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> No TPO's on site.		
Would allocation of the site result in the use of previously developed land?	<b>Some negative effects likely:</b> Site is predominantly greenfield.		
<p><b><u>Suitability</u></b></p> <p><b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b></p> <p><b>Suitability: Mixed Assessment - Some negative effects likely. Mitigation measures may be required with some unavoidable impacts.</b></p> <p><b>Site visit:</b> The site is relatively flat in nature with some mature boundary hedging and sporadic mature tree coverage, there is a small pond to the centre of the site and it is currently in agricultural use. Two Public Rights of Way run through the site and a small part of the south east of the site is within the administrative boundary of Cheshire East Council. A small part of the eastern boundary is within the Motorway AQMA.</p> <p>Bradley Hall and Bradley Hall Barn are within the site's boundary and are Locally Listed Buildings. Bradley Hall Moated Site, a Scheduled Ancient Monument (list entry number 1011924) also sits within the centre of the site.</p> <p>The northern boundary of the site is formed by Grappenhall Lane, the eastern boundary is with the M6 Motorway, the southern boundary is with open agricultural land and the M56 Motorway beyond and the western boundary is with Appleton Thorn Trading Estate. The site is also in close proximity to the Strategic Road Network.</p> <p>The land is also identified as being potentially contaminated land and this would therefore require further investigation. The assessment of the site in Green Belt terms concluded that the parcel of land makes a weak contribution.</p>		<p><b><u>Overall Site Conclusions based on Suitability, Availability, Achievability</u></b></p> <p>As a standalone site, the site is graded 'A+' in the context of the Council's updated EDNA (2021) and Subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet strategic needs for B Class uses, and attract inward investment.</p> <p>The overall combined site is graded 'A+/B+' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs. The site benefits from its location at the junction of the M6 and M56 and provides the potential when combined with adjacent parcels of land, to meet a large proportion of the Borough's identified B8 employment land requirement.</p> <p>There are a number of issues which would need to be mitigated to ensure that the overall site could be considered 'Suitable', in particular:</p> <ul style="list-style-type: none"> <li>• The development of the overall site could not be supported by current highways access arrangements. Development is therefore dependent on infrastructure improvements to the local and strategic road networks.</li> <li>• There is a Scheduled Ancient Monument within the site. Development will need to ensure that the setting of the heritage asset is preserved and enhanced.</li> <li>• Development will result in the loss of Grade 3 Agricultural Land.</li> </ul> <p>The site is available and is being actively promoted by site owners through the Local Plan process.</p> <p>Development of the site is considered achievable given the EDNA grading and the Local Plan viability assessment.</p> <p>Development can only come forward however with infrastructure improvements to the local and strategic highways networks.</p>	

<b>Site Ref</b>	R18/106	
<p><b>Highways:</b> Development of the site could not be supported by current highways access arrangements. Development is therefore dependent on infrastructure improvements to the local and strategic road networks.</p> <p><b>Economic Development Needs Assessment Conclusions:</b></p> <p>As a standalone site, the site is graded 'A+' in the context of the Council's updated EDNA (2021) and Subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet strategic needs for B Class uses, and attract inward investment.</p> <p>The overall combined site is graded 'A+/B+' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs. The site benefits from its location at the junction of the M6 and M56 and provides the potential when combined with adjacent parcels of land, to meet a large proportion of the Borough's identified B8 employment land requirement.</p> <p><b>Local Plan Objectives &amp; Strategy:</b> The site performs strongly against Local Plan Objectives and the proposed Local Plan Spatial Strategy. It benefits from proximity to the South East Warrington Urban Extension and provides the opportunity to ensure a comprehensive approach to the required improvements to road infrastructure and public transport improvements in the wider area.</p>		<p>The site performs strongly against Local Plan Objectives and the proposed Local Plan Spatial Strategy. It benefits from proximity to the South East Warrington Urban Extension and provides the opportunity to ensure a comprehensive approach to the required improvements to road infrastructure and public transport improvements in the wider area.</p> <p><b>SITE CONCLUSION: SELECTED SITE</b> (part of the wider allocation totalling 137 ha Gross known as the South East Warrington Employment Area (SEWEA) comprising R18/061, R18/P2/100; R18/106, R18/P2/145; R18/147, (Part R18/143); R18/148, (Part R18/P2/099); R18/150, (Part R18/P2/098); R18/151, (Part R18/P2/097) – subject to ensuring appropriate infrastructure improvements to the local and strategic road networks are delivered.</p>

Site Ref: R18/147 (Part R18/143)

<b>Site Ref</b>	R18/147					
<b>Site Name</b>	(R18/147), (Part R18/143), Land south of Barleycastle Lane					
<b>Site Address</b>	Land south of Barleycastle Lane, Appleton					
<b>Ward</b>	Grappenhall					
<b>Existing Use</b>	Agricultural					
<b>Gross Site Area (Ha)</b>	9.5					
<b>Net: Developable Site Area (Ha)</b>						
<b>Site Potential (capacity)</b>	B1(b), B1(c), B8 Employment Use					
<b>Green Belt Assessment</b>	<p>General Area Assessment Parcel Reference: <b>10</b></p> <p>General Area Assessment Parcel Result: <b>Weak</b></p> <p>Green Belt Parcel Reference: <b>R18/147</b></p> <p>Green Belt Parcel Result: <b>Weak</b></p>					
<b>Suitability</b>			<b>Availability</b>		<b>Achievability</b>	
<b>Criteria</b>	<b>Traffic Light Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>	
	<ul style="list-style-type: none"> <li>• <b>Significant positive effects likely - Promotes sustainable growth</b></li> <li>• <b>Some positive effects likely - Unlikely to have a major impact on trends</b></li> <li>• <b>Some negative effects likely - Mitigation may be required/unavoidable impacts</b></li> <li>• <b>Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</b></li> </ul>					
Would site development lead to the loss of employment land?	<b>Significant positive effects likely:</b> Employment land proposed.					
Distance to Principal Road Network by vehicle?	<b>Some positive effects likely:</b> Site is approx. 2km to the A50 Knutsford Road merging with to the M6 (J20) and M56 (J9).					
Is there a physical point of highway access into the site?	<b>Some positive effects likely:</b> Existing access from Barleycastle Lane.	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a	High viability	

<b>Site Ref</b>	R18/147				
				location of high, moderate or low viability?	
How close is the site to key employment sites?	<b>Significant positive effects likely:</b> The site is adjacent to (and slightly overlaps) Barleycastle Trading Estate.	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes
Is the area supported by community facilities? (Village halls, places of worship, community centres)	N/A	3. Is the site in active use?	Yes	3. Is there known demand for the form of provision approved/proposed?	Yes
Does the site provide access to formal play space?	N/A	4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
How accessible is the site to the nearest primary school on foot?	N/A	5. Is the site free of ownership and tenancy issues?	mainly yes	5. Are there known abnormal development costs?	Yes, part of land is potentially contaminated. Off-site highways infrastructure.
How accessible is the site to the nearest Secondary school?	N/A	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  Site being promoted by two of the owners.		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  The site is in a location of high viability. There is developer interest and/or demand and some potential abnormal development costs.  EDNA (2021) site Grade 'B+'.	
How well served is the site by a bus service?	<b>Significant negative effects likely:</b> Approx. 0.6km from bus stops on Lyncastle Road off Barleycastle Lane – Bus no. CAT 8A which provides links between Appleton, Grappenhall and Warrington Interchange, low frequency service (using existing roads).				
How accessible is the site to the nearest train station?	<b>Significant negative effects likely:</b> 8.1km from Warrington Bank Quay Station (using existing roads).				
What is the overall distance to a GP service or health centre?	N/A				
What are the potential impacts on air quality?	<b>Significant negative effects likely:</b> Site within 1km of AQMA (M56 corridor).				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Some negative effects likely:</b> The land is identified as being potentially contaminated land and this would therefore require further investigation.				
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some positive effects likely:</b> The majority of the site is grade 2 agricultural land (approx.9.4ha)				
Does the site fall within a Groundwater Source Protection Zone, as	<b>Some positive effects likely:</b> Site does not fall within a Groundwater Source Protection Zone.				

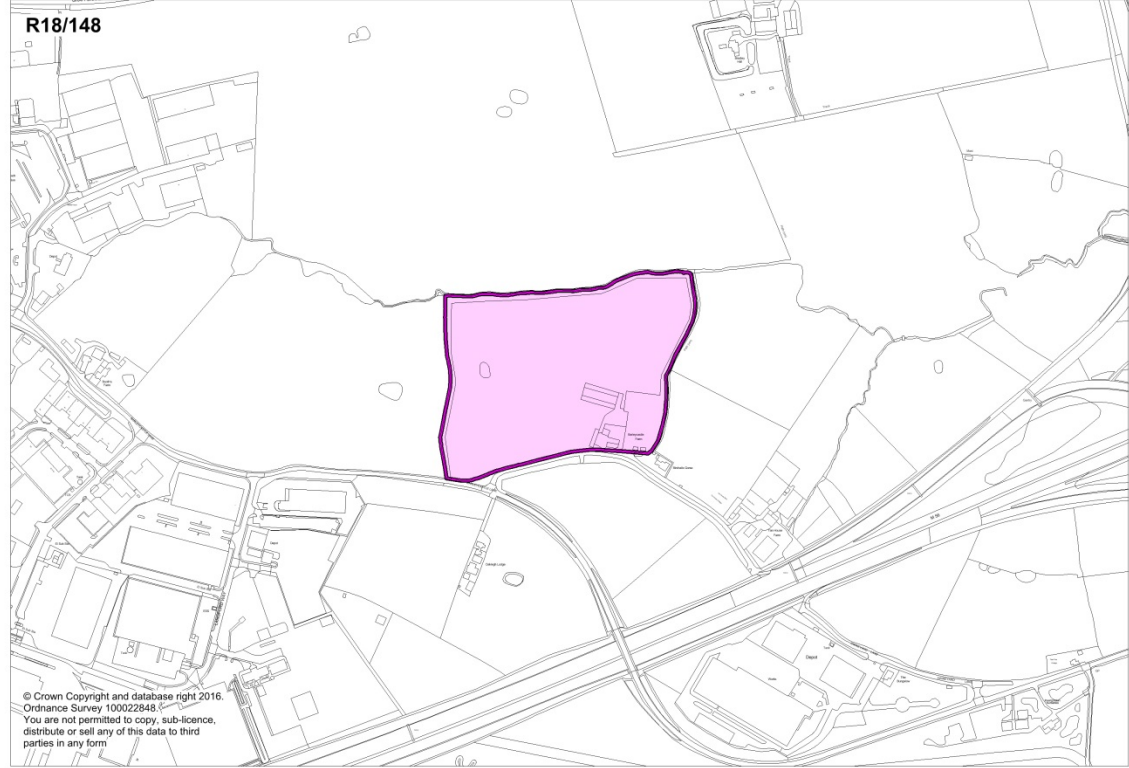
<b>Site Ref</b>	R18/147		
identified by the Environment Agency?			
Is the site (or part of) within an identified flood zone?	<b>Some positive effects likely:</b> Site within flood zone 1.		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Some positive effects likely:</b> Not within identified areas.		
What is the proximity of the site to designated heritage assets?	<b>Some negative effects likely:</b> Barleycastle Farmhouse Grade II located beyond northern boundary 0.2km away, Tanyard Farm Building Grade II located 0.4km away, Beehive Farmhouse Grade II along Barleycastle Lane which is approx. 0.7km away and Shippon & Booth's Farm Farmhouse 0.6km away and Yew Tree Farmhouse Grade II is 1.9km away (using existing roads).		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some positive effects likely:</b> Development could be managed so as to not impact upon the setting of heritage assets.		
Capacity of the landscape to accommodate development while respecting its character.	<b>Some positive effects likely:</b> The site falls within Character Type 4C – Former Stretton Airfield. The former Stretton Airfield occupies an area of level ground situated adjoining the Appleton Thorn Trading Estate. In common with Burtonwood Airfield, the site is split into two sections by motorway construction. To the north of the M56 a trading estate has developed over former runways. However, to the south no new development has taken place and the airfield remains a very large open expanse of grassland intersected by concrete runways. This site lies to the north of the motorway where the landscape in this area is dominated by significant employment development. Whilst development of the site would further contribute to this, the landscape here as already been significantly altered and mitigation ought to be possible to ensure that further impacts are not significant and the impact on the wider landscape is protected.		
Could allocation of the site have a potential impact on a European Site, SPA or SAC	<b>Some positive effects likely:</b> Approx. 6km from Rixton Claypits SAC.		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> Site approx. 4km from Woolston Eyes SSSI		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other site of wildlife or	<b>Some positive effects likely:</b> Approx. 3.9km from Grappenhall Heys Long Woodland and approx. 3.2km from the Dingle (using existing roads).		

<b>Site Ref</b>	R18/147		
geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?			
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> None.		
Would allocation of the site result in the use of previously developed land?	<b>Some negative effects likely:</b> Site is predominantly greenfield.		
<p><b><u>Suitability</u></b></p> <p><b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b></p> <p><b>Suitability: Mixed Assessment - Some negative effects likely. Mitigation measures may be required with some unavoidable impacts.</b></p> <p><b>Site visit:</b> Largely flat agricultural land with a pond in the centre of the site and a collection of farm buildings. There are hedges along the road boundary and some established tree planting. M56 borders the site along its southern boundary, with Barleycastle Lane forming the northern and eastern boundary. Barleycastle Trading estate borders the site to the west.</p> <p><b>Highways:</b> Development of the site could not be supported by current highways access arrangements. Development is therefore dependent on infrastructure improvements to the local and strategic road networks.</p> <p><b>Economic Development Needs Assessment Conclusions:</b> As a standalone site, the site is graded 'B+' in the context of the Council's updated EDNA (2021) and Subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet local needs for B Class uses.</p> <p>The overall combined site is graded 'A+/B+' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs. The site benefits from its location at the junction of the M6 and M56 and provides the potential when combined with adjacent parcels of land, to meet a large proportion of the Borough's identified B8 employment land requirement.</p> <p><b>Local Plan Objectives &amp; Strategy:</b> The site performs strongly against Local Plan Objectives and the proposed Local Plan Spatial Strategy. It benefits from proximity to the South East Warrington Urban Extension and provides the opportunity to</p>		<p><b><u>Overall Site Conclusions based on Suitability, Availability, Achievability</u></b></p> <p>As a standalone site, the site is graded 'B+' in the context of the Council's updated EDNA (2021) and Subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet local needs for B Class uses.</p> <p>The overall combined site is graded 'A+/B+' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs. The site benefits from its location at the junction of the M6 and M56 and provides the potential when combined with adjacent parcels of land, to meet a large proportion of the Borough's identified B8 employment land requirement.</p> <p>There are a number of issues which would need to be mitigated to ensure that the site could be considered 'Suitable'. In particular:</p> <ul style="list-style-type: none"> <li>• The development of the site could not be supported by current highways access arrangements. Development is therefore dependent on infrastructure improvements to the local and strategic road networks.</li> <li>• Development will result in the loss of Grade 2 Agricultural Land.</li> </ul> <p>The site is available and is being actively promoted by site owners through the Local Plan process.</p> <p>Development of the site is considered achievable given the EDNA 'grading and the Local Plan viability assessment.</p> <p>Development can only come forward however with infrastructure improvements to the local and strategic highways networks.</p> <p>The site performs strongly against Local Plan Objectives and the proposed Local Plan Spatial Strategy. It benefits from proximity to the South East Warrington Urban Extension and provides the opportunity to ensure a comprehensive approach to the required improvements to road infrastructure and public transport improvements in the wider area.</p>	



<b>Site Ref</b>	R18/147	
ensure a comprehensive approach to the required improvements to road infrastructure and public transport improvements in the wider area.		<b>SITE CONCLUSION: SELECTED SITE</b> (part of the wider allocation totalling 137 ha Gross known as the South East Warrington Employment Area (SEWEA) comprising R18/061, R18/P2/100; R18/106, R18/P2/145; R18/147, (Part R18/143); R18/148, (Part R18/P2/099); R18/150, (Part R18/P2/098); R18/151, (Part R18/P2/097) – subject to ensuring appropriate infrastructure improvements to the local and strategic road networks are delivered.

Site Ref: R18/148, (Part R18/P2/099)

<b>Site Ref</b>	R18/148				
<b>Site Name</b>	Land south of Barleycastle Lane				
<b>Site Address</b>	Land south of Barleycastle Lane, Appleton (Donlan Site)				
<b>Ward</b>	Grappenhall				
<b>Existing Use</b>	Agricultural				
<b>Gross Site Area (Ha)</b>	8.71				
<b>Net: Developable Site Area (Ha)</b>					
<b>Site Potential (capacity)</b>	B1, B2, B8 Employment use				
<b>Green Belt Assessment</b>	<p>General Area Assessment Parcel Reference: <b>10</b></p> <p>General Area Assessment Parcel Result: <b>Weak</b></p> <p>Green Belt Parcel Reference: <b>R18/148</b></p> <p>Green Belt Parcel Result: <b>Strong</b></p>				
<b>Suitability</b>		<b>Availability</b>		<b>Achievability</b>	
<b>Criteria</b>	<p><b>Traffic Light Assessment</b></p> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Would site development lead to the loss of employment land?	<b>Significant positive effects likely:</b> Employment land proposed.				
Distance to Principal Road Network by vehicle?	<b>Some positive effects likely:</b> Approx. 2.7m to the A50 Knutsford Road merging with M6 (J20) and M56 (J9).				
Is there a physical point of highway access into the site?	<b>Some positive effects likely:</b> Existing access from Barleycastle Lane.	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a	High viability

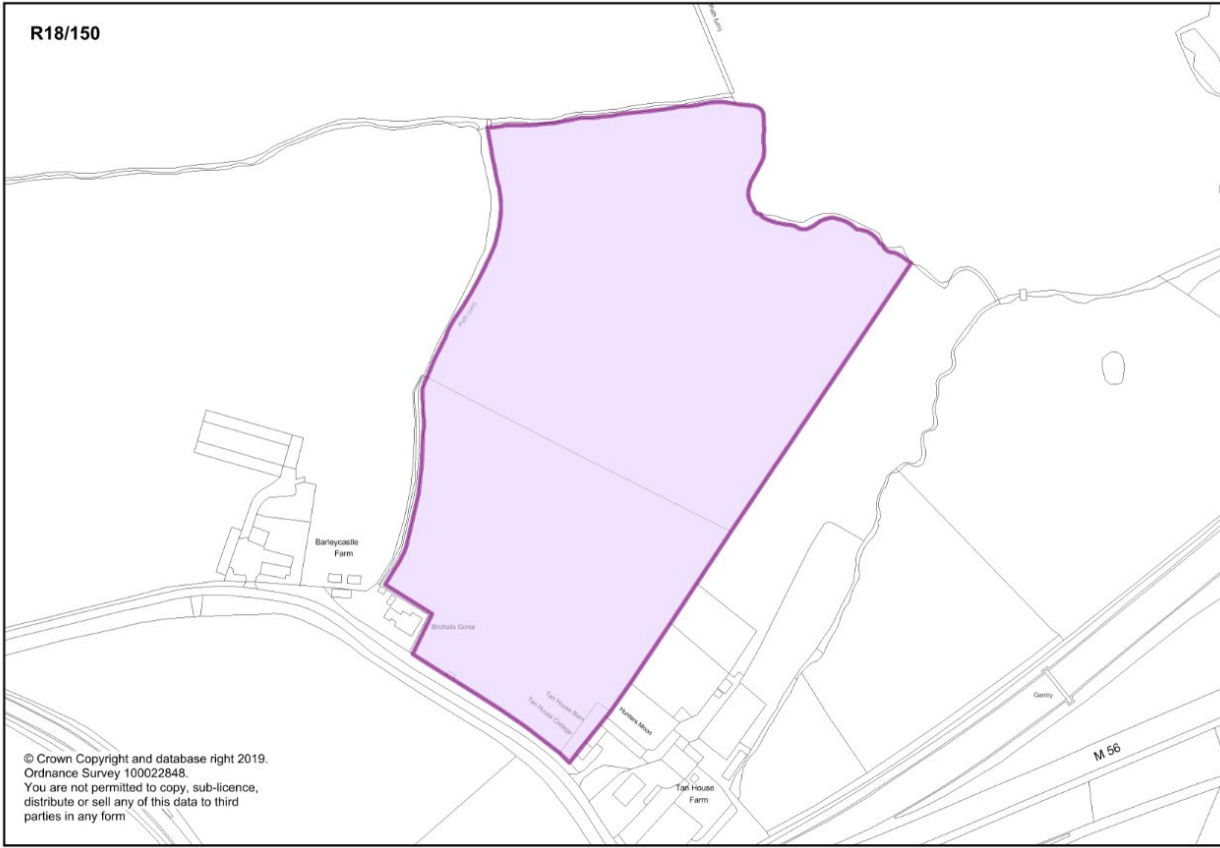
<b>Site Ref</b>	R18/148				
				location of high, moderate or low viability?	
How close is the site to key employment sites?	<b>Significant positive effects likely:</b> The site is approx. 0.9km from Barleycastle Trading Estate.	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes
Is the area supported by community facilities? (Village halls, places of worship, community centres)	N/A	3. Is the site in active use?	Yes	3. Is there known demand for the form of provision approved/proposed?	Yes
Does the site provide access to formal play space?	N/A	4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
How accessible is the site to the nearest primary school on foot?	N/A	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	Yes, part of land is potentially contaminated. Off-site highways infrastructure,
How accessible is the site to the nearest Secondary school?	N/A	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  Site being promoted by the owner with no known ownership issues.		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  The site is in a location of high viability. There is developer interest and/or demand and some potential abnormal development costs.  EDNA (2021) site Grade 'A+/B+'.	
How well served is the site by a bus service?	<b>Some negative effects likely:</b> Approx. 0.8km from bus stops on Lyncastle Road off Barleycastle Lane – Bus no. CAT 8A which provides links between Appleton, Grappenhall and Warrington Interchange, low frequency service (using existing roads).				
How accessible is the site to the nearest train station?	<b>Significant negative effects likely:</b> Approx. 8.3km from Warrington Bank Quay Station (using existing roads).				
What is the overall distance to a GP service or health centre?	N/A				
What are the potential impacts on air quality?	<b>Some positive effects likely:</b> Site is not in an AQMA or 1km from AQMA.				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Significant positive effects likely:</b> Part of the site is thought to be contaminated (1.78% overlaps with contaminated land). Potential to remediate this contamination, further investigation required.				
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some positive effects likely:</b> The site is part Grade 3 and part Grade 2 agricultural land.				
Does the site fall within a Groundwater Source Protection Zone, as	<b>Some positive effects likely:</b> Site does not fall within a Groundwater Source Protection Zone.				

<b>Site Ref</b>	R18/148		
identified by the Environment Agency?			
Is the site (or part of) within an identified flood zone?	<b>Some positive effects likely:</b> Site within flood zone 1.		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Some positive effects likely:</b> Not within identified areas.		
What is the proximity of the site to designated heritage assets?	<b>Some negative effects likely:</b> Barleycastle Farmhouse Grade II, located along the southern edge of the site and Tanyard Farm Building Grade II located east 0.2km away from site. Beehive Farmhouse Grade II located along Barleycastle Lane which is approximately 0.8km away and Shippon & Booth's Farm Farmhouse 0.7km away. Yew Tree Farmhouse Grade II 2km away, Bradley Hall moated site – Scheduled Monument, north of the site approx. 2km away (using existing roads).		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some negative effects likely:</b> The setting of Barleycastle Farmhouse would be adversely affected, though it could be possible to retain the heritage asset in use. Development could be managed so as to not impact upon the setting of heritage assets.		
Capacity of the landscape to accommodate development while respecting its character.	<b>Some positive effects likely:</b> The site falls within Character Type 1B – Undulating Enclosed Farmland – Appleton Thorn. The farmland in this area is generally undulating and slopes down to reasonably level area of mossland known as Appleton and Stretton Moss. Agriculture is mainly arable and is characteristically composed of very large fields with a sparsity of hedgerows. Strong visible and audible effect of M56 motorway. Appleton Thorn Church tower is a prominent ridgeline feature. There is a significant existing employment area to the west which already has an impact on the landscape in this area. Whilst development of the site would further contribute to this, and the site is currently separated from the existing employment area, the landscape here as already been significantly altered and mitigation ought to be possible to ensure that further impacts are not significant and the impact on the wider landscape is protected.		
Could allocation of the site have a potential impact on a European Site, SPA or SAC	<b>Some positive effects likely:</b> Approx. 7km from Rixton Claypits SAC. No impact (distance as crow flies).		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> Approx. 4.7km from Woolston Eyes SSSI.		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other	<b>Some positive effects likely:</b> Approx. 4.1km from Grappenhall Heys Long Woodland and approx. 3.4km from the Dingle (using existing roads).		

<b>Site Ref</b>	R18/148		
site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?			
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> None.		
Would allocation of the site result in the use of previously developed land?	<b>Some negative effects likely:</b> Site is predominantly greenfield.		
<p><b><u>Suitability</u></b></p> <p><b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b></p> <p><b>Suitability: Mixed Assessment - Some negative effects likely. Mitigation measures may be required with some unavoidable impacts.</b></p> <p><b><u>Site visit:</u></b> Gently undulating agricultural land, slopes down towards the road. Established trees along site boundaries and some new tree planting towards western end of the site. Land includes cattery which appears to be currently in use.</p> <p><b><u>Highways:</u></b> Development of the site could not be supported by current highways access arrangements. Development is therefore dependent on infrastructure improvements to the local and strategic road networks.</p> <p><b><u>Economic Development Needs Assessment Conclusions:</u></b> As a standalone site, the site is graded 'A+/B+' in the context of the Council's updated EDNA (2021) and Subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet local and strategic needs for B Class uses, and attract inward investment.</p> <p>The overall combined site is graded 'A+/B+' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs. The site benefits from its location at the junction of the M6 and M56 and provides the potential when combined with adjacent parcels of land, to meet a large proportion of the Borough's identified B8 employment land requirement.</p> <p><b><u>Local Plan Objectives &amp; Strategy:</u></b> The site performs strongly against Local Plan Objectives and the proposed Local Plan Spatial Strategy. It benefits from proximity to the South East Warrington Urban Extension and provides the opportunity to ensure a comprehensive approach to the required improvements to road infrastructure and public transport improvements in the wider area.</p>		<p><b><u>Overall Site Conclusions based on Suitability, Availability, Achievability</u></b></p> <p>As a standalone site, the site is graded 'A+/B+' in the context of the Council's updated EDNA (2021) and Subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet local and strategic needs for B Class uses, and attract inward investment.</p> <p>The overall combined site is graded 'A+/B+' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs. The site benefits from its location at the junction of the M6 and M56 and provides the potential when combined with adjacent parcels of land, to meet a large proportion of the Borough's identified B8 employment land requirement.</p> <p>There are a number of issues which would need to be mitigated to ensure that the site could be considered 'Suitable'. In particular:</p> <ul style="list-style-type: none"> <li>• The development of the site could not be supported by current highways access arrangements. Development is therefore dependent on infrastructure improvements to the local and strategic road networks.</li> <li>• Development will result in the loss of Grade 2 and 3 Agricultural Land and a strongly performing Green Belt parcel.</li> </ul> <p>The site is available and is being actively promoted by site owners through the Local Plan process.</p> <p>Development of the site is considered achievable given the EDNA grading and the Local Plan viability assessment. Development can only come forward however with infrastructure improvements to the local and strategic highways networks.</p> <p>The site performs strongly against Local Plan Objectives and the proposed Local Plan Spatial Strategy. It benefits from proximity to the South East Warrington Urban Extension and provides the opportunity to ensure a comprehensive approach to the required improvements to road infrastructure and public transport improvements in the wider area.</p>	

<b>Site Ref</b>	R18/148	
		<b>SITE CONCLUSION: SELECTED SITE</b> (part of the wider allocation totalling 137ha Gross known as the South East Warrington Employment Area (SEWEA) comprising R18/061, R18/P2/100; R18/106, R18/P2/145; R18/147, (Part R18/143); R18/148, (Part R18/P2/099); R18/150, (Part R18/P2/098); R18/151, (Part R18/P2/097) – subject to ensuring appropriate infrastructure improvements to the local and strategic road networks are delivered.

Site Ref: R18/150, (Part R18/P2/098)

<b>Site Ref</b>	R18/150				
<b>Site Name</b>	Land off Barleycastle Lane				
<b>Site Address</b>	Land off Barleycastle Lane (Schofield/Stafford Site 1)				
<b>Ward</b>	Grappenhall				
<b>Existing Use</b>	Agricultural				
<b>Gross Site Area (Ha)</b>	6.4				
<b>Net: Developable Site Area (Ha)</b>					
<b>Site Potential (capacity)</b>	B1, B2, B8 Employment use				
<b>Green Belt Assessment</b>	General Area Assessment Parcel Reference: <b>10</b> General Area Assessment Parcel Result: <b>Weak</b> Green Belt Parcel Reference: <b>R18/150</b> Green Belt Parcel Result: <b>Strong</b>				
<b>Suitability</b>		<b>Availability</b>		<b>Achievability</b>	
<b>Criteria</b>	<b>Traffic Light Assessment</b> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Would site development lead to the loss of employment land?	<b>Significant positive effects likely:</b> Employment land proposed.				
Distance to Principal Road Network by vehicle?	<b>Some positive effects likely:</b> Approx. 3.1km to A50 Knutsford Road merging with M6 (J20) & M56 (J9).				

<b>Site Ref</b>	R18/150				
Is there a physical point of highway access into the site?	<b>Some positive effects likely:</b> Existing access from Barleycastle Lane.	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a location of high, moderate or low viability?	High viability
How close is the site to key employment sites?	<b>Some positive effects likely:</b> Approx. 1.3km from Barleycastle Trading Estate.	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes
Is the area supported by community facilities? (Village halls, places of worship, community centres)	N/A	3. Is the site in active use?	Yes	3. Is there known demand for the form of provision approved/proposed?	Yes
Does the site provide access to formal play space?	N/A	4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
How accessible is the site to the nearest primary school on foot?	N/A	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	Yes – off-site highways infrastructure.
How accessible is the site to the nearest Secondary school?	N/A	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  Site being promoted by the owner with no known ownership issues.		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  The site is in a location of high viability. There is developer interest and/or demand. Potential for abnormal development costs.  EDNA (2021) site Grade 'A+/B+'.	
How well served is the site by a bus service?	<b>Some positive effects likely:</b> Approx. 0.7km from bus stops on Lyncastle Road off Barleycastle Lane – Bus no. CAT 8A which provides links between Appleton, Grappenhall and Warrington Interchange, low bus frequency, (using existing roads).				
How accessible is the site to the nearest train station?	<b>Significant negative effects likely:</b> Approx. 8.6km from Warrington Bank Quay Station (using existing roads).				
What is the overall distance to a GP service or health centre?	N/A				
What are the potential impacts on air quality?	<b>Some positive effects likely:</b> Site is not in an AQMA or 1km from AQMA.				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Some positive effects likely:</b> No, site not affected.				
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some positive effects likely:</b> The land is classed as Grade 3 agricultural land.				
Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency?	<b>Some positive effects likely:</b> Site does not fall within a Groundwater Source Protection Zone.				

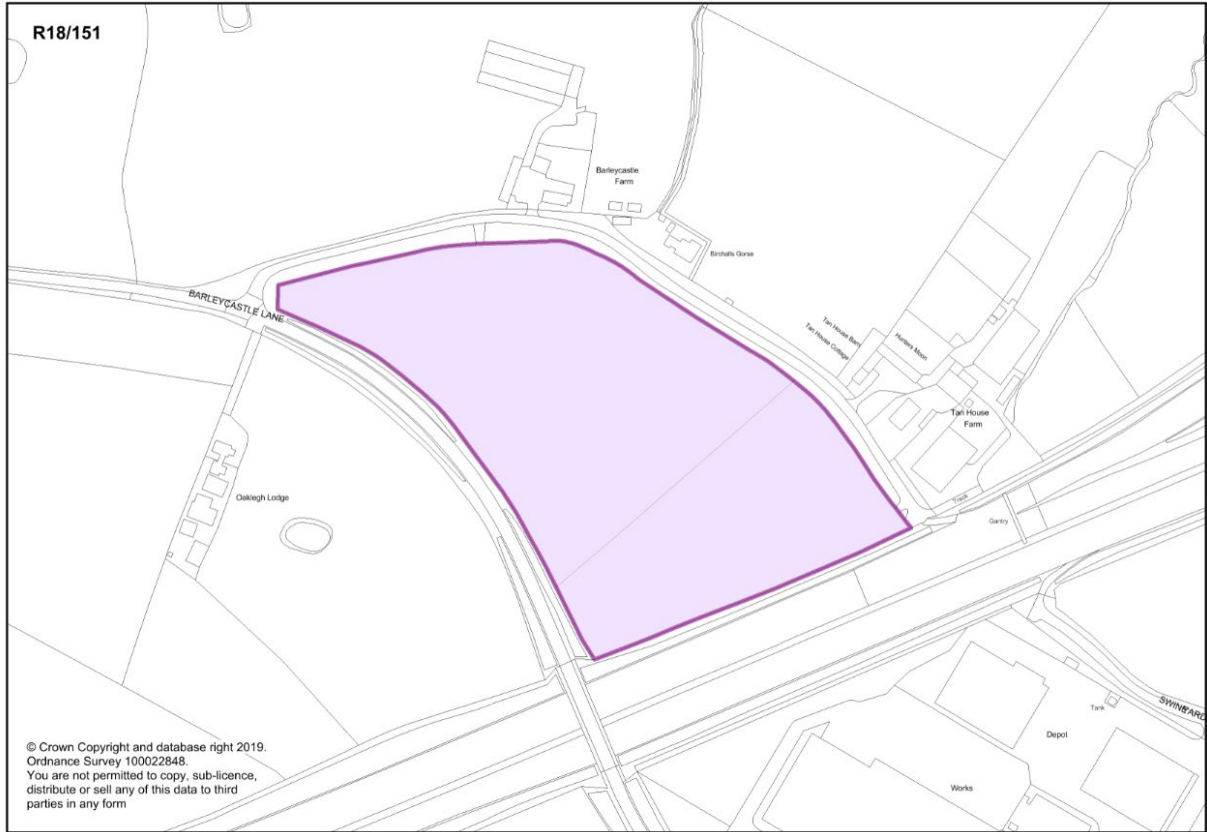


<b>Site Ref</b>	R18/150		
Is the site (or part of) within an identified flood zone?	<b>Some positive effects likely:</b> Site within flood zone 1.		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Some positive effects likely:</b> Not within identified areas.		
What is the proximity of the site to designated heritage assets?	<b>Some positive effects likely:</b> Barleycastle Farmhouse Grade II located north of the site 0.7km away from the site. The site and Tanyard Farm Building Grade II located 1.1km away from site. Beehive Farmhouse Grade II along Barleycastle Lane which is approximately 1.2km away and Shippon & Booth's Farm Farmhouse 1.1km away. Yew Tree Farmhouse Grade II is 2.4km away (using existing roads).		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some positive effects likely:</b> Development could be managed so as to not impact upon the setting of heritage assets.		
Capacity of the landscape to accommodate development while respecting its character.	<b>Some positive effects likely:</b> The site falls within Character Type 1B – Undulating Enclosed Farmland – Appleton Thorn. The farmland in this area is generally undulating and slopes down to reasonably level area of mossland known as Appleton and Stretton Moss. Agriculture is mainly arable and is characteristically composed of very large fields with a sparsity of hedgerows. Strong visible and audible effect of M56 motorway. Appleton Thorn Church tower is a prominent ridgeline feature. There is a significant existing employment area to the west which already has an impact on the landscape in this area. Whilst development of the site would further contribute to this, and the site is currently separated from the existing employment area, the landscape here as already been significantly altered and mitigation ought to be possible to ensure that further impacts are not significant and the impact on the wider landscape is protected.		
Could allocation of the site have a potential impact on a European Site, SPA or SAC?	<b>Some positive effects likely:</b> Approx. 6.7km from Rixton Claypits SAC.		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> Approx. 4.4km from Woolston Eyes SSSI.		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other site of wildlife or geodiversity value such as Ancient Woodland (including	<b>Some positive effects likely:</b> Approx. 4.4km from Grappenhall Heys Long Woodland and approx. 3.7km from the Dingle (using existing roads).		

<b>Site Ref</b>	R18/150		
where BAP species and habitats have been recorded)?			
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> None.		
Would allocation of the site result in the use of previously developed land?	<b>Some negative effects likely:</b> Site is predominantly greenfield.		
<p><b><u>Suitability</u></b></p> <p><b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b></p> <p><b>Suitability: Mixed Assessment - Some negative effects likely. Mitigation measures may be required with some unavoidable impacts.</b></p> <p><b><u>Site visit:</u></b> Agricultural land. Slopes down away from Barleycastle Lane. Bradley Brook forms the site boundary to the north. Farm buildings out with the site but adjacent to it fronting onto Barleycastle Lane. Cattery to the west. The site is accessible from Barleycastle Lane.</p> <p><b><u>Highways:</u></b> Development of the site could not be supported by current highways access arrangements. Development is therefore dependent on infrastructure improvements to the local and strategic road networks.</p> <p><b><u>Economic Development Needs Assessment Conclusions:</u></b> As a standalone site, the site is graded 'A+/B+' in the context of the Council's updated EDNA (2021) and Subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet local and strategic needs for B Class uses, and attract inward investment.</p> <p>The overall combined site is graded 'A+/B+' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs. The site benefits from its location at the junction of the M6 and M56 and provides the potential when combined with adjacent parcels of land, to meet a large proportion of the Borough's identified B8 employment land requirement.</p> <p><b><u>Local Plan Objectives &amp; Strategy:</u></b> The site performs strongly against Local Plan Objectives and the proposed Local Plan Spatial Strategy. It benefits from proximity to the South East Warrington Urban Extension and provides the opportunity to ensure a comprehensive approach to the required improvements to road infrastructure and public transport improvements in the wider area.</p>		<p><b><u>Overall Site Conclusions based on Suitability, Availability, Achievability</u></b></p> <p>As a standalone site, the site is graded 'A+/B+' in the context of the Council's updated EDNA (2021) and Subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet local and strategic needs for B Class uses, and attract inward investment.</p> <p>The overall combined site is graded 'A+/B+' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs. The site benefits from its location at the junction of the M6 and M56 and provides the potential when combined with adjacent parcels of land, to meet a large proportion of the Borough's identified B8 employment land requirement.</p> <p>There are a number of issues which would need to be mitigated to ensure that the site could be considered 'Suitable'. In particular:</p> <ul style="list-style-type: none"> <li>• The development of the site could not be supported by current highways access arrangements. Development is therefore dependent on infrastructure improvements to the local and strategic road networks.</li> <li>• Development will result in the loss of Grade 3 Agricultural Land and a strongly performing Green Belt parcel.</li> </ul> <p>The site is available and is being actively promoted by site owners through the Local Plan process.</p> <p>Development of the site is considered achievable given the EDNA grading and the Local Plan viability assessment.</p> <p>Development can only come forward however with infrastructure improvements to the local and strategic highways networks.</p> <p>The site performs strongly against Local Plan Objectives and the proposed Local Plan Spatial Strategy. It benefits from proximity to the South East Warrington Urban Extension and provides the opportunity to ensure a comprehensive approach to the required improvements to road infrastructure and public transport improvements in the wider area.</p>	

<b>Site Ref</b>	R18/150	
		<b>SITE CONCLUSION: SELECTED SITE</b> (part of the wider allocation totalling 137 ha Gross known as the South East Warrington Employment Area (SEWEA) comprising R18/061, R18/P2/100; R18/106, R18/P2/145; R18/147, (Part R18/143); R18/148, (Part R18/P2/099); R18/150, (Part R18/P2/098); R18/151, (Part R18/P2/097) – subject to ensuring appropriate infrastructure improvements to the local and strategic road networks are delivered.

Site Ref: R18/151, (Part R18/P2/097)

<b>Site Ref</b>	R18/151				
<b>Site Name</b>	Land off Barleycastle Lane				
<b>Site Address</b>	Land off Barleycastle Lane (Schofield/Stafford Site 2)				
<b>Ward</b>	Grappenhall				
<b>Existing Use</b>	Agricultural				
<b>Gross Site Area (Ha)</b>	6.4				
<b>Net: Developable Site Area (Ha)</b>					
<b>Site Potential (capacity)</b>	B1, B2, B8 Employment use				
<b>Green Belt Assessment</b>	General Area Assessment Parcel Reference: <b>10</b> General Area Assessment Parcel Result: <b>Weak</b> Green Belt Parcel Reference: <b>R18/151</b> Green Belt Parcel Result: <b>Weak</b>				
<b>Suitability</b>	<b>Availability</b>		<b>Achievability</b>		
<b>Criteria</b>	<b>Traffic Light Assessment</b> <ul style="list-style-type: none"> <li>• <b>Significant positive effects likely - Promotes sustainable growth</b></li> <li>• <b>Some positive effects likely - Unlikely to have a major impact on trends</b></li> <li>• <b>Some negative effects likely - Mitigation may be required/unavoidable impacts</b></li> <li>• <b>Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</b></li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Would site development lead to the loss of employment land?	<b>Significant positive effects likely:</b> Employment land proposed.				
Distance to Principal Road Network by vehicle?	<b>Some positive effects likely:</b> Approx. 3km to A50 Knutsford Road merging with M6 (J20) & M56 (J9).				
Is there a physical point of highway access into the site?	<b>Some positive effects likely:</b> Existing access from Barleycastle Lane.	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a	High viability

<b>Site Ref</b>	R18/151				
				location of high, moderate or low viability?	
How close is the site to key employment sites?	<b>Significant positive effects likely:</b> Approx. 0.9km from Barleycastle Trading Estate.	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes
Is the area supported by community facilities? (Village halls, places of worship, community centres)	N/A	3. Is the site in active use?	Yes	3. Is there known demand for the form of provision approved/proposed?	Yes
Does the site provide access to formal play space?	N/A	4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
How accessible is the site to the nearest primary school on foot?	N/A	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	Yes – off-site highways infrastructure.
How accessible is the site to the nearest Secondary school?	N/A	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  Site being promoted by the owner with no known ownership issues.		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  The site is in a location of high viability. There is developer interest and/or demand. Potential abnormal costs.  EDNA (2021) site Grade 'A+/B+'.	
How well served is the site by a bus service?	<b>Some negative effects likely:</b> Approx. 0.7km from bus stops on Lyncastle Road off Barleycastle Lane – Bus no. CAT 8A which provides links between Appleton, Grappenhall and Warrington Interchange, low bus frequency, (using existing roads).				
How accessible is the site to the nearest train station?	<b>Significant negative effects likely:</b> Approx. 8.2km from Warrington Bank Quay Station (using existing roads).				
What is the overall distance to a GP service or health centre?	N/A				
What are the potential impacts on air quality?	<b>Some negative effects likely:</b> Site within 1km of AQMA (M56 corridor).				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Some positive effects likely:</b> No, site not affected.				
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some positive effects likely:</b> The land is classed as Grade 3 agricultural land.				
Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency?	<b>Some positive effects likely:</b> Site does not fall within a Groundwater Source Protection Zone.				
Is the site (or part of) within an identified flood zone?	<b>Some positive effects likely:</b> Site within flood zone 1.				

<b>Site Ref</b>	R18/151		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Some positive effects likely:</b> Not within identified areas.		
What is the proximity of the site to designated heritage assets?	<b>Some positive effects likely:</b> Barleycastle Farmhouse Grade II located north of the site 0.3km away from the site. The site and Tanyard Farm Building Grade II located 0.5km away from site. Beehive Farmhouse Grade II along Barleycastle Lane which is approximately 0.8km away and Shippon & Booth's Farm Farmhouse 0.7km away. Yew Tree Farmhouse Grade II is 2km away (using existing roads).		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some positive effects likely:</b> Development could be managed so as to not impact upon the setting of heritage assets.		
Capacity of the landscape to accommodate development while respecting its character.	<b>Some positive effects likely:</b> The site falls within Character Type 1B – Undulating Enclosed Farmland – Appleton Thorn. The farmland in this area is generally undulating and slopes down to reasonably level area of mossland known as Appleton and Stretton Moss. Agriculture is mainly arable and is characteristically composed of very large fields with a sparsity of hedgerows. Strong visible and audible effect of M56 motorway. Appleton Thorn Church tower is a prominent ridgeline feature. There is a significant existing employment area to the west which already has an impact on the landscape in this area. Whilst development of the site would further contribute to this, the landscape here has already been significantly altered and mitigation ought to be possible to ensure that further impacts are not significant and the wider landscape is protected.		
Could allocation of the site have a potential impact on a European Site, SPA or SAC?	<b>Some positive effects likely:</b> Approx. 6.6km from Rixton Claypits SAC.		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> Approx. 4km from Woolston Eyes SSSI.		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?	<b>Some positive effects likely:</b> Approx. 4km from Grappenhall Heys Long Woodland and approx. 3.3km from the Dingle (using existing roads).		

<b>Site Ref</b>	R18/151		
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> None.		
Would allocation of the site result in the use of previously developed land?	<b>Some negative effects likely:</b> Site is predominantly greenfield.		
<p><b>Suitability</b></p> <p><b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b></p> <p><b>Suitability: Mixed Assessment - Some negative effects likely. Mitigation measures may be required with some unavoidable impacts.</b></p> <p><b>Site visit:</b> Undulating farmland. Site gently slopes downward towards Barleycastle Lane. Trees along boundary with motorway. Hedges along boundary with Barleycastle Lane to the north. M56 located to the south. Tan House Farm opposite the site in south eastern corner. Access to the site can be taken directly from Barleycastle Lane.</p> <p><b>Highways:</b> Development of the site could not be supported by current highways access arrangements. Development is therefore dependent on infrastructure improvements to the local and strategic road networks.</p> <p><b>Economic Development Needs Assessment Conclusions:</b> As a standalone site, the site is graded 'A+/B+' in the context of the Council's updated EDNA (2021) and Subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet local and strategic needs for B Class uses, and attract inward investment.</p> <p>The overall combined site is graded 'A+/B+' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs. The site benefits from its location at the junction of the M6 and M56 and provides the potential when combined with adjacent parcels of land, to meet a large proportion of the Borough's identified B8 employment land requirement.</p> <p><b>Local Plan Objectives &amp; Strategy:</b> The site performs strongly against Local Plan Objectives and the proposed Local Plan Spatial Strategy. It benefits from proximity to the South East Warrington Urban Extension and provides the opportunity to ensure a comprehensive approach to the required improvements to road infrastructure and public transport improvements in the wider area.</p>		<p><b>Overall Site Conclusions based on Suitability, Availability, Achievability</b></p> <p>As a standalone site, the site is graded 'A+/B+' in the context of the Council's updated EDNA (2021) and Subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet local and strategic needs for B Class uses, and attract inward investment.</p> <p>The overall combined site is graded 'A+/B+' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs. The site benefits from its location at the junction of the M6 and M56 and provides the potential when combined with adjacent parcels of land, to meet a large proportion of the Borough's identified B8 employment land requirement.</p> <p>There are a number of issues which would need to be mitigated to ensure that the site could be considered 'Suitable'. In particular:</p> <ul style="list-style-type: none"> <li>• The development of the site could not be supported by current highways access arrangements. Development is therefore dependent on infrastructure improvements to the local and strategic road networks.</li> <li>• Development will result in the loss of Grade 3 Agricultural Land.</li> </ul> <p>The site is available and is being actively promoted by site owners through the Local Plan process.</p> <p>Development of the site is considered achievable given the EDNA grading and the Local Plan viability assessment.</p> <p>Development can only come forward however with infrastructure improvements to the local and strategic highways networks.</p> <p>The site performs strongly against Local Plan Objectives and the proposed Local Plan Spatial Strategy. It benefits from proximity to the South East Warrington Urban Extension and provides the opportunity to ensure a comprehensive approach to the required improvements to road infrastructure and public transport improvements in the wider area.</p> <p><b>SITE CONCLUSION: SELECTED SITE</b> (part of the wider allocation totalling 137 ha Gross known as the South East Warrington Employment Area (SEWEA) comprising R18/061, R18/P2/100; R18/106, R18/P2/145; R18/147, (Part R18/143); R18/148, (Part R18/P2/099); R18/150, (Part R18/P2/098); R18/151, (Part R18/P2/097) – subject to ensuring appropriate infrastructure improvements to the local and strategic road networks are delivered.</p>	

<b>Site Ref</b>	R18/151	



<b>Site Ref</b>	R19/007				
<b>Site Name</b>	Six56 Phase Two				
<b>Site Address</b>	Land at the A50 and north of Grappenhall Lane/Cartridge Lane				
<b>Ward</b>	Grappenhall				
<b>Existing Use</b>	Agricultural fields.				
<b>Gross Site Area (Ha)</b>	70 Ha				
<b>Net: Developable Site Area (Ha)</b>					
<b>Site Potential (capacity)</b>	B Class Employment uses				
<b>Green Belt Assessment</b>	<p>General Area Assessment Parcel Reference: 10          General Area Assessment Parcel Result: Weak          Green Belt Parcel Reference:          Green Belt Parcel Result: Strong</p>				
<b>Suitability</b>		<b>Availability</b>		<b>Achievability</b>	
<b>Criteria</b>	<p><b>Traffic Light Assessment</b></p> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Would site development lead to the loss of employment land?	<b>Significant positive effects likely:</b> Employment land proposed.				
Distance to Principal Road Network by vehicle?	<b>Some positive effects likely:</b> Site in close proximity to A50 Knutsford Road, M6 (J20) & M56 (J9).				

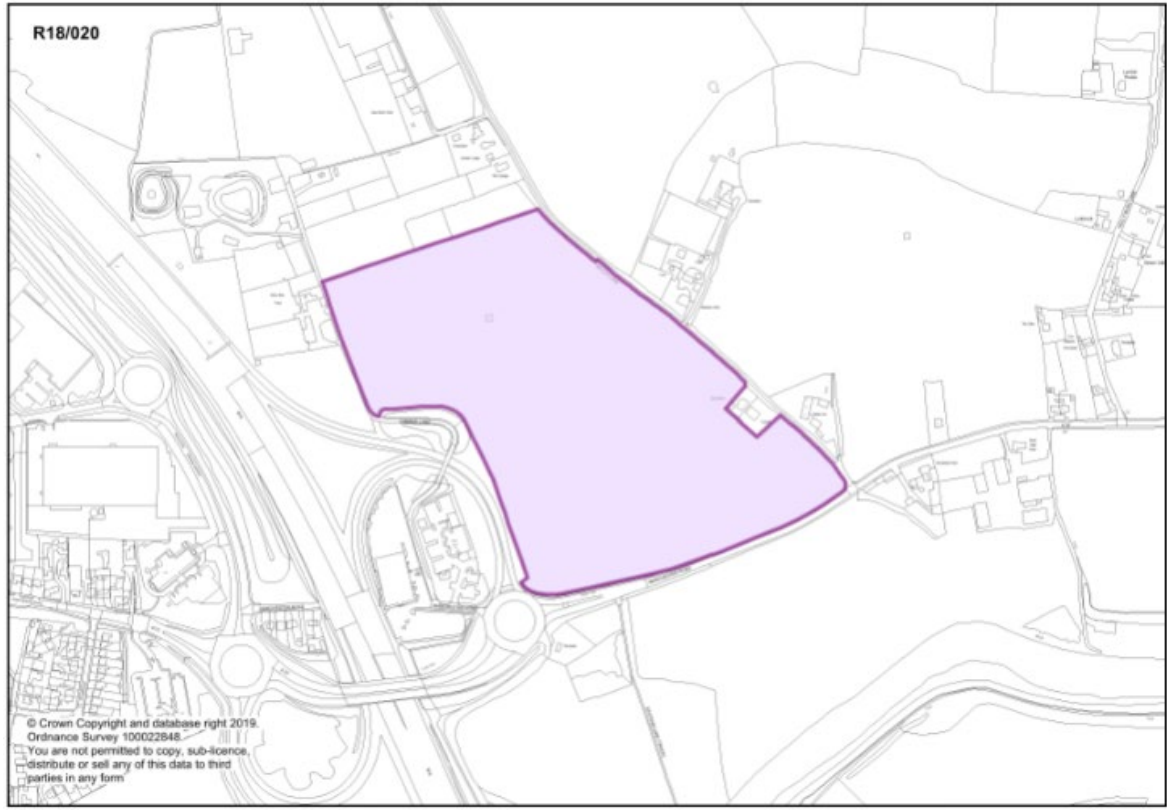
<b>Site Ref</b>	R19/007				
Is there a physical point of highway access into the site?	<b>Some positive effects likely:</b> Existing farm track access available.	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a location of high, moderate or low viability?	High Viability.
How close is the site to key employment sites?	<b>Some positive effects likely:</b> Within 3 kilometres of Barley Castle Industrial Estate.	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes
Is the area supported by community facilities? (Village halls, places of worship, community centres)	N/A	3. Is the site in active use?	Yes	3. Is there known demand for the form of provision approved/proposed?	Yes
Does the site provide access to formal play space?	N/A	4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
How accessible is the site to the nearest primary school on foot?	N/A	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	Yes – off-site highways infrastructure.
How accessible is the site to the nearest Secondary school?	N/A	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  Site being promoted by the owner and under developer control, although complex land ownership across the whole site.		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  The site is in a location of high viability. There is developer interest and/or demand. Potential abnormal costs.  EDNA (2021) site Grade 'A-'.	
How well served is the site by a bus service?	<b>Significant negative effects likely:</b> Approx. 1.1km from bus stops on Lyncastle Road off Barleycastle Lane which provides links between Appleton, Grappenhall and Warrington Interchange, low frequency service (using existing roads).				
How accessible is the site to the nearest train station?	<b>Significant negative effects likely:</b> Warrington Bank Quay Station over 5km away.				
What is the overall distance to a GP service or health centre?	N/A				
What are the potential impacts on air quality?	<b>Some negative effects likely:</b> Site within 1km of AQMA (M56 corridor).				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Some positive effects likely:</b> No, site not affected.				
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some negative effects likely:</b> The land is classed as a mix of Grade 2 & Grade 3 agricultural land.				
Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency?	<b>Some positive effects likely:</b> Site does not fall within a Groundwater Source Protection Zone.				

<b>Site Ref</b>	R19/007		
Is the site (or part of) within an identified flood zone?	<b>Some positive effects likely:</b> Site within flood zone 1.		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Some positive effects likely:</b> Not within identified areas.		
What is the proximity of the site to designated heritage assets?	<b>Some positive effects likely:</b> None in proximity.		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	None in proximity.		
Capacity of the landscape to accommodate development while respecting its character.	<b>Some negative effects likely:</b> The site falls within Character Type 1B – Undulating Enclosed Farmland – Appleton Thorn. The farmland in this area is generally undulating and slopes down to reasonably level area of mossland known as Appleton and Stretton Moss. Agriculture is mainly arable and is characteristically composed of very large fields with a sparsity of hedgerows. Strong visible and audible effect of M56 motorway. Appleton Thorn Church tower is a prominent ridgeline feature. There is a significant existing employment area to the west which already has an impact on the landscape in this area. Whilst development of the site would further contribute to this, and the site is currently separated from the existing employment area, the landscape here as already been significantly altered and mitigation ought to be possible to ensure that further impacts are not significant and the impact on the wider landscape is protected.		
Could allocation of the site have a potential impact on a European Site, SPA or SAC?	<b>Some positive effects likely:</b> No impact.		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> No impact.		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?	<b>Some positive effects likely:</b> No impact.		

<b>Site Ref</b>	R19/007		
What is the potential impact on TPOs?	<b>Some negative effects likely:</b> Small group TPO to southern boundary of site with Cartridge Lane.		
Would allocation of the site result in the use of previously developed land?	<b>Significant negative effects likely:</b> Site is a greenfield site.		
<p><b><u>Suitability</u></b></p> <p><b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b></p> <p><b>Suitability: Mixed Assessment - Some negative effects likely. Mitigation measures may be required with some unavoidable impacts.</b></p> <p><b><u>Site visit:</u></b> Undulating farmland with some mature tree coverage and hedging. Site borders the M6 to the east, Cartridge Lane (with some residential properties along its length) to the south and agricultural fields to the west and north. The site is also dissected by the A50 Knutsford Road.</p> <p><b><u>Highways:</u></b> Development of the site could not be supported by current highways access arrangements. Development is therefore dependent on infrastructure improvements to the local and strategic road networks.</p> <p><b><u>Economic Development Needs Assessment Conclusions:</u></b> The site is graded 'A-' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic employment land needs, but there are potentially significant constraints in being able to bring the site forward for development.</p> <p><b><u>Local Plan Objectives &amp; Strategy:</u></b> The site performs strongly against Local Plan Objectives and the proposed Local Plan Spatial Strategy. It benefits from proximity to the South East Warrington Urban Extension and provides the opportunity to ensure a comprehensive approach to the required improvements to road infrastructure and public transport improvements in the wider area.</p>		<p><b><u>Overall Site Conclusions based on Suitability, Availability, Achievability</u></b></p> <p>The site is graded 'A-' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic employment land needs, but there are potentially significant constraints in being able to bring the site forward for development.</p> <p>The site benefits from its location at the junction of the M6 and M56 and provides the potential to meet a proportion of the Borough's identified B8 employment land requirement. It would represent an extension to the proposed employment site to the south of Grappenhall Lane.</p> <p>There are however a number of significant issues which would need to be mitigated before the site could be considered 'Suitable':</p> <ul style="list-style-type: none"> <li>• The development of the site could not be supported by current highways access arrangements and would require supporting infrastructure to mitigate the impacts on the local and strategic road network.</li> <li>• concerns around cumulative impact of development in south east Warrington, including impact on the Green Belt and on the local and strategic road network</li> <li>• Transco pipe line cross the site from east to west, and so reducing the amount of potentially developable land.</li> <li>• Impact on residential properties on Cartridge Lane</li> <li>• Development will result in the loss of Grade 2 and 3 Agricultural Land and strong performing Green Belt parcels.</li> </ul> <p>The site is available and is being actively promoted by site owners through the Local Plan process. Given the issues on suitability the site does not perform well against all the Local Plan's Objectives and Spatial Strategy. In terms of achievability, there is a concern around the complex ownership across the site. Although the developer appears to have options on a majority of the land, the duration of these options is unknown and they may need to be renegotiated by the time the option is brought forward, particularly if they relate to housing development, as envisaged in the previous PSVLP, not employment.</p> <p>The Council does not currently have a sufficiently full enough understanding as to whether the constraints identified above can be overcome. The Council is however committed to undertaking a review into Warrington's employment land needs before the end of the Plan period to ensure the long term supply of employment land and this site will be considered as part of this process.</p>	

<b>Site Ref</b>	R19/007	
		<b>SITE CONCLUSION: SITE NOT SELECTED - The site is not selected for inclusion in the Local Plan.</b>

Site Ref: R18/020

<b>Site Ref</b>	R18/020	Note: this site has been assessed individually and as part of a wider 47ha proposal			
<b>Site Name</b>	Site east of J21, M6 (site 4449)	 <p>© Crown Copyright and database right 2019. Ordnance Survey 100022948. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.</p>			
<b>Site Address</b>	Site east of J21, M6 west of Brook Lane (site 4449)				
<b>Ward</b>	Rixton & Woolston				
<b>Existing Use</b>	Agricultural				
<b>Gross Site Area (Ha)</b>	15.40				
<b>Net: Developable Site Area (Ha)</b>					
<b>Site Potential (capacity)</b>	Mixed use				
<b>Green Belt Assessment</b>	General Area Assessment Parcel Reference: <b>4</b> General Area Assessment Parcel Result: <b>Moderate</b> Green Belt Parcel Reference: <b>R18/020</b> Green Belt Parcel Result: <b>Strong</b>				
<b>Suitability</b>		<b>Availability</b>		<b>Achievability</b>	
<b>Criteria</b>	<p><b>Traffic Light Assessment</b></p> <ul style="list-style-type: none"> <li>• <b>Significant positive effects likely - Promotes sustainable growth</b></li> <li>• <b>Some positive effects likely - Unlikely to have a major impact on trends</b></li> <li>• <b>Some negative effects likely - Mitigation may be required/unavoidable impacts</b></li> <li>• <b>Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</b></li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Would site development lead to the loss of employment land?	<b>Significant positive effects likely:</b> Employment land proposed.				
Distance to Principal Road Network by vehicle?	<b>Significant positive effects likely:</b> Within 1 Mile of Principal Road Network.				

<b>Site Ref</b>	R18/020	Note: this site has been assessed individually and as part of a wider 47ha proposal			
Is there a physical point of highway access into the site?	<b>Some positive effects likely:</b> Yes, from Brook Lane.	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a location of high, moderate or low viability?	Moderate viability
How close is the site to key employment sites?	<b>Significant positive effects likely:</b> Approx. 147m from Juniper Lane Martinscroft.	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes
Is the area supported by community facilities? (Village halls, places of worship, community centres)?	N/A	3. Is the site in active use?	Yes	3. Is there known demand for the form of provision approved/proposed?	Yes
		4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
Does the site provide access to formal play space?	N/A	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	No
How accessible is the site to the nearest primary school on foot?	N/A	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  Site being promoted by the owner with no known ownership issues.		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  The site is in a location of moderate viability. There is developer interest and/or demand and no potential abnormal development costs.  EDNA (2021) site Grade 'A-/B-'.	
How accessible is the site to the nearest Secondary school?	N/A				
How well served is the site by a bus service?	<b>Significant positive effects likely:</b> Within 200m of bus stop.				
How accessible is the site to the nearest train station?	<b>Some negative effects likely:</b> Within 5 km of Warrington Birchwood Station.				
What is the overall distance to a GP service or health centre?	N/A				
What are the potential impacts on air quality?	<b>Significant negative effects likely:</b> Site is within 75m of an AQMA.				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Some positive effects likely:</b> Not identified.				

<b>Site Ref</b>	R18/020	Note: this site has been assessed individually and as part of a wider 47ha proposal	
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some positive effects likely:</b> Grade 2 agricultural land.		
Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency?	<b>Some positive effects likely:</b> Site does not fall within a Groundwater Source Protection Zone.		
Is the site (or part of) within an identified flood zone?	<b>Some positive effects likely:</b> Site within flood zone 1.		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Some negative effects likely:</b> Site is within a Sand and Gravel MSA.		
What is the proximity of the site to designated heritage assets?	<b>Some positive effects likely:</b> Approx. 105m away from Milestone.		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some positive effects likely:</b> Development could be managed so as to not impact upon the setting of heritage assets.		
Capacity of the landscape to accommodate development while respecting its character.	<b>Significant negative effects likely:</b> Class 2 Mossland Landscape.		
Could allocation of the site have a potential impact on a European Site SPA or SAC?	<b>Some positive effects likely:</b> No impacts		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> No impacts		



<b>Site Ref</b>	R18/020	Note: this site has been assessed individually and as part of a wider 47ha proposal	
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?	<b>Some negative effects likely:</b> Within 200m of BAP Wetlands and Grassland Habitat.		
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> None.		
Would allocation of the site result in the use of previously developed land?	<b>Some negative effects likely:</b> Site is greenfield.		
<p><b>Suitability</b></p> <p><b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b></p> <p><b>Suitability: Mixed Assessment - Some negative effects likely. Mitigation measures may be required with some unavoidable impacts.</b></p> <p><b>Site visit:</b></p> <p>The site is predominantly flat agricultural land, open in nature with some undulating topography and limited tree and hedge coverage. In close proximity to the A57 Manchester Road, it is accessed off Broad Lane. There is no boundary treatment to the site with Broad Lane and there is open access into the site along the length of Broad Lane.</p> <p>The northern boundary of the site is with a Public Right of Way with agricultural fields beyond, the eastern boundary is with Broad Lane, a Public Right of Way and open fields beyond, the southern boundary is with the A57 Manchester Road with further open fields beyond, and the western boundary is a Public Right of Way and the M6 Motorway slip roads.</p>		<p><b>Overall Site Conclusions based on Suitability, Availability, Achievability</b></p> <p>As a standalone site, the site is graded 'A-/B-' in the context of the Council's updated EDNA (2021) and Subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet local and strategic needs for B Class uses, and attract inward investment.</p> <p>The overall combined site (47ha Gross) is graded 'A-/B' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs, but there are potentially significant constraints in being able to bring the site forward for development.</p> <p>The site benefits from its location at the junction of the M6 and provides the potential to meet a proportion of the Borough's identified B8 employment land requirement.</p> <p>There are however a number of significant issues which would need to be mitigated to before the site could be considered 'Suitable':</p> <ul style="list-style-type: none"> <li>• The development of the site could not be supported by current highways access arrangements and would require supporting infrastructure to mitigate the impacts on the local and strategic road network.</li> <li>• Development will result in the loss of Grade 2 Agricultural Land and a strong performing Green Belt parcel.</li> </ul> <p>The site is available and is being promoted through the Local Plan process.</p>	

<b>Site Ref</b>	R18/020	Note: this site has been assessed individually and as part of a wider 47ha proposal
<p>The entire site is within Flood zone 1 and part of the western end of the site is within the Buffer Zone of the M6 Motorway Air Quality Management Area, with the southern end of the site being within the Woolston Eyes SSSI Development Buffer Zone.</p> <p><b><u>Economic Development Needs Assessment Conclusions:</u></b> As a standalone site, the site is graded 'A-/B-' in the context of the Council's updated EDNA (2021) and Subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet local and strategic needs for B Class uses, and attract inward investment.</p> <p>The overall combined site is graded 'A-/B' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs, but there are potentially significant constraints in being able to bring the site forward for development.</p> <p><b><u>Local Plan Objectives:</u></b> Given the issues on suitability the site does not perform well against all the Local Plan's Objectives and Spatial Strategy.</p>		<p>Given the issues on suitability the site does not perform well against all the Local Plan's Objectives and Spatial Strategy.</p> <p>In terms of achievability, intervening land ownership will make a comprehensive development difficult, and there are also concerns about the site being of sufficient scale to deliver the required supporting infrastructure improvements to the local and strategic highways networks.</p> <p>The Council does not currently have a sufficiently full enough understanding as to whether the constraints identified above can be overcome. The Council is however committed to undertaking a review into Warrington's employment land needs before the end of the Plan period to ensure the long term supply of employment land and this site will be considered as part of this process.</p> <p><b>SITE CONCLUSION: SITE NOT SELECTED - The site is not selected (individually or as part of the wider 47ha proposal) for inclusion in the Local Plan.</b></p>

Site Ref: R18/021A

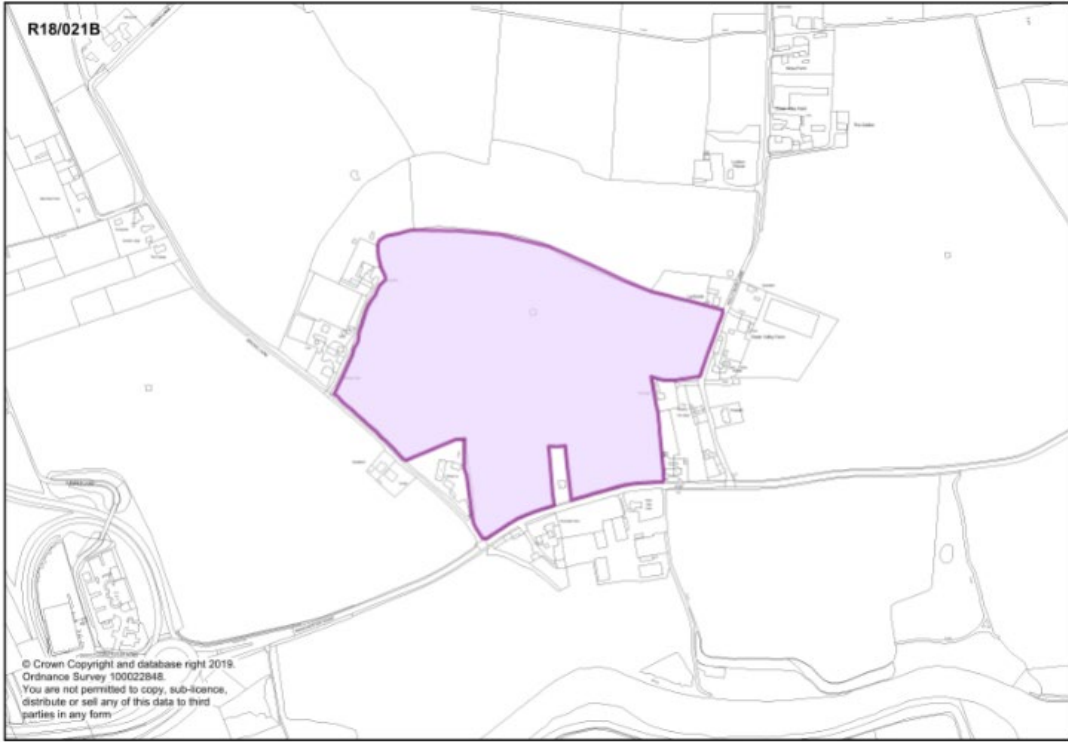
<b>Site Ref</b>	R18/021A	Note: this site has been assessed individually and as part of a wider 47ha proposal			
<b>Site Name</b>	Site east of J21, M6 (Site 6919)				
<b>Site Address</b>	Site east of J21, M6, south of Manchester Road & north River Mersey (Site 6919)				
<b>Ward</b>	Rixton & Woolston				
<b>Existing Use</b>	Agricultural				
<b>Gross Site Area (Ha)</b>	7.54				
<b>Net: Developable Site Area (Ha)</b>					
<b>Site Potential (capacity)</b>					
<b>Green Belt Assessment</b>	General Area Assessment Parcel Reference: <b>23</b> General Area Assessment Parcel Result: <b>Strong</b> Green Belt Parcel Reference: <b>R18/021A</b> Green Belt Parcel Result: <b>Strong</b>				
<b>Suitability</b>		<b>Availability</b>		<b>Achievability</b>	
<b>Criteria</b>	<b>Traffic Light Assessment</b> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Would site development lead to the loss of employment land?	<b>Significant positive effects likely:</b> Employment land proposed.				
Distance to Principal Road Network by vehicle?	<b>Significant positive effects likely:</b> Within 1 Mile of Principal Road Network.				

<b>Site Ref</b>	R18/021A	Note: this site has been assessed individually and as part of a wider 47ha proposal			
Is there a physical point of highway access into the site?	<b>Significant negative effects likely:</b> No existing access.	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a location of high, moderate or low viability?	Moderate viability
How close is the site to key employment sites?	<b>Significant positive effects likely:</b> Approx. 258m from Juniper Lane, Martinscroft.	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes
Is the area supported by community facilities? (Village halls, places of worship, community centres)	N/A	3. Is the site in active use?	Yes	3. Is there known demand for the form of provision approved/proposed?	Yes
		4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
Does the site provide access to formal play space?	N/A	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	No
How accessible is the site to the nearest primary school on foot?	N/A	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  Site being promoted by the owner with no known ownership issues.		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  The site is in a location of moderate viability. There is developer interest and/or demand and no known potential abnormal development costs.  EDNA (2021) site Grade 'A-/B-'.	
How accessible is the site to the nearest Secondary school?	N/A				
How well served is the site by a bus service?	<b>Significant positive effects likely:</b> Within 200m of bus stop.				
How accessible is the site to the nearest train station?	<b>Some negative effects likely:</b> Within 5km of Birchwood Station.				
What is the overall distance to a GP service or health centre?	N/A				
What are the potential impacts on air quality?	<b>Some positive effects likely:</b> Site is not within an AQMA.				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Some positive effects likely:</b> Not identified.				
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some positive effects likely:</b> Grade 2 and Grade 3 agricultural land.				
Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency?	<b>Some positive effects likely:</b> Site does not fall within a Groundwater Source Protection Zone.				

<b>Site Ref</b>	R18/021A	Note: this site has been assessed individually and as part of a wider 47ha proposal	
Is the site (or part of) within an identified flood zone?	<b>Some positive effects likely:</b> Site within flood zone 1.		
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Some negative effects likely:</b> Site is within a Sand and Gravel MSA.		
What is the proximity of the site to designated heritage assets?	<b>Some positive effects likely:</b> Approx. 200m away from Milestone.		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some positive effects likely:</b> Development could be managed so as to not impact upon the setting of heritage assets.		
Capacity of the landscape to accommodate development while respecting its character.	<b>Significant negative effects likely:</b> Class 1 Undulating Enclosed Farmland		
Could allocation of the site have a potential impact on a European Site SPA or SAC?	<b>Significant negative effects likely:</b> Yes.		
Could allocation of the site have a potential impact on a SSSI?	<b>Some positive effects likely:</b> No impacts.		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?	<b>Some negative effects likely:</b> Yes with BAP Wetlands and Grassland Habitat and Woodland and Orchard Habitat.		
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> None.		
Would allocation of the site result in the use of previously developed land?	<b>Some negative effects likely:</b> Site is greenfield		
<b>Suitability</b>	<b>Overall Site Conclusions based on Suitability, Availability, Achievability</b>		

Site Ref	R18/021A	Note: this site has been assessed individually and as part of a wider 47ha proposal
<p><b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b></p> <p><b>Suitability: Mixed Assessment - Some negative effects likely. Mitigation measures may be required with some unavoidable impacts.</b></p> <p><b>Site visit:</b> The site is relatively flat agricultural land with some undulating topography across the site, with Statham Lane track off the main A57 Manchester Road bordering the site. There are some mature and semi mature hedging and tree coverage to the boundaries. The northern boundary of the site is with the A57 Manchester Road, the eastern boundary is with a farm and associated outbuildings; the southern boundary is with a Public Right of Way and the River Mersey, and the western boundary is with a further Public Right of Way; Statham Lane track and open fields beyond.</p> <p>The site is also within the 500m SSSI Buffer for Woolston Eyes SSSI. The assessment of the site in Green Belt terms concluded that the parcel of land makes a strong contribution. The land is also identified as being potentially contaminated land and this would therefore require further investigation.</p> <p><b>Economic Development Needs Assessment Conclusions:</b> As a standalone site, the site is graded 'A-/B-' in the context of the Council's updated EDNA (2021) and Subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet local and strategic needs for B Class uses, and attract inward investment.</p> <p>The overall combined site is graded 'A-/B-' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs, but there are potentially significant constraints in being able to bring the site forward for development.</p> <p><b>Local Plan Objectives:</b> Given the issues on suitability the site does not perform well against all the Local Plan's Objectives and Spatial Strategy.</p>		<p>As a standalone site, the site is graded 'A-/B-' in the context of the Council's updated EDNA (2021) and Subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet local and strategic needs for B Class uses, and attract inward investment.</p> <p>The overall combined site is graded 'A-/B-' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs, but there are potentially significant constraints in being able to bring the site forward for development.</p> <p>The site benefits from its location at the junction of the M6 and provides the potential to meet a proportion of the Borough's identified B8 employment land requirement.</p> <p>There are however a number of significant issues which would need to be mitigated to before the site could be considered 'Suitable':</p> <ul style="list-style-type: none"> <li>• The development of the site could not be supported by current highways access arrangements and would require supporting infrastructure to mitigate the impacts on the local and strategic road network.</li> <li>• Development will result in the loss of Grade 2 Agricultural Land and a strong performing Green Belt parcel.</li> </ul> <p>The site is available and is being promoted through the Local Plan process.</p> <p>Given the issues on suitability the site does not perform well against all the Local Plan's Objectives and Spatial Strategy.</p> <p>In terms of achievability, intervening land ownership will make a comprehensive development difficult, and there are also concerns about the site being of sufficient scale to deliver the required supporting infrastructure improvements to the local and strategic highways networks.</p> <p>The Council does not currently have a sufficiently full enough understanding as to whether the constraints identified above can be overcome. The Council is however committed to undertaking a review into Warrington's employment land needs before the end of the Plan period to ensure the long term supply of employment land and this site will be considered as part of this process.</p> <p><b>SITE CONCLUSION: SITE NOT SELECTED - The site is not selected (individually or as part of the wider 47ha proposal) for inclusion in the Local Plan.</b></p>

Site Ref: R18/121B

<b>Site Ref</b>	R18/121B	Note: this site has been assessed individually and as part of a wider 47ha proposal			
<b>Site Name</b>	Site east of J21, M6 (Site 8160)				
<b>Site Address</b>	Site east of J21, M6, east of Brook Lane (Site 8160)				
<b>Ward</b>	Rixton & Woolston				
<b>Existing Use</b>	Agricultural				
<b>Gross Site Area (Ha)</b>	12.66				
<b>Net: Developable Site Area (Ha)</b>					
<b>Site Potential (capacity)</b>	Mixed use				
<b>Green Belt Assessment</b>	General Area Assessment Parcel Reference: 4 General Area Assessment Parcel Result: <b>Moderate</b> Green Belt Parcel Reference: <b>R18/021B</b> Green Belt Parcel Result: <b>Strong</b>				
<b>Suitability</b>		<b>Availability</b>		<b>Achievability</b>	
<b>Criteria</b>	<b>Traffic Light Assessment</b> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Would site development lead to the loss of employment land?	<b>Significant positive effects likely:</b> Employment land proposed.				
Distance to Principal Road Network by vehicle?	<b>Significant positive effects likely:</b> Within 1 Mile of Principal Road Network.				
Is there a physical point of highway access into the site?	<b>Some positive effects likely:</b> Yes, from Brook Lane.	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a	Moderate vitality

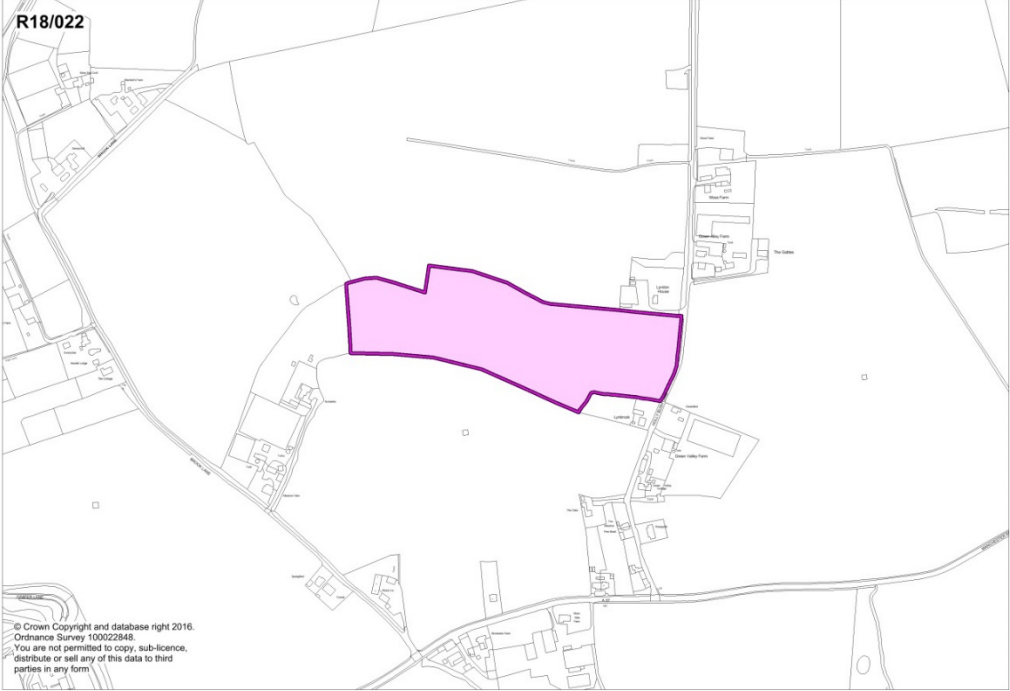
<b>Site Ref</b>	R18/121B	Note: this site has been assessed individually and as part of a wider 47ha proposal			
				location of high, moderate or low viability?	
How close is the site to key employment sites?	<b>Significant positive effects likely:</b> Approx. 559m from Juniper Lane Martinscroft	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes
Is the area supported by community facilities? (Village halls, places of worship, community centres)?	N/A	3. Is the site in active use?	Yes	3. Is there known demand for the form of provision approved/proposed?	Yes
		4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
Does the site provide access to formal play space?	N/A	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	
How accessible is the site to the nearest primary school on foot?	N/A	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  Site being promoted by the owner with no known ownership issues.		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  The site is in a location of moderate viability. There is developer interest and/or demand and no known potential abnormal development costs.  EDNA (2021) site Grade 'A-/B-'.	
How accessible is the site to the nearest Secondary school?	N/A				
How well served is the site by a bus service?	<b>Significant positive effects likely:</b> Within 200m of bus stop.				
How accessible is the site to the nearest train station?	<b>Some negative effects likely:</b> Within 5km of Birchwood Station.				
What is the overall distance to a GP service or health centre?	N/A				
What are the potential impacts on air quality?	<b>Some positive effects likely:</b> Site is not within an AQMA				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Some positive effects likely:</b> Not identified.				
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some negative effects likely:</b> Mix of Grade 1 and Grade 2.				
Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency?	<b>Some positive effects likely:</b> Site does not fall within a Groundwater Source Protection Zone.				
Is the site (or part of) within an identified flood zone?	<b>Some positive effects likely:</b> Site within flood zone 1.				



<b>Site Ref</b>	R18/121B	Note: this site has been assessed individually and as part of a wider 47ha proposal	
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Some negative effects likely:</b> Site is within a Sand and Gravel MSA.		
What is the proximity of the site to designated heritage assets?	<b>Some negative effects likely:</b> Approx. 20m away from Milestone.		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some negative effects likely:</b> Further investigation required.		
Capacity of the landscape to accommodate development while respecting its character.	<b>Significant negative effects likely:</b> Class 2 Mossland Landscape Farmland.		
Could allocation of the site have a potential impact on a European Site SPA or SAC?	<b>Some negative effects likely:</b> Yes Rixton Clay Pits SAC.		
Could allocation of the site have a potential impact on a SSSI?	<b>Some negative effects likely:</b> Yes Woolston Eyes SSSI.		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?	<b>Some positive effects likely:</b> No Impacts.		
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> None.		
Would allocation of the site result in the use of previously developed land?	<b>Some negative effects likely:</b> Site is greenfield.		
<b><u>Suitability</u></b>	<b><u>Overall Site Conclusions based on Suitability, Availability, Achievability</u></b>		
<b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b>	As a standalone site, the site is graded 'A-/B-' in the context of the Council's updated EDNA (2021) and Subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet local and strategic needs for B Class uses, and attract inward investment.		

<b>Site Ref</b>	R18/121B	Note: this site has been assessed individually and as part of a wider 47ha proposal
<p><b>Suitability: Mixed Assessment - Some negative effects likely. Mitigation measures may be required with some unavoidable impacts.</b></p> <p><b>Site visit:</b> The site is relatively flat with some undulating topography; the site is currently in agricultural use with some sporadic mature and semi mature trees and hedging cover, with open filed access from Brook Lane, just off the A57 Manchester Road. Pylons also cross the site.</p> <p>The northern boundary is with a field ditch and open fields beyond, the eastern boundary is with some sporadic residential development, Holly Bush Lane and in part a Public Right of Way, the southern boundary is with the A57 Manchester Road, and the western boundary is with Brook Lane and an existing and operational nursery.</p> <p>The site is also within the 500m SSSI Buffer for Woolston Eyes SSSI, is designated as part of Rixton Moss Local Wildlife Site.</p> <p><b>Economic Development Needs Assessment Conclusions:</b> As a standalone site, the site is graded 'A-/B-' in the context of the Council's updated EDNA (2021) and Subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet local and strategic needs for B Class uses, and attract inward investment.</p> <p>The overall combined site is graded 'A-/B' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs, but there are potentially significant constraints in being able to bring the site forward for development.</p> <p><b>Local Plan Objectives:</b> Given the issues on suitability the site does not perform well against all the Local Plan's Objectives and Spatial Strategy.</p>		<p>The overall combined site is graded 'A-/B' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs, but there are potentially significant constraints in being able to bring the site forward for development.</p> <p>The site benefits from its location at the junction of the M6 and provides the potential to meet a proportion of the Borough's identified B8 employment land requirement.</p> <p>There are however a number of significant issues which would need to be mitigated to before the site could be considered 'Suitable':</p> <ul style="list-style-type: none"> <li>• The development of the site could not be supported by current highways access arrangements and would require supporting infrastructure to mitigate the impacts on the local and strategic road network.</li> <li>• Development will result in the loss of Grade 1 and Grade 2 Agricultural Land and a strong performing Green Belt parcel.</li> </ul> <p>The site is available and is being promoted through the Local Plan process.</p> <p>Given the issues on suitability the site does not perform well against all the Local Plan's Objectives and Spatial Strategy.</p> <p>In terms of achievability, intervening land ownership will make a comprehensive development difficult, and there are also concerns about the site being of sufficient scale to deliver the required supporting infrastructure improvements to the local and strategic highways networks.</p> <p>The Council does not currently have a sufficiently full enough understanding as to whether the constraints identified above can be overcome. The Council is however committed to undertaking a review into Warrington's employment land needs before the end of the Plan period to ensure the long term supply of employment land and this site will be considered as part of this process.</p> <p><b>SITE CONCLUSION: SITE NOT SELECTED - The site is not selected (individually or as part of the wider 47 ha proposal) for inclusion in the Local Plan.</b></p>

Site Ref: R18/022

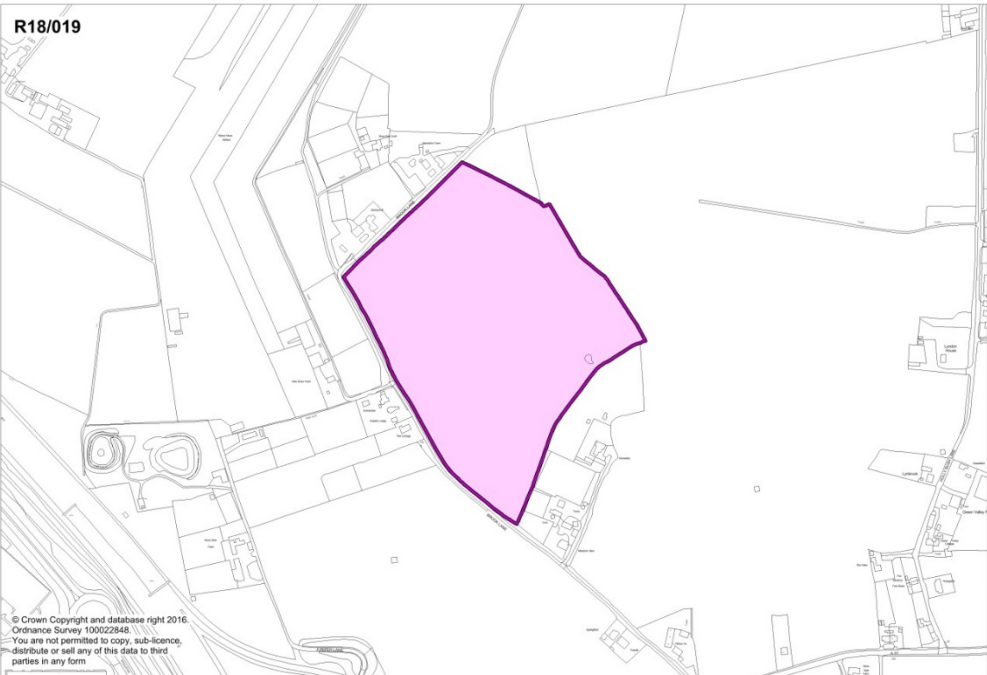
<b>Site Ref</b>	R18/022	Note: this site has been assessed individually and as part of a wider 47ha proposal			
<b>Site Name</b>	Site east of J21, M6 (Site 8979)				
<b>Site Address</b>	Site east of J21, M6 (Site 8979)				
<b>Ward</b>	Rixton & Woolston				
<b>Existing Use</b>	Agricultural				
<b>Gross Site Area (Ha)</b>	5.35				
<b>Net: Developable Site Area (Ha)</b>					
<b>Site Potential (capacity)</b>	Mixed use				
<b>Green Belt Assessment</b>	General Area Assessment Parcel Reference: 4 General Area Assessment Parcel Result: <b>Moderate</b> Green Belt Parcel Reference: <b>R18/022</b> Green Belt Parcel Result: <b>Strong</b>				
<b>Suitability</b>					
<b>Criteria</b>	<b>Traffic Light Assessment</b> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Would site development lead to the loss of employment land?	<b>Some positive effects likely:</b> Employment land proposed.				
Distance to Principal Road Network by vehicle?	<b>Significant positive effects likely:</b> Within 1 Mile of Principal Road Network.				
Is there a physical point of highway access into the site?	<b>Some positive effects likely:</b> Yes from Holly Bush Lane.	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a	Moderate viability

Site Ref	R18/022	Note: this site has been assessed individually and as part of a wider 47ha proposal			
				location of high, moderate or low viability?	
How close is the site to key employment sites?	<b>Significant positive effects likely:</b> Approx. 1170m from Juniper Lane, Martinscroft.	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes
Is the area supported by community facilities? (Village halls, places of worship, community centres)?	N/A	3. Is the site in active use?	Yes	3. Is there known demand for the form of provision approved/proposed?	Yes
		4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
Does the site provide access to formal play space?	N/A	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	No
How accessible is the site to the nearest primary school on foot?	N/A	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  Site being promoted by the owner/developer with no known ownership issues.		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  The site is in a location of moderate viability. There is developer interest and/or demand and no known potential abnormal development costs.  EDNA site Grade 'A-/B-'.	
How accessible is the site to the nearest Secondary school?	N/A				
How well served is the site by a bus service?	<b>Some negative effects likely:</b> Within 400m of bus stop.				
How accessible is the site to the nearest train station?	<b>Some negative effects likely:</b> Within 5km of Birchwood Station.				
What is the overall distance to a GP service or health centre?	N/A				
What are the potential impacts on air quality?	<b>Some negative effects likely:</b> Site is not within an AQMA.				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Some positive effects likely:</b> Not identified.				
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some positive effects likely:</b> Mix of Grade 1 and Grade 2 agricultural land.				
Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency?	<b>Some positive effects likely:</b> Site does not fall within a Groundwater Source Protection Zone.				
Is the site (or part of) within an identified flood zone?	<b>Some positive effects likely:</b> Site within flood zone 1				

<b>Site Ref</b>	R18/022	Note: this site has been assessed individually and as part of a wider 47ha proposal	
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Some negative effects likely:</b> The southern boundary of site is within Sand and Gravel MSA and the rest of land is within the buffer. Any development on the site will need to have regard to the issue of proximal sterilisation of resources within the MSA.		
What is the proximity of the site to designated heritage assets?	<b>Some positive effects likely:</b> Approx. 261m away from Milestone.		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some positive effects likely:</b> Development could be managed so as to not impact upon the setting of heritage assets.		
Capacity of the landscape to accommodate development while respecting its character.	<b>Significant negative effects likely:</b> Class 2 Mossland Landscape		
Could allocation of the site have a potential impact on a European Site SPA or SAC?	<b>Some negative effects likely:</b> Within catchment area.		
Could allocation of the site have a potential impact on a SSSI?	<b>Some negative effects likely:</b> Within 400m.		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?	<b>Significant negative effects likely:</b> Yes, part of LWS.		
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> None.		
Would allocation of the site result in the use of previously developed land?	<b>Some negative effects likely:</b> Site is greenfield.		
<b><u>Suitability</u></b>  <b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b>	<b><u>Overall Site Conclusions based on Suitability, Availability, Achievability</u></b>  As a standalone site, the site is graded 'A-/B-' in the context of the Council's updated EDNA (2021) and Subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet local and strategic needs for B Class uses, and attract inward investment.		

<b>Site Ref</b>	R18/022	Note: this site has been assessed individually and as part of a wider 47ha proposal
<p><b>Suitability: Mixed Assessment - Some negative effects likely. Mitigation measures may be required with some unavoidable impacts.</b></p> <p><b>Site visit:</b> The site is flat agricultural land with some sporadic mature trees to its boundaries and is part of the Rixton Moss Local Wildlife Site. The site is off Holly Bush Lane and there is no direct existing access into the sites boundary.</p> <p>The northern boundary is with open agricultural land, the eastern boundary is with Holly Bush Lane and a Public Right of Way, the southern boundary is with a field ditch and agricultural fields beyond, and the western boundary is also with agricultural fields.</p> <p>A large proportion of the site is Grade 1 Agricultural Land and the assessment of the site in Green Belt terms concluded that the parcel of land makes a strong contribution. The site is also part of the Rixton Moss Local Wildlife Site.</p> <p><b>Economic Development Needs Assessment Conclusions:</b> As a standalone site, the site is graded 'A-/B-' in the context of the Council's updated EDNA (2021) and Subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet local and strategic needs for B Class uses, and attract inward investment.</p> <p>The overall combined site is graded 'A-/B' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs, but there are potentially significant constraints in being able to bring the site forward for development.</p> <p><b>Local Plan Objectives:</b> Given the issues on suitability the site does not perform well against all the Local Plan's Objectives and Spatial Strategy.</p>		<p>The overall combined site is graded 'A-/B' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs, but there are potentially significant constraints in being able to bring the site forward for development.</p> <p>The site benefits from its location at the junction of the M6 and provides the potential to meet a proportion of the Borough's identified B8 employment land requirement.</p> <p>There are however a number of significant issues which would need to be mitigated to before the site could be considered 'Suitable':</p> <ul style="list-style-type: none"> <li>• The development of the site could not be supported by current highways access arrangements and would require supporting infrastructure to mitigate the impacts on the local and strategic road network.</li> <li>• Development will result in the loss of Grade 1 and Grade 2 Agricultural Land and a strong performing Green Belt parcel.</li> </ul> <p>The site is available and is being promoted through the Local Plan process.</p> <p>Given the issues on suitability the site does not perform well against all the Local Plan's Objectives and Spatial Strategy.</p> <p>In terms of achievability, intervening land ownership will make a comprehensive development difficult, and there are also concerns about the site being of sufficient scale to deliver the required supporting infrastructure improvements to the local and strategic highways networks.</p> <p>The Council does not currently have a sufficiently full enough understanding as to whether the constraints identified above can be overcome. The Council is however committed to undertaking a review into Warrington's employment land needs before the end of the Plan period to ensure the long term supply of employment land and this site will be considered as part of this process.</p> <p><b>SITE CONCLUSION: SITE NOT SELECTED - The site is not selected (individually or as part of the wider 47 ha proposal) for inclusion in the Local Plan.</b></p>

Site Ref: R18/019

<b>Site Ref</b>	R18/019	Note: this site has been assessed individually and as part of a wider 47ha proposal			
<b>Site Name</b>	Site east of J21, M6 (Site 4690)				
<b>Site Address</b>	Site east of J21, M6 (Site 4690)				
<b>Ward</b>	Rixton & Woolston				
<b>Existing Use</b>	Agricultural				
<b>Gross Site Area (Ha)</b>	11.10				
<b>Net: Developable Site Area (Ha)</b>					
<b>Site Potential (capacity)</b>	Mixed use				
<b>Green Belt Assessment</b>	General Area Assessment Parcel Reference: 4 General Area Assessment Parcel Result: <b>Moderate</b> Green Belt Parcel Reference: <b>R18/019</b> Green Belt Parcel Result: <b>Strong</b>				
<b>Suitability</b>					
<b>Criteria</b>	<b>Traffic Light Assessment</b> <ul style="list-style-type: none"> <li>• Significant positive effects likely - Promotes sustainable growth</li> <li>• Some positive effects likely - Unlikely to have a major impact on trends</li> <li>• Some negative effects likely - Mitigation may be required/unavoidable impacts</li> <li>• Significant negative effects likely - Mitigation likely to be required/unavoidable impacts</li> </ul>	<b>Key Questions</b>	<b>Assessment</b>	<b>Key Questions</b>	<b>Assessment</b>
Would site development lead to the loss of employment land?	<b>Some positive effects likely:</b> Employment land proposed.				
Distance to Principal Road Network by vehicle?	<b>Significant positive effects likely:</b> Within 1 Mile of Principal Road Network.				
Is there a physical point of highway access into the site?	<b>Some positive effects likely:</b> Yes, from Brook Lane	1. Was the site promoted by the owner?	Yes	1. Based on the high level viability review, is the site in a	Moderate viability

Site Ref	R18/019	Note: this site has been assessed individually and as part of a wider 47ha proposal			
				location of high, moderate or low viability?	
How close is the site to key employment sites?	<b>Significant positive effects likely:</b> Approx. 929m from Juniper Lane, Martinscroft.	2. Is there an extant planning consent on the site?	No	2. Is there active developer interest in the site?	Yes
Is the area supported by community facilities? (Village halls, places of worship, community centres)?	N/A	3. Is the site in active use?	Yes	3. Is there known demand for the form of provision approved/proposed?	Yes
		4. Could the site be developed now?	Yes	4. Have similar sites been successfully developed in the preceding years?	Yes
Does the site provide access to formal play space?	N/A	5. Is the site free of ownership and tenancy issues?	Yes	5. Are there known abnormal development costs?	Yes
How accessible is the site to the nearest primary school on foot?	N/A	<b>Summary: Is the site available for development? (conclusion based on all of the above)</b>  Site being promoted by the owner/developer with no known ownership issues.		<b>Summary: Is the site achievable for development? (conclusion based on all of the above)</b>  The site is in a location of moderate viability. There is developer interest and/or demand and known potential abnormal development costs.  EDNA site Grade 'A-/B-'.	
How accessible is the site to the nearest Secondary school?	N/A				
How well served is the site by a bus service?	<b>Significant negative effects likely:</b> Approx. 411m from bus stop.				
How accessible is the site to the nearest train station?	<b>Some negative effects likely:</b> Within 5km of Birchwood Station.				
What is the overall distance to a GP service or health centre?	N/A				
What are the potential impacts on air quality?	<b>Some negative effects likely:</b> Site is not within an AQMA.				
Could development of the site lead to the remediation of land potentially affected by contamination?	<b>Significant positive effects likely:</b> Potential contaminated land.				
Would allocation of the site result in the loss of High Quality Agricultural Land?	<b>Some positive effects likely:</b> Mix of Grade 1 and Grade 2.				
Does the site fall within a Groundwater Source Protection Zone, as identified by the Environment Agency?	<b>Some positive effects likely:</b> Site does not fall within a Groundwater Source Protection Zone.				
Is the site (or part of) within an identified flood zone?	<b>Some negative effects likely:</b> Site within flood zone 2 and 3.				



<b>Site Ref</b>	R18/019	Note: this site has been assessed individually and as part of a wider 47ha proposal	
Is there potential for safeguarded or identified mineral reserves to be sterilised?	<b>Some negative effects likely:</b> Site is within a Sand and Gravel MSA and within the buffer.		
What is the proximity of the site to designated heritage assets?	<b>Some positive effects likely:</b> Approx. 553m away from Milestone.		
What effects would the development of the site have upon the significance and setting of heritage assets / the historic environment?	<b>Some positive effects likely:</b> Development could be managed so as to not impact upon the setting of heritage assets.		
Capacity of the landscape to accommodate development while respecting its character.	<b>Significant negative effects likely:</b> Class 2 Mossland Landscape		
Could allocation of the site have a potential impact on a European Site SPA or SAC?	<b>Some negative effects likely:</b> Within 400m.		
Could allocation of the site have a potential impact on a SSSI?	<b>Some negative effects likely:</b> Within 400m.		
Could allocation of the site have a potential adverse impact on designated Local Wildlife Sites, Local Nature Reserve, RIGs, Potential Wildlife Sites or any other site of wildlife or geodiversity value such as Ancient Woodland (including where BAP species and habitats have been recorded)?	<b>Significant negative effects likely:</b> Part of LWS.		
What is the potential impact on TPOs?	<b>Some positive effects likely:</b> None.		
Would allocation of the site result in the use of previously developed land?	<b>Some negative effects likely:</b> Site is greenfield.		
<b><u>Suitability</u></b>  <b>Summary: Is the site suitable for development? (conclusion based on all of the above including any comments from site visit)</b>	<b><u>Overall Site Conclusions based on Suitability, Availability, Achievability</u></b>  As a standalone site, the site is graded 'A-/B-' in the context of the Council's updated EDNA (2021) and Subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet local and strategic needs for B Class uses, and attract inward investment.		

Site Ref	R18/019	Note: this site has been assessed individually and as part of a wider 47ha proposal
<p><b>Suitability: Mixed Assessment - Some negative effects likely. Mitigation measures may be required with some unavoidable impacts.</b></p> <p><b>Site visit:</b> The site is relatively flat agricultural land, designated as part of Rixton Moss Local Wildlife Site and is accessed down Brook Lane, a narrow lane off the A57 Manchester Road. There is an existing access in to the site from Brook Lane, but for the majority of Brook Lane, a watercourse runs parallel to it, with some limited tree coverage.</p> <p>The northern boundary of the site is with farm buildings and the open countryside beyond, the eastern boundary is with a field hedge and the open countryside, the southern boundary is with an existing and operational nursery, and the western boundary is with Brook Lane and a Public Right of way.</p> <p>A large proportion of the site is Grade 1 Agricultural Land and the assessment of the site in Green Belt terms concluded that the parcel of land makes a strong contribution. The land is also identified as being potentially contaminated land and this would therefore require further investigation.</p> <p><b>Economic Development Needs Assessment Conclusions:</b> As a standalone site, the site is graded 'A-/B-' in the context of the Council's updated EDNA (2021) and Subject to other considerations, the site represents a strong candidate for inclusion in the Local Plan to meet local and strategic needs for B Class uses, and attract inward investment.</p> <p>The overall combined site is graded 'A-/B' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs, but there are potentially significant constraints in being able to bring the site forward for development.</p> <p><b>Local Plan Objectives:</b> Given the issues on suitability the site does not perform well against all the Local Plan's Objectives and Spatial Strategy.</p>		<p>The overall combined site is graded 'A-/B' in the context of the Council's updated EDNA (2021) and therefore performs strongly in terms of its contribution to meeting Warrington's strategic and local employment land needs, but there are potentially significant constraints in being able to bring the site forward for development.</p> <p>The site benefits from its location at the junction of the M6 and provides the potential to meet a proportion of the Borough's identified B8 employment land requirement.</p> <p>There are however a number of significant issues which would need to be mitigated to before the site could be considered 'Suitable':</p> <ul style="list-style-type: none"> <li>• The development of the site could not be supported by current highways access arrangements and would require supporting infrastructure to mitigate the impacts on the local and strategic road network.</li> <li>• Development will result in the loss of Grade 1 and Grade 2 Agricultural Land and a strong performing Green Belt parcel.</li> </ul> <p>The site is available and is being promoted through the Local Plan process.</p> <p>Given the issues on suitability the site does not perform well against all the Local Plan's Objectives and Spatial Strategy.</p> <p>In terms of achievability, intervening land ownership will make a comprehensive development difficult, and there are also concerns about the site being of sufficient scale to deliver the required supporting infrastructure improvements to the local and strategic highways networks.</p> <p>The Council does not currently have a sufficiently full enough understanding as to whether the constraints identified above can be overcome. The Council is however committed to undertaking a review into Warrington's employment land needs before the end of the Plan period to ensure the long term supply of employment land and this site will be considered as part of this process.</p> <p><b>SITE CONCLUSION: SITE NOT SELECTED - The site is not selected (individually or as part of the wider 47 ha proposal) for inclusion in the Local Plan.</b></p>



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