



**GL Hearn**

Part of Capita Real Estate

# Liverpool City Region SHELMA Large Scale Employment Site Assessment

**Consultation Draft Report**

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## **Prepared by**

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## Site Assessments

- 1.1 This section provides assessments of current or potential sites within the FEMA which could suitably accommodate large-scale B8 warehouse/ distribution development (units of over 10,000 sq m, or sites over 5 hectares). The assessment considers potential sites identified within the 2014 SuperPort Market Analysis report by NAI Global, together with other current or potential sites identified by local authorities.
- 1.2 The site assessments presented in this section consider the availability of land; the suitability of sites to accommodate large-scale B8 development, including their market attractiveness; and issues affecting the deliverability of B8 development, including infrastructure. Site surveys were undertaken by GL Hearn in August 2016.
- 1.3 Consideration was given to site characteristics, including site size, available land/ plots, shape and topography; access to the strategic road network and rail network, labour force and public transport connectivity, as well as local access and internal circulation (for existing sites). Neighbouring activities were considered including local services, as well as uses which could limit the potential for 24 hour operation. Planning status, land ownership and infrastructure requirements were considered. Input in considering sites relative accessibility, as well as network capacity issues on the road and rail networks (including rail loading gauge capacity), was provided by Merseytravel, drawing on existing evidence including the TfN Freight and Logistics Strategy (2016) and Liverpool City Region Freight Study (2014).
- 1.4 The assessments come with the caveat that for potential future allocations, neither a detailed investigation of landownership nor detailed development appraisals to assess viability at site-specific level have been undertaken to inform conclusions on developability. However, where a site lies within the operational area of an existing facility, in effect representing an expansion opportunity for the existing occupiers, we have not considered this as part of the general supply. GL Hearn advises that the Councils liaise with landowners and developers to consider these issues in detail to inform any site allocations.

**Table 1: List of Assessment Sites**

Local Authority	Site Name	Size (ha)
Halton	3MG (formerly Ditton Strategic Rail Freight Park	40.3
Halton	3MG - North of Halebank Road	33.6
Halton	G-Park, Goresy Lane	17.9
Halton	Expressway Development, Speke Road	9.5
Halton	Jonsons Lane	8.7
Halton	Routledge	7.1
Halton	Manor Park III	6.1
Halton	Shell Green	3.8
Halton	Shell Green, adj to Easter Park	3.3
Halton	Rivington Road (Whitehouse Vale)	1.6
Halton	Ditton Road / Speke Road	1.4
Halton	Manor Park II	1.1
Knowsley	Land to the South of the M62	21.6
Knowsley	South Prescott (Area A) Pirelli South	21.2
Knowsley	Jaguar Land Rover Expansion Area, Eastern Compound Land, Speke Boulevard, Halewood	16.5
Knowsley	Land at Knowsley Lane	16.5
Knowsley	Former Sonae Site, Moss Lane, Knowsley Industrial Park, Kirkby	12.7
Knowsley	Jaguar Land Rover Fringe, Speke Boulevard, Halewood	8.7
Knowsley	Land between St. Ivel And Yorkshire Metals (Alchemy), located off East Lancashire Road, Kirkby	8.4
Knowsley	Land east of Roscoes Wood, Tarbock Road, Huyton	8.1
Knowsley	Land to the East of Knowsley Industrial and Business Park	7.2
Knowsley	Land at Kings Drive, Kings Business Park	6.6
Knowsley	Land at Britonwood Industrial Estate, off East Lancashire Road, Kirkby	6.4
Knowsley	North Perimeter Road / Moss End Way	5.3
Knowsley	Land adj. Former Ethel Austin, School Lane	5.1
Knowsley	Land at Academy Business Park	5.0
Liverpool	Clarence Dock/Trafalgar Dock	17.9
Liverpool	Former Northern Airfield, Speke	12.4
Liverpool	Former MTL Site/Littlewoods Site, Edge Lane	6.0
Liverpool	Dingle Bank, Garston	5.2
Liverpool	Land to the West of Junction of Long Lane and Stopgate Lane	5.0
Liverpool	Jacobs Sports Ground, Long Lane & Land Adjacent to Loop Line	4.4
Liverpool	Stonebridge Cross	22.4
Sefton	Land east of Maghull. Business Park to be located to north-east boundary of site	20.0
Sefton	Atlantic Park, Dunnings Bridge Road, Netherton	17.5
Sefton	Land north of Formby Industrial Estate, Formby	6.0
Sefton	Former Peerless Refinery, Dunnings Bridge Road, Netherton	5.7
St Helens	Parkside West	85.0
St Helens	Parkside East	75.0
St Helens	Ravenhead Glass	9.2
St Helens	Land South West Of Sandwash Close, Rainford	6.2
St Helens	Land South of Washway Lane	5.3
St Helens	Land at Penny Lane, Haydock	11.0
St Helens	Land at Florida Farm North, Haydock	36.7
West Lancs	Land at Stopgate Lane, Simonswood Industrial Estate	20.0
West Lancs	Land at Yew Tree Farm (North), Tollgate Road, Burscough	12.0
West Lancs	Land at Yew Tree Farm (South), Tollgate Road, Burscough	12.0

<b>West Lancs</b>	Land to east of Statham Road (Plot D), XL Business Park, Skelmersdale	11.0
<b>West Lancs</b>	Land to south of Statham Road (Plot B), XL Business Park, Skelmersdale	6.0
<b>Wirral</b>	Birkenhead Dock Estate - Bidston Dock	17.5
<b>Wirral</b>	Birkenhead Dock Estate - Former RHM Mills & Canada Creek	15.8
<b>Wirral</b>	Burtons Biscuits, Pasture Road	12.1
<b>Wirral</b>	Lever Faberges - Bromborough Road	11.9
<b>Wirral</b>	East of Lubrizol, Bromborough Coast	9.6
<b>Wirral</b>	Birkenhead Dock Estate - Land East of Wallasey Bridge Road	9.3
<b>Wirral</b>	Eastham Dock Estate - North Road Tank Farm	9.3
<b>Wirral</b>	Centuria Business Park, Stadium Road	8.1
<b>Wirral</b>	Former MOD Tank Farm, Old Hall Road	8.1
<b>Wirral</b>	Former Stone Manganese Marine Dock Road	6.9
<b>Wirral</b>	Eastham Dock Estate - Queen Elizabeth II Dock	6.6
<b>Wirral</b>	Premier Brands, Reeds Lane	6.5
<b>Wirral</b>	Unilever Site - Former BOCM Silcock Animal Feeds	6.4
<b>Wirral</b>	Wirral Waters, S of Vittoria Dock	6.3
<b>Wirral</b>	Wirral Waters, N of Vittoria Dock	5.4

## Sites in Halton

### 3MG, Widnes

- 2.1 The Mersey Multimodal Gateway includes land at Ditton / Halebank, both to the north and south of the West Coast Main Rail Line. This is a flat, multi-modal site with access by both road and rail.

#### **3MG East**

- 2.2 South of the rail line is 3MG Viking Park. This site includes 530,000 sq.ft of existing distribution development, with the principal occupier being Eddie Stobart, a rail freight terminal, together with a large area of previously developed land which has been cleared and is now vacant. Internal road infrastructure is in place. There is 40.3 ha of land with development potential which can accommodate development in the short-term in this area.



- 2.3 The site benefits from strong accessibility to the strategic road network. It is located to the west of the A533 close to the Silver Jubilee Bridge and the junction with the A562 and A557, providing good access to the wider strategic road network both north and south of the River Mersey. Road access into the site is currently convoluted due to the construction work for the new Mersey Gateway Bridge which may have an impact on development of the site in the short-term. Longer-term, the delivery of a second crossing will reduce congestion and improve the site's market attractiveness.

- 2.4 There is a multi-modal terminal at the site, operated by Stobart Group. The site benefits from good rail access onto the West Coast Main Line as well as the Ditton to Warrington Line, although the short one mile section of line into the terminal has not been electrified so it can only be used by diesel locomotives. This puts it at a slight disadvantage compared to Garston Freightliner Terminal which is accessible to both electric and diesel locomotives. The terminal is served by 5-6 trains per day, providing direct links to Felixstowe and Southampton. It can handle high cube 9'6" containers. The site also provides the potential for rail-served buildings.
- 2.5 Expansion of the intermodal rail terminal is planned in phases with the eventual creation of 3 new 775m long reception. This will allow up to 16 trains per day to be accepted.

### **3MG West**

- 2.6 The Eastern part of the site comprises a large 33.6 ha flat site on the western edge of Hale Bank, comprising previously developed land, bounded by the railway line to the north.



- 2.7 This part of the site is located close to the extensive existing employment areas at 3MG and along Hale Road / Ditton Road, and the industrial estate on Newstead Road to the north of the railway line, however the area to the south and east is primarily residential in nature and residential properties bound the site on these sides.

- 2.8 Access to the site has been established from the north, across the railway line, from the junction of the A562 and A5300 through delivery of new infrastructure. This provides direct access to the strategic road network.
- 2.9 The site benefits from an extant planning permission by railway engineering company Alstom (approved May 2016) for the construction of a purpose built transport and technology facility (Use Class B2) in three phases. Phase 1 to include a 28,053 sq. m technology centre with associated access, car parking, HGV parking, service yards, rail sidings, landscaping, substation and associated engineering operations. Phase 2A to include a 7,425 sq. m extension to the facility, an additional service yard, additional car parking and associated development. Phase 2B is to include a further 15,925 sq. m extension to the facility with additional HGV parking and associated development at HBC Field Hale Bank Road Hale Bank Widnes. There is also a quantum of land identified for 'future development.' Phase 1 is to be completed by Summer 2017.
- 2.10 Alstom's investment will allow train maintenance/ refurbishment and could in the future allow rail manufacturing to take place, should Alstom win future contracts for new rolling stock.

### **3MG North**



- 2.11 This 9.5 ha site is located to the south east of the existing industrial estate at Newstead Road on the edge of Ditton. It is being developed by Ainsclough Strategic Land. The site is previously developed land which has been cleared and is currently vacant.

- 2.12 It is bounded by the rail line to the south. The site is located close to the junction of the A562 and the A5300, with a new access constructed from this to serve the site. Strategic road access is thus strong. A rail connection to the West Coast Main Line and Ditton to Warrington Line could potentially be reinstated, with the site therefore providing potential to be rail-connected.
- 2.13 Planning permission was granted in January 2016 to redevelop the site for B2/B8 uses. The planning permission is to create three new units: Unit 1 is a B8 unit of 18,284 sq m; Unit 2 is a B8 unit of 16,216 sq m; Unit 3 comprising 7,986 sq m. Two of the three units fall within the definition of large-scale B8.
- 2.14 3MG is located within the Widnes urban area, and with regular local bus services, labour access is good. It is visually prominent from both the Silver Jubilee Bridge and West Coast Main Line. The site is in public sector ownership, is allocated in Halton's Core Strategy (Policy CS8) and it is thus reasonable to expect development of B8 development.
- 2.15 **Conclusion: High quality rail-served strategic site at prime location within the City Region. Remaining land to the south of the rail line, 40.3 ha in size, should be safeguarded for regionally important B8 logistics and distribution development. Land to the north includes 9.5 ha of land with planning permission for B8 development. The site thus contributes 49.8 ha of land to the supply across the City Region capable of accommodating strategic B8 development. It is capable of development in the short-term.**

### **Widnes Waterfront**

- 2.16 Widnes Waterfront is an existing employment area to the east of Widnes Town Centre, between Widnes Town Centre and the River. This area contains a mix of B-class employment uses, with a focus on B2 uses.
- 2.17 The site is accessed from the A562 Fiddlers Ferry Road which links to the A557 and the Silver Jubilee Bridge. Access across the Mersey will be improved through the delivery of the Mersey Gateway Bridge. The site does not have rail access.
- 2.18 This is an established industrial estate, with existing infrastructure in place. Development sites are previously-developed and may require remediation. Internal site access and circulation is adequate. The site is divided from residential areas by the A562, and could support 24 hour operation. Its location within Widnes supports labour force access; and benefits from good access to public transport.



- 2.19 The Halton Core Strategy defines this area as within South Widnes Key Area of Change, with an emphasis within the Widnes Waterfront area on mixed employment uses. The Widnes Waterfront Phase 2 Masterplan specifically supports B2/B8 development.

**G-Park**



- 2.20 A flat, 17.9 ha site within the established Moss Bank Industrial Area in Widnes accessed from the A562 Fiddlers Ferry Road which links to the A557 and the Silver Jubilee Bridge. The site comprises previously developed land (formerly Bayer) which is currently vacant. The site has been cleared but still contains considerable areas of hardstanding and overgrowth.
- 2.21 The estate environment is generally well landscaped, providing an attractive environment, and the estate roads are in good condition. Neighbouring uses include sites of open storage and a concrete works.
- 2.22 **Conclusion: An 17.9 ha previously-developed site within an existing industrial area and benefits from good access to the strategic road network. B2 and B8 development are supported by the exiting policy framework. It is capable of development in the short-term.**

***Jonsons Lane***



- 2.23 This is a flat 8.7 ha site comprising previously developed land. The site is accessed from the A562 Fiddlers Ferry Road. The estate environment is generally well landscaped, providing an attractive environment, and the estate roads are in good condition. To the east of the site is Fiddlers Ferry Power Station.
- 2.24 Planning permission was granted for the development of the north eastern part of the site (3.1 ha) for the construction of an Incinerator Bottom Ash recycling facility. The rest of the site is vacant.
- 2.25 The site to the south (beyond the red line above) has extant planning permission for the creation of a photovoltaic plant.
- 2.26 **Conclusion: A flat, previously developed site where existing planning policy would support B2 or B8 use. Taking account of the extant planning consent, the site provides c. 5 ha of land which could potentially support large-scale B8 development. It is capable of development in the short-term.**

### ***Routledge***



- 2.27 This is a previously-developed site, 7.1 ha in size, which is mostly flat cleared land which is overgrown. The site is located at the southern end of the existing industrial area close to the A557 and A562.
- 2.28 Site access is currently via Moss Bank Road, to the north east of the site, however a new access has been delivered to the west of the site near the recently-built Hive Leisure Park. This links directly to the A557. The site has good access to the key route network; and public transport.
- 2.29 The Ditton-to-Warrington Rail Line runs along the southern boundary of the site, providing the potential for rail-served warehousing (subject to detailed feasibility assessment); albeit that the size of site means that development of road-based warehousing uses is more likely. Whilst located in reasonably proximity to the 3MG multi-modal terminal, the site's location would not support the use of works trucks to transport goods to the terminal.
- 2.30 **Conclusion: This flat, previously-developed site provides 7.1 ha of land with development potential for B2/B8 use. With good access to the strategic road network, it provides potential to support strategic B8 development in the short-term.**

### ***Overall Conclusions for Widnes Waterfront***

- 2.31 **Bringing the evidence together, the Widnes Waterfront area includes a number of previously-developed land parcels within an established employment area which provide potential to support large-scale B8 development in the short-term. The location benefits from strong accessibility including the potential to function as nearby satellite sites which relate to the rail freight terminal at 3MG. Its market attractiveness will be enhanced by the delivery of the Mersey Gateway Bridge. Together the three parcels of land provide 30 ha of land with development potential for large-scale B8 development.**

### **Manor Park III, Runcorn**



- 2.32 Manor Park is a large, established employment area in Runcorn which accommodates B1, B2 and B8 development. Manor Park III provides the eastern extension to this.
- 2.33 Whilst substantively built-out, there is a 6.1 ha plot of land, shown above, with development potential at the eastern end of the existing employment area. The site is accessed from Blackheath Lane, which connects to the A558 Daresbury Expressway. Strategic road access is good; and the site benefits from good access to public transport.
- 2.34 However, the long and thin shape of the site means that the effective developable area of the site is around 3.5 ha. This falls below the threshold for large-scale B8 development considered in this

Study. Part of this area comprises existing woodland, further reducing the size of development which could be accommodated.

2.35 **Conclusion: This site is too small to be considered of strategic significance or to offer potential to accommodate large-scale B8 development.**

2.36 The following sites put forward by Halton BC fall below the 5 ha threshold to be considered of sub-regional significance for strategic B8 development:

- Shell Green
- Shell Green, adj to Easter Park
- Rivington Road (Whitehouse Vale)
- Ditton Road / Speke Road
- Manor Park II

## Sites in Knowsley

### Land to the South of the M62



- 3.1 This 21.6 ha greenfield site is located to the south east of the junction of the M62, M57, and A5300. It is accessed from the A5080. This site offers road-only access (and would not be rail connected) but benefits from good access to the city region's key route network, and to the national motorway network.
- 3.2 The land falls within a wider area identified for a mixed-use sustainable urban extension within the Knowsley Core Strategy (adopted January 2016). The land has been removed from the Green Belt, and this site (Land South of M62) allocated for employment and a country park. The allocation (Policy SUE2c) supports new employment development of at least 22.5 ha for logistics, storage and distribution uses (Use Class B8) and other appropriate employment uses within the Liverpool City Region key sectors subject to sequential and impact tests; together with a country park within the broad extent of the former Cronton Colliery. Further policy guidance is intended to be provided through an SPD.
- 3.3 The site will be divided from residential uses by the M62, and should be suitable for 24 hour operation. The policy requires provision for public transport, walking and cycling alongside development.

- 3.4 GL Hearn considers that this site benefits from excellent motorway links and is in a prominent location on the M62 with the potential for an access to be created close to the motorway junction. This is a very attractive site for B8 development.
- 3.5 **Conclusion: Allocated site with excellent motorway links and potential for large-scale B8 development. A prime site within the City Region for strategic B8 development. At least 22.5 ha of land available for B8 development in the medium-term.**

### **Jaguar Land Rover Expansion Areas, Halewood**

- 3.6 Two sites have been identified which adjoin Jaguar Land Rover's Halewood Plant, located to the east and west of the existing developed area.
- 3.7 These sites form part of an allocated for employment development (Use Classes B1, B2 and B8) in the 2016 Knowsley Core Strategy, with the policy recognising Jaguar Land Rover's regional significance and supporting expansion of this.
- 3.8 The sites have good access to the city region's key route network including the A561 and A562; as well as good public transport accessibility. The Jaguar Land Rover plant adjoins the West Coast Mail Line and is served by its own rail terminal and it primarily used for automotive manufacturing. They would be suitable for 24 hour operation.

### ***Eastern Compound Land, Speke Boulevard, Halewood***



- 3.9 This site comprises an area of land to the east of the Jaguar Land Rover Plant on the A561 on the edge of Speke. The site is part previously-developed, part greenfield; with the north-eastern part of the site currently accommodating an off-road driving circuit forming part of the Jaguar Land Rover Experience.

***Jaguar Land Rover Fringe***

- 3.10 This site comprises land surrounding the Jaguar Land Rover plant in Halewood. The site is curtilage land of the plant. The width of plots provides the potentially for smaller industrial development and/or extension of existing buildings.



- 3.11 **Conclusion: The land available adjoining the Jaguar Land Rover Halewood Plant is suitable for B1, B2 and B8 development but can be expected to principally support expansion of the existing car plant. Development will thus depend on the operational requirements of the business. The land cannot be considered to be available to support wider strategic B8 development and therefore should not be counted towards the sub-region's available supply.**



## South Prescot (Area A) Pirelli South



- 3.12 Large, 21.6 ha site, located close to Prescot Town Centre. The site is close to amenities and retail facilities and is within walking distance of Prescot railway station. It is close to the residential areas of Prescot giving it good access to the existing labour force. However, the site does not currently suffer from any adjacency issues from directly neighbouring residential properties.
- 3.13 The site lies to the south of Prescot Office and Business Park, a recent development by St Modwen, however the size of the site is considerably larger than the area of existing employment uses. The site comprises previously developed land which has been cleared and is vacant.
- 3.14 The site lies in a prominent location adjacent to the M57. The nearest motorway access is at Junction 2, which is approximately 1.5 miles to the north, accessed via Carr Lane. Access to the city region's key route network is good; as it access to public transport.
- 3.15 An outline application for mixed-use development of this site was permitted in 2011 supporting development of 623 residential dwellings, B1, B2 and B8 employment uses, assisted/ close care living and public community and leisure uses. The consent supported up to 6,275 sq.m of B1 office floorspace, 1014 sq.m of B2 and 1014 sq.m of B8 floorspace. The developer is St Modwen.
- 3.16 The north eastern corner of the site is subject to extant planning permission for the erection of a police station and fire station. An eastern portion of the site has planning permission for the erection

of a retail unit which is currently being built out. The southern part of the site (which comprises the majority of the land) is subject to a planning application (reference:15/00022/OUT) for development of the majority of the site for mixed use development comprising up to 750 dwellings & up to 929 sq.m of commercial/industrial buildings (use classes B1/B2/B8). The application is currently pending consideration. This application is broadly consistent with the mixed-use allocation of the site in the Knowsley Core Strategy (adopted in January 2016) as a Principal Regeneration Area.

3.17 Taking account of the slow take-up of employment land at this site in recent years, coupled with the up-to-date planning policy framework, the majority of the site cannot be regarded as available for employment development. Given adjacency to residential uses, the site would not be suitable for large-scale B8 development.

3.18 **Conclusion: Site allocation and commitment for mixed-use redevelopment, which provides no real potential to accommodate large-scale B8 development. Northern part of the site will provide potential for small-scale B-class development, principally within B1 use class. The site cannot be considered as contributing to the land supply for strategic B8 development.**

### Land at Knowsley Lane, Huyton



3.19 16.5 ha greenfield site on the edge of Huyton close to Junction 2 of the M57. The site is bounded to the south by Knowsley Lane (B5194) and to the north by the M57. The site is largely flat and is

currently under agricultural use – mostly undeveloped land but containing some farm buildings. It relates strongly to the city region's key road network; and has good public transport accessibility.

- 3.20 The site is in a prominent location along the motorway and site access could be created close to the motorway junction.
- 3.21 The site has been allocated in the Knowsley Core Strategy (adopted January 2016) for mixed-use development, with the western part of the site expected to accommodate c. 100 dwellings; and the eastern part expected to provide at least 16 ha of B1 employment development or other appropriate employment uses within the city region's key economic sectors. The policy supports provision of appropriate access arrangements and gateway enhancements.
- 3.22 The adjacency of residential properties to the south, and to the west, would potentially limit the scope for large-scale warehousing at this location (given the potential visual and amenity impacts) and the potential for 24 hour operation.
- 3.23 **Conclusion: Whilst potentially a commercially attractive location for strategic B8 development, development of large-scale B8 development would potentially impact on nearby residential properties/ development with some degree of policy conflict. This site cannot therefore be considered as contributing to the supply of land capable of accommodating strategic B8 development within the City Region.**

### **Knowsley Industrial Park, Kirkby**

- 3.24 Knowsley Industrial Park is a large, established industrial estate containing a mix of B-class uses, located on the edge of Kirkby. It is located on the A580, which connects to the Port of Liverpool, and adjoins Junction 4 of the M57. It is thus strategically well located in respect of road access.
- 3.25 The Park includes a number of larger units including larger warehouse/ distribution occupiers including Matalan, Makro and QVC. The larger units are generally located to the south of the employment area – closer to the A580. The northern part of the Park comprises generally smaller and older industrial units.
- 3.26 There are a number of plots with development potential within the Industrial Park, which are considered below.

**Former Sonae Site, Moss Lane**



- 3.27 This is a 12.7 ha site located in the north-west corner of Knowsley Industrial Park. The site comprises flat, previously developed land which has been cleared and is currently vacant. Access is from Moss Lane/ Lees Road.
- 3.28 The Knowsley Core Strategy (Policy CS11) particularly supports B2 and B8 development. Outline planning permission was granted to Peel Investments in October 2015 for the erection of up to 76,000 sq m of B1/B2/B8 floor space on a 14.9 ha site area (including land to the south-west of the red line above); with the application showing the potential to deliver between 1 -3 warehouse units on the site. It is marketed as Knowsley 700.
- 3.29 **Conclusion: This 14.9 ha site is well located, is within an established employment area, and clearly provides the potential to support large-scale B8 development. It can accommodate development within the short-term.**

***Land between St. Ivel And Yorkshire Metals (Alchemy), East Lancashire Road***



- 3.30 This 8.4 ha site is located within Knowsley Industrial Park on the edge of Kirkby. The site is located on the A580 close to the junction with the M57 (Junction 4). The site fronts directly onto and is accessible directly from the A580.
- 3.31 An outline application (02/00480/OUT) was granted in 2002 permitted development within Use Classes A3, B1, B2, B8, C1 and D2. However the site remains vacant, and it is likely that the consent will have lapsed. A further hybrid application was submitted in 2016 (16/00567/HYB) seeking a detailed consent for 9709 sq.m and outline consent for 16,351 sq.m of development within Use Classes B1b/c, B2 and B8 (with ancillary B1). A number of potential layouts are shown in the application, which includes the potential for a unit of 100,000 sq.ft which would be defined as large-scale B8. The Core Strategy (Policy CS11) particularly supports B1 and B8 use. The site can accommodate development within the short-term.
- 3.32 **Conclusion: A prominent, well-located site within an established employment area, and clearly provides the potential to support strategic B8 development. It can accommodate development within the short-term. Given the masterplan for the emerging development by Network Space, it is reasonable to assume that this site contributes 2.3 ha to the potential supply of land capable of accommodating strategic B8 development.**

***Land at Brittonwood Industrial Estate, off East Lancashire Road***



- 3.33 An infill site, 6.4 ha in size, located to the north of the site above. The site is surrounded by existing employment uses. To the north of the site – along Faraday Road – are a series of smaller industrial units within the Brittonwood Industrial Estate. The site is currently vacant and considerably overgrown. Overhead power lines cross the site.
- 3.34 Access to the site is currently via Faraday Road to the north; although there is clear potential for access from Alchemy Way to the south which would provide a more direct access to the A580.
- 3.35 The Knowsley Core Strategy would support development of B1 and B8 development on the site.
- 3.36 **Conclusion: A 6.4 ha brownfield infill development opportunity within an established employment area. This site provides the potential to support strategic B8 development. It can accommodate development within the short-term.**

**North Perimeter Road / Moss End Way**



- 3.37 A 5.3 ha greenfield site located on North Perimeter Road to the north of Knowsley Industrial Park. This site and land immediately adjacent to the west currently form part of an 8.4 ha site allocation in the Waste Local Plan. Therefore the site could be subject to a proposal for a Waste Transfer Station at any given point in the future.
- 3.38 The site is located just to the north of the established industrial area but is slightly detached from the existing employment uses. The site is accessed via North Perimeter Road which is largely rural in nature. The site is surrounded on three sides by open agricultural land and development of the site would have to be sensitive to landscape impacts.
- 3.39 The site is located approximately 3 miles north of the A580, with the site accessed via Perimeter Road which is suitable for HGVs. Internal sites roads would be needed to support development.
- 3.40 The site is allocated within the Knowsley Core Strategy (adopted January 2016) with the policy particularly promoting B2 and B8 development, and/or development supporting key economic sectors.
- 3.41 **Conclusion: The 5.3 ha site is located on the edge of existing employment area close to the A580 and M57. This site provides the potential to support strategic B8 development. It can**

**accommodate development within the short/ medium-term, subject to provision of appropriate access/ road infrastructure.**

***Land to the East of Knowsley Industrial and Business Park***



- 3.42 7.2 ha site located on the eastern edge of Knowsley Industrial Park near Kirkby. The site is located on the A580 close to the junction with the M57 (Junction 4). The site is a greenfield site which is largely undeveloped and is currently under agricultural use.
- 3.43 The site fronts directly onto the A580 although site access is currently via Ormskirk Road. A new site access would be required alongside development. The land forms part of a wider employment allocation for 31.4 ha of land made within the Knowsley Core Strategy (comprising this land and land to the north of the A580), which is identified as having a notional capacity for 7.2 ha of employment development. This comprises land removed from the Green Belt. The site is bounded to the east by open agricultural land which is designated Green Belt. Development of the site would have to be sensitive to landscape and visual impact issues.
- 3.44 The site benefits from a strong location which is accessible from the city region's key road network; and good public transport accessibility. It is visually prominent from the A580.
- 3.45 Conclusion: Prominent, well located greenfield site, 7.2 ha in size, with development potential in short/ medium-term, which provides the potential to support strategic B8 development.



***Land at Academy Business Park***



- 3.46 Existing employment site within Knowsley Industrial Park. The site, 5.0 ha in size, currently contains a number of warehouse units. At the date of assessment, one unit appeared to be occupied. The other units were being advertised to let.
- 3.47 The current site comprises 8 units, some of which are subdivided, being advertised to let, sizes ranging from 5,000 – 361,000 sq ft. The quality of the existing buildings is reasonable. The units are long and thin and provide limited loading areas or dedicated lading bays. This makes the existing units less attractive to larger scale distribution uses.
- 3.48 Orbit Developments have planning consent (14/00787/FUL) for demolition of the existing units and redevelopment to provide two 10,219 sq.m units (Use Classes B1c,B2, B8 and ancillary B1a). The advertised units both contain considerable loading areas, dedicated loading bays, and HGV trailer storage space. Planning permission was granted in January 2015.
- 3.49 **Conclusion: This site is within the existing employment area at Knowsley Industrial Park within close proximity to the A580 and M57. The proposed development of the 5.0 ha site provides potential to support strategic B8 development.**

### ***Overall Conclusions for Knowsley Industrial Park, Kirkby***

- 3.50 **Bringing the evidence together, the Knowsley Industrial Park area includes a number of previously-developed land parcels within an established employment area, together with greenfield extensions, which provide potential to support strategic B8 development in the short- and medium-term. The location benefits from strong accessibility from the strategic road network, and links to the Port of Liverpool. There are six sites within the employment area which collectively provide 41.1 ha of land with development potential for strategic B8 development.**

### **Land east of Roscoes Wood, Tarbock Road, Huyton**



- 3.51 An 8.1 ha site located at the junction of the M57 and M62 motorways. The site is part greenfield and part developed, with part of the site accommodating Highways England Tarbock Compound. Access to the site is already established from Cronton Road (A5080) although with would potentially require improvements if use at the site was to intensify.
- 3.52 The site is on the southern tip of the Huyton Quarry industrial area and is bounded to the north by employment uses, to the south by the M62, and to the west by residential properties which may restrict operations on the western edge of the site.

- 3.53 The site is allocated for employment development (Use Classes B1, B2 and B8). Outline planning consent was granted in 2009 (09/00360/OUT) for a mix of commercial uses together with a hotel, but has since expired.
- 3.54 **Conclusion: Well-located site adjoining the strategic road network which provides potential to accommodate strategic B8 development in the short/ medium-term. We consider that the site provides potential for 4.3 ha of strategic B8 development.<sup>1</sup>**

### Land at Kings Drive, Kings Business Park



- 3.55 6.6. ha site within Kings Business Park, located close to Junction 2 of the M57. The site is heavily wooded and there is evidence of previous development which is now derelict and areas of hardstanding remain.
- 3.56 The site is designated within the Local Plan as being within Kings Business Park, and is also washed over by the Green Belt which covers the area surrounding the site. Any development would have to be sympathetic to this designation.

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<sup>1</sup> This comprises land to the south of the access road. There are two ownerships.

- 3.57 Kings Business Park comprises high quality office space set in landscaped grounds. Current occupiers include the NHS Trust, Knowsley Housing Trust, and Camelot UK. It was designated as a Regional Investment Site.
- 3.58 A planning application for development of an R&D / laboratory facility (Use Class B1b) across 3 buildings on the southern part of the site was granted consent in April 2015. It is to be occupied by Alfred K Knight which occupy the adjoining existing buildings, and will provide 5,274 sq.m GIA of employment floorspace. This development site (3.3 ha in size) will be accessed through the existing business park.
- 3.59 The remaining land at this site (c. 3.3 ha) is predominantly wooded; and given the low density of the existing business park development, the character of the existing business park and the site's location within the Green Belt, it is not considered that the remaining land offers potential for strategic B8 development.
- 3.60 **Conclusion: Where there remains development potential for B-class employment, this site is not considered to offer scope for strategic B8 development given the available remaining land and character of the site.**

### **Saturn Park, Knowsley (Land adj. Former Ethel Austin, School Lane)**



- 3.61 This flat site comprises 5.1 ha of previously developed land within an established employment area close to the junction of the A580 and M57 (Junction 4). The site is currently cleared and vacant. It is adjacent to Saturn Park distribution centre and provides a potential intensification opportunity.
- 3.62 Saturn Park is currently advertising 'extension potential up to 454,211 sq ft.' The position at the time of writing is that two units are occupied, with the third (towards the eastern side of the site) providing potential for re-occupation (7,150 sq.m GIA) or for development of a larger unit of up to 13,800 sq.m.
- 3.63 The development potential of the site principally comprises land to the south of the existing units, totalling 3.5 ha in size. The site has the potential to support strategic B8 development with potential for access off School Lane.
- 3.64 The site benefits from good access to the city region's key route network including the A5208 and A580; and good public transport accessibility. Its location within an established employment area would allow 24 hour operation. It is in a single ownership and being marketed for development.
- 3.65 **Conclusion: Site offers the opportunity to expand existing distribution uses within existing employment area with excellent road links. The site provides 3.5 ha of land which could contribute to the supply capable of accommodating strategic B8 development.**

## Sites in Liverpool

### Clarence Dock/Trafalgar Dock, Atlantic Gateway, Liverpool



- 4.1 This 17.9 ha site comprises dockside land within the Atlantic Gateway, to the north of Liverpool City Centre. It sits between the A565 Waterloo Road and the River. It principally comprises cleared, previously-developed dockside land, accessed from the A565. In the south-eastern part of the site, there is a single storey 1980s B8 warehouse unit occupied by JTL Ltd.
- 4.2 The site has waterfront access, and good access to the city region's key route network including the A565 and Mersey Tunnels. It has good public transport accessibility.
- 4.3 The site is owned by Peel, and forms part of the Liverpool Waters development proposals which gained outline planning consent in March 2013 (10O/2424). The consent provides for phased delivery of development over c. 30 years, setting out maximum floorspace quantum permitted in a number of defined neighbourhoods. The southern part of this site falls within the Central Docks Neighbourhood, where mixed-use development is expected, including up to 235,300 sq.m of C3 development together with up to 165,900 sq.m of B1 accommodation and other A1-A4, C1, D1 and D2 uses. The northern part of the site falls within the Clarence Dock Neighbourhood where residential-led development is proposed, with modest provision for B-class uses (up to 4,600 sq.m). The consent does not support B8 development.

- 4.4 **Conclusion: Given the extant planning consent, the land cannot be considered as available for and capable of accommodating strategic B8 development.**

## **Approach 580, North Liverpool**

*Land to the West of Junction of Long Lane and Stopgate Lane, Approach 580 West (E100)*



- 4.5 This site comprises 5.0 ha of previously developed land within the Liver Industrial Estate – an existing employment area in the Approach 580 West area of Liverpool. The site is flat and has been cleared and is currently vacant.
- 4.6 The site is bounded on three sides by employment uses and by open playing fields to the north. The Liver Industrial Estate is a well-functioning industrial estate. Occupancy rates are good and the unit quality and environment is generally good. The estate is home to a mix of employment uses and includes some trade counter uses, but predominantly comprises small/medium sized industrial (B2) units.
- 4.7 The site is accessed via Stopgate Lane (B5187) which joins the A580 approximately 700m to the south. Site access is already in place. The site is thus well located in respect of the port and city

region's key route network. It benefits from access by public transport, and good access to available labour in North Liverpool.

- 4.8 The site could potentially accommodate a range of employment uses. The UPD policy allocates the site for industrial/ business development (Use Classes B1c, B2, B8).

**Conclusion: Well-located 5.0 ha site in established employment area with good access to the port and the city region's key route network which provides potential to accommodate strategic B8 development in the short-term.**

*Jacobs Sports Ground, Long Lane & Land Adjacent to Loop Line (E99/ 108)*



- 4.9 This site is located off Long Lane in the Approach 580 West area of Liverpool and lies to the south of the Jacobs Bakery site and to the west of Nelsons Business Park. There are some localised congestion issues along Long Lane. The site is 5.0 hectares in area, the majority of which is undeveloped land, although the north eastern portion of the site comprises the landscaped grounds of the Jacobs site.
- 4.10 The site is located on the edge of an existing industrial area on the western side of Nelsons Business Park. Surrounding uses in the business park include light industry, distribution, open storage, and some retail uses.



- 4.11 Site access is currently from Long Lane which joins the A580 approximately 700m to the south. There may be the opportunity to create a new access through Nelsons Business Park. The likely access points for the site are currently in use as parking for neighbouring distribution occupiers and gaining access to the site may require some discussion/ negotiation with third party landowners, influencing development potential.
- 4.12 GL Hearn understands that the northern part of the site is owned by Jacobs, and provides flexibility for the future expansion of their business activities. It is thus not available for wider employment development.
- 4.13 **Conclusion: The site is of a sufficient size to accommodate strategic B8 development, however its deliverability for general B8 development is influenced by the operational / future requirements of the landowner. GL Hearn considers that it should not be counted as part of the available/ future supply at a city region level.**

### **Liverpool 57, Stonebridge Cross**



- 4.14 22.4 ha site located to the east of the junction of the A580 and Stonebridge Lane. The site is located close to the M57, with Junction 4 approximately 1 mile to the east of the site.

- 4.15 The majority of the site comprises previously developed land which has been cleared and is now vacant. There is currently no vehicular access into the site with access to be created from the A580.
- 4.16 The site is located to the south of the existing employment area of Approach 580 East. This employment area is partly built out and includes a mix of employment uses including large distribution depots occupied by HDL and TJ Morris. The employment area is performing well and the built out sites have been developed to a high quality. There are a number of smaller vacant plots within Approach 580, but none of which are of a size/shape to support large scale distribution units.
- 4.17 The areas to the south, east, and west of the site is the largely residential area of Croxteth and there is a residential site currently being built out which adjoins the southern corner of the site.
- 4.18 The site is currently being advertised as a design and build opportunity offering immediately deliverable warehouse units ranging in size from 86,000 sq ft to 690,400 sq ft. The site benefits from extant planning permission (13F/1838), granted in 2013, to erect an 117,497 sq m storage and distribution centre with ancillary office (within Use Classes B8 and B1). Development has not yet commenced.
- 4.19 **Conclusion: Large flat site on the A580 close to the junction with the M57 and existing employment area at Approach 580 East. The site is in an excellent location for strategic B8 uses and such uses should be supported at the site. The site already benefits from planning permission for the erection of a 117,597 sq m B8 unit, although development has not yet commenced. The site contributes 22.4 ha to the strategic B8 supply.**

### **Former Northern Airfield, Speke**



- 4.20 A large existing employment area in Speke to the south of the A561, comprising Estuary Commercial Park (where the master developer is HCA) and Liverpool International Business Park (where the master developer is Peel). The Former Northern Airfield site comprises a range of sites for employment uses, the majority of which have been built out and are occupied. The larger distribution units are occupied by B&M Bargains and Prinaris UK.
- 4.21 The employment area is generally of a high quality: the internal roads and circulation is good; the units are modern and of good quality; and the general environment is well kept. Key infrastructure is in place. The site relates well to the city region's key route network, including the A5036, M58 and M57. It benefits from good public transport accessibility.
- 4.22 There are five plots of varying sizes which remain undeveloped. The vacant plots are 6.9, 5.1, 3.8, 2.0, and 1.2 ha in size. The largest three of these plots could support large scale B8 warehousing, however they would be suitable and attractive for a range of B Class employment uses; with the policy designation supporting B1, B2 or B8 development.
- 4.23 **Conclusion: This is a high quality landscaped site, with infrastructure in place. The site provides three plots, totalling 15.8 ha of land which can be considered as providing potential to accommodate strategic B8 development in the short-term.**

### **Former MTL Site/Littlewoods Site, Edge Lane (Eastern Approaches)**



- 4.24 A 6.0 ha site located on Edge Lane in the Eastern Approaches area of Liverpool. The site is currently vacant but is designated as a site for industrial / business development.
- 4.25 The site includes the large former Littlewoods Building, which is currently vacant, and five plots which are cleared and vacant with access roads in place. The five plots measure between 0.6-1.2 ha and are therefore too small to support strategic B8 development.
- 4.26 **Conclusion: the available plots at this location are of insufficient size to accommodate strategic B8 development.**

## Dingle Bank, Garston



- 4.27 This is a Partially developed site to the east of Garston Port in Garston. The site covers 5.2 ha, is overgrown, and slopes from west to east. The area surrounding the site is predominantly residential in nature and residential properties bound the site to the east.
- 4.28 The site is located to the south of the A561, however vehicular access is via Banks Road – a minor road through a primarily residential area. Alternatively the site would require provision of access through the existing Port of Garston estate (ABP Ports).
- 4.29 **Conclusion: Based on an cost of provision of suitable access, the need to level the site, its shape and adjacency issues with residential development, GL Hearn would conclude that it does not offer potential for strategic B8 development.**

## Sites in Sefton

### Land east of Maghull



- 5.1 Large site located to the east of Maghull and to the west of the M58. The site is largely flat undeveloped open agricultural land. The 86 ha site is allocated for housing and employment uses with 20 ha for employment uses (expected to comprise the north-eastern portion of the site). The allocation supports B1, B2 and B8 use with access from Maghull Lane.
- 5.2 It is notable that the site adjoins the Liverpool – Ormskirk/ Preston Rail Line. The electrification of this line is a medium-term aspiration (2019-24), however the potential for rail freight is limited by the loading gauge capacity on the line. It is unlikely therefore that the site will be rail served.
- 5.3 The site is located close to Junction 1 of the M58, however this junction has no motorway access in southbound directions. One of the development requirements for the site identified in Local Plan policy MN3 is that the proposed Business Park must not be occupied until the new slip roads are completed at Junction 1 of the M58. A junction improvement scheme was approved by the Combined Authority in June 2016, and is expected to be delivered and operational in September 2018.
- 5.4 The site is located close to the existing labour force of Maghull and is within walking distance of Maghull railway station. A new station at Maghill North is to be delivered alongside the new

development. The Merseyrail line from Liverpool to Ormskirk via Maghull is already electrified with third rail. A development scheme will need to be carefully designed to ensure an appropriate buffer between employment and residential uses. An SPD for the area is being developed.

- 5.5 **Conclusion: A 20 ha greenfield site adjoining M58 Junction 1 which relates well to the Port of Liverpool and provides the potential to accommodate strategic B8 development in the medium-term.**

## **Dunnings Bridge Road Corridor**

### ***Atlantic Park, Dunnings Bridge Road, Netherton***



- 5.6 A designated employment site in Bootle close to the junction of the A5036 and the A5038. The site is part developed with internal roads in place and some plots already built out. The site forms part of the Dunningsbridge Road Corridor Strategic Employment Site, which is identified in Sefton Local Plan (Proposed Modifications) Policy MN2.47 for B1, B2 and B8 development.
- 5.7 The site is divided into a number of plots: Three plots are already built out with three office buildings and car parking facilities. In the centre of the site is a 260,700 sq ft warehouse building which is vacant and currently being advertised to let. The warehouse building pre-dates the other buildings at the site and is in a reasonably poor condition. There are eight remaining plots which are currently vacant and cleared and identified as capable of accommodating industrial/ warehouse floorspace

with plot sizes ranging between 0.8 to 3.6 ha. Cumulatively (including the existing warehouse), the vacant developable site area for industrial/ distribution accommodation is 11.9 ha.<sup>2</sup>

- 5.8 The site has an extant planning consent for development of 74,300 sq.m of employment development in Use Classes B1, B2 and B8. It is owned by developer, Royal London. Design and build opportunities are being advertised.
- 5.9 The site is located on the A5036 which links the Port with the M57, M58, and A59 and so is excellently placed for port related logistics uses. It is within Bootle and is bounded to the south by other employment uses, to the west by allotments, and to the east by residential properties which back onto the site and may impact on the potential for 24 hour operations. Aintree railway station is within walking distance.
- 5.10 **Conclusion: The site is proximate to and relates well to the Port of Liverpool. It provides 11.9 ha of land which could accommodate strategic B8 development, is being marketed now and could be developed in the short/medium-term.**

***Former Peerless Refinery, Dunnings Bridge Road, Netherton***



- 5.11 The site comprises 5.7 ha of flat, previously developed land located on the A5036 in Netherton. The site is located on the A5036 which links the Port with the starts of the M57, M58, and A59 and so is

<sup>2</sup> This excludes sites identified for office/ hotel accommodation



excellently placed for port related logistics uses. The site forms part of the Dunningsbridge Road Corridor Strategic Employment Site, which is identified in Policy MN2.47 in the Sefton Local Plan (Proposed Modifications) for B1, B2 and B8 development.

- 5.12 The previously developed site has been cleared and is currently vacant. There is likely some contamination related to the sites previous use.
- 5.13 The site is located on the edge of an existing employment area and is bounded to the north and east by existing employment uses. Adjoining the site to the east is a large B8 unit occupied by Bestway. To the south west by residential properties which back onto the site and may impact on the potential for 24 hour operations. Aintree railway station is within walking distance.
- 5.14 **Conclusion: The site is proximate to and relates well to the Port of Liverpool. It provides 5.7 ha of land which could accommodate strategic B8 development.**

***Overall Conclusions for Dunnings Bridge Road Corridor***

- 5.15 **Conclusion: There are two sites within the Dunnings Bridge Road Corridor which together provide the potential to provide 17.6 ha of land which can contribute to the supply of land capable of accommodating strategic B8 development across the City Region.**

**Land north of Formby Industrial Estate, Formby**



- 5.16 This is an 8 ha greenfield site located on the A565 on the eastern edge of Formby. The site is currently undeveloped open land under agricultural use.
- 5.17 The site is located to the north of Formby Industrial Estate. This existing employment area comprises a mix of small / medium size industrial units as well as a large supermarket. A new access to the site would need to be created directly from the A565, which is a dual carriageway, to support development. The site's location would provide potential to support 24 hour operation.
- 5.18 The site is allocated in the Sefton Local Plan (Proposed Modifications) Policy MN4 as a Strategic Employment Site. B1, B2 and B8 development are supported, with provision for some 'enabling' development. It is to be accessed by a new signal-controlled junction on the A565 Formby Bypass, with the policy also seeking sustainable access improvements.
- 5.19 The location of the site is not considered to be the most commercially attractive location for port related distribution uses. The A565 runs north from the Port towards Southport and away from the motorway network and larger centres of population nationally. It is thus expected to make a limited contribution to provision of strategic B8 development within the City Region.
- 5.20 **Conclusion: The site is not considered to be in an attractive location for large scale B8 distribution uses. However, the site could form a natural extension to Formby Industrial Estate, supporting similar uses to those seen at the existing estate.**

## Sites in St Helens

### Parkside Strategic Rail Freight Interchange, Newton-le-Willows

- 6.1 Parkside comprises two large flat sites either side of the M6 to the east of Newton-le-Willows together comprising 160 ha – Parkside West covering 85 ha and Parkside East covering 75 ha. The sites are allocated for a Strategic Rail Freight Interchange (SFRI) within St Helens Core Strategy (Policy CAS3.2), which was adopted in 2012.

#### ***Parkside West***



- 6.2 Parkside West is an 85 ha site which is the site of the former Parkside Colliery. It has been cleared and is now unused. While the site is within the Green Belt, it meets national Green Belt planning policy tests, including the demonstration of very special circumstances.
- 6.3 The site is located next to the M6 to the north west of Junction 22. The site is also close to Junction 9 of the M62. The site is approximately 25 miles from the Port, and has an approximate drive time of 34 minutes – further than most of the assessment sites. However, its location close to both the M62 and the M6 makes it well located for regional and national distribution markets and so the sites would likely be attractive for logistics uses including those relating to the Port.
- 6.4 The site is strategically located in respect of rail accessibility, at the crossroads of the West Coast Main Line and the Manchester-Liverpool Rail Line (via Newton-le-Willows). These have a W10 loading gauge.

- 6.5 The site is located on the edge of Newton-le-Willows and is within walking distance of Newton-le-Willows train station. The site is bounded to the north by two railway lines and to the west by Winwick Road (A49). There is open agricultural land to the south and east. Site access is currently via Winwick Road however the Core Strategy proposes a new or revised motorway junction to access the sites from the M6. The policy seek to ensure that access arrangements avoid traffic sensitive routes; and ensure that the primary purpose of development is to facilitate freight travel by rail.
- 6.6 Access improvements are programme by Merseytravel for delivery in the medium-term (2019-24). This includes provision of the rail connection, and a new link road to support development.

### ***Parkside East***



- 6.7 Parkside East is a 75 ha site on the eastern side of the M6 opposite the former colliery site (Parkside West). The site is currently open agricultural land. The site is allocated in St Helens Core Strategy for expansion land for the Parkside West site. While the site is within the Green Belt, the policy supports employment development where it can be demonstrated to have very special circumstances.
- 6.8 Core Strategy Policy CAS 3.2 identifies Parkside East as “expansion land” which should come forward subsequent to the eastern segment of the site; and is necessary to ensure deliverability of the wider development.

- 6.9 The site is located next to the M6 to the north west of Junction 22. The site is also close to Junction 9 of the M62. The site is approximately 25 miles from the Port, and has an approximate drive time of 34 minutes – further than most of the assessment sites. However, its location close to both the M62 and the M6 makes it well located for regional and national distribution markets and so the sites would likely be attractive for logistics uses including those relating to the Port.
- 6.10 **Conclusion: A prime site within the City Region providing potential for 160 ha of strategic B8 development at a location which provides excellent access to strategic road and rail networks. An attractive location for regional and national distribution activities.**

### **Ravenhead Glass, St Helens**



- 6.11 A 9.2 ha former factory site in St Helens. The site comprises previously developed land which has been partially cleared with some buildings and hardstanding remaining and the whole site considerably overgrown. The site slopes down south west to north east.
- 6.12 The site is located in a largely industrial part of the town bounded on all sides by industrial uses. It is within walking distance of St Helens Town Centre. The site is located close to the St Helens Linkway (A58) which connects to the A580 approximately 2.5 miles to the north. This lessens the attractiveness of the location for regional (or wider) distribution operations. The site benefits from good public transport accessibility.

- 6.13 Access to the site is via Ravenhead Road which is steep, narrow and winding and unsuitable for HGVs. The A58 is relatively close by with access via Buttonhead Road / Canal Street. Access to the site is relatively poor, especially for HGVs, limiting the commercial attractiveness of the site for distribution uses.
- 6.14 **Conclusion: The site is not located close to the motorway network or major arterial roads from the Port. Site access is poor, as are the surrounding roads, and limits HGV activity. Overall, the site is not considered commercially attractive for strategic B8 uses.**

### Land South West of Sandwash Close, Rainford



- 6.15 A 6.2 ha site comprising open agricultural land on the edge of existing industrial estate in Rainford. The site is bounded on two sides by industrial units and on two sides by open agricultural fields. It is an extant allocation from the Unitary Development Plan (3Ec2) for B1/ B2/ B8 development.
- 6.16 The surrounding industrial area is a small local industrial estate comprising mostly small industrial units, most of which are in reasonable condition. The industrial estate is slightly detached from the nearest settlement of Rainford.
- 6.17 The site is located off the A570 which joins the A580 approximately 2 miles to the south and the M58 approximately 5 miles to the north. Access to the site is currently via Mill Lane. The site would

benefit from creating a new access directly from the A580. It benefits from reasonable access to public transport, albeit that there is a limited workforce in the direct vicinity of the site.

6.18 There have been a number of planning applications over recent years for employment development within the existing industrial estate, but principally for smaller-scale industrial accommodation. GL Hearn considers that this is the market for employment floorspace at this location.

6.19 **Recommendation: The site is located on a local industrial estate in a mainly rural setting. The site is not located close to the motorway network or major arterial roads from the Port. Therefore the site offers limited commercial attractiveness for strategic B8 uses.**

### Land South of Washway Lane, St Helens



6.20 A 15.1 ha site in the north of St Helens, which was allocated in the Unitary Development Plan for B1 / B2/ B8 development or car showrooms. Outline planning permission has since been granted to Pilkington Properties (June 2013, P/2012/0414) for mixed-use redevelopment comprising residential development on the western part of the site (since developed), with employment development on 5.66 ha of land on the eastern part of the site (over two parcels). Parts of the site are heavily wooded.

6.21 The eastern (high level) land provides potential for 4.57 ha of land for B2 /B8 development, with potential for 20,600 sq.m of employment floorspace.

- 6.22 The site is located just off the A580 approximately 15 miles / 26 minutes from the Port. Access to and from the A580 eastbound carriageway is via a circuitous route through residential areas both to the north and south of the A580. The A580 westbound carriageway is easily accessible from the site. Improved access to the A580 would be required to improve the commercial attractiveness of this site for strategic B8 uses.
- 6.23 The surrounding area is mixed, with industrial uses to the north and south and residential areas to the east and west. The western part of the site has been recently developed for residential uses.
- 6.24 **Conclusion: Relatively small site just off the A580, although improved eastbound access required. The site is located reasonably far from the port and does not relate well to the region's motorway network. For these reasons the site is considered of marginal attractiveness for strategic B8 uses. We do not consider that it should be considered as within the deliverable supply for strategic B8 development.**

### Land to the North of Penny Lane, Haydock



- 6.25 11 ha greenfield site located on the eastern edge of Haydock Industrial Estate on the northern edge of Haydock. The site is bounded to the west by the industrial estate and to the east by the M6. The site is currently under agricultural use.



- 6.26 The site is located approximately 500 metres north of Junction 23 of the M6 and the A580, with access to the junction is via Penny Lane and Lodge Lane.
- 6.27 Haydock Industrial Estate is a large established industrial area on the northern edge of Haydock. The area lies directly to the north of the A580 (East Lancs Road) which divides the industrial area from the more residential areas to the south. Access into the industrial estate is directly from the A580. The area contains a wide range of employment uses ranging from small scale industrial and workshop space up to large distribution centres. Large distribution uses in the area include the Sainsbury's Distribution Centre, Booker Distribution Centre, and Malcolm Logistics Services.
- 6.28 The area is generally performing well and has reasonably high occupancy levels. The existing employment area is almost completely built out and there is very limited opportunity for further development or potential intensification of uses in the area. The site provides a natural expansion of the existing industrial area.
- 6.29 A hybrid planning permission (P/2015/0571/HYBR) was granted in September 2016 including full planning permission for the erection of B8 warehouse (11,689 sq m) with ancillary office space, and outline planning permission for erection of B8 warehouse (34,653 sq m) with ancillary office space.
- 6.30 **Conclusion: Greenfield site on the edge of the existing Haydock Industrial Estate, providing a natural expansion of the industrial area close to the M6 and A580. The site benefits from planning permission for B8 uses and should therefore be considered as part of the employment land supply.**

## Land at Florida Farm North, Haydock



- 6.31 36.7 ha greenfield site located on the western edge of Haydock Industrial Estate on the northern edge of Haydock. The site is bounded to the east by the industrial estate and to the west/north by open agricultural land. The site itself is currently under agricultural use. The site is located within the Green Belt and as such development of the site would have to be sympathetic to this designation.
- 6.32 The site is located directly to the north of the A580 and a new vehicular access into the site would need to be created from the road. Junction 23 of the M6 is approximately 1.5 miles to the east.
- 6.33 Haydock Industrial Estate is a large established industrial area on the northern edge of Haydock. The area lies directly to the north of the A580 (East Lancs Road) which divides the industrial area from the more residential areas to the south. Access into the industrial estate is directly from the A580. The area contains a wide range of employment uses ranging from small scale industrial and workshop space up to large distribution centres. Large distribution uses in the area include the Sainsbury's Distribution Centre, Booker Distribution Centre, and Malcolm Logistics Services.
- 6.34 The area is generally performing well and has reasonably high occupancy levels. The existing employment area is almost completely built out and there is very limited opportunity for further development or potential intensification of uses in the area. The site provides a natural expansion of the existing industrial area.

- 6.35 A hybrid planning application (P/2016/0608/HYBR) relating to the site has been submitted and is currently pending determination. The application includes outline planning permission for the erection of 2 commercial/industrial buildings providing up to 135,000 sq m of employment floorspace (B2/B8 uses with up to 10,000 sq m of office accommodation), along with the provision of a new access to the A580 East Lancashire Road and internal site access roads.
- 6.36 **Conclusion: Greenfield site on the edge of the existing Haydock Industrial Estate, which would provide an expansion of the industrial area. The site is in a commercially attractive location on the edge of the existing industrial area and close to the M6 and A580. However, the Green Belt designation would have to be taken into account.**

## Sites in West Lancashire

### Land at Stopgate Lane, Simonswood Industrial Estate



- 7.1 Greenfield site on the edge of Simonswood, located to the north of the existing employment area. The site comprises undeveloped land under agricultural use.
- 7.2 The site is accessed via Stopgate Lane which is a minor road. Access to the strategic road network for smaller vehicles is via the A506 which joins the M58 approximately 2.5 miles north of the site. This route travels through the residential area of Tower Hill in Knowsley with a weight limit restriction. However, access to the strategic road network for HGVs has to follow a convoluted route south from Stopgate Lane around Knowsley Industrial Park to join with the A580 East Lancs Road approximately 3.5 miles to the south of the site.
- 7.3 The site is designated as protected land for development outside of settlement boundaries (Policy GN1(b)) in the West Lancashire Local Plan (adopted 2013), although the eastern end is included within the designated employment site as a development site. While the eastern part of the site has not come forward for development yet, the part designated as “Protected Land” has recently been granted planning permission and is in the ownership of the Peel Group.
- 7.4 **Conclusion: Given the site’s location and accessibility, the site is considered more suitable for smaller scale employment uses. This is reflected in the recent planning permission for**

**the site related to small scale uses. It should not be considered part of the city region's strategic B8 supply.**

### **Land at Yew Tree Farm, Tollgate Road, Burscough**

- 7.5 Two greenfield sites adjacent to the existing industrial area to the west of Burscough. Both sites currently comprise open agricultural land to the east of the existing industrial area. The existing employment area comprises small / medium sized industrial units with local occupiers.
- 7.6 The sites fall within the Yew Tree Farm, Burscough Strategic Development Site designated in the Local Plan (adopted 2013). This allocates 10 ha of new employment land as an extension to the existing employment area and safeguards up to 10 ha more for longer term employment development.
- 7.7 The sites are located just off the A59 close to the junction with the A5209, approximately 12 miles from the Port. The M6 is approximately 8 miles to the east of the sites. The sites' location does not relate well to the motorway network, and while the A59 links the Port and Preston, this route is slower than via motorway. The location of the site is not considered by GL Hearn to be the most commercially attractive location for port related distribution uses.

#### ***Land at Yew Tree Farm (North)***



- 7.8 A 12 ha generally flat site which is currently under agricultural use. The site is a slightly irregular shape and part of the site lies to the west of Tollgate Road. This limits the developable area to approximately 9.5 ha. The site is bounded to the west and south by employment uses and to the north and east by open agricultural land.

***Land at Yew Tree Farm (South)***



- 7.9 A 12 ha site. The northern part of the site comprises partially previously developed land which has been cleared and is currently vacant. The southern and eastern parts of the site comprise undeveloped land currently under agricultural use.
- 7.10 The site is bounded to the north by the existing employment estate and to the south by residential properties. The south and part of the western site boundary is bounded by residential properties.
- 7.11 There is a resolution to grant outline planning permission for the mixed-use development of the site (2015/0171/OUT) to provide 580 dwellings, and 4.6 ha of employment land with potential for up to 13,800 sq.m of B1/B2/B8 development. The employment component adjoins the existing industrial estate. The size of development plots which this would result in would limit the potential for the site to accommodate strategic B8 development.
- 7.12 **Conclusion for Yew Tree Farm Sites: This site provide potential for employment land provision to meet local needs, however given its rural location and distance from the**

**motorway network, plus the size of plots available, it is unlikely to support strategic B8 development. The site should not be considered as part of the deliverable supply of land capable of accommodating strategic B8 development.**

### **XL Business Park, Skelmersdale**

- 7.13 XL Business Park is an existing employment area located to the north west of Skelmersdale. The Park comprises a range of employment uses, including three large distribution depots occupied by DHL, Asda, and Great Bear Distribution. There are two vacant plots at the Business Park: Plot B and Plot D.
- 7.14 The Business Park is located approximately 1.5 miles to the north of the M58 Junction 4. Access to the site is via the A5068 which is a dual carriageway. The site is located 13.5 miles to the east of the Port. This site benefits from good access from the strategic road network; and good public transport accessibility.

#### ***Land to east of Statham Road (Plot B), XL Business Park, Skelmersdale***



- 7.15 Plot B of XL Business Park comprises 6.0 ha of undeveloped land which is currently not under any use. Access to the site is via Statham Road which joins the A5068 approximately 0.5 miles to the east. The site is bisected by Slate Lane – a small minor road. Other than this there are no development constraints at the site, and the site could support a large B8 unit.

- 7.16 Indeed the site has outline and reserved matters consent (2005/0393) supporting development of a B8 unit of 22,840 sq.m. The applicant was Gazeley UK and the development has commenced, but not yet been implemented.

***Land to south of Statham Road (Plot D), XL Business Park, Skelmersdale***



- 7.17 Plot D of XL Business Park comprises 11.0 ha of undeveloped land which is currently not under any use. Access to the site is via Statham Road which joins the A5068 approximately 0.5 miles to the east. The site is bisected by power lines running across the site east to west. Other than this there are no development constraints at the site, and the site could support a large B8 unit – similar to neighbouring plots.
- 7.18 Again Gazeley obtained reserved matters consent (2005/0393) in 2007 for development of a B8 unit of 45,355 sq m. The applicant was Gazeley UK. Again the development has commenced, but not yet been implemented.
- 7.19 **Conclusion for XL Business Park: Two vacant plots within the existing Business Park. The site is located close to the M58 with good dual carriageway access via the A5068. The site is considered an attractive location for strategic B8 uses and there are a number of such units at the site. Together the two vacant plots provide 17 ha of land to the supply for strategic B8 use. Both plots are developable in the short term.**



## Sites in Wirral

### Wirral International Business Park, Bromborough

- 8.1 This is Wirral's premier employment site and accommodates a mix of industrial, warehouse/distribution, and office uses. There is a particular concentration of manufacturing and warehouse/distribution activity on the site, and it accommodates a number of larger B8 occupiers. The site is accessed from the A41. Three larger plots of land within the Business Park have been considered herein.
- 8.2 The site benefits from good access to the city region's key route network, and good public transport accessibility. It benefits from a good quality environment.

### *Former MOD Tank Farm, Old Hall Road*



- 8.3 This is an 8.1 ha cleared, previously-developed site, formerly a fuel storage facility. It is flat and accessible from Old Hall Road, which connects to the A41. The site was allocated in the 2000 Unitary Development Plan (Policy EM6) for B1/ B8/ B8 use, and has been vacant for some time. It is owned by Wirral Borough Council with a financial interest from the Homes and Communities Agency. Neighbouring uses are industrial, and there is potential for 24 hour operation.

- 8.4 Planning permission was granted for clearance and demolition of the fuel storage facility in December 2005 (DPP/2005/6929) and provision of vehicle access, which has been fully implemented.
- 8.5 **Conclusion: this 8.1 ha previously-developed site is within an established employment area and provides potential to accommodate strategic B8 development in the short/ medium-term.**

***Centuria Business Park, Stadium Road***



- 8.6 This is an 8.05 ha site, formerly occupied by a chemical factory. The site is substantively overgrown and would require levelling to support redevelopment. It will require significant decontamination before re-use. Although subject to previous consents for B1, B2 and B8 uses, some of which have been implemented, at Georgia Avenue, there is no extant planning permission. The site is allocated for B1/B2/B8 development in the Unitary Development Plan (Policy EM3).
- 8.7 Access could be provided through the existing Centuria Business Park (Georgia Avenue) or from Riverbank Road. There is an adjoining parcel of land (1.0 ha in size) on Riverbank Road which is owned by HCA and being marketed for development.
- 8.8 The site would not have direct water access but is near to the Bromborough coastline and close to the Mersey Wharf port facility at Dock Road South, which has two operational berths and can

handle ships of up to 6,000 tonnes, which is operated by the Victoria Group. A sand landing facility is located to the immediate east, along Riverbank Road.

- 8.9 **Conclusion: this 8.1 ha previously-developed site is within an established employment area and provides potential to accommodate strategic B8 development in the medium-term subject to site preparation and remediation. The site could also potentially benefit from nearby waterfront access.**

***East of former Lubrizol/D1 Oils, Bromborough Coast***



- 8.10 This is a 9.6 ha greenfield site, comprising reclaimed land adjoining the River Mersey. It is a flat, rectangular site which is being marketed for development of up to 4,645 sq.m of employment floorspace plus open storage, with an extended sea wall along its eastern boundary. The site is accessed from Dock Road South.
- 8.11 The development potential of the site will be influenced by environmental designations, including the impact on adjacent European protected sites. It is however allocated in the UDP for B1/ B2/ B8 development and registrable chemical uses. Planning permission for the restoration of the development site was granted to the previous owners, Lubrizol Ltd in April 2006 (APP/2006/5068), which has been partially implemented.

- 8.12 The site potentially has direct water access and is close to the Mersey Wharf port facility, also at Dock Road South, which has two operational berths and can handle ships of up to 6,000 tonnes, operated by the Victoria Group.
- 8.13 **Conclusion: a 9.6 ha previously-developed site within an established employment area which provides the potential for strategic B8 development and could benefit from potentially direct waterfront access.**

**Overall Conclusions for Wirral International Business Park: A good quality established employment site which includes three larger plots, totalling 25.8 ha of land which each have potential to accommodate strategic B8 development in the short/ medium-term, including potential for waterfront access.**

### **Wirral Waters - Vittoria Dock (North and South)**



- 8.14 This area includes two waterside sites next to Vittoria Dock in Birkenhead: an area adjoining Birkenhead to the south of Vittoria Dock; and a peninsula area to the north within East Float. Both sites already currently comprise dockside warehouse units and are currently in dock-related employment uses. Both sites are wholly within the area identified in Peel's Wirral Waters

redevelopment proposals for high density mixed-use developments branded as 'Vittoria Studios' and 'Sky City'.

- 8.15 The sites are accessed from the A554 Dock Road. They benefit from good access to the city region's key route network including the A5030, A5139, A59, M53 and Mersey Tunnels. There is good access to public transport. The site is not currently rail connected, but there may be potential to connect the sites to the rail network via Bidston in the longer-term. The dockside land provides direct water access.
- 8.16 The limited width of the sites would influence the potential for efficient use and the scale of buildings which could be accommodated.
- 8.17 Planning permission (OUT/09/06509) was granted for the Wirral Waters development in 2012. The proposals include the demolition of existing buildings, the cessation of port-related uses and the creation of a new city neighbourhood at East Float, including a series of new urban quarters, which will comprise 13,500 residential units, up to 422,757sq m office and research and development floorspace (Class B1), up to 60,000sq m retail uses, a hotel and conference centre along with culture, education, leisure, community and amenity uses, together with the provision of car and cycle parking, structural landscaping, formation of public spaces and associated infrastructure and public realm works.
- 8.18 The emerging Wirral Core Strategy supports the Wirral Waters proposals, and seeks mixed-use redevelopment of the area; which is not intended to include B8 floorspace.
- 8.19 Although the sites benefit from waterfront access, the extant planning permission for the area does not support development of warehouse/ distribution floorspace; and therefore these sites cannot currently be considered to contribute to the future developable supply of land for strategic B8 uses, although should the Wirral Waters proposals not come forward, there would be no impediment to continued use for port-related use.
- 8.20 **Conclusion: The Vittoria Dock sites have outline planning consent for high-density mixed-use redevelopment. The sites are currently within the boundary of the operational Birkenhead Docks and that the Wirral Waters planning consent envisages the future cessation of port-related uses. The sites therefore cannot be considered as part of the supply of land for strategic B8 development within the City Region.**

## Former Stone Manganese Site



- 8.21 This is a 6.9 ha site comprising previously developed land located to the south of the Kingsway Tunnel in Seacombe. The site lies within a dock-related industrial hinterland to the north of East Float and is bounded on three sides by industrial uses and by the Wallasey road tunnel.
- 8.22 There is a warehouse unit on the south west corner of the site which is currently being advertised to let. The rest of the site appears to be either being used for temporary outdoor storage or is vacant. Access into the site is via Dock Road and would require improvement if the site was brought into more intensive use. To the east and south of the site are further areas of open undeveloped and under-used land which could be brought forward as part of a comprehensive redevelopment.
- 8.23 The site is located adjacent to the A5139 close to the junction with Gorsey Lane and the start of the M53. The site is also located close to residential areas in Seacombe and Poulton, on the other side of the road tunnel access road, to the north, as well as the Wirral Waters redevelopment area to the immediate south. An appropriate buffer to any new residential development on the East Float may therefore also be needed.
- 8.24 **Conclusion: Site within an existing industrial area along the A5139, close to the Kingsway Tunnel and the start of the M53. Potential to accommodate strategic B8 development subject to consideration of the development framework for the wider area. The site provides 6.9 ha**

**which can be currently considered part of the strategic B8 supply with a medium-term development timeframe, with the potential for further expansion.**

### **Eastham Dock Estate, Eastham**

- 8.25 The Eastham Dock Estate is a 146 ha area to be branded by Peel Ports as 'Port Wirral', a new modern Port and port centric distribution facility, making use of the location close to the beginning of the Manchester Ship Canal. This new port terminal would be centred on QE2 Dock in Eastham as well as Manisty Wharf and Ellesmere Port Docks.
- 8.26 The proposals include the development of a multi-modal transport interchange, incorporating road, water, and rail links, and could accommodate a phased transfer of port activity from Ellesmere Port Docks and Runcorn Docks. The scheme is currently intended to be implemented in phases over approximately a 20 year period.
- 8.27 The Dock Estate is not currently rail connected but as part of Peel Ports' aspirations for Port Wirral, there may be potential to connect the dock estate at Eastham to the rail network at Ellesmere Port in the medium/ longer-term subject to detailed feasibility assessment and funding.
- 8.28 There are two sites within the Port Wirral development area which currently represent a development opportunity. These sites have been assessed below. Together, these sites comprise 17ha. Potentially, there could be a greater quantum of suitable land brought forward as part of the Port Wirral development, however at this stage it too early to identify and assess these additional sites and so are not included as part of this study.

***Eastham Dock Estate - North Road Tank Farm***



- 8.29 A 9.3 ha site comprising previously developed tank-farm land bordering the Manchester Ship Canal and the Vauxhall Ellesmere Port Plant. The site is generally flat, cleared and considerably overgrown.
- 8.30 The site forms part of the larger area identified by Peel for the Port Wirral development, and falls wholly within the proposed development area. As such the site cannot be considered part of the supply of land available for strategic B8 uses.



**Eastham Dock Estate - Queen Elizabeth II Dock**



- 8.31 A 6.6 ha site of undeveloped land directly to the south of Queen Elizabeth II Dock. The site is located approximately 1.5 miles to the north of the M53 (Junction 5), although access to the sites is currently via North Road which is a private road (Manchester Ship Canal).
- 8.32 The site does not fall within the proposed Port Wirral development area but is adjacent to it and would be a prime site to support port related uses – including strategic B8 – arising from the Port Wirral. GL Hearn would consider that development of the site for port-related warehousing is dependent on the Port Wirral Proposals coming forward. Accordingly the site can be considered a long term prospect.
- 8.33 The emerging Wirral Core Strategy (Policy CS7) supports port-related storage, processing and distribution uses, and waterborne freight and rail transport.
- 8.34 **Overall Conclusion for Eastham Dock Estate: The Eastham Dock Estate is the site for Peel’s proposed Port Wirral development, to create a new modern port and multi-modal (water, road, and rail) distribution facility. The scheme is intended to be implemented over approximately a 20 year period. The Port Wirral development site wholly includes the North Road Tank Farm site which therefore cannot be considered part of the supply for strategic B8 (it would accommodate Port-uses). The Queen Elizabeth II site is adjacent to the new port site and, should the Port Wirral development go ahead, would be well located for strategic**

**B8 development. Therefore, 6.6 ha can be considered as part of the long term (20+ year) supply.**

### **Premier Brands and Burtons Biscuits, Moreton**



- 8.35 An existing employment site in Moreton comprising two large vacant industrial sites owned by Premier Brands and Burtons Biscuits. The sites lie to the east and to the west of an existing food manufacturing facility and form parts of the grounds of the wider industrial complex. Both sites contain access roads to the plants as well as large areas of grass and areas of hardstanding.
- 8.36 The sites are in a largely residential area approximately 1 mile north of the M53 (Junction 2A). They benefit from good public transport accessibility, with Moreton and Leasowe railway stations close by. Located in the western part of the City Region, this location is considered to be less commercially attractive for strategic B8 uses.
- 8.37 The emerging Core Strategy (Policy CS8) would support food, bio-medical, research and development, advanced manufacturing and SME business activities.
- 8.38 The Burtons Biscuits site, at the western end of the complex, is subject to a planning application (APP/16/00108) for the demolition of existing industrial buildings and the erection of 299 residential

dwelling and associated infrastructure for Burton's Biscuit Company which is subject of a resolution to grant planning permission, subject to a Section 106 legal agreement.

- 8.39 **Conclusion: As the sites form part of the operational area of the wider Manor Bakeries, Typhoo Tea and Burtons Biscuits plants, their redevelopment depends on the future development plans of these companies for expanding or rationalising their operations. As such the sites cannot be considered as part of the available supply for strategic B8 uses.**

### **Lever Faberge, Port Sunlight (Former BOCM Silcock Animal Feeds and Levers Expansion Land, Bromborough Road)**



- 8.40 Two sites at the Lever Faberge plant in Bromborough. Both sites are located within the curtilage of the existing soap manufacturing plant forming part of the grounds. The sites comprise areas of hardstanding used for car parking and trailer storage, as well as considerable areas of landscaping, the sites of previously cleared factory buildings.

- 8.41 The site is located on New Chester Road (A41) approximately 2 miles to the east of the M53 (Junction 4). The site is within walking distance of Port Sunlight railway station and benefits from

good public transport accessibility. The land is not directly adjacent to non-compatible uses, and therefore there is potential for 24 hour operations.

8.42 The emerging Wirral Core Strategy (Policy CS7) provides a flexible policy framework supporting large and medium scale business, manufacturing, digital, bio-medical, advanced technology, research and development and storage and distribution at this site and the adjacent Wirral International Business Park. B8 development on this site would not, however, necessarily sit well with the typology of the surrounding areas, and could impact on adjoining conservation areas. The land is part of an operational area owned by Lever Faberge, and in this context cannot therefore be considered available for more general B8 development.

8.43 **Conclusion: As the sites form part of the operational area of the Unilever site, their redevelopment depends on the expansion plans of Lever Faberge. As such the sites cannot be considered as part of the available supply for strategic B8 uses.**

### **Birkenhead Dock Estate - Land East of Wallasey Bridge Road and Former RHM Mills and Canada Creek**



8.44 Two former industrial sites located to the south of West Float fronting onto Beaufort Road (A5030) in Birkenhead. Both sites have direct waterfront access and have good access to the M53 (Junction

- 1) approximately two miles to the north west via the A5139. Both sites are predominantly cleared and vacant.
- 8.45 Currently the sites are not rail connected but as part of Peel Ports' aspirations for Birkenhead Docks (Port of Liverpool) there may be potential to connect the dock estate in Birkenhead Docks to the rail network via Bidston.
- 8.46 The land to the east of Wallasey Bridge Road is the westerly of the two sites and covers an area of 9.3 ha. The site has mostly been cleared. A single industrial unit remains roughly in the centre of the site and there remains some rubble in the north east quadrant.
- 8.47 The Former RHM Mills and Canada Creek site covers an area of 15.8 ha. The site has been totally cleared and site access is in place.
- 8.48 The sites are located in a predominantly industrial area and surrounding uses are mainly industrial. However, the site is within walking distance of residential areas and Birkenhead North railway station.
- 8.49 The two sites form part of the area identified for a proposed International Trade Centre at West Float, supported in the emerging Wirral Core Strategy (Policy CS12), which makes provision for industrial, employment and port-related activities, including the delivery of an International Trade Centre of up to 228,300 square metres and other associated supporting facilities.
- 8.50 Outline planning permission (OUT/11/00645) was granted in 2012 for the construction of two buildings providing an overall maximum of 111,780 sq m of floor space to be used as an International Trade Centre on the Former RHM Mills and Canada Creek site. The Trade Centre, which is identified as a sui generis use and will comprise a mix of trade showrooms, storage, distribution and product assembly space, exhibition space, ancillary food and drink facilities, ancillary office and management accommodation, security facilities, and associated car parking, access points, servicing areas and landscaping.
- 8.51 OUT/11/00645 also provides for the erection of another two buildings on the Land East of Wallasey Bridge Road site providing for another overall maximum of 116,529 sq m of floorspace to be used as one or a combination of, an International Trade Centre (as defined), B2 General Industry and B8 Warehouse/Distribution. Planning permission for a 16,248sqm manufacturing facility was granted on this site in 2015 (under 14/01579).
- 8.52 However, there is currently uncertainty as to whether the International Trade Centre proposals are likely to come forward.

- 8.53 **Conclusion: Two sites providing good road access to the M53 and waterfront access part of the Birkenhead Docks estate, with the potential to connect to the rail network. Both sites would be suitable for strategic B8 development, and given the uncertainty regarding existing planning proposals for the site, we have assumed that the sites could come forward for strategic B8 development. The sites have waterfront access, a good relationship to the strategic road network and support potential for development in the short/medium-term.**

### **Birkenhead Dock Estate - Bidston Dock**



- 8.54 A 17.5 ha site located to the west of East Float in Birkenhead, close to Birkenhead Docks. The site fronts onto Wallasey Dock Link North (A5139) to the north, Wallasey Bridge Road to the east, Bidston Recycling Centre to the south, and open land to the west. The site has good access to the M53, with Junction 1 approximately one mile to the west of the site.
- 8.55 The majority of the site includes a former dock which has been infilled with inert wastes. The rest of the site is cleared previously developed land, comprising former port-related dockside facilities. The whole site is vacant and being marketed for commercial development.
- 8.56 Currently this site is not rail connected but as part of Peel Ports' aspirations for Birkenhead Docks (Port of Liverpool) there may be potential to connect the dock estate in Birkenhead Docks to the rail network via Bidston. Peel Ports Group in their Port Master Plan for the Port of Liverpool have

outlined various aspirations to improve rail access to the Port of Liverpool including looking at the potential to reinstate the Birkenhead Docks rail link to the Port of Liverpool.

- 8.57 **Conclusion: A prominent, vacant and largely flat site, located close to the start of the M53 and Birkenhead Docks, with the potential to connect to the rail network. The site is considered suitable for strategic B8 development and contributes 17.5 ha to the supply, with potential for development in the short/ medium-term.**

## Total Developable Supply for Strategic B8

9.1 Bringing together the above analysis, GL Hearn’s draft assessment – subject to discussion with officers – the table below sets out what the assessment identifies as the deliverable supply of land across the FEMA which could accommodate strategic B8 development.

**Table 2: Developable Land Supply for Strategic B8 Development – Liverpool City Region FEMA**

Site	Available land with Development Potential for Strategic B8 (Ha)	Rail Linked Site	Waterfront Access	Timescale
3MG, Widnes	49.8	Y		Short
Widnes Waterfront, Widnes	30			Short
Land South of M62	22.5+			Medium
Knowsley Industrial Park	41.1			Short/Medium
Land East of Roscoes Wood, Huyton	4.3			Short/Medium
Saturn Park, Knowsley	3.5			Short
Approach 580 West, North Liverpool	27.4			Short/Medium
Estuary/ Liverpool International Business Park, Speke	15.8			Short
Land East of Maghull	20			Medium
Dunnings Bridge Road Corridor, Bootle	17.6			Short/Medium
Parkside SFRI, Newton-le-Willows	160	Y		Medium
Haydock Industrial Estate	47.7			Short/Medium
XL Business Park, Skelmersdale	17			Short
Wirral International Business Park	25.8		Y	Short/Medium
Former Stone Manganese Site, Seacombe	6.9		Y	Short/Medium
Eastham Dock Estate (Port Wirral)	17	Potential	Y	Long
Wallasey Bridge Road, Birkenhead	25.1	Potential	Y	Short/Medium
Birkenhead Dock Estate, Birkenhead	17.5	Potential	Y	Short/Medium
<b>Total Developable Supply</b>	<b>549</b>			

9.2 It should be borne in mind that the above sites comprise those that can accommodate B8 development of over 9,290 sq.m in size; however it seems likely that some of this land may still be developed for other employment uses (B1, B2) or smaller B8 units and/or other forms of development (waste, recycling, car showrooms, etc.).

9.3 Across the sites identified within the supply, the balance of sites with development potential in the short-term are of a scale which provides plots towards the smaller end of the size range (up to 6 ha). There is a limited number of sites which can accommodate larger-scale B8 development, particularly in the short-term.



9.4 Figure 1 shows the supply of developable sites considered in this assessment, ordered by size. This shows that 22 of the 36 developable sites (61%) are less than 10 ha in size. 10 sites (28%) are between 10 and 30 ha. In terms of very large sites, there are four sites over 30 ha in size. Three of these are in St Helens: the two Parkside Sites and Land at Florida Farm in Haydock. The other large site is 3MG in Widnes.

9.5 This analysis suggests that there is a need to identify a greater number of large sites in order to both provide a greater number and range of large sites at a wider range of locations across the City Region.

**Figure 1: Developable Site Supply by Size**

