

Intermodal Logistics Park North Ltd

INTERMODAL LOGISTICS PARK NORTH (ILPN)

Intermodal Logistics Park (ILP) North Strategic Rail Freight Interchange (SRFI)

Project reference TR510001

PLANNING STATEMENT

TO ACCOMPANY AN APPLICATION FOR A DEVELOPMENT CONSENT ORDER FOR A STRATEGIC RAIL FREIGHT INTERCHANGE (SRFI), KNOWN AS INTERMODAL LOGISTICS PARK NORTH RAIL FREIGHT INTERCHANGE (ILPN RFI)

ON LAND TO THE EAST OF NEWTON LE WILLOWS WITHIN THE ADMINISTRATIVE AREAS OF ST HELENS BOROUGH COUNCIL, WIGAN COUNCIL AND WARRINGTON BOROUGH COUNCIL

ON BEHALF OF INTERMODAL LOGISTICS PARK NORTH LTD

OUR REF: PJF/10878

October 2025

Planning Act 2008

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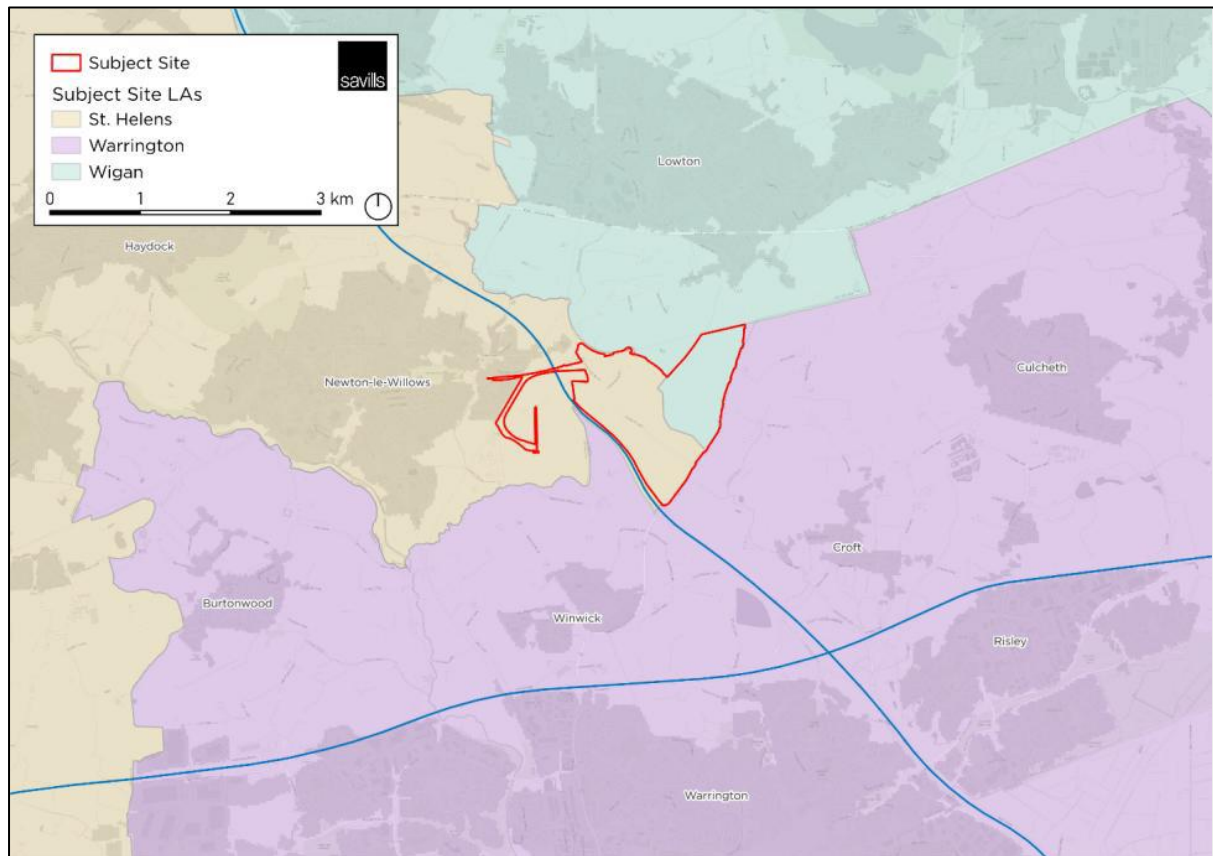
8. CONCLUSIONS

1. INTRODUCTION

- 1.1. This Planning Statement has been prepared pursuant primarily to the assessments that have been undertaken in the Preliminary Environmental Impact Report (PEIR) which has been prepared to support the proposal for ILPN RFI as a Nationally Significant Infrastructure Project within the statutory regime of the PA 2008. ILPN RFI is a Strategic Rail Freight Interchange (SRFI) within the meaning of Section 26 of the PA 2008.
- 1.2. This Statement considers the provisions of other reports and plans that address the planning policy implications of ILPN RFI. Of particular significance is the provision of the draft Parameters Plan (PEIR Figure 3.1) which establishes the key features of the development. At this stage in the evolution of the design of ILPN RFI and understanding of the environmental effects, the consideration of off-site highway mitigation has yet to be fully analysed, as a consequence of the requirement for modelling of the operation of the local highway network. As such when in receipt of the analysis of traffic on the impact on the local highway networks further planning judgements will be undertaken within an updated Planning Statement. The statutory consultation exercise is to be undertaken which is focused on the proposed mitigation works when these have been settled.
- 1.3. The 'DCO Site' involves land within 3 administrative areas, namely:
- St Helens Borough
 - Wigan Borough
 - Warrington Borough

- 1.4. The Figure 1.1 below identifies the location of ILPN RFI in the context of these administrative boundaries.

Figure 1.1 Scheme Location (DCO Main Site and Western Rail Chord)



- 1.5. The development of the Main Site as an SRFI (referred to in PEIR Chapter 03) lies within St Helens Borough and Wigan Borough. Land within Warrington Borough is required for highway works on Winwick Lane and land for the deposition of topsoils arising from the earthworks that are required to reprofile the site for the development of ILPN RFI (subject to the Applicant reaching agreement with the landowners). Land in Warrington may also include mitigation for further remote highway mitigation but that is yet to be determined as explained in the Highway Mitigation Options Report.

- 1.6. The Main Site and the Western Rail Chord extend to some 200.47 hectares, of which some 115.6 hectares are allocated for employment development in the adopted development plan under Policy LPA09 Parkside East-which is considered '*suitable in principle for development of a Strategic Rail Freight Interchange*' (referenced in Section 3 of this Statement). The Western Rail Chord forms part of the allocation in the St Helens Local Plan for Parkside West (Policy LPA10) . The remainder of the land within St Helens Borough lies within the Green Belt. The land required within Wigan Borough is presently located within the Green Belt. An emerging local plan for Wigan Borough proposes the release of this area of land for the Main Site from the Green Belt – and is referred to at Section 3 of this Statement. The land required within Warrington Borough lies within the Green Belt. There are no emerging proposals to release this land from the Green Belt.
- 1.7. This Planning Statement addresses the compliance of ILPN RFI with the provisions of the National Policy Statement for National Networks (NPS-NN) – being the '*primary basis for making decisions on development consent applications for NSIPs*'. (NPS-NN paragraph 1.3). In so doing, consideration is given to national planning policy for the Green Belt within the National Planning Policy Framework (NPPF) 2024 and in the relevant development plans.

2. DESCRIPTION OF DEVELOPMENT

Chapter 03 of the PEIR, the Proposed Development, provides the definitive project description on which the environmental and technical effects have been assessed in conjunction with the DCO draft Parameters Plan (PEIR Figure 3.1). The Illustrative Master Plan (PEIR Figure 3.2) demonstrates one way in which the site may be developed pursuant to the Draft Parameters Plan. The components of the Proposed Development are summarised below:

2.1. Development of the Main Site

The development comprises:

- provision of a logistics park comprising up to c.767,000 square metres (m²) (gross internal area or GIA) of warehousing and ancillary buildings with a total footprint of up to 590,000m² at ground floor level and up to 177,050m² of mezzanine floorspace, comprising a mixture of units with the potential to be rail-connected, rail served and rail accessible units;
- provision of a rail terminal capable of accommodating up to 16 trains (up to 775m in length) per day, including connections to the mainline and ancillary development such as container storage, cranes for the loading and unloading of shipping containers, Heavy Goods Vehicle (HGV) parking, rail control building, fuelling facilities and staff facilities;
- a rail turn-back facility within the Western Rail Chord capable of accommodating trains up to 775m in length;
- New bridges across the Chat Moss Line to enhance connectivity and replace level crossings to improve safety;
- closure and diversion of two rail level crossings (Parkside No. 1 and Lowton Moss);
- provision of overnight lorry parking with welfare facilities and HGV fuelling facilities for users of the SRFI;
- new internal roads and works to existing road infrastructure on the Main Site;
- closure of existing access and provision of new access to Newton Park Farm and neighbouring properties;
- new electricity substations;
- new energy centre(s) and potential for battery storage;

- provision of roof-mounted photovoltaic arrays and/or canopy photovoltaic arrays over parking areas capable of providing direct energy supply to buildings on which they are mounted and/or distributing and exporting power via the energy centre(s);
- strategic landscaping and open space, including: bunds up to 3m above the reprofiled ground level, hard and soft landscape works, amenity features and planting;
- earthworks to regrade the Main Site to provide development plateaus, appropriate access, connections to the railway, development plots and landscape zones;
- habitat creation, enhancements, compensation and provision of publicly accessible space;
- an amenity area north of the railway line bounded by rail lines and Parkside Road, providing amenity open space, landscaping and screening as well as heritage interpretation;
- farmland to the north of the Liverpool to Manchester railway and south of the A572 Newton Road for the provision of BNG requirements, new and realigned PRow and landscaping including tree belts to screen views from the north;
- farmland to the east of Winwick Lane for the reuse of topsoil and landscaping including stopping up gaps in hedgerow and tree belts to screen views from the east;
- noise attenuation measures;
- new pedestrian and cycle access routes and connections and infrastructure including provision of new, diversion and stopping up of existing PRow where required (see Table 3.4);
- provision of public transport hub;
- demolition of existing on-site structures (including existing residential dwellings / farmsteads and commercial premises);
- utility compounds, plant and service infrastructure;
- security and safety provisions inside the ILPN SRFI including fencing and lighting; and
- drainage works including creation of attenuation ponds and sustainable drainage features.¹

¹ These terms are defined in the Glossary

2.2. Main Project Elements of ILPN

2.2.1. The main project elements which derive from the Draft Parameters Plan are summarised at Table 3.2 – which is set out below:

Table 3.2 Schedule of Parameters for Development Zones

Zone	Number of warehousing units / buildings ²	Maximum development floorspace per Zone (m ²)	Other Defined Element with Zone	Maximum building / element height measured to roof ridge / highest point in metres AoD	Equivalent building height relative to FFL
A	1 to 5 warehousing units	76,000 m ²		63.15m	Up to 30m
B	1 to 3 warehousing units	50,000 m ²	Energy Services	63.50m	Up to 30m
C	1 to 10 warehousing units	245,000 m ²	Energy Services	63.50m	Up to 30m
	3 to 4 warehousing units	1,500 m ²		48.50m	Up to 15m
D	1 to 3 warehousing units	85,000 m ²		64.00m	Up to 30m
E	1 to 4 warehousing units	80,000 m ²		63.45m	Up to 30m
F	1 to 4 buildings	55,000 m ²		65.35m	Up to 30m

² These are the potential number of main use buildings in each zone and excludes any ancillary buildings or structures.

			Lorry Park	N/A	N/A
			Welfare	45.35m	Up to 10m
G	1 to 6 buildings	3,000 m ²		49.00m	Up to 15m
			Yard		
			Container Stacks 5 high	48.50m	Up to 14.5m
			Container Stacks 7 high	53.30m	Up to 20.3m
			Gantry Cranes	59.00m	Up to 25m
			Lorry Park	44.00m	Up to 10m
Total maximum floorspace at ground level across the Proposed Development ³ 590,000 m ²					

**¹ These are the potential number of main use buildings in each zone and excludes any ancillary buildings or structures.*

**² This total floorspace is the maximum floorspace (excluding mezzanine space) that will be developed across the DCO Site, notwithstanding that the maximum floorspace stated for each zone combined would exceed this figure, i.e. it is the overall floorspace cap for each zone excluding mezzanine floorspace.*

³ This total floorspace is the maximum floorspace (excluding mezzanine space) that will be developed across the DCO Site, notwithstanding that the maximum floorspace stated for each zone combined would exceed this figure, i.e. it is the overall floorspace cap for each zone excluding mezzanine floorspace.

2.3. The Operations within the Main Site

Demolitions

2.3.1. The extent of the demolition is shown on the Demolition Plan (Figure 3.5) and are listed below:

- Croft IGP Club, Winwick Lane;
- Dolly Bridge Stud, Winwick Lane;
- Golden Orb Solutions, Parkside Road;
- Highfield Farm farmhouse and associated buildings, Parkside Road;
- Parkside Farm farmhouse and associated buildings, Parkside Road
- The Stables, Parkside Road;
- Barrowcliffe Cottage, Parkside Road;
- Procon Ltd, Parkside Road;
- Approximately 725m of Parkside Road, between Parkside Road Bridge and Barrow Lane;
- Kenyon Hall Airfield, which is a small airfield used by the Lancashire Aero Club for recreational flying of small propeller planes; and
- Warrington Model Flying Club, which is a model club for radio controlled model aircraft.

2.3.2. Other than the demolition of Highfield Farm Barn, none of the buildings on the Main Site have any historic significance as either a designated heritage asset or a non-designated heritage asset. Highfield Farm Barn is considered to be a Non- Designated Heritage Asset (NDHA).

Rail Infrastructure

2.3.3. Paragraphs 3.16 -3.20 of the PEIR Chapter 03 describe the arrival/departure of freight trains from the east and west on the Chat Moss Line. The principal objective is to enable clearance of the main line as quickly as possible.

2.3.4. Trains to and from Scotland and via eastern routes will utilise the reception sidings located to the east of the West Coast Mainline in the area known as the Western Rail Chord. This is to allow trains

up to 775m to be received and departed that are shunted into and out of the Rail Terminal via the eastern reception sidings. The Western Rail Chord position needs to be sufficiently away from the West Coast Main Line which is in a cutting in this location; and to be connected directly to the mainline points on the Chat Moss Line. PEIR Chapter 03 at paragraphs 3.16 -3.20 describes the connections to the reception sidings and the Rail Terminal from the existing rail network.

2.3.5. The location of the rail connection starts just to the east of the recently extended Newton le Willows Station. In consequence the connection to the railport has to be further to the east than the position originally envisaged in earlier schemes for the development of Parkside Colliery (and at the time of the St Helens Local Plan preparation) due to the extension of the station platforms and significant power cabling over the WCML bridge in this location. Paragraph 3.19. of Chapter 03 of the PEIR states:

‘The location of the connections to the main line had been envisaged in the Local Plan Allocation, to be able to utilise the location of the former Parkside Colliery Sidings connections. In consultation with Network Rail, this is no longer possible. They will now be situated further east, in the short section of track between Newton-le-Willows Station and Newton-le-Willows Junction (to Golborne). This revised location improves the performance of the connections to the network over previous schemes and will help maximise capacity for passenger and freight services. It means freight trains will not need to run the wrong way through the station like the coal trains used to, will avoid significant railway power infrastructure now in place where the colliery track was, and enable trains to run into the terminal at speeds of up to 30mph’.

2.3.6. This re-positioning of the connections to the rail network necessitates the provision of the rail terminal on land beyond the boundaries of the allocation in St Helens Local Plan for a SRFI. The planning policy implications are addressed later in this Planning Statement.

Rail Terminal

2.3.7. The Rail Terminal will be an open access facility, available to all logistics businesses to deliver and collect freight. The Chat Moss Line and West Coast Mainline are already electrified and the design of ILPN RFI will accommodate electrically hauled intermodal trains from the outset. When a train arrives from either direction it will pull into the reception sidings as quickly as possible to avoid blocking the main line.

Railport Operation

2.3.8. Paragraphs 3.27 – 3.38 describe the operation of the railport in the unloading and loading of containers. Containers will be delivered to occupiers on the SRFI (rail served buildings) and to customers in the surrounding region, typically within a 20-mile radius of ILPN RFI. This geographical area is considered to be the Property Market Area for businesses occupying ILPN RFI.

2.3.9. The railport will be constructed in phases to meet rail freight demand with the provision for an initial handling of up to 4 x 775m freight trains daily. The proposed phasing is described later in this section of the Planning Statement.

B8 Logistics Buildings

2.3.10. The Draft Parameters Plan (Figure 3.1) seeks a DCO for a maximum of 590,000sq metres GIA of floorspace at ground floor level and a maximum of 177,050 square metres of mezzanine floorspace. The logistics buildings would be typically built to suit occupier requirements. The B8 logistics buildings across the site will vary in height across the site up to a maximum of 30m (to crest of building).

2.3.11. All buildings on the site would be ‘rail served’, meaning *‘a building that is able to handle goods moving in and from the rail terminal using specialist vehicles to transport shipping containers, but is not directly connected to the railway’*. (Glossary) The specialist vehicles are usually known as ‘tugmasters’.

2.3.12. The Draft Parameters Plan (Figure 3.1) identifies the ‘rail corridors’ within Development Zones A and D where logistics buildings could be ‘rail connected’ – meaning *‘a building that has a direct rail connection. i.e. a physical railway connection direct to the building’*. (Glossary)

Access

2.3.13. Access to the Main Site will be from the Parkside Link Road (PLR) which opened on the 31st May 2025 and connects onto M6 – Junction 22. ILPN RFI will connect directly to the PLR and a realigned Parkside Road via a series of existing and newly constructed roundabouts. The proposals are accompanied by a HGV Routing Strategy that sets out preferred and restricted routes for HGVs travelling to and from the Main Site.

2.3.14. A Sustainable Access and Movement Strategy (SAMS) has been prepared which outlines how people can travel to, from and within the Main Site in a way that supports environmental social and economic sustainability. The SAMs focuses on promoting walking, cycling and public transport so promoting reduced car dependency.

Energy Centre

2.3.15. The buildings will be designed so as to enable photovoltaic panels to be roof mounted on all useable roof space – taking account of the installation of rooflights (so as to minimise the requirement for artificial lighting and for safe working practices for maintenance (i.e. safety measures). Based on present day solar panel technology it is anticipated that up to 77mwp (megawatt peak of useable alternating current LAC) power may be generated from a full array of solar panels. An option is available for further canopy-mounted solar PV panels in parking areas to provide additional energy generation, and shading.

2.3.16. The energy centre will incorporate an electricity substation connected to the distribution network. Potential for battery storage will be provided.

Lorry Park

2.3.17. The draft Parameters Plan (PEIR Figure 3.1) identifies provision for a Lorry Park (with driver facilities) within Development Zone F. The Illustrative Masterplan (PEIR Figure 3.2) identifies capacity of some 85 HGV spaces for occupiers of the ILPN RFI. The Illustrative Masterplan (PEIR Figure 3.2) identifies HGV parking of some 143 spaces within the Rail Terminal.

Terrain Remodelling, Landscape and Habitats

2.3.18. PEIR Chapter 03 paragraph 3.86 -3.95 refer to the landscape strategy, including landscape offsets to be provided around Highfield Moss which is a Site of Special Scientific Interest (SSSI) and part of a National Nature Reserve (NNR – the Risley, Holcroft and Chat Moss NNR) – being at least 50m in width between the Moss and the Proposed Development. The design has been developed to achieve a neutral effect on hydrological conditions at Highfield Moss SSSI.

2.3.19. ILPN will provide a 10% Biodiversity Net Gain through a combination of on-site and off-site habitat measures.

Public Rights of Way and Amenity Routes

2.3.20. PEIR Chapter 03 paragraph 3.96 – 3.101 describe the impact of ILPN RFI upon the existing PRoW network through diversions. The proposals for the PRoW network are shown on the draft Landscape Masterplan (PEIR Figure 3.4).

Utilities

2.3.21. PEIR Chapter 3 describes (paragraphs 3.103-3.113) the existing utilities affected by the Proposed Development. Through engagement with the network owners, works requiring diversion protection or removal will be co-ordinated so as to minimise disruption. Connectivity and network capacity will be safeguarded.

Drainage Works

2.3.22. Surface water runoff will be collected and conveyed through a network of sustainable drainage features across the Main Site. Foul water will be discharged directly to a new sewer within the Main Site

Highway and Railway Works

2.3.23. PEIR Chapter 3 Table 3.5. identifies potential remote highway options which will be determined through traffic modelling assessments and agreement with the Local Highway Authorities and National Highways as the project progresses. These options are described in the Highway Mitigation Options Report (PEIR Chapter 7 Appendix 7.2).

2.3.24. Two railway level crossings would be closed and diversions proposed as set out on the Draft Parameters Plan (Figure 3.2). Parkside No1 – West of the Moss, and Lowton Moss – East of the Moss. It is proposed that two new bridges for pedestrian or pedestrian/cycle use would be provided, namely:

- Bridge to take the shared use footway/cycleway, alongside the A573 Parkside Road over the Chat Moss Line, and
- Footway to replace No1 (level crossing closure) over the Chat Moss Line.

2.3.25. Potential Active travel options at this stage are set out at Table 3.7

Table 3.7 Active Travel Options

No.	Location	Council	Overview
1	East Lancashire Road	Wigan Council	Footway widening along the A580 Between Church Lane and Newton Road

No.	Location	Council	Overview
2.	Newton Road	Wigan Council	Footway cycle track provision along Newton Road from Winton Road to the East Lancashire Road
3.	Winwick Lane/Winton Road	Wigan Council	Footway cycle track provision along Winwick Lane from the development and connection across to Winton Road.
4.	Heath Lane	Wigan Council	Minor carriageway widening, signage and lining to facilitate improved cycle facilities
5.	Southworth Road	St Helens Borough Council	Improvements incorporating a mixture of: • footway widening • on carriageway cycle lanes; and • carriageway widening to facilitate the above.

Construction and Phasing

2.3.26. PEIR Chapter 03 sets out at paragraph 3.130 the anticipated construction programme being broken down into the following key components:

- *construction of new site access on the new Parkside Link Road (PLR);*
- *realignment of Parkside Road including construction of new site accesses and bridges;*
- *site preparation, demolition and clearance;*
- *highway works including additional remote highway works (as set out in Table 3.5)*
- *Main Site works:*
 - *internal highway works; and*
 - *earthworks, removal of topsoil, creation of level plateaus for Rail Terminal, including Rail port, and logistics buildings.*

- *construction of new bridges, closure of level crossings, diversion of PRow, creation of new PRow and other accesses;*
 - *energy centre;*
- *Rail Terminal;*
- *Rail infrastructure including new bridges;*
- *boundary and screen planting, Soil Reuse area, Northern Mitigation Area and landscaping; and*
- *storage and logistics buildings including on-plot landscaping.*

2.3.27. Once the initial phase of the development has been completed the Management Company will be put in place to manage the common areas. This organisation will be responsible for ensuring the planned management and maintenance of ILPN, including shared areas of public realm and unadopted areas.

Development Programme and Phasing

2.3.28. ILPN RFI will be constructed in a series of planned phases. An early phase of warehousing (up to 147,468 sq.m⁴) is proposed to be delivered prior to the rail terminal becoming operational with the rail network. The policy implications of this timing is addressed later in this Statement when considering the provisions of the NPS-NN under the heading ‘Strategic Rail Freight Interchanges’. Table 3.8 from Chapter 03 of the PEIR sets out the proposed phasing of ILPN which is reproduced below:

Table 3.8 Indicative Phasing Plan of the ILPN SRFI Development

Phase	From (year)	Indicative description of works
	Within 12 months of DCO consent	• Discharge of DCO Requirements • Land drawdown • Technical approvals with Local Highway Authorities, Network Rail, National Highways, Environment Agency, Lead Local Flood Authority • Surveys • Main contractor tender process

Phase	From (year)	Indicative description of works
		- Ecological mitigation for construction phase, including BNG and tree protection measures - Pre-construction earthworks strategy and main contractor mobilisation
Construction phases		
1	1 – 2	- Site clearance - Highway and active travel improvements as required - Earthworks - Rail terminal phase 1 and rail connections - Access to Newton Park Farm/adjacent properties - Temporary storage and placement/export of topsoil including Soil Reuse Area - Required utilities diversions and connections - Drainage - Public Right of Way diversions / stopping up - Temporary and Permanent signage - Landscape and planting works - Ecological mitigation for construction phase, including BNG, Northern Mitigation Area and tree protection measures - Development of warehousing with associated parking, yards and on plot landscaping, drainage and roads in Zones A, B and F, including lorry park - Construction of estate roads, cycleways and footpaths - Energy services (on and off-site)
2	Year 3	- Further utilities works - Highway and active travel improvements as required - Drainage - Signage - Energy services (on and off-site) - The construction of estate roads, cycleways and footpaths - Realignment of Parkside Road - Development of warehousing with associated parking, yards, mobility hub and on plot landscaping, drainage and roads and lorry park with driver amenity provision in Zone F, Zone C and development in Zone G. - Landscape and planting works, ecological mitigation, BNG etc
3	Year 4 – 7	- Further utilities works - Highway and active travel improvements as required - Energy services

Phase	From (year)	Indicative description of works
		• Signage • Drainage • Development of warehousing with associated parking, yards and on plot landscaping, drainage and roads in Zone C • The construction of estate roads, cycleways and footpaths • Landscape and planting works, ecological mitigation, BNG etc
4	Year 8	• Final phase of rail terminal • Further utilities works • Signage • The construction of estate roads, cycleways and footpaths • Development of warehousing with associated parking, yards and on plot landscaping, drainage and roads in Zone D • Drainage • Landscape and planting works
5	Year 9 – 10	• Further utilities works • The construction of estate roads, cycleways and footpaths • Signage • Development of warehousing with associated parking, yards and on plot landscaping, drainage and roads in Zone E • Earthworks • Drainage • Landscape and planting works

Implementation Plans

2.3.29. The construction programme will generally commence with establishing access and construction compounds, followed by topsoil stripping, creating plateau and installing temporary drainage works. Other infrastructure would be constructed after each plateau has been established.

2.3.30. Construction of logistics buildings is likely to commence initially either side of Parkside Link Road in Zones A & B, followed by alongside the Rail Terminal in Zone C, logistics buildings in Zones F and G and finally logistics buildings in the northern part of the site in Zones D and E. The estate road network and other utilities would be extended to serve each Phase of development.

2.3.31. A range of draft outline Management Plans have been prepared to set out measures to minimise the residual adverse effects that arise from the construction of ILPN. These comprise:

- a) Outline Construction Environment Management Plan (oCEMP)
- b) Outline Construction Traffic Management Plan (oCTMP)
- c) Outline Site Waste and Materials Management Plan (oSWMMP)
- d) Outline Landscape and Ecology Management Plan (oLEMP)

Operational Site Management

2.3.32. During the operation of the ILPN RFI there would be on going management of the Main Site to ensure a high-quality environment is maintained. These management plans include:

- i. A site-wide Delivery, Servicing and HGV Management Strategy (DSHGVMS)
- ii. The Sustainable Access and Movement Strategy (SAMS)
- iii. Framework Travel Plan (FTP)

Employment skills and training plan framework

2.3.33. An Employment, Skills and Training Plan Framework (ESTPF) has been prepared in consultation with the three local authorities. The purpose of the ESTPF is to provide a framework for the preparation of more detailed strategies by the main contractor for the construction of ILPN, and for future occupiers, so as to promote employment opportunities for local community including the provision of training. The ESTPF includes targets for the provision for employees from within the 3 administrative areas' the provision for apprenticeships as a % of local employees (FTE).

3. RELEVANT POLICY CONSIDERATIONS

3.1. National Policy Statement – National Networks 2024

- 3.1.1. The NPS is the primary policy pursuant to which the Proposed Development will be determined. Paragraph 1.3 makes clear that:

‘the Secretary of State will use this NPS as the primary basis for making decisions on development consent applications for NSIPs on the national road and rail networks for England.’

- 3.1.2. The merits and residual adverse effects of ILPN RFI are addressed against the provisions of the NPS-NN in the following sections of this Statement.

- 3.1.3. Reference is made to the Overall National Policy Statement for Energy (EN-1) and National Policy Statement for Renewable Energy Infrastructure (EN-3) in the context of the need for solar photovoltaic generation as a pathway to meet net zero emissions by 2050. A significant component of ILPN RFI is the provision for renewable energy potentially generating up to 77 mwp of renewable energy from PV panels installed on the roofs of the logistics buildings.

- 3.1.4. Under Section 104(2) of the Act there may be other *‘important and relevant considerations’* including other plans or frameworks (with a statutory footing as required by legislation outside of the Planning Act or otherwise) which are capable of being important and relevant considerations (NPS-NN paragraph 1.10).

These considerations include:

- National Planning Policy (NPPF)
- National Design Guidance
- National Policy in relation to the Strategic Road Network (SRN) - Circular 1/22
- National Policy in relation to Transport Cycle Infrastructure Guidance LTN 1/20.
- Future of Freight: A long-term plan 2022

- The UK's Modern Industrial Strategy June 2025
- Development Plans:
 - a. St Helens Borough,
 - b. Wigan Borough
 - c. Warrington Borough;
 - d. Plan for Everyone Greater Manchester Region
 - e. Waste Management Plans
 - f. Minerals Plans
- Emerging Development Plans:
 - a. Wigan Local Plan Review
 - b. Towards a Spatial Development Strategy for the Liverpool City Region.
- Regional Economic Strategies
- Local Transport Plan
- Local Design Guidance

3.1.5. The consideration and weight to be given to these important and relevant considerations is addressed at Sections 6 and 7 of this Statement. In respect emerging development plans, as referenced above, limited weight is to be given, in consequence of the stage reached in the plan making process.

3.2. National Planning Policy Framework 2024 (NPPF)

3.2.1. The purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives which are inter-dependent and need to be pursued in mutually supportive ways. The aim is to secure '*net gains across each of the different objectives*'. (Framework paragraph 8).

3.2.2. The three overarching objectives are:

- An economic objective
- A social objective
- An environmental objective

The Framework read as a whole comprises national planning policy for the achievement of sustainable development.

3.2.3. The Framework states (paragraph 5) that it does not contain '*specific policies for nationally significant infrastructure projects*'. Under the heading 'Promoting sustainable transport ' (Section 9) paragraph 111 e) states that '*Planning policies shouldprovide for any large scale transport facilities that need to be located in the area and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy*'. In so doing LPAs should take account whether such development is likely to be a NSIP project and any relevant NPS.

3.3. National Design Guidance

3.3.1. Guidance on design is provided – in addition to NPS-NN; NPPF and the PPG within:

- Nationally Significant Infrastructure Projects: Advice on Good Design
- Climate People Places Value published by the National Infrastructure Design Group
- National Design Guide

3.4. National Highways and the Strategic Road Network Circular 1/22

3.4.1. This Circular sets out the policy of the Secretary of State in relation to the SRN which should be read in conjunction with the NPPF. Of particular relevance to ILPN is the policy guidance on:

- The principles of sustainable development
- Engagement with decision-taking

The evidence available at the time of publishing the PEIR has indicated that there is no requirement for capacity enhancement of the SRN.

3.5. Transport and Cycle Infrastructure Guidance LTN 1/20

- 3.5.1. Local Transport Note 1/20 July 2020 published by the Department of Transport provides guidance and good practice for the design of cycle infrastructure in support of the statutory Cycling and Walking Investment Strategy (CWIS). CWIS sets out a clear ambition to make cycling and walking *‘the natural choice for short journeys or as part of a longer journey with supporting objectives to increase cycling and walking levels’*. The scope of LTN 1/20 is limited to design matters.

3.6. The Future of Freight Plan 2022

- 3.6.1. The Executive Summary states, inter alia: *‘Freight and logistics has a key role to play in the delivery of a number of public policy outcomes. The sector can make a significant contribution to levelling up and strengthening the union as a geographically distributed employer supporting economic activity across the UK. And the sector is the gateway for UK plc to imports, exports and global markets, making it is central to strengthening the UK’s global impact’*.
- 3.6.2. The Plan provides a starting point for *‘government – industry collaboration going forward’* stating *‘our shared vision for the sector’* of being:
- Cost – efficient
 - Reliable
 - Resilient
 - Environmentally sustainable
 - Valued by society.

3.7. The UK’s Modern Industrial Strategy June 2025.

3.7.1. The UK's Modern Industrial Strategy published in June 2025 is not a land use planning policy document. Nevertheless, the Strategy is referenced as an important and relevant material consideration.

3.7.2. The Government has set out the Plan for Change which states the priority mission is to deliver strong secure and sustainable economic growth to boost living standards for working people in every part of the UK. The Strategy thereafter states:

'Our modern industrial Strategy will help us seize the most significant opportunities and create the most favourable conditions in key UK sectors for the companies of the future to emerge here- the ones that have a transformative role to play in the clean energy transition, the tech revolution, the fundamental impact of AI on every sector, and the new geopolitics.'

3.7.3. To achieve this the Government is focused on the *'critical need to increase business investment capturing a greater share of internationally mobile capital spurring domestic businesses to scale up, and supporting small and medium sized businesses reliant upon resilient supply- chains'*

3.7.4. The Government has identified eight sectors with the highest potential 'the so termed 'IS-8'. As an integral part of the *'major initiatives'*, the Government states (page 14) that it is to *'strengthen the resilience of all the IS-8 by supporting the foundational industries and their **supply chains** which provide vital materials and parts...'* (initiative (ix) (emphasis added)

3.7.5. The Strategy (page 89) states *'the freight and logistics sector makes a vital contribution to the UK economy and the competitiveness of the IS-8 ensuring that the right goods are in the right place at the right time'*.

3.7.6. Reference is made (page 89) to the estimate from Oxford Economics that in *'2019 every pound of output from the freight and logistic sector generated £2 of spending elsewhere in the economy through supply chains and employee spending is one of the highest economic footprints of any UK sector'*. The Strategy (page 89) states that:

‘working closely with industry we [the Government] will deliver a new plan for freight and logistics later this year [2025] so that the sector can continue to play its part in growing the economy’.

Consideration will be given to this plan when published.

3.7.7. The City Regions are identified as the *‘engines of the modern economy’* – and are considered to have *‘enormous potential’*. The Strategy states (P95):

‘To achieve this, we must tackle the issues which businesses have told us are constraining growth, including poor transport connections, skills shortages and lack of growth, finance and commercially viable investment opportunities.

This will be a core focus on our Industrial Strategy, with the objective of realising the productivity potential of the city regions, such as Greater Manchester, Liverpool....’

3.8. Relevant Policy Provisions from Development Plans

3.8.1. Set out below are references to policies from development plans which are considered relevant to the determination of the application for the DCO for ILPN RFI. The consideration of these policy provisions will be undertaken in the assessment of ILPN RFI following consideration the ‘General Principles of Assessment’ (Section 4 of this Planning Statement) and the ‘Generic Impacts’ of National Networks which are set out in the NPS (Section 5). Individual topic chapters in the PEIR may also reference relevant policy statements from the development plans.

St Helens Local Plan Borough Local Plan up to 2037, adopted July 2022

- LPA01: Spatial Strategy
- LPA02: Development Principles
- LPA03: A Strong and Sustainable Economy
- LPA03.1: Strategic Employment Sites
- LPA06: Transport and Travel
- LPA07: Infrastructure Delivery and Funding

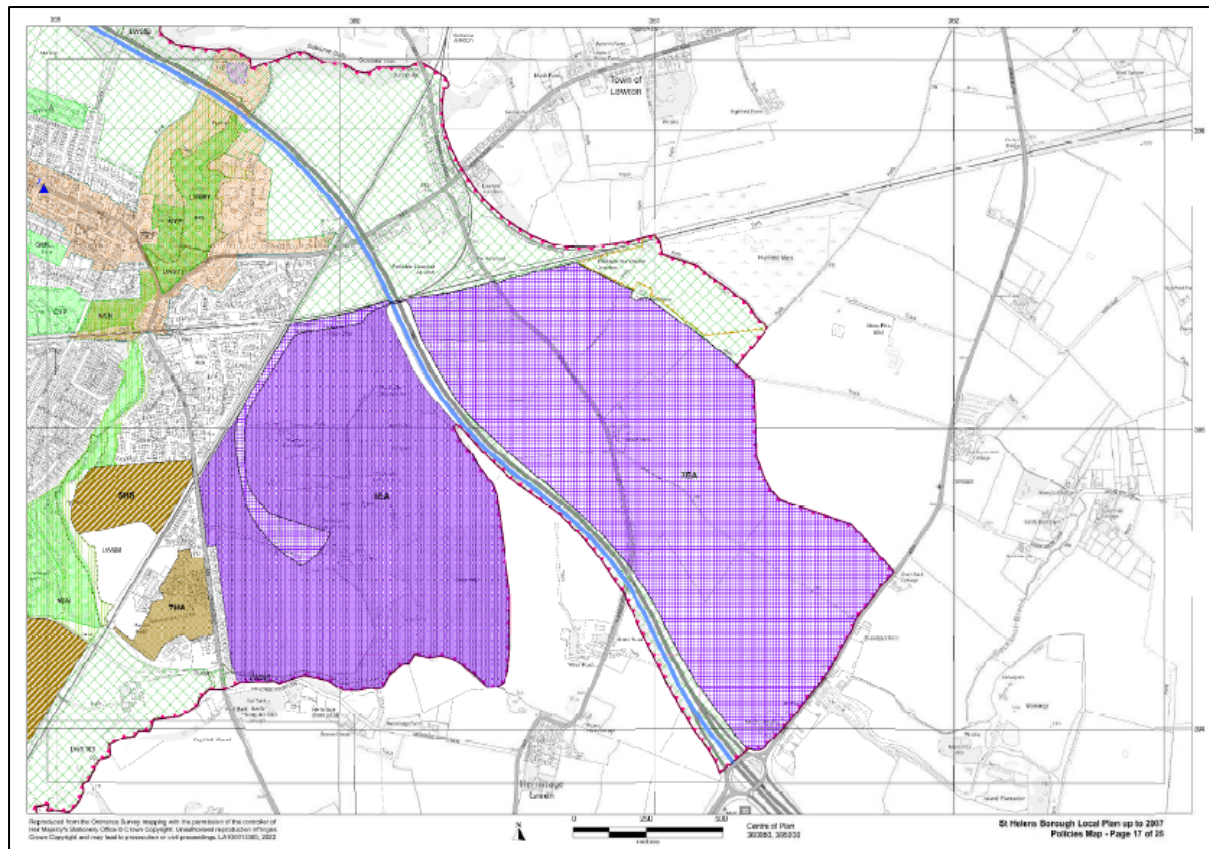
- LPA08: Green Infrastructure
- LPA09: Parkside East
- LPA10: Parkside West
- LPA12: Health and Wellbeing
- LPC06: Biodiversity and archaeological conservation
- LPC07: Greenways
- LPC08: Ecological Network
- LPC09: Landscape Protection and Enhancement
- LPC10: Trees and Woodland
- LPC11: Historic Environment
- LPC12: Flood Risk and Water Management
- LPC13: Renewable and Low Carbon Energy Development.
- LPC14: Minerals
- LPC15: Waste
- LPD01: Ensuring Quality Development
- LPD06: Prominent Gateway corridors
- LPD09: Air Quality

3.8.2. A policy of particular relevance to ILPN RFI from the St Helens Local Plan is Policy LPA09 Parkside East, which states:

‘The Parkside East site (identified as Site 7EA in Policy LPA03) shall be considered suitable in principle for development of a Strategic Rail Freight Interchange (SRFI) with primary purpose of facilitating the movement of freight by rail and its on-site storage and transfer between rail and other transport modes’

An extract from the Proposal Map is identified below:

Local Plan Policy Map



Legend

- Boundary of St. Helens MBC
- Housing Allocation
- Bold Forest Garden Suburb
- Employment Allocation
- Safeguarded Housing Land
- Safeguarded Employment Land
- Parkside East
- Parkside West

3.8.3. Section 2 of Policy LPA09 states:

'The site is also considered suitable in principle for other forms of B2 and B8 employment use (subject to two criteria) being:

- a) 'Bring significant inward investment, local employment, and training benefits for the local community; and*

- b) (i) *be rail served (i.e. requiring on-site access to a railway); or*
- (ii) *be of a layout and scale that would not prejudice the ability to develop an effectively laid out SRFI or other rail served employment development (including any necessary rail and road infrastructure, buildings, and landscaping), on at least 60ha of the site, at any time in the future’.*

It is considered important in referencing Policy LPA09 to acknowledge a policy tension with the current NPS -NN as to the form of development which is considered suitable at a SRFI.

3.8.4. The Reasoned Justification references the NPS-NN 2015 (published December 2014) which referenced at Footnote 42 (page 20) that ‘A Strategic Rail Freight Interchange (SRFI) is a large multi-purpose rail freight interchange and distribution centre linked into both rail and trunk road system. It has rail served warehousing and container handling facilities and may also include manufacturing and processing facilities’ **(emphasis added)**.

3.8.5. Footnote 42 is not repeated in NPS-NN 2024. No reference is made to manufacturing as being a suitable primary use of land within a SRFI. The NPS states (Paragraph 2.15):

‘The aim of a strategic rail freight interchange (SRFI) is to optimise the use of rail in the freight journey by maximising the long-haul primary trunk road journey by rail and minimising some elements of the secondary distribution (final delivery) led by road through co-location of other distribution and freight activities’ (emphasises added).

3.8.6. NPS Paragraph 3.83 states:

*‘SRFIs reduce the cost to users of moving freight by rail, by streamlining the process and enabling **warehouse facilities** to be incorporated into the end destination.’ (emphasis added)*

3.8.7. NPS Paragraph 3.85 states:

‘This [logistics industry seeking to reduce carbon footprint] requires the logistics industry to develop new facilities that need to be located alongside the major rail routes ...’

3.8.8. NPS Paragraph 3.86 states:

*‘SRFIs are a key part of this infrastructure providing both **storage processing facilities** and onwards connectivity to support the cross-modal transfer of goods...’* (emphasis added)

3.8.9. Logistics operations may process parts for onward delivery to manufacturers, e.g. the assembly of a vehicle bumper to include lights, cameras delivered by other logistic companies. This process – of logistics sequencing – is considered to be ancillary to the primary use of the premises for warehouse and distribution – and not a primary use in the form of manufacturing or a dual use. In actuality these activities are essential to modern logistic activities.

3.8.10. In the context of this application, which is submitted within the NSIP regime, the primary use is properly confined to a Class B8 use, in accordance with the provision Section 26(6) of PA (2008).

Wigan Local Plan Core Strategy adopted September 2013

3.8.11. The Local Plan sets out a Spatial Vision with the underlying aspirations being *‘connecting people to opportunities’* The Vision states:

‘This involves connecting people to jobs to education and training’.

3.8.12. The Plan states (paragraph 2.29):

‘141,000 residents are in work but there are only 112,000 jobs which results in the borough having one of the highest net community outflows in Greater Manchester’.

3.8.13. The Local Plan acknowledges the presence of the largest concentration of employment accommodation, commenting (paragraph 2.32):

‘on some of those sites and elsewhere a large proportion of employment accommodation is in need of modernisation or is not in a good location to meet modern business need’.

3.8.14. A strategic objective of the Local Plan for the Economy and Employment (objective EEI) is stated as being:

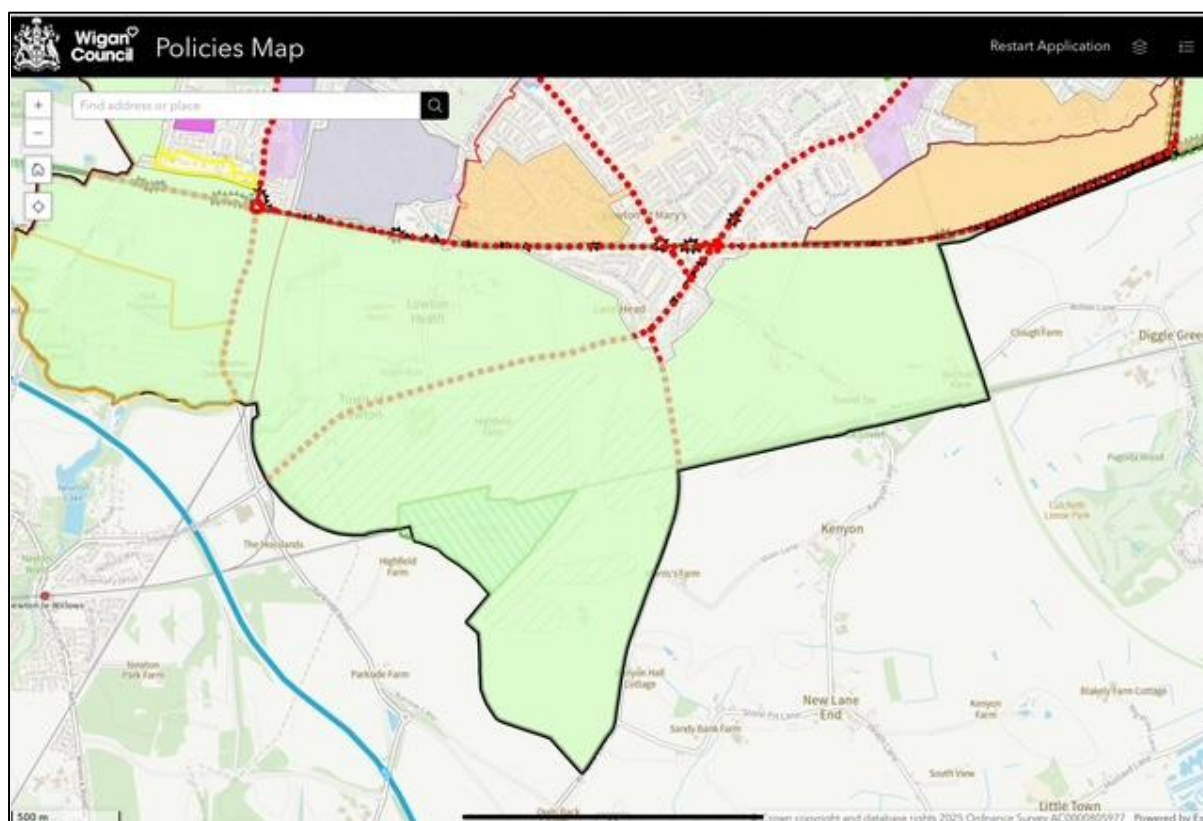
‘to modernise and grow the borough’s economy with more – and better skilled – jobs in growth sectors that are better paid; slow the decline in traditional employment sectors; equip and enable people to take advantage of job opportunities in surrounding areas, notably the city region centres of Manchester, Liverpool, Central Lancashire and Warrington where job Growth will be highest’

3.8.15. Relevant policies from the Core Strategy are:

- Policy SP1 – Spatial Strategy for Wigan Borough
- Policy CP2 – Open Space Sport and Recreation
- Policy CP5 - Economy and Employment
- Policy CP7 – Accessibility
- Policy CPP10 – Design
- Policy CP11 – Historic Environment
- Policy CP16 – Flooding
- Policy CP17 – Environmental Protection
- Policy CP18 – Developer Contributions.

3.8.16. The Policies Map for Wigan Core Strategy identifies minerals safeguarding on parts of the Main Site, and on land to the north of the railway. The red dots on the Policies Map refer to a Strategic Route Network (these become brown dots when overlaid on a green background). The Core Strategy does not make reference to a Strategic Route Network. No reference to a Strategic Route Network is provided in the Places for Everyone Development Plan. An extract from the Policies Map is shown below with the Key:

Policies Map



Map Key:

Light Green: Green Belt

Dark Green: Highfield Moss SSSI

Red Dots: Strategic Routh Network

Hatched Area: Minerals Safeguarding Area

Wigan Replacement Unitary Development Plan

3.8.17. The following retained policy of the UDP is relevant

- Policy EV2C Features of Major Importance to Nature Conservation and Wildlife corridors

Warrington Local Plan 2021/2022 – 2038/39 Adopted December 2023

3.8.18. The following policies are considered relevant, albeit the form and extent of development for ILPN within Warrington Borough is limited to the highway improvements on Winwick Lane and the

potential deposition of soils arising from land reprofiling on the Main Site (subject to agreement being reached with the landowners) as part of the Soils Reuse Area. Individual chapters of the PEIR may refer to additional policies related to the subject matter of the chapter, notwithstanding the extent and form of development within Warrington Borough.

- Policy GB1 Green Belt
- Policy INFI Sustainable Travel and Transport
- Policy DC1 Warrington Places (criterion 9)
- Policy DC2 Historic Environment
- Policy DC3 Green Infrastructure Network
- Policy DC4 Ecological Network
- Policy DC6 Quality of Place
- Policy DEV 4 Economic Growth and Development
- Policy ENV1 Waste Management
- Policy ENV2 Flood Risk and Water Management
- Policy ENV 8 Environmental and Amenity Provision

Joint Development Plan

Places for Everyone (PfE Plan) Joint Development Plan 2022 – 2039 (adopted 21st March 2024).

3.8.19. The PfE Plan has been prepared for the administrative areas of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Trafford and Wigan Councils. All policies in this plan are strategic policies. The evidence that underpins to the PfE Plan will inform district level plans, *‘but as a strategic plan, it does not cover everything that a District Plan would’* (paragraph 1.58)

3.8.20. Greater Manchester is forecast to have a population increase of around 195,000 by 2039 to around 2.8 million people. The population of the nine districts in the PfE area (2021) is approximately 2.5m. The Plan states, *‘by the end of the plan period, Greater Manchester aims to be a top global city’*. To do this it will *‘require a range of attributes including a strong economy, skilled residents, a high quality*

of place and the environment, and a diverse portfolio of investment and development opportunities' (paragraph 2.17).

3.8.21. The concept of the Northern Powerhouse is central to the overall strategy for delivering more even and inclusive growth across the UK, counter balancing the dominance of London and the South East (paragraph 2.24). The strength and strategic location of Greater Manchester is said to put it in an ideal place to act as the primary driver of the Northern Powerhouse.

3.8.22. The central theme of the spatial strategy is to deliver inclusive growth across the City Region. Three main aspects are identified namely (paragraph 4.1):

- Making the most of the key locations and assets best placed to support economic growth.
- Creating more favourable conditions for growth by providing high quality investment opportunities that help to address disparities; and
- Creating places which will be more resilient to climate change.

3.8.23. The following policies are considered relevant:

- Policy JP-S1 – Sustainable Development
- Policy JP-S2 – Carbon and Energy
- Policy JP-S3 – Heat and Energy Networks
- Policy JP-S4 – Flood Risk and Water Environment
- Policy JP-S5 – Clean Air
- Policy JP-S6 – Resource Efficiency
- Policy JP-J1 – Supporting Long Term Economic Growth.
- Policy JP-J2 – Employment Sites and premises.
- Policy JP-J4 – Industry and Warehousing Development
- Policy JP-G1 - Landscape Character
- Policy JP-G2 - Green Infrastructure Network
- Policy JP-G4 – Lowland Wetland and Moorlands
- Policy JP-G6 - Urban Green space
- Policy JP-G7 - Trees and Woodland

- Policy JP-G8 – A net enhancement of biodiversity and geodiversity
- Policy JP-G9 – Green Belt
- Policy JP-P1 – Sustainable Places
- Policy JPP2 – Heritage
- Policy JPP6 – Health
- Policy JPC1 – An intergraded network
- Policy JP C3 Public Transport
- Policy JP-C4 The Strategic Network
- Policy JP C5 Streets for All
- Policy JP C6 Walking and cycling
- Policy JP C7 Freight and Logistics
- Policy JP C8 Transport Requirements of New Development

3.8.24. The Plan emphasises as one of the 10 Strategic Objectives (Objective 3 Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester) ‘Facilitating development of high value clusters in key economic sectors’ – which include ‘logistics’.

3.8.25. The Plan states at paragraph 6.29:

‘Logistics is a sector that is becoming increasingly central to the economy, enabling the efficient functioning of other sectors such as manufacturing and retail, and supporting changes in consumer behaviour. Greater Manchester’s central position in the North of England, its large business and customer market and its excellent international freight connections via Manchester Airport, the Manchester Ship Canal and the nearby Port of Liverpool, as well as its motorway network, notably the M6, together provide opportunities to significantly increase logistics activity within the sub-region. This not only has the potential to promote higher levels of economic growth, but also to support environmental objectives by reducing the number of HGV journeys from the ports and distribution parks across England.’

3.8.26. Policy JP-J4 establishes a need for ‘at least 3,513,00sqm of new accessible, industrial and warehousing floorspace over the plan period 2022-2039’. The Plan states:

‘to achieve this a high level of choice and flexibility will be provided in the supply of sites for new industrial and warehousing floorspace’.

3.8.27. The supporting text at paragraph 6.32 states:

‘The need to provide the level of industrial and warehousing land within the Plan reflects the need for Greater Manchester to compete internationally for investment and provide sufficient choice and flexibility to respond to the varied needs of different businesses. This will help Greater Manchester to maximise its ability to attract and retain businesses and hence support its long-term economic growth prospects and the availability of local jobs. The new sites will be important in enabling the relocation and expansion of existing business, which will free up some poorer quality current employment sites for development for uses such as housing, as well as attracting new investment into the sub-region. The large amount of flexibility in the supply is also necessary because some existing employment areas may be utilised for employment-generating uses other than industrial and warehousing floorspace, which, whilst making an important contribution to economic growth, may mean they are no longer available for industry and/or warehousing purposes’.

3.8.28. The PfE Plan references the provision of a range of industry and warehousing development opportunities that have been identified by the nine districts capable of accommodating just over 2,070,000 sqm of floorspace (paragraph 6.33)

3.8.29. At paragraph 6.34 the Plan acknowledges:

*‘The existing supply of potential industrial and warehousing sites identified in the districts’ strategic employment land availability assessments **are insufficient to meet the overall identified need. Many of the sites they contain are also likely to be attractive primarily to a relatively local market and/or smaller businesses, due to their location, size and surroundings. Consequently, if Greater Manchester is to meet its future development requirements and increase the supply of high-quality sites that can compete regionally, nationally and even international for investments, including from businesses requiring large modern premises, then there is a need to***

identify additional sites across the city-region. The only realistic option for doing so is to remove some land from the Green Belt. (emphasis added)

3.8.30. PfE Plan states at paragraph 6.36:

*‘New industrial and warehousing development has an important role to play in addressing the economic disparities across Greater Manchester, and in particular to boost the competitiveness of northern areas. It can help to deliver more balanced growth across the sub-region and tackle deprivation. Consequently, **the release of Green Belt for employment use is focused primarily in the northern parts of Greater Manchester, with a string of high-quality opportunities of varying sizes focused particularly around the key motorway corridors.** Overall, this will result in around two-thirds of the supply being in the districts of Wigan, Bolton, Bury, Rochdale, Oldham and Tameside, whereas just over one-half of the supply in land availability assessments is in those six districts. The strategic location of Northern Gateway will alone account for about one-fifth of the Greater Manchester supply.’* (emphasis added)

3.8.31. PfE Plan references the Green Belt serving an important role in restricting unplanned development in a city region with a complex urban form, ensuring that the cities, towns and smaller settlements retain their identity (paragraph 8.68)

3.8.32. The ‘*need to deliver the positive long-term outcomes of the Greater Manchester Strategy*’ is stated as amounting to ‘**exceptional circumstances which justify altering the boundaries of the Green Belt**’ (Paragraph 8.72)

Waste Management Plans

3.8.33. Consideration is given to the policy provisions of resources:

- Merseyside 2011 – 2041
- Merseyside and Hatton Joint Waste Local Plan July 2013
- Zero Waste 2040 Strategic Framework
- Greater Manchester Joint Waste Development Plan Document July 2012

Minerals Plans

3.8.34. Consideration is given to the policies within the following plans:

- Greater Manchester Core Strategy 2012 updated in 2024 to reflect the adoption of the Places for Everyone Joint Development Plan. The Core Strategy covers a plan period up to 2027 - Policy EN20 Minerals
- Greater Manchester Joint Minerals Plan April 2013 - Policy 8 Prior Extraction of Mineral Resources

3.9. Emerging Planning Policy Documents

Wigan Borough Initial Draft Local Plan

3.9.1. In April 2025 Wigan Council published the Wigan Borough – Local Plan – Initial Draft Consultation. The emerging Local Plan will guide development within the Borough up to 2039. Upon adoption, the Local Plan will replace the remaining policies in the adopted Wigan Local Plan Core Strategy (2013) and The Wigan Replacement UDP (2006). These two plans will then cease to exist.

3.9.2. The consultation draft Plan was accompanied by the publications of:

- A draft Infrastructure Delivery Plan
- Site Selection Assessment of Sites Promoted for Employment Uses in the Green Belt.
- A Transport Strategy
- Economic Market and Employment Land Assessment
- Wigan Economic Vision-We are Wigan
- Green Belt Assessment 2016

3.9.3. The emerging Local Plan proposes the release of land from Green Belt for employment development, West of Winwick Lane Lowton which is aligned with the extent of the Main Site within Wigan Borough (Policy J6). Policy J6 includes some 14 requirements to be satisfied by development proposals.

3.9.4. These requirements include:

- *‘Be in accordance with a comprehensive masterplan and phasing plan for Parkside East proposed in cooperation with neighbouring councils and other key stakeholders as applicable’.*
- *‘Deliver a modern industrial and logistics development of ground 300,000sqm of high-quality Class B2 and B8 employment floorspace in a way that integrates effectively with the wider site in St Helens, including for vehicular access and access to the Strategic Rail Freight Interchange’.*

3.9.5. The Applicant has responded to the consultation exercise in summary form:

- Supporting the re-drawing of the Green Belt boundary on the basis ‘exceptional circumstances’ exist to meet development needs for a SRFI.
- Making representations to the criteria attached to Policy J6 to be consistent with national planning policy, including the provision for a SRFI (in being for freight and distribution uses within Class B8) and national policy in respect of potential planning obligations.

3.9.6. The Council has indicated that the Regulations 19 version of the Local Plan – comprising the Preferred Plan - will be published in November 2025. Subject to this timetable being adhered to the Applicant will respond to the policies within the Local Plan prior to the submission of the application for a DCO.

Towards a Spatial Development Strategy for the Liverpool City Region (SDS)

3.9.7. The Spatial Development Strategy is to guide land use and development up to 2040, aiming for a coordinated approach to housing, infrastructure and economic growth. The latest engagement with residents and stakeholders concluded in February 2024 following the publication of the document titled *‘Towards a Spatial Development Strategy’*.

3.9.8. The SDS is to be guided by a set of five thematic objectives namely:

Objective 1 - Tackling Climate Change and creating a cleaner greener city region.

Objective 2 - Reducing health inequalities and creating a healthier city region

Objective 3 - Increasing the city region's economic prosperity in ways that widen opportunities for all.

Objective 4 – The creation of sustainable places and communities with homes in the city region needs.

Objective 5 - Maximising social value from development

3.9.9. The following policies are considered relevant to ILPN:

- Policy LCR SS1 - Liverpool City Region Spatial Strategy
- Policy LCR SP2 – Strategic Employment Land Need and Distribution.
- Policy LCR SP4 – Strategic Infrastructure
- Policy LCR DP3 - Economic Prospects

3.9.10. In the context of Strategic B8 – Warehousing and Distribution Land Needs, (Policy LCR SP2) the emerging SD8 states:

'In calculating a land-use forecast the Paper considers the need to build new large-scale warehousing as a replacement for existing capacity which, over time, becomes life-expired due to functional or physical obsolescence, as well as the long-term growth in the demand for goods in the wider economy and the subsequent need for additional floor space in order to accommodate that growth.'

The Strategic B8 Land Use Forecasts Paper identifies a city region need for 293-343ha of land for strategic B8 use from 2021 to 2040. This includes a five-year buffer to provide for a level of choice and competition in the market'

3.9.11. The reference to the Forecast Paper is to the Liverpool City Region Strategic Housing Economic Development Needs Assessment (HEDNA) and Strategic B8 Land Use Forecast Paper 2023. The Strategic B8 Land Forecasts Paper June 2023 references 'pipeline' supply and states (paragraphs 6.5-6.6)

‘Set against the need for c. 1.4 million sq. ft [sic -should be 1.4m sqm] to 2040, Iceni estimate supply position from extant commitments and allocations (as at Spring 2023) of up to 1.4 million sq.m. This balances with the need identified. Given that c.60 ha of the land could be made available over the period to 2040 through the recycling of existing sites, there is some flexibility of supply.’

‘it seems likely that the delivery of Parkside East will need to be brought forward through securing Development Consent for the site as a Nationally-Significant Infrastructure Project (NSIP). The current expectation is that the DCO could be determined in 2024, which is granted would enable development to come on stream from 2026 but the build out could extend to 2045. There are however evident uncertainties. If Parkside East is excluded, the supply position falls to c.1m sq.m. We have assumed c.74% of this site is delivered to 2040. Making this adjustment, the supply position to 2040 is 1.31 million sq.m.’

3.9.12. At paragraph 3.14 the Forecast Paper states:

‘Rail served warehousing capacity in the North West is 0.6m square metres, equating to around 7% of current floor space capacity.’

3.9.13. Policy LCR SP4 – Strategic Infrastructure states:

‘Provision of the following key strategic infrastructure necessary to meet identified needs, serve new development and enable growth will be supported subject to other SDS and Local Plan Policies’.

Parkside SRFI is identified as a Key Strategic Infrastructure (g).

3.9.14. Policy LCR DP3 Economic Propensity states that:

‘Development plans and proposals should plan positively to support sustainable economic growth in the city region in order to attract investment, promote innovation, improve productivity, increase opportunity and reduce inequalities.’

This policy objective is supported by the sustainable growth of key sectors of the city region economy – which includes logistics and distributions.

3.9.15. Parkside East (and Parkside West) are identified (table 5.9) as a Liverpool City Region Strategic Employment Site, as SE13 and SE14 respectively.

Table 5.9 Liverpool City Region Strategic Employment Sites

LCR SDS Ref	Site	Indicative Site Area (Hectares)
SE1	The Heath Business Park, Halton	0.5
SE2	Sci-Tech Daresbury, Halton	18.2
SE3	West Runcorn (incl. Ineos, INOVYN), Halton ⁶¹	N/A
SE4	3MG, Halton	78
SE5	Knowsley Industrial and Business Parks, Knowsley	60.03
SE6	Jaguar Land Rover, Knowsley	0.46
SE7	Land South of M62, Knowsley	22.51
SE8	CBD, Liverpool	2.89
SE9	Knowledge Quarter, Liverpool	N/A
SE10	Atlantic Business Park, Sefton	16.8
SE11	East of Maghull, Sefton	17.1
SE12	Omega South, St. Helens	12.39
SE13	Parkside ⁶² (East), St. Helens	64.55
SE14	Parkside (West), St. Helens	79.75
SE15	Haydock Industrial Estate, St. Helens	28.33
SE16	Glass Futures	1.64
SE17	Northside, Wirral	13.11
SE18	Wirral Waters, Wirral	22.37

⁶¹Opportunities for complementary employment uses are expected to come forward over the lifetime of the SDS, following consolidation of some of the existing employment facilities due to advancements in production processes.

⁶²Note as set out in St Helens Local Plan Policy LPA03, Parkside East site has a gross area of approximately 125ha, of which at least 60ha is reserved for development of a Strategic Rail Freight Interchange or other rail enabled use (see St Helens Local Plan Policy LPA09). The indicative site area of 64.55ha represents the remainder of the site which may be developed for a wider range of employment.

3.10. Regional Economic Strategies

Liverpool City Region Growth Plan and Strategic Economic Plan 2016

3.10.1. The Liverpool City Region Combined Authority is preparing the Liverpool City Region Local Growth Plan (CLGP) which is a 10 year framework that will set the direction to unlock growth and improve productivity across the Liverpool City Region

3.10.2. This Plan outlines a long term vision for economic development and propensity with the Region with a focus on creating 100,000 new jobs, 20,000 new businesses and generating over £20 billion in additional GVA by 2040. The Plan identifies strategic interventions focused on:

- Freight and Logistics Hub

- City Centre Revenue
- Low Carbon Energy Transition

3.10.3. The CLGP is influenced by and correlates with national strategies and extant City Region Plans. The Plan for Prosperity identifies key strategic priorities including *‘integrated infrastructure for a connected city region’*. A particular focus of this priority is:

‘supporting the clean growth of freight and logistics building on our State of Freight programme to explore the potential for freight and logistics to be served by alternative clean fuels such as reviewable electricity and hydrogen.’

Greater Manchester Strategy 2025 -2035, published July 2025.

3.10.4. The Strategy refers to two interlocking areas:

‘growing the economy and making sure all our people can live well’

3.10.5. The key priorities are identified as being:

- Inclusive Growth
- Sustainable Development
- Innovation and Productivity
- Skills and Employment
- Infrastructure

The Liverpool City Region Freeport

3.10.6. The Freeport is a fiscal initiative for a *‘multi-modal Freeport driving growth in the UK’s advanced manufacturing, bio-manufacturing, logistics and low carbon industries’*. Tax benefits are available at the Freeport’s 3 tax benefit sites, located at:

Parkside, St Helens- which is referred to as being *‘ideal for advanced manufacturing and logistics’*. The reference to Parkside includes Parkside West and Parkside East as allocated in the St Helens Local Plan.

3MG Widnes, involved in the hydrogen market supporting low carbon fuels

Wirral Waters, with large areas of dockside land attractive to port-centric businesses and advanced manufacturing.

3.10.7. Business.gov.uk refers to the investment opportunity at Liverpool City Region Freeport stating in the context of Parkside:

*Location: ‘Liverpool City Region port provides an exceptional gateway for trade connecting businesses across the UK, Europe, and beyond. **Parkside, St Helens is the largest strategic employment site in the city region.** Located in St Helens close to the M6 and M62, the site includes the former Parkside Colliery and is targeted at advanced manufacturing and logistics businesses’*

Connectivity : ‘Liverpool City Region’s Freeport offers an integrated cluster of logistics assets and expertise to deliver faster, greener global market access. Extensive freight and logistics facilities support the import and export of goods to and from all major global markets.(emphasis added)

There are 200+ flight destinations from 2 major airports within a 45-minute drive, and extensive freight and logistics facilities to support the import and export of goods to and from all major global markets.

There are 10 motorways within 10 miles, and 10 national rail-linked terminals, with only a 2-hour journey time to London.’

3.10.8.. The Draft Parameters Plan (figure 3.1) identifies Development Zones in St Helens and Wigan Borough boundaries – occupiers of logistic buildings in St Helens Borough will benefit from the Freeport fiscal provisions.

3.10.9. The PEIR Chapter 06 Socio Economic Effects refers to other economic strategies including:

- Greater Manchester Strategy 2025 -2035: the statement sets out collective Vision for a *‘thriving city region where everyone can have a good life’* The workstreams include *‘making Greater Manchester a great place to do business’* and *‘creating a clear line of sight to high quality jobs’*. St Helens Inclusive Growth Strategy 2023 – 2028: This strategy focuses on *‘empowering residents and community organisations to drive improvements and ensure the local economy’s growth benefits everyone’*. The Strategy addresses one of the Council’s priorities to *‘encourage economic growth within St Helens that benefits the people and businesses of the Borough’*. The aim of the Strategy includes attracting new businesses to the Borough.

Local Transport Plan

3.10.10. Section 9 of the supporting evidence to Local Transport Plan 4 is titled ‘A focus on Freight’. The Report refers to (subsection 9.1):

‘number of factors coming together from the evidence particularly makes the case for change in terms of the freight sector; under the headings:

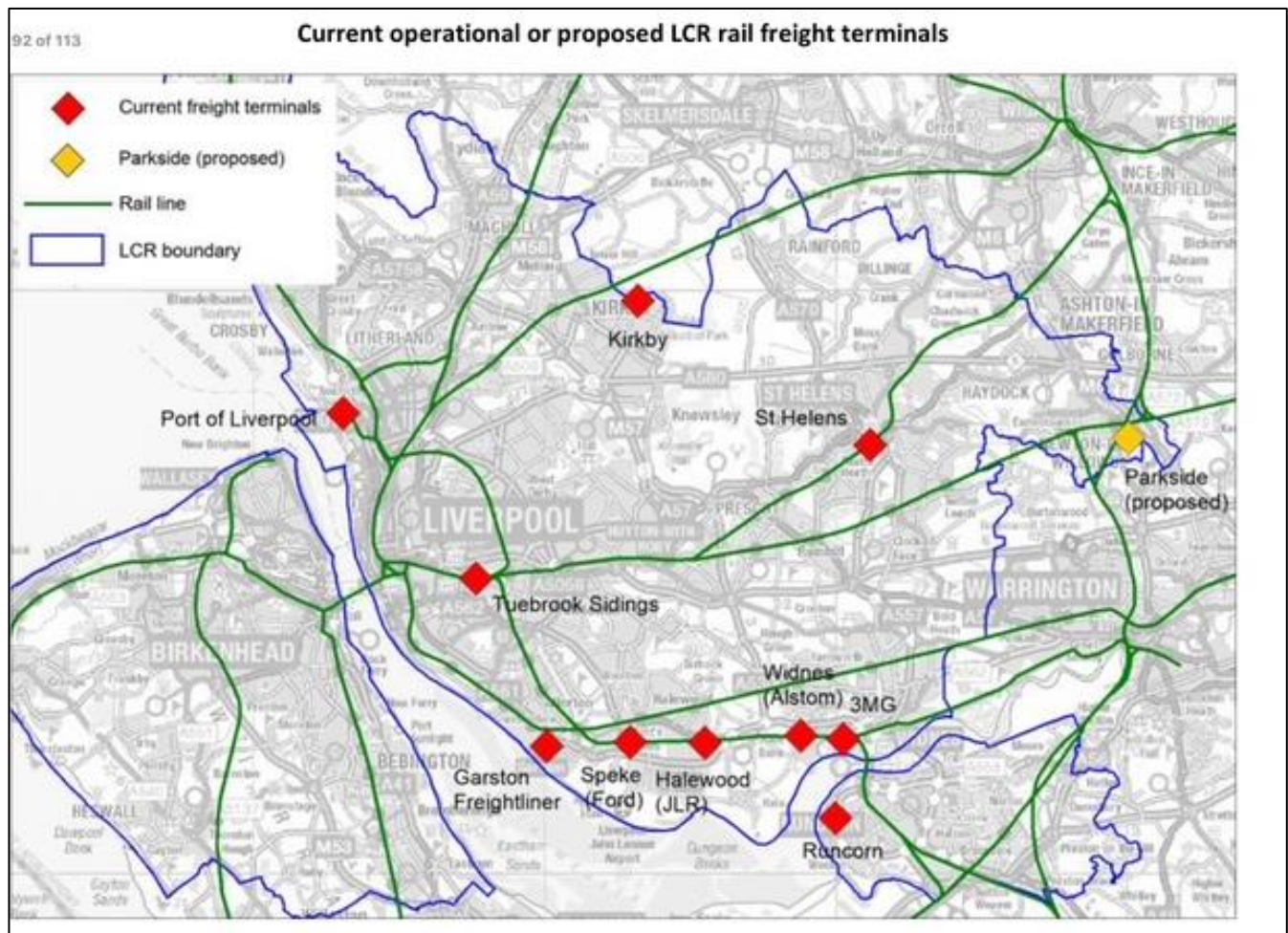
- *Carbon Emissions*
- *Air Quality*
- *Economy*
- *The Port’*

3.10.11. The Report states (subsection 9.1) :

*‘The logistics sector is a key part of the local economy, directly accounting for 36,000 jobs (equivalent to 5.6% of all LCR employment) and £1.5bn GVA. This is besides considering the wider economy (back-office functions, suppliers, etc) that support the industry, and the sector offers potential for further growth. **Across the North, Logistics has been recognised as one of the three sectors which are key enablers for transformational growth in the Northern Powerhouse***

Independent Economic Review. Note also that currently the LCR sees relatively competitive travel to work times (an average of 25 minutes compared to an England average of 30 minutes), but there are notable areas of congestion on both rail and road, which can impact on both logistics operations and the wider economy.’ (emphasis added)

3.10.12. The evidence identifies current operational and proposed LCR rail freight terminals as shown below – including the proposed provision at Parkside.



3.10.13. The evidence base concludes:

‘Freight and logistics is a key issue for the Liverpool City Region, both in terms of what it can do to enable economic growth, but also in terms of the challenges of improved sustainability. HGVs are the most visible element of the sector, and fresh data for port-related freight suggests strong potential for modal shift – though this relies partly on interventions beyond the city region boundaries. LGVs [Light Goods Vehicles] represent both more recent and future growth and should be a core element of concern. However, not all LGVs are connected with logistics; this overall is a sector where more information is required.’ (emphasis added)

3.11. Local Design Guidance

3.11.1. The three hosts authorities have prepared guidance on design to provide more detailed advice on the policies within adopted development plans. These comprise the following Supplementary Planning Documents:

St Helens Borough

- Design April 2024
- Design and Crime October 2009
- Trees and Development June 2008
- Transport and Travel April 2024

Wigan Council

- Planning for Health 2022
- Development and Air Quality 2021
- Landscape Design 2021
- Access for All 2006

Warrington Borough

- Warrington Design Guide 2024
- Environmental Projection 2024
- Design and Construction 2016

3.11.2. The provisions of these important and relevant considerations are addressed at Section 6 of this Statement.

4. PLANNING CONSIDERATIONS

Need for the development of National Networks General Policies and Considerations

4.1. Introduction

4.1.1. This section and Section 5 of the Planning Statement examines the merits of ILPN RFI against the provisions of NPS – NN - as the primary basis for making a decision on the application for a DCO.

The need for National Networks, the drivers for development of national networks, drivers of need for SRFIs

4.1.2. The Government references in the NPS-NN that:

‘There is a need for long-term strategic action through government and industry collaboration, to bolster the operation of the freight network as a whole, through improvements to infrastructure with multi-modal impacts’ (paragraph 2.3).

4.1.3. Reference is made to the *‘Future of Freight Plan which sets out the long term vision for the freight sector’*. The Government has set a target of growing rail freight by at least 75% by 2050 and securing continuous improvement of the economic efficiency and reliability of and to freight journeys with greater resilience built into the system (paragraph 2.3).

4.1.4. The Future of Freight Plan reaffirms the Government’s commitment to a:

‘Freight and logistics sector that is cost efficient reliable resilient environmentally sustainable and valued by society’ (NPS NN paragraph 2.28)

4.1.5. The NPS states at Paragraphs 2.29 – 2.30:

‘Rail freight is estimated to reduce emissions on average by 76% per tonne per km travelled when compared to road freight, equating to around 1.4m tonnes of carbon dioxide emissions saved each year. Rail is one of the most carbon efficient ways of moving goods over long distances and can also reduce congestion – depending on its load, each freight train can remove up to 76 Heavy Goods Vehicles from the road. The rail freight industry resulted in 5.56 million fewer lorry journeys in 2020/21.’

‘In addition to the commitments above, the Plan for Rail committed to setting a growth target for rail freight. The effective development of SRFIs (and other rail freight interchanges) and other key enablers in the right places, will also help realise the full range of environmental benefits that rail freight can offer’.

4.1.6. The aim of a SRFI is (NPS – NN paragraph 2.15)

‘to optimise the use of rail in the freight journey by maximising the long-haul primary trunk journey by rail and minimising some elements of the secondary distribution (final delivery) leg by road, through co-location of other distribution and freight activities. SRFIs need to be supported at both ends by connections to rail infrastructure and logistics terminals. SRFIs are also typically associated with intermodal traffic. A fully effective network of SRFIs, supported by smaller-scale rail freight interchanges, will help to enable the sector to reach its full potential.’

4.1.7. The scheme as described in Section 2 of this statement and Chapter 3 of the PEIR to which the Draft Parameters Plan (PEIR Figure 3.1) meets the statutory definition of a SRFI – being at least 60 hectares in area (PA 2008 Section 26) and provides for the co-location of other distribution and freight facilities – including the provision of HGV parking and services for lorry drivers.

4.1.8. The NPS identifies the ‘Drivers of need’ for development of the national networks being (paragraphs 3.2-3.21):

- Maintaining network performance and meeting customer needs
- Supporting economic growth
- Ensuring resilience is networks
- Supporting the government’s environmental and net zero priorities
- Maintaining and enhancing the safety of national networks

4.1.9. Thereafter the NPS states at paragraph 3.22:

‘The government has, therefore, concluded that at a strategic level there is a compelling need for development of the strategic road and strategic rail networks, and strategic rail freight interchanges (SRFIs) – both as individual networks and as a fully integrated system. The Examining Authority and the Secretary of State should, therefore, start their consideration of applications for development consent for the types of infrastructure covered by this National Policy Statement (NPS) on this basis. The Secretary of State should give **substantial weight to considerations of need** where these align with those set out in this NPS’ (emphasis added)

4.1.10. Paragraphs 3.82 -3.106 set out details on the challenges for the development of SRFIs. These challenges are addressed under the headings:

- Network performance and resilience
- Use Needs
- Connectivity and supporting economic growth
- Environment

4.1.11. The Government’s policy for addressing need for SRFIs is set out at paragraphs 3.98 -3.106 and may be summarised as follows:

Paragraph 3.98: *‘The transfer of freight from road to rail has an important part to play in a low carbon economy and in helping to meet net zero targets’*

Paragraph 3.99: *‘To be able to successfully achieve that growth target the right infrastructure needs to be in place, providing the necessary capacity and capability to support growth. SRFIs are crucial to rail freight growth.’*

Paragraph 3.100: *‘To facilitate this modal shift, a network of SRFIs is needed across a broad range of regions, to serve regional, sub-regional and cross-regional markets’.*

Paragraph 3.101: *‘there remains a need for appropriately located SRFI across all regions where there is demand or potential demand, to enable further unlocking of benefits.’*

4.1.12. At paragraph 3.103 the NPS states:

*‘The government has therefore concluded that there is a compelling need for an expanded network of SRFIs throughout the country. **It is important that SRFIs are located near the markets they will serve – major urban centres, or groups of centres – and are linked to key supply chain routes.** Given the locational requirements and the need for effective connections for both rail and road, the number of locations suitable for SRFIs will be limited, which will restrict the scope for developers to identify viable alternative sites’.* (emphasis added)

4.1.13. The Government acknowledges that SRFI capacity needs to be provided at a wide range of locations both in regions where they are currently located and more broadly. The NPS requires (paragraph 3.106) consideration to be given to:

‘ensuring existing SRFI locations are taken into account when making an application, to ensure that SRFIs are strategically located and thus enable a more extensive cross-country network which unlocks the full range of benefits that an expanded network of SRFIs can provide. Whilst there is likely to be a natural clustering of SRFI proposals in the distribution heartland of the nation (and further SRFI proposals in this area will continue to be important), consideration should be given to proposals for SRFIs in areas where there is currently lesser provision’

4.1.14. The SRFI Needs Assessment concludes (paragraph 9.1):

- Strong national policy support
- Critical Role of Rail Freight
- Infrastructure gap in the North-West
- Need for investment
- Market evidence of supply constraints
- Quantified need – of approximately 834,640 to 1,035,677sqm of rail served logistics space within the Property Market Area (PMA) over the next 20 years.
- Residual shortfall despite Proposed Development.
- Evidence – Based Need

4.1.15. That part of ILPN RFI which lies within the administrative area of St Helens Borough delivers the underlying provision of Local Plan Policy LPA09 for the development of a SRFI. Consideration of the criteria attached to Policy LPA09 are addressed later in this statement. The support for the delivery of a SRFI for the St Helens Borough Local Plan contributes in favour of a grant of consent for ILPN RFI and is given weight in the Planning Balance. The considerations relating to the location of part of the ILPN within the Green Belt are addressed later in this Statement.

4.1.16. Section 4 of NPS-NN sets out General Policies and Considerations including ‘general principles of assessment’. These principles are addressed below in response to the matters identified in the NPS.

4.2. General Policies and Considerations

Business Case

4.2.1. Paragraph 4.10 states:

‘In the case of strategic rail freight interchanges (SRFI), judgement of viability will be made within the market framework and take account of government strategies, including the Future of Freight Plan, any identification of a National Freight Network, the Rail Freight Growth Target and

interventions such as investment in the strategic rail freight network and Great British Railway Strategic Plans. The radial proximity of a proposed site from existing SRFIs will be considered to ensure SRFIs are strategically located and do not abstract traffic from an extant SRFI and are strategically and technically viable. Additionally, the number of SRFI connections on any section of the route should not adversely affect the operational reliability of the wider network or impact performance of other services’.

4.2.2. The plan displayed below paragraph 3.10.12 (of this Statement) identifies the location of an existing RFI in the LCR. In the North-West there is no active SRFI, although there is a proposed development (Port Salford) with consent.

4.2.3. Figure 4.5 from the SRFI Needs Assessment identifies the location of ILPN in the context of the Strategic Road Network (with 10,000+ HGV movements daily) and the location of other SRFIs distinguished between those Active; under Development and Proposed.

4.2.4. It is considered that the location of ILPN RFI is strategically well located to the national road and rail network. ILPN RFI will not ‘abstract traffic’ from an existing RFI, in the absence of an active SRFI in the North West. ILPN is a location that is ‘strategically and technically viable’ (NPS-NN paragraph 4.10).

4.3. Environmental Assessment

4.3.1. Paragraph 4.12 states:

‘A key part of environmental assessment is the consideration of cumulative effects. The applicant should provide information on how the effects of the proposal would combine and interact with the effects of other development, where relevant. For most practical purposes this means that the applicant should consider the impact of other existing and committed developments within an appropriate geographical area and assess the additional impact of their own development’

4.3.2. The PEIR at Chapter 20 addresses Cumulative, in-combination and transboundary effects – and identifies other ‘*existing and committed developments*’ that have been taken into account. Consideration has been given as to how the cumulative effects identified might impact upon the:

- The environment
- The economy
- Community

4.3.3. Table 20.3 sets out a summary of the topic based cumulative assessments which will be undertaken in the preparation of the ES to accompany the DCO application for ILPN RFI.

4.3.4. The following elements of ILPN RFI have yet to be finalised (NPS-NN paragraph 4.13). The table below explains the reasoning why this is the case:

Highways Mitigation	as traffic modelling has not been completed at this stage of project preparation
Detailed design of buildings and the railport	as these details will be advanced in response to occupier demand and by the railport operator
Detailed design of energy centre and supporting infrastructure	as these works will be designed in detail in response to a Planning Requirement to suit the needs of ILPN
Rail and road infrastructure	as detailed design has not at this stage been advanced of the proposed road and rail bridges

Habitats Regulation Assessment

4.3.5. The Scoping Opinion issued by PINS concluded that there is potential for effects on Manchester Mosses Special Area of Conservation (SAC) and Rixton Clay Pits SAC from air quality emissions associated with ILPN RFI. PEIR Chapter 11 Ecology and Biodiversity concludes (Paragraph 11.265) that no impacts are expected that would change the conservation status of Rixton Pits SAC. Any impacts on Manchester Mosses SAC are not expected to be significant for EIA during the construction phase.

This will be confirmed by the Air Quality Assessment (paragraph 11.263). It is further considered that ILPN RFI will not have significant impacts (for EIA) on the Mersey Estuary Ramsar/Special Protection Area (SPA)/SSSI. (paragraph 11.267). This conclusion is subject to further survey analysis.

4.4. Alternatives

- 4.4.1. A description of the main alternatives studied by the Applicant in bringing forward a proposal for a SRFI is set out in PEIR Chapter 04. The principal driver in the selection of the site is the allocations for a SRFI within St Helens Local Plan. As explained in the Rail Report, the rail engineering requirements for a SRFI in this location have changed since assumptions were made in the allocation of this site.
- 4.4.2. The improvements to Newton-le-Willows railway station; the installation of overhead electrical cabling, and the need to facilitate the exit from the main railway into the rail terminal (so as to minimise delays to passenger trains on the mainline) means that the rail terminal cannot be satisfactorily accommodated within the bounds of the allocation on the Proposals Map.
- 4.4.3. The realignment of the rail terminal requires an extension of the site allocated for a SRFI into adjacent land within St Helens Borough and Wigan Borough. The scale of need for rail served warehousing that has been identified in the Need Assessment supports a more extensive enlargement of the SRFI into Wigan Borough.

4.5. Biodiversity Net Gain

- 4.5.1. The strategy for achieving a 10% BNG is set out at PEIR Chapter 11 Ecology and Biodiversity and includes the provision of habitat creation on some 44.8ha of agricultural land to the north of the Main Site (referred to as the Northern Mitigation Area). (Paragraphs 11.202 -11.204)

4.6. Criteria for Good Design for National Networks

- 4.6.1. The Applicant has appointed independent professional advice, namely to advise on applying good design in response to the four Design Principles of:

- Climate
- People
- Places
- Value

4.6.2. Paragraph 4.28 of the NPS states:

‘A good design should meet the principal objectives of the scheme by applying the mitigation hierarchy to avoid, mitigate, or as a last resort compensate for the identified problems and existing adverse impacts, by improving operational conditions, simultaneously minimising adverse impacts and contributing to the conservation and enhancement of the natural, built and historic environment. A good design will also be one that sustains the improvements to operational efficiency for as many years as is practicable, taking into account economic, social and environmental impacts’.

4.6.3. The design of ILPN RFI has had due regard to the mitigation hierarchy. The Design Vision presents the approach to the design of ILPN RFI and its associated infrastructure. It sets out how design parameters; primary and secondary mitigation; landscape and ecological enhancements, and biodiversity net gain measures interact to create an overarching vision for the development that respects the landscape and heritage context with an accompanying set of coherent design principles to guide detailed design of ILPN RFI following the issuing of a DCO.

4.6.4. The emerging proposals have been presented to a Design Review Panel- Places Matter. A Design Review Report dated August 2025 has been issued. The Design Panel ‘*thanked [the Applicant] ... for bringing the scheme to Design Review so early, as a part of a package of two design reviews.*’ The Report identifies ‘*key findings*’ at this stage of the design process.

4.6.5. The Applicant has considered as far as it possible both ‘*Functionality (including fitness for purpose and sustainability) and aesthetics (including the schemes contribution to the quality of the area in which it would be located)*’ (NPS-NN paragraph 4.29).

4.6.6. The Design Approach Document (DAD) references the engagement that has been undertaken through informal public consultation , leading to the statutory consultation. A number of different design iterations have been considered for the layout of ILPN- often termed ‘optioneering’. The DAD explains how the design principles set out on the Draft Parameters Plan (PEIR Figure 3.1) have been arrived at.

4.6.7. The fundamental design consideration in terms of functionality is to provide a railport with connection to the rail network with the support of Network Rail. As explained under the sub-heading ‘Alternatives’, the recently completed improvement works to Newton le Willows railway station has dictated the position of the connection points on to Chat Moss Line, together with the engineering consequences arising from these works.

4.7. Climate Change Adaption

4.7.1. NPS-NN paragraph 4.34 – 4.44 set out how applicants and the Secretary of State should take the effects of climate change into account when developing and considering infrastructure applications. Paragraph 4.35 references the global goal- established by Article 7 of the Paris Agreement on adaptation - *‘of enhancing adaptive capacity, strengthening resilience and reducing vulnerability to climate change with the context of the temperature goal of the Agreement.’*

4.7.2. PEIR Chapter 17 Energy and Climate Change addresses climate change factors and identify measure that support climate change adaptations including nature- based solutions. The assessment considers the direct and indirect impacts of climate change when ‘planning the location design, build operation and maintenance’ of ILPN RFI.

4.7.3. A Carbon Management Plan has been prepared. Implementation of the Plan will be secured by a DCO Requirement. Other embedded mitigation to address the effect of climate change includes (paragraph 17.87):

- *A landscape strategy that incorporates elements including tree and shrub planting and surface water features, which can help to reduce overheating associated with climate change and potentially provide minor carbon sequestration.*
- *PV renewable energy generation within the DCO Site, provided as part of the Proposed*

Development and with provision on warehouse roofs for additional installation by tenants.

- *A new energy centre designed with flexibility to incorporate low/zero carbon technologies such as battery storage as set out in the Energy Strategy.*
- *An outline Construction Environmental Management Plan (oCEMP) that includes requirements to use well-maintained construction plant compliant with prevailing emission standards, to minimise plant idling, minimise materials wastage and recycle construction waste. It also includes good-practice measures to manage climate risks to the construction workforce.*
- *An outline Construction Traffic Management Plan (oCTMP) that will help manage and mitigate construction highway impacts and consequently reduce the HGV transport-related GHG emissions. The CTMP will also contain measures to encourage active, public or shared travel modes for construction workers, which will reduce GHG emissions from private car transport.*
- *A Site Waste and Materials Management Plan (SWMMP) setting targets for waste diversion from landfill, recycling, and for efficient handling of materials.*
- *A Delivery, Servicing and Heavy Goods Vehicle (HGV) Management Strategy that sets out the preferred routes for HGVs travelling to and from the DCO Site, promoting operational efficiency by ensuring HGVs have clear, efficient access to the strategic road network.*
- *A Sustainable Access and Movement Strategy (SAMS) that outlines how people can travel to, from, and within the DCO Site in a way that supports environmental, social, and economic sustainability. It will focus on promoting walking, cycling, public transport, and reducing car dependency.*
- *The Rail Terminal serving rail lines that are already electrified using Overhead Line Equipment (OLE), meaning that all types of freight trains will be able to access the terminal, including electric, trimodal (electric, battery and diesel) and diesel, including diesel trains run on HVO (hydrotreated vegetable oil).*
- *A mobility hub within the Proposed Development, which are multi-modal travel points with Real Time Passenger Information (RTPI) bus stops, EV charging, and more to encourage sustainable commuting.*
- *Bus services aligned with shift times, reducing reliance on private cars.*
- *A Travel Plan to include a welcome pack, subsidised tickets, cycle vouchers, car sharing, and active travel events to promote sustainable travel habits.*
- *UK Building Regulations and good engineering practice for civil, structural and process engineering design, including providing for safety margins (e.g. for wind loading) and operational resilience to a range of temperature and humidity conditions.*
- *Building design to follow the energy hierarchy of be lean (use less energy), be clean (supply*

energy efficiently), be green (use renewable energy) and off set. Passive design measures to be lean include:

- *an efficient building envelope with enhanced U-values beyond the Part L2 (2021 England incorporating 2024 amendments) limiting values;*
- *reduced air permeability to reduce heating demand in the winter months, and reduce heat losses through infiltration further;*
- *consideration for the extent of glazed area, balanced between factors such as thermal efficiency, overheating and daylighting;*
- *glazed façades to provide natural daylighting and reduce reliance on artificial lighting.;;*
- *balanced g-value for translucent elements to ensure optimised internal conditions in both the winter and summer months; and*
- *solar shading to be incorporated wherever possible.*

4.7.4. A range of active design measures are identified at PEIR Chapter 17, paragraph 17.87, namely:

- *‘LED lighting systems and smart controls;*
- *rooftop solar PV systems;*
- *on-site microgrid with backup generation and storage, combined with renewables, for energy resilience*
- *electrical infrastructure designed to facilitate future battery energy storage;*
- *variable speed drives on all mechanical plant and equipment;*
- *energy recovery ventilation (ERV/HRV) to recover energy from exhaust air;*
- *building energy management system (BEMS/BMS) with sub-metering to monitor and optimise energy use in real-time;*
- *rainwater harvesting for non-potable uses like truck washing or landscaping; and*
- *low-flow fixtures to reduce water consumption in restrooms or wash stations*

PEIR Chapter 17 demonstrates ‘how the proposals can be adapted over their predicted lifetimes to remains resilient to a credible maximum climate change scenario’ (NPS NN paragraph 4.40). The potential main hazard applicable to the Proposed Development in the operational phase are

identified at paragraph 17.150 for the periods 2030 – 2059 and 2070 – 2099 for a high global emissions scenario.

4.7.5. The main hazards considered potentially applicable to the Proposed Development are:

- *pluvial flooding of the DCO Site or access;*
- *overheating of equipment due to high temperatures or increased cooling demand;*
- *high temperatures leading to increased energy demand for cooling;*
- *high temperatures and temperature fluctuations causing thermal contraction and expansion of road surfaces and rail infrastructure, leading to cracking or warping;*
- *structural damage caused by extreme storm and wind events;*
- *slope/embankment failure caused by extreme rainfall or storm and wind events;*
- *heat stress to buildings leading to expansion and buckling;*
- *disruption or storm damage to the wider road or rail network, including disruption to rail network due to extreme heat;*
- *ground shrinking and swelling due to excessive rainfall and drought cycles, leading to subsidence;*
- *decline in water resource supply caused by drought, affecting potable water use and landscaping;*
- *landscaping/habitat failure or increased watering and maintenance requirements; and*
- *health, safety and wellbeing risk to operational workforce in high temperatures both indoors and outdoors'*

4.7.6. NPS-NN states (paragraph 5.40): *'The Secretary of State should be content that the applicant has taken all reasonable steps to reduce the total carbon emission at all stages of development. The Secretary of State should also give positive weight to projects that embed nature-based or technological processes to mitigate or offset the emissions of construction and within the proposed development.'* (emphasis added)

4.7.7. The PEIR Chapter 17 concludes (paragraph 17.227): *‘with full implementation of the embedded and further mitigation as controlled through the Carbon Management Plan, the residual greenhouse gas emission effects of construction are predicted to be reduced to minor adverse and not significant.’*

4.7.8. The Applicant has demonstrated there *‘there are no features of the design of [ILPN] critical to its safety or operation which may be seriously affected by more radical changes to the climate’* (NPS-NN 4.41). In the case of ILPN RFI there is considered to be no necessary action to be taken to ensure that the operation of this NSIP is protected from more radical changes to the climate over its estimated lifetime (NPS-NN paragraph 4.31) (NN-NPS 4.41)

4.8. Pollution Control and Other Environmental Regulatory Regimes.

4.8.1. The Secretary of State is required to be satisfied that development consent can be granted taking full account of environmental impacts. This requires close co-operation with the Environment Agency and other relevant bodies including statutory nature conservations bodies; drainage boards; water and sewerage undertakers. These consultees have all responded to the non-statutory consultation exercise and confirmed no objections or provided comments which are addressed (or are to be addressed) through the DCO application.

4.9. Common Law Nuisance and Statutory Nuisance

4.9.1. NPS-NN Paragraph 4.55 states:

‘It is very important that, during the examination of a nationally significant infrastructure project, possible sources of nuisance under section 79(1) of the 1990 Act, and how they may be mitigated or limited, are considered by the Examining Authority so they can recommend appropriate requirements that the Secretary of State might include in any subsequent order granting development consent. More information on the consideration of possible sources of nuisance is at paragraphs 5.117 to 5.125’.

4.9.2. These considerations are addressed under the Generic Impact of ‘Dust, Odour, Artificial Light, Smoke, Steam and under Noise and Vibration.

4.10. Safety

Road Safety

4.10.1. NPS NN Paragraph 4.57 states:

‘.....even where safety is not the main aim of a development, the opportunity should be taken to improve safety, including introducing the most modern and effective safety measures where proportionate. Consideration should also be given to wider transport objectives, including expanding active travel, and creating safe and pleasant walking, wheeling and cycling environments.’

4.10.2. Paragraph 4.58 states:

‘The applicant should undertake an objective assessment of the impact of the proposed development on safety including the impact of any mitigation measures.’

4.10.3. Paragraphs 4.59 – 4.60 states:

‘The applicant should be able to demonstrate that their scheme is consistent with government Road Safety policy and with the National Highways Safety Framework for the Strategic Road Network. Applicants must show that they have taken all steps that are reasonably required to minimise the risk of death and injury arising from their development, including:

- *contributing to an overall reduction in road casualties*
- *contributing to an overall reduction in the number of unplanned incidents*
- *contributing to improvements in road safety for pedestrians and cyclists*

‘The applicant must also demonstrate that:

- *they have considered the safety implications of their project from the outset*
- *they are putting in place rigorous processes for monitoring and evaluating safety’*

4.10.4. PEIR Chapter 07 Transport addresses these considerations. It is concluded that the Applicant has taken all reasonable steps to:

- Minimise the risk of road casualties arising from the Proposed Development.
- Contribute to improvements in the safety of the SRN.

Rail Safety

4.10.5. Rail schemes should take account of the Government's policy supported by legislation to ensure that the risks of passenger and work-force accidents are reduced as far as reasonably necessary (NPS NN 4.62) paragraphs 4.64 – 4.65 state:

'The applicant should be able to demonstrate that their scheme is consistent with all relevant regulations, industry guidance and regulatory guidance from the Office of Road and Rail, and that their safety assessment has considered the cost and safety implications during the construction, commissioning and operational phases of the development.

The Secretary of State should not grant development consent unless satisfied that all reasonable steps have been taken, and will be taken to:

- *minimise the risk of deaths or injury arising from the scheme (noting that railway developments can influence risk levels both on and off the railway networks)*
- *contribute to improvements in societal safety levels'*

4.10.6. PEIR Chapter 19 Major Accidents and Disasters addresses the risks arising from increased rail freight movements at paragraphs 19.62 – 19.65 (paragraph 19.64) explains the proposal to close two existing surface crossings and their replacement with two bridges over the railway. The assessment concludes that the risk of potential significant effects associated with increased rail freight is As Low As Reasonably Practicable (ALARP). In the context of the provision of NPS-NN paragraph 4.65 '*all reasonable steps have been taken*' in the design of ILPN RFI.

4.11. Security Considerations

4.11.1. The National Protective Security Authority has identified 13 Critical National Infrastructure. A SRFI does not fall within the scope of Critical Infrastructure.

4.12. Health

4.12.1. NPS NN paragraph 4.71 states:

‘National road and rail networks and strategic rail freight interchanges have the potential to affect the health, well-being and quality of life of the population’

Reference is made to both direct impacts and indirect impacts on health.

4.12.2. Examples of direct impacts include:

- Traffic
- Noise
- Vibration
- Air quality and emissions
- Light pollution
- Community severance
- Dust odour
- Polluting water
- Hazardous waste and pests

4.12.3. Examples of indirect impacts are:

- Affect access to key public services
- Local transport
- Opportunities for walking cycling and wheeling
- Use of open space for recreation and physical activity

4.12.4. These considerations are addressed in PEIR Chapter 18 Population and Human Health and PIER Chapter 07 Transport and Traffic in relation to severance of communities; and will be considered further following the determination of highway mitigation works.

4.12.5. This Planning Statement refers to these considerations relevant to the impact of ILPN RFI – and where appropriate references the assessments under the individual topic heading of Generic Impacts. The approach taken to address potential adverse health impacts has been to *‘avoid mitigate or as a last resort compensate for adverse health impacts as appropriate’* (NPS -NN paragraph 4.72) PEIR Chapter 18 paragraph 18.134 concludes:

‘The assessment of population and human health has considered a wide range of environmental and socio-economic factors (informed by IEMAs Guide to Effective Scoping of Human Health in EIA) that can influence health outcomes. These comprise: access to open space and PRow for physical activity and recreation; changes in transport nature and flow rate; changes to the visual environment (on community identity, resilience and influence); loss of community resources (on social participation, interaction and support); changes in socio-economic factors; changes in air quality; changes in noise and vibration; and changes in demand for healthcare services.’

4.12.6. In undertaking the assessments consideration has been given to *‘the enhancement opportunities for active travel and horse riders driven by the principles of good design to create safe and attractive routes to encourage health and wellbeing’*. In so doing consideration has been given to the ‘potential impacts on vulnerable groups within society as addressed at PEIR Chapter 07 (paragraph 7.48).

4.13. Accessibility

4.13.1. The NPS -NN paragraph 4.73 states:

‘The government is committed to creating a more accessible and inclusive transport network that provides a range of opportunities and choices for people to connect with jobs, services and friends and family’.

The government '*expects applicants to improve access wherever possible on and around national networks by designing and delivering schemes that take account of the accessibility requirements of all those who use, or are affected by national networks infrastructure including disabled users*'. (NPS-NN paragraph 4.74) The design of ILPN RFI has responded to this expectation with the access routes as shown on the draft Parameters Plan (Figure 3.1)

4.14. Strategic Rail Freight Interchanges

4.14.1. NPS-NN paragraphs 4.80 – 4.81 specifically address the policy requirements for SRFIs and are referenced under the following headings:

4.15. Rail Freight Interchange Function (Paragraph 4.80)

4.15.1. From the outset ILPN RFI has been planned and will be developed '*in a form that can accommodate both rail and non-rail activities including ensuring appropriate provision for HGV drivers using the interchange*'. The Phasing Plan, PEIR Chapter 03 Table 3.8 (also set out below paragraph 2.3.23 of this Statement) establishes the phased delivery of infrastructure to accommodate both rail and non-rail activities.

4.15.2. The draft Parameters Plan (Figure No. 3.1) demonstrates the provision for, inter alia, the:

- Rail Freight Interchange
- Location of Container Stacks
- Development Zones

One lorry park for the site is included within Development Zone F and another dedicated lorry park for the railport is included immediately adjacent to the railport.

4.15.3. Lorry drivers are typically provided with a specific delivery 'slot time' to a particular occupier. Hence drivers travelling from afar will plan their journey so as to accommodate potential delays on the road network or ferry crossing. In consequence some drivers will arrive early for their allotted delivery time. The HGV lorry park in Zone F provides suitable private space to accommodate drivers and vehicles, with facilities while awaiting the delivery slot to a particular occupier on ILPN RFI.

4.15.4. ILPN fully satisfies the ‘rail freight interchange function’ (NPS-NN paragraph 4.80)

4.16. Transport Links and Location Requirements

4.16.1. NPS-NN requires (paragraph 4.81) SRFIs to be ‘*appropriately located relative to the markets they will serve*’. The SRFI Needs Assessment addresses ‘Defining a Property Market Area’ at paragraphs 7.4-7.11. The Property Market Area (PMA) is identified at Figure 7.2 representing a 20 mile HGV drive distance from ILPN. The PMA is based on discussions with rail freight operators, Savills Industrial Agents and the Applicant. A 20 mile truck travel distance isochrone is considered a suitable catchment area that captures the key competitor locations and is a reasonable distance which most Industrial and Logistics (I&L) occupiers will travel to use the rail freight interchange to either collect or drop off materials and goods as part of their supply chain.

4.16.2. The policy requirement for SRFIs to have ‘good road access’ is met not only by virtue of the site’s proximity to the M6 motorway but also by the accessibility of ILPN RFI onto new road infrastructure provided by Parkside Link Road which opened to traffic on the 30th May 2025. The Link Road was funded by the Liverpool City Region Combined Authority ‘*to help unlock the former Parkside Colliery site for development, delivering much needed investment, jobs infrastructure and training opportunities for residents and communities in Newton le Willows and the surrounding areas. This enhanced highway access between the M6 and local road networks and the new Parkside development will divert goods traffic away from the A49 and residential areas, improving connectivity for communities and helping to lower local environmental concerns*’ (source St Helens Borough website).

4.16.3. NPS-NN Paragraph 4.82 states ‘adequate links to the rail and road networks are essential’. PEIR Chapter 07 Transport and Traffic demonstrates that adequate road and rail connections are met in the design of ILPN.

4.16.4. PEIR Chapter 07 Transport and Traffic has addressed the policy provisions of DfT Circular 01/2022. The Strategic Road Network and the Delivery of Sustainable Development (paragraphs 7.25-7.28).

4.16.5. NPS-NN paragraph 4.83 acknowledges that:

‘SRFIs tend to be large scale commercial operations, which are most likely to need continuous working arrangements (up to 24 hours). By necessity they involve large structures, buildings and the operation of heavy machinery.’

4.16.6. The SRFI Needs Assessment – establishes a market need for buildings up to 30m in height – providing a clear span at haunch level of up to 27m for volumetric efficiency in the storage of goods.

4.16.7. In considering the location of ILPN RFI, it is not located in an *‘environmentally sensitive area’* examples of which in the NPS are as National Parks, the Broads and Areas of Outstanding Natural Beauty. The potential impact of ILPN RFI which requires continuous working arrangements (24/7 365 days a year) on Highfield Moss SSSI and Risley, Holcroft & Chat Mosses NNR - the nearest environmental designations - has been addressed above when considering the provision of the Habitat Regulations. An assessment has also been made as to the potential impact on Ritson Clay Pits SAC and Mersey Estuary Ramsar/SPA/SAC. No significant impacts in EIA terms have been identified. (refer to paragraph 4.3.5 of this Statement)

4.16.8. The proximity of ILPN RFI to existing residential properties is addressed in the context of noise within PEIR Chapter 09 Noise and within PEIR Chapter 08 Air Quality. Visual impact is addressed within PEIR Chapter 10 Landscape and Visual Effects. In each of these chapters the unavoidable impacts are addressed through mitigation measures. Residual harms that are identified are taken into the Planning Balance.

4.16.9. NN -NPS acknowledges that SRFIs can provide *‘many benefits for the local economy’* paragraph 4.84. The *‘existence of an available and economic local workforce’* is an important consideration for the Applicant (paragraph 4.84). This consideration is addressed at PEIR Chapter 06 Social Economic Effects. Chapter 06 identifies the benefits of ILPN RFI in the provision of new job opportunities, addition to GVA for the national and regional economies as major beneficial impacts. The weight to be given to these benefits is addressed in the Planning Balance.

4.16.10. It is concluded from the PEIR and accompanying documents referred to above that ILPN RFI satisfies the ‘*transport links and location requirements*’ set out at NPS paragraphs 4.81 - 4.84. Further consideration is given to the transport impacts when assessing the Generic Impacts.

4.17. Scale and Design

4.17.1. NPS-NN paragraph 4.85 states:

‘Schemes will only be permitted where they achieve this purpose [facilitating modal shift from road to rail] and the Secretary of State is satisfied that rail facilities will come forward in a timely manner’.

4.17.2. Paragraphs 4.86 -4.87 states:

‘Applicants should develop rail infrastructure and buildings capable of rail connection from the outset, and consideration of further rail infrastructure to allow more extensive rail connection within the site in the longer term is strongly encouraged.

Applications for a proposed SRFI should provide for a number of rail connected or rail accessible buildings, plus rail infrastructure to allow more extensive rail functionality within the site in the longer term. Applicants should deliver rail terminal infrastructure and / or buildings capable of rail connection in conjunction with the wider development. ‘

4.17.3. The Draft Parameters Plan (PEIR Figure 3.1) demonstrates how provision is made for the railport connection to the railway network and for the provision of ‘rail connected’ warehouses. All other warehouses at ILPN RFI would be ‘rail served’.

4.17.4. At paragraph 4.88 it is stated:

‘The Secretary of State recognises that applicants may need to deliver warehousing ahead of the final delivery and commissioning of connections to the rail network coming forward’

It is proposed that up to 147,468 sqm of logistics floorspace is constructed prior to the rail terminal becoming operational- secured through a Requirement.

4.17.5. The Indicative Phasing Plan referenced below paragraph 2.3.23 to this Planning Statement (table 3.8) identifies:

Year 1-2

- Rail Terminal Phase 1 and rail connections
- Development of warehousing with associated parking, yards, and on-plot landscaping, drainage and roads in Zones A , B and F including Lorry Park

4.17.6. The Applicant will provide evidence of discussions and can demonstrate agreement with Network Rail regarding the planned time frame for the delivery and commission of rail network connections (NPS-NN paragraph 4.88)

4.17.7. NPS-NN paragraph 4.89 identifies a range of features for a SRFI namely:

- *‘should be capable of handling four trains per day and, where possible, be capable of increasing the number of trains handled’*

4.17.8. As explained at PEIR Chapter 03 The Proposed Development, ILPN is designed to be capable of handling up to 16 trains per day.

- *‘have the capability to handle 775 metre trains’*

4.17.9. ILPN as set out in the description of development will accommodate trains up to 775m in length.

- *‘appropriately configured on-site infrastructure and layout. This should seek to minimise the need for on-site rail shunting and provide for a configuration which, ideally, will allow main line access for trains from either direction’.*

4.17.10. The design and layout of ILPN RFI meets the ‘ideal’ configuration in allowing access/egress from/to the Chat Moss Line from the east and west and to the West Coast Main Line access/egress to / from the north and south. PEIR Chapter 03 The Proposed Development describes at paragraphs 3.27 -3.38 the ‘typical operation’ of the rail port. The objective of Network Rail to secure operational clearance of the main line in the arrival/departure of a goods train (in the interest of safeguarding the passage of passenger trains) has dictated the rail engineering of the railport– in terms of its position and the geometry of the rail connections.

4.17.11. The railport has a rectangular footprint so as to be efficient in its form and operation. As explained earlier in this Statement the operational requirements of ILPN are such that the layout cannot be satisfactorily accommodated within the boundary of the site allocated for a SRFI within the St Helens Local Plan.

‘It is essential that SRFIs make appropriate provisions for the receipt of HGVs using the SRFI.’

4.17.12. The provision for HGVs and drivers has been addressed at paragraph 2.3.17 of this Statement.

4.17.13. It is concluded that ILPN RFI satisfies all the policy requirements for Scale and Design

4.17.14. It is concluded that ILPN RFI satisfies all the policy considerations raised in the NPS under the heading:

- The need for development of the national networks (NPS-NS Section 3)
- General Policies and considerations (NPS-NN Section 4)

5. PLANNING CONSIDERATIONS

Generic Impacts

5.1. Introduction

- 5.1.1. This section of the Planning Statement considers the proposals for ILPN against the Generic Impacts which are identified in NPS-NN Section 5.

5.2. Air Quality

- 5.2.1. NPS - NN states that an assessment of the impacts on Air Quality should describe matters that are set out at paragraphs 5.12-5.15 PEIR Chapter 08 Air Quality addresses these requirements.
- 5.2.2. During the construction phase the provisions of the CEMP (as embedded mitigation) will control potential air quality effects. Table 8.15 of PEIR Chapter 8 identifies the mitigation measures which will be included in the OCEMP as embedded mitigation.
- 5.2.3. The operation of the proposed development will incorporate a range of embedded mitigation measures designed to minimise air quality impacts. These are reference at PEIR Chapter 8 paragraph 8.87 The Environmental Statement when completed will make an assessment of road vehicle exhaust emissions arising from the traffic data and the potential highway mitigation works.
- 5.2.4. In respect of rail emissions PEIR Chapter 08 Air Quality states at paragraph 8.89:

'In order to minimise operational phase rail emissions, the majority of trains accessing the DCO Site will be fully electric or bimodal electric/ diesel, using electricity where possible and Hydrogenated Vegetable Oil (HVO) in place of diesel. Diesel locomotives will be phased out progressively as the wider rail network is electrified. Additionally, the Proposed Development includes fully electrified rail apart from the track under the crane gantries within the railport.'

- 5.2.5. The assessment considers the need for additional mitigation measures to preserve air quality. For the construction phase it is considered that the CEMP will ensure that fugitive emissions are not significant (paragraph 8.140).
- 5.2.6. For the operational phase, reference is made to the Travel Plan which will promote the use of sustainable transport modes. No additional mitigation is considered necessary in relation to the operational phase rail emissions.

- 5.2.7. The residual environmental effects of road vehicle exhaust emissions on human and ecological receptors during the construction phase and operational phase will be reported on within the Environmental Statement following receipt of traffic data. The operational phase rail emissions are concluded not to be significant on human or ecological receptors.
- 5.2.8. The conclusion of the Air Quality assessment at the preparation of the PEIR is that ILPN RFI will not lead to a significant air quality impact in relation to meeting environmental assessment requirements or lead to a deterioration in air quality in a 'zone/agglomeration' (NPS-NN paragraph 5.24). Further assessment as to the impact upon air quality will be undertaken within the ES following the receipt of traffic modelling data.

5.3. Green House Gas Emissions

- 5.3.1. PEIR Chapter 17 Energy and Climate Change with the submitted Carbon Management Plan has addressed the assessment required from the applicant at NPS – NN Paragraph 5.31 - 5.35.
- 5.3.2. The Whole Life Carbon Assessment calculates emission from 'cradle to grave' of ILPN RFI (NPS – NN paragraph 5.32). It is a fundamental aim of a SRFI to optimise the use of rail in the freight journey by maximising the long haul primary trunk journey by rail and minimising some elements of the secondary distribution (final delivery by road) (NPS -NN 2.15), as a national network in a 'greener world'. The Applicant estimates that ILPN RFI will result in *'approximate saving of 111 million HGV road miles per annum in comparison with moving the equivalent capacity of freight via road using non-rail connected logistic sites'* (PEIR Chapter 17 paragraph 17.218).
- 5.3.3. Paragraph 17.218 further states: *'As a result, this switch from road to rail could save approximately 133,641 ktCO₂e/annum using present-day emission factors. In this scenario, the rail freight transport utilising the Proposed Development would be 77% more efficient than the movement of freight by lorry.'*
- 5.3.4. It is considered that the Applicant has as *'far as possible assessed the carbon emissions at all stages of the development'* (NPS -NN paragraph 5.38).

5.3.5. NPS – NN paragraph 5.40 states:

*‘The Secretary of State should be content that the applicant has taken all reasonable steps to reduce the total carbon emissions at all stages of development. The Secretary of State should also give **positive weight** to projects that embed nature-based or technological processes to mitigate or offset the emissions of the construction and within the proposed development’ (emphasis added)*

5.3.6. This positive weight is taken into the Planning Balance at Section 7 of this Statement.

5.3.7. PEIR Chapter 17 Energy and Climate Change refers to the residual environmental effects in terms of GHG emissions in the operational stage, stating (paragraph 17.187):

*‘With full implementation of the embedded and further mitigation, the residual effect of the direct and indirect GHG emissions from Proposed Development site operation is predicted to be **minor adverse and not significant**’*

5.3.8. This ‘not significant’ residual effect is to be considered in the context of the Secretary of States decision- making as set out in NPS – NN paragraphs 5.40 and 5.41 which state:

‘.... The Secretary of State accepts that there is likely to be some residual emissions from construction of national networks infrastructure’

‘Operational carbon emissions from some types of national network infrastructure cannot be totally avoided. Given the range of non-planning policies aimed at decarbonising the transport system, government has determined that a net increase in operational carbon emissions is not, of itself, reason to prohibit the consenting of national network projects or to impose more restrictions on them in the planning policy framework.’

5.4. Biodiversity and Nature Conservation

5.4.1. PEIR Chapter 11 Ecology and Biodiversity assesses the impact of ILPN RFI in accordance with the provisions of NPS-NN paragraphs 5.48 – 5.47 including the provisions of a Biodiversity Net Gain Statement. (titled Biodiversity Impact Assessment provided at Technical Appendix 11.1)

5.4.2. The Assessment refers to the embedded mitigation measure which will be secured by:

- CEMP (Ecology)
- Habitat Management and Monitoring Plan (HMMP)
- The design features for Green infrastructure including:
 - Highfield Moss SSSI Protection Zone
 - Sustainable Urban Drainage
 - Northern Habitat Corridor
 - Eastern Habitat Corridor
 - Parkside Road
 - Western Habitat Corridor
 - Pedestrian Corridor

5.4.3. These measures are described at paragraphs 11.186 – 11.258. Paragraphs 11.186 – 11.189 describe the measures that will be incorporated within the CEMP to reduce risks and disturbance during construction.

5.4.4. The assessment includes reference to the opportunities for enhancement to habitats. The assessment has addressed:

- Bats
- Badgers
- Other Mammals
- Birds
- Reptiles
- Amphibians
- Invertebrates

5.4.5. The assessment has considered that potential effects on ILPN RFI on the following Designated Sites:

- Manchester Mosses SAC - No direct impacts are expected to result from ILPN (paragraph 11.276)
- Rixton Clay Pits SAC – No impacts are expected to occur that would change the conservation status of the designated features (Great Crested Newt (GCN)) (paragraph 11.265)
- Mersey Estuary Ramsar/SPA/SSSI – (paragraph 11.267) states:

‘Given the distance to the Proposed Development and intervening land-use and habitats it is considered unlikely that the species that use the Mersey Estuary also use the DCO Site in any significant way that would be considered to be “functionally linked land”, land that plays an important role in the maintenance of the conservation status of those species and the population levels present at the Mersey Estuary.’

Highfield Moss SSSI and NNR– Paragraph 11.269 – 11.276 consider the effect of ILPN on Highfield Moss SSSI and NNR. *The AQA (PEIR Chapter 08 Air Quality) has determined that air quality impacts to Highfield Moss are not significant (paragraph 11.274)*

- Risley, Holcroft & Chat Mosses NNR – The assessment concludes that the impact of ILPN will have a negligible effect at the national level at both the construction and operational phases of the Proposed Development, and is considered not to be significant in EIA terms (paragraph 11.278).

5.4.6. The assessment Lowland Deciduous Woodland (Habitat of Principal Importance) (paragraphs 11.280 -11.284) describes the loss of habitat to accommodate ILPN including:

Lowland Deciduous Woodland (Habitat of Principal Importance)

- 0.3655ha of lowland deciduous woodland. This woodland is not on the Natural England Priority Woodland Inventory. Paragraph 11.281 – 11.282 state:

‘This area of woodland is notable in that it has a number of large and very large mature oak trees, some with minor decay features as well as some woodland indicator species, though much of the ground flora at the time of survey was noted to be dominated by bramble scrub and ruderal species such as common nettle. The woodland represents a habitat that is atypical of other woodland blocks within the DCO Main Site (being more mature and established).

It is also noted that this area of woodland is not on the Natural England Priority Woodland Inventory whilst other areas within the Main Site are on the inventory but were surveyed and considered to not meet the criteria for Lowland deciduous woodland. There are many small areas of woodland on the Priority Woodland Inventory within 2km of the DCO Site.’

(The design of ILPN RFI does not require the removal of any Ancient or Veteran tree).

Hedgerows

- The majority of hedgerows present with the Main Site site will be lost to ILPN RFI. The assessment concludes that the precise length of hedgerow that may be retained on site cannot be determined at this stage of the design of ILPN RFI with prevision. The loss of hedgerows is assessed as having no more than ‘a minor adverse effect at the national and local level’ and not considered to be a significant effect (paragraph 11.307).

Botanical Species of Interest

- A ‘minor adverse effect at a national level;’ (paragraph 11.291) has been identified to the loss of an individual specimen of Maiden Pink. A minor beneficial effect has been identified for Marsh Gentian which is also a nationally scarce plant.

Faunal Species

The following conclusions are drawn as to the impact of ILPN RFI upon Faunal Species.

Bats

- The implementation of a European Protected Species Management License (EPSML) and the provision of compensatory features will be expected to result in a residual negligible effect which is considered to be significant at the Local level (paragraph 11.404 – if bat roost identified in trees).
- The implementation of measures detailed in an EPSML would be expected to reduce any impacts to bats nesting in the barn at Highfield Farm to a residual level of effect on bats at the Local level which is not considered to be a significant effect (paragraph 11.405).

Badgers

- In the event that a badger sett is found within 30m of the construction zone the loss of a subsidiary or annex set would be expected to result in only a minor adverse effect at the Local Level which is not considered to be significant effect (paragraph 11.407).

Hedgehog

- Negligible effect at Local level, not considered to be a significant effect (paragraph 11.408).

Birds

- Wintering Birds: Farmland species – A residual negligible effect on wintering farmland birds at the County Level (paragraph 11.409).
- Wintering Birds: Generalist species – a residual minor adverse effect at a Local level and not considered to be significant (paragraph 11.410).
- Breeding Birds: Farmland species – A residual negligible effect for breeding farmland birds at the County Level (paragraph 11.41)
- Breeding Birds: Generalist species – A residual minor adverse effect at the Local Level and not considered significant (paragraph 11.412)

- Passage Migratory Birds – A negligible level of effect at the County Level and is not considered to be significant effect (paragraph 11.413)
- A further assessment within the ES is to be made on HRA Bird Assemblages (paragraph 11.414)
- Barn Owls – *‘Overall there is considered to be a residual minor beneficial effect at the Local Level which is not considered to be a significant effect’* (Paragraph 11.415)

Amphibians

- GCN – With the embedded design of habitat creation ‘minor beneficial effect to the GCN population at the local level (paragraph 11.416).
- Common Toad – Residual negligible effects at the Local level, not significant (paragraph 11.417)

Reptiles

- Common Lizard – Residual minor beneficial effect at operational level, but not significant (paragraph 11.418)

Invertebrates - minor adverse effect at the Local level not considered to be significant (paragraph 11.419).

Bleeding Heart Spiders – Residual negligible effect at the National level (given a nationally scarce species) but of minor beneficial effect at the Local Level (paragraph 11.420). This conclusion may be subject to change and will be confirmed upon completion of on-going survey and reporting.

5.4.7. The assessment has considered the impact of ILPN RFI for cumulative and in combination effects with the developments listed at Table 11.9. The assessment concludes (paragraphs 11.424 – 11.426):

‘It is anticipated that for all proposed developments considered as part of this cumulative assessment, mitigation measures both embedded as design or within plans, or additional mitigation would be in place to reduce any adverse effects on nature conservation and biodiversity.

It is assumed that any adverse effects arising from these developments would be reduced to acceptable levels through appropriate design, with mitigation and compensatory measures where necessary, and in some cases providing biodiversity enhancements.

On the assumption that each approved or anticipated forthcoming development therefore incorporates appropriate mitigation to reduce its own effects, overall effects will be no greater than any individual effect identified for this Proposed Development and would be unlikely to result in any long-term significant harm for the vast majority of receptors.

*However, a number of the above applications and allocations include the loss of agricultural cropland likely to be used by farmland birds. When considered as a whole the Proposed Development and the applications and allocations would result in the loss of a large area of agricultural cropland in the Local area which would be considered to represent a moderate adverse effect to farmland breeding birds at the Local level in the absence of mitigation. The Proposed Development will be subject to off-site compensation for loss of farmland breeding bird habitat and it is anticipated that all or the majority of the above applications and allocations would also include compensation for losses of farmland bird habitats. Taking into account the proposed and likely compensation the cumulative effect is considered to be reduced to a **minor adverse effect at the Local level and would not be considered to be significant**.*

5.4.8. NPS-NN paragraph 5.55 states:

'As a general principle, and subject to the specific policies below, development should, at first avoid significant harm to biodiversity and geological conservation interests, including through consideration of reasonable alternatives. If avoidance is not possible, mitigation needs to be considered (as set out in paragraphs 5.48 to 5.52 above). Where significant harm cannot be avoided or mitigated it should be compensated for as a last resort, with on-site mitigation being considered prior to off-site. The Secretary of State will give significant weight to any residual harm.'

5.4.9. The assessments that have been undertaken to date demonstrate that significant harm is avoided. The residual negligible effects following mitigation including the implementation of a EPSML is taken into the Planning Balance.

5.5. Resource and Waste Management

5.5.1. PEIR Chapter 16 Materials and Waste addresses the assessment required by NPS – NN paragraph 5.71. Paragraphs 16.112 -16.122 set out the embedded mitigation measures which are included in the design for ILPN. These include the preparation of a Site Waste and Materials Management Plan (SWMMP) which will be submitted with the DCO application. The SWMMP identifies (paragraph 16.117):

- *‘the types and likely quantities of construction, demolition and excavation (CD&E) wastes that may be generated as a result of the Proposed Development;*
- *relevant reuse, recycling and landfill diversion targets applicable to the Proposed Development; and*
- *a review of the waste management measures and procedures to be implemented on site during construction in line with relevant legislation, guidance and best practice. These measures would set out how the CD&E wastes would be reduced, reused, managed and disposed of’.*

5.5.2. A Materials Management Plan (MMP) will be developed at a later stage by the Principal Contractor. This will (paragraph 16.118)

- *‘demonstrate the quantity of material to be reused on site;*
- *identify the origin of the material to be used on site, and/or identify the receiver site for surplus material; and*
- *demonstrate that the material is suitable for reuse and there would be no risk to either human health or the environment by reusing the material either on site or on the receiver site.’*

5.5.3. Paragraph 16.119 states:

‘Implementation of the SWMMP and MMP will help material re-use to be maximised by minimising waste at source (reducing the requirement for new construction materials) and during

construction. This may require the material to be managed in accordance with the Definition of Waste: Development Industry Code of Practice⁴. For example, this could include screening, crushing, and recycling of demolition materials onsite, or the use of in-situ recycling of tar bound bituminous materials. Further, an MMP allows for imported material to come from donor sites as waste material or material for re-use.'

- 5.5.4. The assessment establishes that the 'cut and fill' balance for construction of ILPN RFI will result in a small surplus for subsoil (Table 16.16). In respect of top soil, the assessment states (paragraph 16.139):

'There will be a surplus of topsoil of varying grades. Higher quality soil, suitable for best and most versatile agricultural land will be placed, where practicable, in the Soil Reuse Area on farmland to the immediate east, or may be used for landscaping schemes on other development sites in the wider area. Lower quality soils will be used in on site landscaping, screening bunds, on the area of land identified as a potential community park and in creating BNG land to the immediate north. Soils will be tested and segregated into the grade that is suitable for the end use.'

- 5.5.5. With this arrangement it is envisaged that there is a potential for an insignificant amount of unsuitable excavated material which cannot be re-used on site in construction activities and is required to be disposed of off-site (paragraph 16.141). This arrangement is subject to the Applicant reaching agreement with the landowners. Based on the assumption that any waste disposed off-site will be sent to alternative facilities before being sent to landfill as a last resort, the magnitude of effect is of slight significance but not significant in EIA terms (paragraph 16.143). The assessment conclusions are set out at paragraphs 16.180 -16.188.
- 5.5.6. It is considered that the Applicant has demonstrated an '*effective process that will be followed to ensure safe and effective management of waste arising from the construction and operation*' of ILPN. (NPS – NN Paragraph 5.76) The policy provisions of the NPS for resources and waste management are satisfied.

⁴ Contaminated Land: Applications in Real Environments (2011) The Definition of Waste: Development Industry Code of Practice

5.6. Dust, Odour, Artificial Light, Smoke, Steam

5.6.1. The Applicant is required (NPS-NN paragraph 5.120) to assess the potential for emissions of dust, odour, artificial light, smoke, steam to have a detrimental impact on amenity. Paragraph 5.121 requires the Applicant to describe:

- the type and quantity of emissions
- aspects of the development which may give rise to emissions during construction, operation and decommissioning
- premises, locations or species that may be affected by the emission
- effects of the emission on identified premises or locations
- measures to be employed in preventing or mitigating the emissions

5.6.2. In the context of the form of NSIP, potential effects are reasonably confined (within this Generic Impact) to matters relating to dust (air quality) and artificial light. Table 8.15 sets out the embedded mitigation to control fugitive dust emissions, including the preparation of a Dust Management Plan – which may be secured by a Requirement.

5.6.3. The Applicant considers that with the embedded mitigation that *‘all reasonable steps have been taken, and will be taken to minimise any detrimental impact on amenity from the omission of dust artificial light’* (NPS-NN 5.124) The policy provisions relating to this Generic Impact are satisfied by the design for ILPN.

5.7. Flood Risk

5.7.1. PEIR Chapter 14 Surface Water and Flood Risk addresses flood risks including the preparation of a standalone Flood Risk Assessment (FRA) for the construction and operational phases of ILPN RFI. At paragraph 14.106 it is concluded:

‘Any change in surface water quantity discharging from the DCO Site during the construction phase is considered to be direct, of short to medium term and temporary in nature. Overall, it is predicted that the negligible impact on high sensitivity receptors (construction workers and downstream

flood risk receptors) would result in a minor adverse effect on surface water quantity during the construction phase, which is not significant.'

5.7.2. In the operation phase it is stated (paragraph 14.122):

'Any change in flood risk during the operational phase is considered to be direct, of long term and permanent in nature.'

It is predicted that the negligible impact on high sensitivity receptors would result in minor adverse effect on flood risk during the operational phase which is not significant in EIA terms (paragraph 14.126). A sustainable drainage strategy is appended to this PEIR Chapter as Appendix 14.2.

5.7.3. The FRA (PEIR Appendix 14.1) establishes that the entirety of the Main Site and Western Rail Chord is located within Flood Zone 1. Figures 6.1 (of the FRA) displays the EA's analysis of the risk of flooding from surface water. The areas shown to be at a potential risk of surface water flooding generally correlate with the location of existing surface water bodies and topographical low points.

5.7.4. The FRA concludes (paragraph 6.22):

'While parts of the site are at a high probability of surface water flooding due to the development of the site and proposed mitigation measures such as the drainage strategy, the surface water flood risk to the development is considered to be low.'

5.7.5. The FRA demonstrates that the proposed development is at an *'acceptable level of flood risk'* (paragraph 10.1). The development will not increase flood risk elsewhere, subject to the management of surface water run-off discharging from the site. Table 10.1 provides a Flood Risk Assessment Summary.

5.7.6. It is considered that an appropriate FRA has been prepared. The Main Site is located within Flood Zone 1 – satisfying the sequential approach to the location of development. The FRA has demonstrated that flood risk will not increase elsewhere. Reasonable steps have been taken to *'avoid limit and reduce the risk of flooding of ILPN and elsewhere'*. (NPS-NN paragraph 5.143; 5.145, 5.148).

5.8. Land contamination and instability

- 5.8.1. PEIR Chapter 15 Geology, Soils and Contaminated Land has considered the issue of contamination and instability. A contamination risk assessment, hydrogeological and hydrological assessments will be concluded for the ES submission at Appendix 15.2. Presently, *‘laboratory analysis of soil samples recovered from the Draft Main Order Limits has not identified any significantly elevated contamination concentrations.’* (paragraph 15.89).
- 5.8.2. The assessment has not identified any significant impact on the issue of instability.

5.9. Landscape and Visual Impacts

- 5.9.1. PEIR Chapter 10 Landscape and Visual Effect has referenced the Applicant’s assessment of the impact of ILPN with the requirements of NPS-NN (paragraphs 5.161-5.162) and has considered the provisions of relevant development plan for the three authorities.

Landscape Effects – Construction Phase

- 5.9.2. ILPN RFI has no impact upon any statutory landscape designations. Nor are any non-statutory landscape designations impacted upon.
- 5.9.3. NPS – NN paragraph 5.164 states:

‘The project should be designed, and the scale minimised, to avoid or where unavoidable, mitigate the visual and landscape effects, during construction and operation, so far as is possible while maintaining the operational requirements of the scheme. In exceptional circumstances requirements might be warranted, and the Secretary of State may decide that the benefits to reduce the landscape effects outweigh the marginal loss of scale or function’

- 5.9.4. The operational requirements of ILPN RFI are set out at Chapter 5 of the SRFI Needs Assessment. This report explains that operational requirements for ILPN RFI to facilitate the provision of buildings up

to 30m in height to meet occupier demand for volumetric efficiency. This height is consistent with the provision made at other SRFIs in the country, including West Midlands Interchange (which also required land from the Green Belt) (paragraphs 5.18- 5.210 of the Needs Assessment)).

- 5.9.5. These operational requirements are presented on the draft Parameters Plan (PEIR Figure 3.1). Inevitably a SRFI involves large scale buildings and rail terminal infrastructure which limits the extent to which the impact of the development on landscape and visual amenity can be minimised while maintaining the operational requirements for a SRFI. PEIR Chapter 10 Landscape and Visual concludes at paragraph 10.135 -10.136:

‘Whilst this is a large-scale development which would fundamentally change character within and adjacent to the Site, its visual envelope would be relatively contained, avoiding influence on character beyond approximately 2km radius from the Main Site. It is therefore the case that the change to landscape character due to the Proposed Development will remain relatively localised, avoiding the potential for wider influence on landscapes further from the site and beyond the adjacent urban areas.

The presence of construction plant & machinery, earthworks, stockpiles of materials, hoardings, construction compounds and construction lighting, in addition to the removal of a small amount existing vegetation would have effects ranging from Moderate to Major to Major Adverse (Significant) effect on the host and immediately neighbouring LCAs during construction. Despite the generally flat open nature of the landscape and the large-scale of the construction activity associated with the Proposed Development, its influence would be contained by the presence of built form, minor landform undulations and intermittent tree and hedgerow cover.’

- 5.9.6. These adverse impacts upon the landscape are taken forward into the Planning Balance – acknowledging the inevitability of some significant adverse impacts for this particular form of national network infrastructure. In short form, such impacts necessarily ‘go with the turf’ of a SRFI development.

Visual Effects – Construction Phase

5.9.7. PEIR Chapter 10 assesses Visual Effects on viewpoints and Receptors. Receptors are identified as including:

- People in Residential properties
- Users of Public Rights of Way
- Users of Community Facilities
- People using roads
- People at Employment Sites

5.9.8. Paragraph 10.142 states:

‘Despite the relatively high number of residential properties within the 5km study area, a relatively small number of residential receptors have been identified as experiencing significant visual effects during construction. All residential receptors identified as experiencing significant visual effects during construction are either individual properties or small groups of properties which are located in relatively close proximity to the Order Limits Boundary. No significant visual effects have been identified outside a radius of 2km from the Main Site’

5.9.9. It is acknowledged that the anticipated construction period may extend up to 10 years. The provision of landscaping including screening bunds cannot take place until the earthworks (Phase 1 year) have been completed – as it is the arisings of soil which enable the bunds to be profiled. During the period of construction, it is inevitable that local residents will be experience some level of disturbance including a reduction in visual amenity. The adherence to Management Plans such as the CEMP will minimise the degree of disturbance during the construction period.

5.9.10. In the context of the visual effects on the PRow network PEIR Chapter 10 states at paragraph 10.145:

‘Similar to the assessment of effects on residential receptors, all right of way receptors identified as likely experiencing significant visual effects due to the construction of the Proposed Development are located in close proximity to the DCO Site. There are a relatively high number of rights of way identified as being subject to significant visual effects during construction as there is a relatively dense network

of rights of way within the Study Area which traditionally provided connections between farm, villages and former colliery sites'

Operation Phase - Landscape Effects

- 5.9.11. Paragraphs 10.153 -10.156 summarises the effects on landscape character from ILPN – which are summarised as being '*significant but localised*'. Paragraph 10.154 states:

'There would be direct effects on the two 'host' character areas, St Helens AM4 and Wigan 1A, as a result of the profound and permanent change that will result from introducing large scale infrastructure and buildings'

- 5.9.12. The assessment concludes at paragraph 10.135:

'Whilst this a large-scale development which would fundamentally change character within and adjacent to the Site, the visual envelope would be relatively contained, avoiding influence on character beyond an approximate 2km radius from the Main Site. The change to landscape character due to the Proposed Development will remain relatively localised, avoiding the potential for much wider influence on and beyond the adjacent urban areas'.

- 5.9.13. The level of harm to landscape character is taken into the Planning Balance. The weight to be given to this harm will recognise the:

- a) Inevitability of such an impact upon the Main Site and the adjoining landscape from the form of development of a SRFI;
- b) The ILPN RFI has been designed to mitigate the landscape effects as far as is possible while maintaining the operational requirements of a SRFI.

Visual effect – representative view points identified

- 5.9.14. At Year 15 – which is conventionally an appropriate time period to assess residual effects of operational development, - the mitigation proposed on the Illustrative Landscape Master Plan (PEIR Figure 3.4) would have established to a reasonable level of maturity such that the Proposed

Development would be more suitably integrated into the view from the majority of visual receptors, including residential properties.

5.9.15. The LVIA has concluded that out of 30 viewpoint experiencing significant visual effects at Year 0, the provisions of the Illustrative Landscape Masterplan would reduce these effects to the seven locations listed above at Year 15. Figure 10.9 concludes that residually significant effects at Year 15, remain at the following viewpoints (VP) – namely:

- VP1
- VP2
- VP20
- VP24
- VP28
- VP29
- VP30

5.9.16. Paragraph 10.203 states:

‘Residual significant effects remain concentrated among receptors in closest proximity, notably:

- *Properties on Winwick Lane (R1–R4), where proximity ensures continuing visibility;*
- *Properties at Hermitage Green (R25) and Kenyon Lane (R45), where the large-scale warehouses would remain apparent on the skyline; and*
- *Footpath users to the north of the Site in the vicinity of Highfield Moss, and a limited number of viewpoints to the east and south-east (including Moss Lane and New Lane End), where the openness of the landscape and ecological mitigation areas limit the potential for full screening.’*

5.9.17. This residual impact is taken into the Planning Balance as a harm arising from the Proposed Development.

Visual effects on People in Residential Properties

- 5.9.18. The assessment concludes that some 16 residential receptors could be subject to a residually significant visual effect at Year 15 following the establishment of mitigation. There are identified at PEIR Chapter 10 paragraph 10.169.
- 5.9.19. In each case a planning judgement has been formed from site appraisal as to the significance of the change in the amenity enjoyed by the occupiers of these residential properties. Without doubt the change of outlook from that provided presently by open agricultural land, will be significant and result in a reduction in visual amenity. Significant visual effects are an inevitability from the form and scale of an SRFI.
- 5.9.20. Nevertheless, the LVIA demonstrates that ILPN RFI has been designed and the scale minimised to mitigate the visual effect during construction and operation so far as is possible while maintaining the operational requirements of the scheme (NPS-NN para 5.164)
- 5.9.21. In summary, the visual impacts of ILPN RFI on the amenity of the 16 residential receptors will be adverse, but not to the extent that it may be reasonably suggested as having an overbearing or unacceptable effect upon residential amenity. The magnitude of the visual effects are not of such a degree that any of these properties would be widely regarded as becoming unattractive places in which to live. The reduction in visual amenity for residential receptors is taken into the Planning Balance.

Public Right of Way

- 5.9.22. PEIR Chapter 10 Paragraph 10.170 identifies the rights of way receptors which are identified as experiencing residually significant effects at Year 15. Paragraph 10.176 states:

'In each of these cases, a residually significant effect remains at Year 15 due to the visual influence of the proposed warehouse buildings and rail terminal infrastructure, which would alter views. The most notable reduction in the level of effect on footpaths would be within the area to the north of the Proposed Development, where proposed belts of planting would screen some close-range views of the Proposed Development. However, the aim of the mitigation planting in that location is not to entirely cover the area with woodland planting and, as such, there would remain views of the

Proposed Development from more open areas, including from areas which are to form ecological mitigation areas and comprise more open areas of grassland habitat.'

5.9.23. Inevitably the Proposed Development will substantially change the outlook from these PRoW receptors. The presence of ILPN RFI with extensive landscaping is considered not to be overbearing or oppressive to an extent that the presence of ILPN RFI would materially affect the extent to which the PRoW network is used by surrounding communities. The proposals include the closure of a surface crossing of the railway to the east of Highfield Moss (and the diversion of the PRoW), which is considered appropriate in the interest of railway safety. Some loss of visual amenity as a consequence of ILPN RFI is to be expected for those people who enjoy the existing PRoW network in close vicinity to the Main Site. The reduction in visual amenity for users of the PRoW – within the overall assessment of visual effects - is a negative effect of the Proposed Development, and is taken into the Planning Balance.

5.9.24. It is accepted that those who travel through within locality may similarly express a view that their visual amenity would be reduced by the presence of ILPN RFI. Some loss of visual amenity as a consequence of ILPN RFI is to be expected by reasoning of strategic-scale built development taking place on an open greenfield site forming a tract of otherwise undeveloped countryside (recognising that some 47% of the land area is allocated for this form of development as a SRFI in an adopted development plan). The loss of visual amenity for these receptors is a negative effect of ILPN RFI which is to be placed in the Planning Balance.

5.9.25. PEIR Chapter 10 states (paragraph 10.209):

'Further work which will be undertaken in advance of submission of the application for development consent includes:

- *Photography at selected viewpoint locations during summer months, i.e. before the end of September 2025.*
- *Further refinement of the Landscape and Visual Assessment based on the further work identified here and consultation responses received.*

- *A summary of the potential for night-time visual effects due to lighting within the Proposed Development. This will be based on technical analysis within a separate Lighting Assessment, which will be produced by a Lighting Engineer on behalf of the Applicant.*
- *Further refinement of the Outline Landscape and Ecological Management Plan (OLEMP) based on consultation responses received'*

The Planning Statement will be reviewed upon the receipt of this additional information.

5.10. Land Use Including Open Space Infrastructure And Green Belt NPS-NN (paragraphs 5.179 -5.2-3)

5.10.1. NPS-NN Paragraph 5.180 states:

'The re-use of previously developed land for new development can make a major contribution to sustainable development by reducing the amount of countryside and undeveloped greenfield land that needs to be used. However, this may not be possible for some forms of infrastructure, particularly linear infrastructure such as roads and railway lines. Similarly, for strategic rail freight interchanges, brownfield land may not be economically or commercially feasible, albeit applicants will need to demonstrate clearly why the use of brownfield land is not appropriate.'

5.10.2. The Applicant has considered the availability of Brownfield land to meet the need for intermodal freight facilities within the Property Market Area. The PDL has been identified to accommodate a SRFI. The analysis demonstrates with clear reasoning why Brownfield land is not available for the development of a SRFI to serve the PMA. PEIR Chapter 04 Alternatives has not identified any alternative site to accommodate a SRFI, and meet the need for rail related logistics buildings.

5.10.3. The Applicant is required to undertake the following assessments under this Generic Impact. Paragraph 5.183 states:

‘Applicants should acknowledge the importance of considering and making the best use of land to deliver multiple different outcomes, both in terms of ensuring the land is suitable for the proposed infrastructure and in terms of exploring multifunctional outcomes from a particular action’.

5.10.4. The Applicant has acknowledged the importance in making the best use of land to deliver multiple different outcomes. The Illustrative Master Plan (PEIR Figure 3.2) shows one form of site layout derived from the draft Parameters Plan (PEIR Figure 3.1). The Illustrative Master Plan shows a technically efficient site layout that is principally derived from the rail engineering requirements for the rail port. These requirements/design constraints are explained at (PEIR Chapter 03 The Proposed Development). The exacting rail engineering requirements are such that there is little flexibility in the positioning of the rail port. A fundamental consideration is that a suitably designed railport cannot be positioned within the confines of the land allocated for a SRFI in the St Helens Borough Local Plan (Parkside East Policy LPA 09). The rail engineering requirements for ILPN RFI necessitate provision on unallocated land (greenfield) within the St Helens Borough, and Wigan Borough (the land within Wigan Borough is included as a draft allocation for employment under Policy J6 land west of Winwick Lane, Lowton in the Regulation 18 Draft Local Plan April 2025).

5.10.5. The Public Rights of Way Appraisal and Strategy explains how the design of ILPN RFI has integrated with the existing PRoW network and enhanced the opportunity for active travel from nearby communities. The design has created a sense of place, arrival spaces and key design frontages to show how people will move between the places and the plots.

5.10.6. The layout of the Proposed Development must respond to the market requirement in the size of warehouses and the provision of choice for the market. For operational efficiency the handling of containers and storage of containers requires rectangular space, most efficiently situated alongside the rail port. Having established the appropriate locations of the railport and container handling areas, consideration has then been given to how rail connected buildings may be positioned; the siting of service yards and the positioning of buildings to screen noise emissions from service yards.

Land Use

5.10.7. NPS – NN paragraph 5.184 states:

‘The applicant should identify existing and proposed land uses near the project, any effects of replacing an existing development or use of the site with the proposed project, or preventing a development or use on a neighbouring site from continuing’.

5.10.8. The existing users of the Main Site are described in PEIR Chapter 02 Site Description, comprising principally farmers. The development of ILPN RFI will necessitate the displacement of 3 users of land that reasonably may be considered to be recreational activities, namely:

- a) Croft IGP Club
- b) Kenyon Hall Airfield
- c) Warrington Model Flying Club.

The consequence of ILPN RFI for these users are addressed below, albeit it is anticipated the aviation activities may have ceased operation by the time the Proposed Development comes forward (on account of their land interests)

5.10.9. ILPN RFI will involve the displacement of the following business activities within the Main Site:

- Golden Orb Solutions
- Procon Ltd

5.10.10. PEIR Chapter 06 Land Use and Socio-economic effects has assessed the consequences of ILPN RFI on these businesses (paragraph 6.225) concluding:

‘development land and businesses: a negligible adverse impact on these very high sensitivity businesses, resulting in a temporary adverse effect of slight significance’.

‘Agricultural land holdings: a major adverse impact on these high sensitivity agricultural land holdings resulting in a permanent adverse impact of large significance’

5.10.11. These adverse effects are taken into the Planning Balance at Section 7 of this Statement.

5.10.12. The Proposal Maps for St Helens Core Strategy and the Wigan Local Plan do not identify any development or use on neighbouring land that might be prevented from continuing. PEIR Chapter 11 Ecology and Biodiversity has concluded that ILPN will not have an adverse impact upon Highfield Moss SSSI and NNR.

Recreational Land

5.10.13. NPS – NN paragraph 5.185 states;

‘Existing open space, sports and recreational buildings and land should not be developed unless the land is surplus to requirements or the loss would be replaced by equivalent or better provision in terms of quantity, quality and functionality in a suitable and accessible location.’

5.10.14. NPS-NN 5.192 states that:

‘Applicants can avoid, or minimise, the direct effects of a project on the existing use of the proposed site or proposed uses near the site, by the application of good design principles. including layout of the project and the protection of soils during construction’

5.10.15. NPS NN paragraph 5.200 states:

‘The Secretary of State should not grant consent for development on existing open space, sports and recreational buildings and land, including playing fields, unless an assessment has been undertaken either by the local authority or independently, which has shown the open space or the buildings and land to be surplus to requirements, or the Secretary of State determines that the benefits of the project (including need) outweigh the potential loss of such facilities, taking into

account any positive proposals made by the applicant to provide new, improved or compensatory land or facilities’.

- 5.10.16. The development of ILPN RFI does not involve the loss of any public open space or publicly available recreational land. St Helens BC has published as a Background Paper to the Local Plan titled ‘Open Space, Sport and Recreation’, February 2021. A purpose of the Background Paper is to (paragraph 1.2):

‘provide a summary of and analysis on the provision of open space sport and recreational facilities across the St Helens Borough Council Area’.

The assessment does not address activities such as airfields, model aeroplane flying or dog club activities. None of these activities have security of tenure.

- 5.10.17. In April 2025 Wigan Council published an Open Space Report. The accompanying Evidence Maps does not identify any recreational land use within or adjoining the Main Site.

- 5.10.18. The loss of existing recreational activities on the Main Site has no impact on land within Warrington Borough.

- 5.10.19. The Applicant has engaged the specialist services of an aviation consultant, in aviation, to consider the consequences of the loss of the land for the purpose of Lancashire Aero Club and Warrington Model Flying Club. The Planning Statement will be updated upon receipt of the report as to the potential availability of other locations for these activities.

- 5.10.20. As a matter of fact relating to the occupation of land for the purposes of the Lancashire Aero Club, the Club has entered a lease for the majority of the land it uses, including c.50% of the runway and the adjacent area, which terminates at the end of 2026. The Club has no rights to hold over the land at the expiration of the Lease. It would be unable to operate without the right to use this land. The Club may have to secure an alternative place for the Club’s activities irrespective of the outcome of the application for a DCO. The Warrington Model Flying Club has no occupational interest in the land. It is considered that rather than the loss of these recreational activities, a potential displacement to

alternative locations is more accurate as it is not feasible for these recreational activities to be accommodated within the site layout for ILPN RFI (and have no legal interest to remain beyond December 2026 in any event). The loss of recreational activities is placed into the Planning Balance.

5.10.21. This application brings forth an area of land of some 2.86 hectares (that forms a triangle in the alignment of the railways and Parkside Road) for the purposes of providing amenity space that is accessible from the PRoW network and there will be opportunities for heritage interpretation..

5.10.22. NPS-NN states at paragraph 5.193:

‘Applicants should endeavour to improve networks green infrastructure and other areas of open space’

The Draft Parameters Plan (PEIR Figure 3.1) identifies the provision of a Highfield Moss Protection Area and Open Land/Landscaping. While it is acknowledged that the Highfield Moss Protection Area is principally to ensure that ILPN has no adverse impact upon the SSSI, the use of this area of land includes *‘public footpaths and cycleways’*.

5.10.23. The proposals for ILPN RFI including the provision for footpath/cycleways along the landscaped area west of Winwick Lane; around the perimeter of the Main Site and within the Northern Mitigation Area, which will improve *‘networks green infrastructure and other areas of open space’*. The proposals enhance green infrastructure that is available for the public. This beneficial effect of ILPN RFI to the PRoW network is given limited beneficial weight in the Planning Balance.

5.10.24. NPS NN Paragraph 5.195 requires applicants to assess the impacts on and the loss of all trees and woodland within the draft Order Limits. PEIR Chapter 11 includes and assessment of tree loss.

5.10.25. ILPN RFI will result in the loss of 0.3655ha of lowland deciduous woodland located in the area around Moss Pitts (PEIR Chapter 11 paragraph 11.280). In the absence of additional mitigation this loss is considered to be a minor adverse effect at the National Level and is considered not to be significant (paragraph 11.283). The loss of this woodland is considered to be a ‘moderate adverse effect at the

Local Level’ and would be considered significant at the Local Level in the absence of additional mitigation (paragraph 11.284).

5.10.26. Paragraph 11.358 states:

‘The loss of this habitat will be compensated for with the creation of a larger area of Lowland Mixed Deciduous Woodland outside of the Main Site and Western Rail Chord, this is likely to be within land purchased and brought into the draft Order Limits (within the Northern Mitigation Area). The area to be provided will be determined by the requirements of the BNG calculation and trading rules within the DEFRA metric. However, given that the woodland will take time to establish into the proposed habitat type and condition management will also be secured through the implementation of a HMMP which will prescribe management and monitoring for at least 30 years.’

This additional compensatory habitat creation would be expected to result in a small increase in the amount of Lowland Mixed Deciduous Woodland at the National Level but an appreciable increase at the Local Level. As this woodland forms part of the BNG strategy the benefit of the additional woodland planting is not taken forward into the Planning Balance.

Green Belt

5.10.27. NPS NN Paragraph 5.187 states:

‘Applicants should therefore determine whether their proposal, or any part of it, is within an established Green Belt and, if so, whether their proposal may be considered inappropriate development within the meaning of Green Belt policy.’

5.10.28. The Main Site of the DCO Site; the potential highway mitigation, for example if the Land Head South Relief Road is constructed from the A580 to Winwick Lane and land to the east of Winwick Lane for the re-use of top soils, does involve land that is designated as Green Belt within St Helens Borough, Wigan Borough and Warrington Borough. The extent of development within the Green Belt is described below in summary form.

5.10.29. Land within the Green Belt within St Helens Borough (which is situated between the allocated site and Highfield Moss) is required:

- i. In part for the construction of the railport
- ii. The construction of 2 no bridges over the railway (to the west of Highfield Moss and adjacent to Parkside Road). (Points A (for vehicular traffic) and B (for pedestrian and cycle traffic) as shown on the Draft Parameters Plan (PEIR Figure 3.1)).
- iii. The construction of a pedestrian bridge over the railway on the existing PRoW network, (Point C on the Draft Parameters Plan (PEIR Figure 3.1))

5.10.30. The remainder of the Green Belt within St Helens Borough required for development as identified on the Draft Parameters Plan is referenced on the Key as being:

- *‘ amenity area’.*
- *‘open land/landscaping including bunding, fencing attenuation ponds, public footpaths and cycleways , estate road infrastructure, realignment of Parkside Road and Bridgeworks.’*
- *‘Highfield Moss Protection Zone, including landscaping, earthworks and drainage infrastructure’*

These works in the Green Belt within St Helens Borough (excepting the proposed amenity area being a material change of use) are considered to comprise ‘engineering operations’. These works preserve the openness of the Green Belt and do not conflict with the purposes of including land within the Green Belt No buildings are proposed within this area of Green Belt.

5.10.31. Land within the Green Belt in Wigan Borough is required for:

- I. In part for the construction of the rail port, including a Lorry Park.
- II. Provision for logistics buildings, including potential for a rail connected warehouse
- III. The provision of new public rights of way between Winwick Lane and the existing PRoW network along the northern boundary of the railway (to enable closure of an existing surface crossing of the railway)

- IV. The provision of a joint cycle and pedestrian path between the Main Site of the DCO Site and the existing footpath provision on Winwick Lane.
- V. Land profiling works in the Northern Mitigation Area
- VI. Potential highway mitigation works eg a Lane Head South Relief Road

5.10.32. It is considered that the works within the Green Belt in Wigan Borough comprise in part engineering operations (iii), iv), v) and vi)) which *'preserve the openness and do not conflict with the purposes of including land within the Green Belt'* and in the context of potentially required highway mitigation *'local infrastructure which can demonstrate a requirement for a Green Belt location'* (NPPF paragraph 154 h(ii) and (iii)). These works are considered not to be *'inappropriate development'* in the Green Belt.

5.10.33. Land within the Green Belt in Warrington Borough is required for:

- a) The potential provision of off-site highway works
- b) For the re-use of topsoil as an engineering operation to preserve or improve the agricultural land quality of farmland lying to the east of Winwick Lane (subject to the agreement of landowners) as part of the Soils Reuse Area.

5.10.34. The reprofiling of agricultural land to improve the agricultural land quality from soil arising on the Main Site is considered to be an engineering operation which preserve the openness of the Green Belt.

5.10.35. The Court has held that where a development proposal comprises development which in policy terms is in part not inappropriate (as a matter of Green Belt policy) and in part inappropriate development in the Green Belt, then the development as a whole within the Green Belt should be considered as being inappropriate development in the context of national planning policy (NPPF para 154)

5.10.36. A material change of national planning policy has occurred for Green Belts since the publication of the NPS. The Government has revised the Framework and introduced the concept of 'grey belt'. The Framework paragraph 155 states:

The development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where:

- a. The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;*
- b. There is a demonstrable unmet need for the type of development proposed,*
- c. The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework, and*
- d. Where applicable the development proposed would meet the ‘Golden Rules; requirements...*

5.10.37. It is considered that the SRFI Needs Assessment demonstrates that there is substantial unmet need – at a national, regional, and subregional level for the type of commercial development proposed - namely a SRFI. Criterion b) of Paragraph 155 is met by ILPN RFI.

5.10.38. The Sustainable Access and Movement Strategy SAMS will addresses the sustainability provisions in the NPS and the provisions of NPPF paragraphs 110 and 115 in that ILPN RFI – as a ‘*significant development*’ - is in a location which can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

5.10.39. It is considered ILPN satisfies criterion c) of NPPF para 155. Criterion d) is not applicable to this form of development.

5.10.40. An assessment is therefore required as to whether the use of land in the Green Belt satisfies Criterion a). This assessment firstly requires consideration as to whether the land has the characteristics of grey belt, by reference to the definition of grey belt in the NPPF Glossary which states:

‘For the purposes of plan-making and decision-making, ‘grey belt’ is defined as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. ‘Grey belt’ excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.’.

The PPG (paragraph:006 Reference ID:64-005-20250225) sets out considerations for making judgements as to the contribution land makes to the Green Belt purposes a, b and d, and whether the land is grey belt.

Green Belt land within St Helens Borough

5.10.41. St Helens Borough published a Green Belt Review in December 2018 as part of the Local Plan 2020-2035. The land to the east of the West Coast Main Line is identified as Parcel 039 – and includes the land allocated as Parkside East. The assessment is attached as **APPENDIX 1**. In respect of the Green Belt purposes a), b) and d) (NPPF paragraph 143) the assessment concludes:

(a) To check the unrestricted sprawl of large built up areas

‘given the significant size of the parcel, its dislocation from the urban area and its lack of enclosure to the east development of this parcel could lead to unrestricted sprawl’ Score: High

5.10.42. It is necessary to consider the meaning of the word ‘sprawl’ in a town planning context. In the Oxford Dictionary 2nd edition, the most directly relevant definition of the word ‘sprawl’ is as follows:

‘The straggling expansion of an indeterminate urban or industrial environment into the adjoining countryside; the area of this advancement’.

5.10.43. The focus of the concept of ‘sprawl’ in its ordinary language is on the ‘straggling’ nature of the expansion to which it relates i.e. its irregular arrangement and non-compact nature. The land at Parkside East is now allocated in a statutory development plan for the purposes of delivering a SRFI. The requirement to extend the development into the Green Belt within St Helens Borough and Wigan Borough – as explained below at paragraphs 5.10.51 -5.10.53 - will not result in a ‘straggling nature of urban expansion’. If developed as proposed ILPN will not result in an *incongruous pattern of development (such as an extended ‘finger’ of development into the Green Belt)*. It is considered this area of Green Belt does not ‘strongly contribute’ to purpose a) (NPPF paragraph 143).

(b) To prevent neighbouring towns merging with one another.

5.10.44. The Green Belt Assessment states: *‘the parcel does not fall within a strategic gap between two towns. The nearest settlements are: Newton-le-Willows that lies approximately 420m from the north-western boundary of the parcel, Lane Head Wigan that lies approximately 1.4km to the north east and Winwick Warrington which lies approximately 1km south west of the parcel. Score: LOW’.*

5.10.45. The PPG (reference Para 005 Ref ID: 64-005-20250225) states:

‘This purpose relates to the merging of towns not villages’

Wigan Core Strategy does not contain a settlement hierarchy. At paragraphs 2.18-2.19 the Local Plan identifies the largest settlements as including Golborne and Lowton (25000 population). Lane Head is described as a ‘village’ on the website MapCarta. In practical terms, it is considered that Lane Head is part of the larger urban area of Golborne and Lowton- and may reasonably be perceived as a town.

5.10.46. The allocations at Parkside West and Parkside East for employment development are by - reasoning of the definition of the urban area of Newton-le- Willows, formed by the West Coast Mainline, and more particularly for Parkside East by reasoning of the further separation formed by the M6 corridor, - free-standing developments. These Local Plan allocations in actuality when delivered, will not form an enlarged urban area to Newton-le-Willows. Newton-le-Willows, as a market town is discreetly located to the west of the railway.

5.10.47. ILPN RFI involves substantial built development of scale in the Green Belt in St Helens Borough to accommodate the rail port. It is considered that the land required for development within the Green Belt in St Helens Borough does not ‘strongly contribute’ to this Green Belt purpose (b).

d) Historic Town Setting and Special Character

5.10.48. The Green Belt Assessment states at Paragraph 2.13 under purpose d):

‘in relation to Purpose 4 [purpose d)], the Borough contains a number of Conservation Areas, Listed Buildings and other designated and non-designated heritage assets, some of which fall within its towns. However, the towns contain substantial areas that are not subject to any recognised heritage designation and their settings have already been affected by extensive modern suburban and industrial development. Given these circumstances, the different parcels of Green Belt land cannot be reliably differentiated in terms of their contribution to Green Belt Purpose 4. For this reason, this purpose has not been assessed at Stage 1B. However, where development of the parcels or sub-parcels could affect the significance of a heritage asset (such as a Conservation Area, Listed Building or Scheduled Ancient Monument) either directly or by impacting upon its setting, that has been taken into account in the assessment of constraints and development potential at Stage 2B’

The Green Belt land required for ILPN RFI does not contribute strongly to Green Belt purpose d).

- 5.10.49. It is concluded that the proposed development on the parcel of Green Belt within St Helens Borough may reasonably be considered to utilise grey belt land. (There is no application of the policies relating to the areas or assets in NPPF Footnote 7).

Green Belt land within Wigan Borough

The following considerations are made.

- a) To check the unrestricted sprawl of large built-up areas

- 5.10.50. In July 2016 joint authorities in the preparation of the Places for Everyone Plan (known at the time as the Greater Manchester Spatial Framework) published the Greater Manchester Green Belt Assessment. The land within the Green Belt in Wigan Borough forms part of a larger parcel of land (Ref: WG_BA07) which extends from the administrative boundary with St Helens and Warrington Borough, beyond the Chat Moss Line – close to but not abutting the urban edge of Lane Head. The plan attached as **APPENDIX 2** identifies this parcel.

- 5.10.51. The assessment under purpose (a) was undertaken in advance of the allocation for Parkside East in the St Helens Local Plan which was adopted in July 2022.

5.10.52. The proposed ILPN RFI development within Wigan Borough is well contained with the alignment of Winwick Lane to the east and the Chat Moss Line to the north being very strong established defensible boundaries. Highfield Moss, which is subject to strong statutory protection as a SSSI and part of a NNR, and the Highfield Moss Protection Zone contain the development to the west. Parkside East forms the southern boundary. The proposed development will not result in an *'incongruous pattern of development (such as an extended 'finger' of development into the Green Belt'*. It is considered this built form is well defined in its spatial context and does not comprise a straggling pattern of development. The land does not *'strongly contribute'* to purpose a).

b) To prevent neighbouring towns from merging into one another

5.10.53. It is of course acknowledged that necessarily the built form of a SRFI requires large scale buildings and other structures (up to 30m). The potential highways mitigation measures may involve the construction of a Lane Head South Relief Road, which would introduce a new feature within the open land between the Chat Moss Line and the urban edge of Golborne and Lowton with vehicular movement impacting on the openness of the Green Belt.

5.10.54. Maintaining the spatial integrity of towns should not rely on a 'scale rule' approach to safeguarding separation. The character of a place and the land in between should be taken into account in undertaking a qualitative assessment. It is considered that ILPN RFI -including the potential Lane Head South Relief Road, through the intervening tract of open land north of the Chat Moss Line- will by reason of its specific function, scale and design, - be seen as a separate place to Newton-le-Willows. It will be understood spatially as a SRFI providing intermodal movement of freight with the co-location of distribution and freight activities. (NPS-NN paragraph 2.15)- and an expansion of the allocated land at Parkside East. ILPN RFI will not be perceived as comprising part of an enlarged town. Parkside West and especially Parkside East are both considered to be separated from the urban area of Newton-le-Willows.

5.10.55. The retained open land within the Green Belt to the north of the Chat Moss Line will provide a robust spatial setting to Golborne and Lowton. The separate identity of Newton-le-Willows and Golborne and Lowton will be preserved. It is concluded that the land required for ILPN RFI within the Green

Belt in Wigan Borough -including the potential off-site highways mitigation (Lane Head South Relief Road) does not ‘*strongly contribute*’ to purpose b). (NPPF paragraph 143)

(d) Historic Town Setting and Special Character

5.10.56. PEIR Chapter 12 Cultural Heritage establishes that the land within the Green Belt in Wigan Borough does not contribute to purpose d) (NPPF paragraph 143).

5.10.57. A planning judgement is formed that the land within the Green Belt in Wigan Borough proposed for ILPN RFI is grey belt within the meaning provided in the NPPF Glossary.

5.10.58. In the preparation of the revised Wigan Borough Local Plan, the Council has published (April 2025) a report titled Site Selection Assessment of Sites Promoted for Employment Uses in the Green Belt. The Green Belt and Grey Belt assessment is made against the proposed allocation under Policy J6.

5.10.59. In respect of Green Belt purpose d), the Report states at Paragraph 4.5:

‘whilst consideration of Purpose d) is required, the guidance suggests that where there are no historic towns in the plan area, it may not be necessary to provide detailed assessments against this purpose. On this basis, a ‘no contribution’ has been applied to all parcels within the assessment’

5.10.60. The Assessment states under ‘*The test of grey belt*’, that this parcel of land ‘*is not considered to strongly contribute to any of the established Green Belt purposes (a), (b) or (d)*’ (paragraph 11.3). It is further stated (paragraph 11.4) ‘*the parcel of land does not include any areas or assets that are set out in footnote 7 to the NPPF (other than Green Belt), therefore the site is considered to meet the definition of grey belt*’.

5.10.61. An assessment thereafter sets out considerations against all the purposes of Green Belt, under the heading ‘*impact of the proposed development on Green Belt purposes*’.

5.10.62. Under purpose a) it is stated (Table below paragraph 11.5)

‘This parcel is not adjacent to the urban edge but is largely open so development in this area would constitute sprawl but as it is bounded by rail and road infrastructure to the north and east, with the proposed Parkside East Employment allocation to the south and west, this sprawl would likely be restricted’. A ‘moderate’ rating is applied.

5.10.63. Under purpose b) it is stated:

‘This parcel makes a small contribution to the gap between Golborne to the north, Warrington to the south and Newton -le-Willows to the west. Development of this land together with that proposed at Parkside West and East would result in a moderate narrowing of the wider gap, principally between the urban area of Newton-le-Willows and the Lane Head Lowton area.’ A ‘moderate’ rating is applied.

5.10.64. Under purpose c) it is stated:

The parcel contains the characteristics of open countryside and has no relationship with any settlement/town. The A579 Winwick Lane to the east and the rail line to the north provide new clearly delineated boundaries. While to the southwest, the site would adjoin the proposed Parkside East development, as identified in the adopted St Helen’s Local Plan. A ‘relatively significant contribution’ rating is applied.

5.10.65. A ‘no contribution’ rating is applied to purpose d) and purpose e) is considered to be ‘non applicable’ on the basis ‘All Green Belt land is considered to make an equal contribution to this purpose’

5.10.66. The Report concludes as to the ‘impact on adjacent Green Belt’ (paragraph 11.6):

‘Minor impact as the land whilst viewed as open countryside is defined and bounded by road and rail infrastructure. As such it moderately increases the containment of adjacent retained Green Belt land that plays a stronger role in relation to the Green Belt purposes than the land being released.

5.10.67. The ‘Overall harm’ of release of proposed land has a rating of ‘ Moderate – High harm’. Paragraph 11.8 states:

‘Release of land from the Green Belt would mean a relatively significant loss of contribution to one of the Green Belt purposes (c) and a less significant loss of contribution to others, as such it would cause a minor weakening of the integrity of land that remains designated as Green Belt’.

5.10.68. The planning judgement of Wigan Council is consistent with the Applicant that *the* area of land proposed for ILPN RFI (and to be released from the Green Belt for the allocation under Policy J6) has the characteristics of grey belt.

5.10.69. NPPF paragraph 155 a) is engaged where development would utilise ‘grey belt land’ and ‘*would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the Plan*’. The extent of land required from the Green Belt with St Helens will not fundamentally undermine the purposes of the Green Belt within the Borough.

5.10.70. The following considerations are made in respect of the Green Belt required within Wigan Borough. The PPG states (Ref 008 Reference ID: 64-008-2020225)

‘In reaching this judgement authorities should consider whether or the extent to which, the release or development of Green Belt land would affect the ability of all the remaining Green Belt across the plan area from serving all five of the Green Belt purposes in a meaningful way.’

5.10.71. The plan attached as **APPENDIX 3** identifies the Green Belt within Wigan Borough and the proposed use of Green Belt land for ILPN RFI (the Main Site). It is considered that this release of land within the development management process would not fundamentally undermine the purposes of the Green Belt across the Plan area.

5.10.72. The impact of the development on purpose (a) has been considered above, ILPN RFI will not result in an irregular arrangement or non-compact form of urban development. For the reasons explained the development of ILPN RFI as a strategic development in the form of a SRFI is separate to the urban confines of Newton le Willows. The development of ILPN RFI will not be perceived as ‘towns merging into one another’.

- 5.10.73. It is acknowledged that the development narrows the gap between the urban boundary of Newton-le-Willows – with the proposed development in St Helens (including the allocated development at Parkside East and West) and the town of Lowton. It is inevitable that the development in the Green Belt for the purposes of SRFI will necessarily result in harm to purpose c) in the encroachment of built development into existing countryside. Although provision is made for extensive landscaping it is not feasible to screen buildings of up to 30m in height. It is not any part of the development management process to make buildings invisible.
- 5.10.74. On purpose d) the conclusion is reached that the development would not harm this purpose.
- 5.10.75. In respect of criterion e), the need to develop the Green Belt for the purposes of ILPN RFI arises from the need for rail related logistic floorspace, and the fact such need cannot be met from within the urban area (as acknowledged in the Places for Everyone joint development plan). A study has been undertaken in response to the provision of NPS-NN paragraph 5.180 that has demonstrated ‘*clearly why the use of Brownfield land is not appropriate*’ to meet the need. No alternative site has been identified for the development of a SRFI beyond the Green Belt.
- 5.10.76. The alternative sites considered by the Applicant provides further evidence that this purpose is not harmed by the development for a SRFI. In the absence of an alternative site to meet the need identified for rail related logistics within the PMA there is no conflict with purpose e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 5.10.77. Drawing all the above considerations together it is concluded that the development within the Green Belt in Wigan Borough would not ‘*fundamentally undermine the purposes taken together with remaining Green Belt across the plan area.*’ (NPPF paragraph 155 a)). Criterion d) of NPPF paragraph 155 does not apply in this case. The relevant criteria contained in Framework paragraph 155 are considered to be met and this development does not fall to be considered as inappropriate development in the Green Belt.
- 5.10.78. The Court has ruled that ‘where a development (*of any kind, now including development on grey belt or previously developed land*) is not *considered* to be inappropriate development *in the Green Belt*, it follows that the test of impacts to openness or to Green Belt purposes are addressed and that

therefore a proposal does not have to justified by ‘very special circumstances’. (PPG Paragraph :014 Reference ID: 64-014-20250225) .

Very special circumstances test

- 5.10.79. It is acknowledged that the conclusion reached above that the land required for ILPN RFI in the Green Belt has the characteristics of ‘grey belt’, and that the relevant criteria attached to NPPF Paragraph 155 are all satisfied is an exercise of planning judgement. It may be that the Examining Authority and/or the Secretary of State hold a contrary judgement. In consequence the Applicant has addressed the Green Belt policy considerations on the basis ILPN RFI requires justification -by the Applicant – through ‘very special circumstances’. This situation may arise if it is concluded that the land has the characteristics of grey belt, but the criteria of NPPF para 155 are not met, or in the circumstances it is concluded the land does not have the attributes of grey belt.
- 5.10.80. The Framework paragraph 142 says *‘The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open.* The essential characteristics of Green Belt *are their openness and their permanence’.* It has been concluded that the land does not contribute ‘strongly ‘ to purpose a) (to check the unrestricted sprawl of large built-up areas) but that this development will cause some harm to this purpose. The level of harm to this purpose of Green Belt, is considered to be limited having regard to the form of development which will be perceived as a being spatially separate to the existing urban area of Newton-le-Willows. Necessarily ILPN RFI will result in harm to purpose c) as the development will encroach into the countryside. ‘Substantial weight’ (NPPF paragraph 153) will be given to this level of harm to the purposes of Green Belt (definitional harm) when conducting the required Planning Balance.
- 5.10.81. PPG (Paragraph 013 Reference ID:64-013-20250225) refers to matters which the Courts have identified may be taken into account when making an assessment as to the impact of development on ‘openness’. The matters identified -which are not limited to- are:
- Openness is capable of having both spatial and visual aspects
 - The duration of the development, and its reversibility
 - The degree of activity likely to be generated, such as traffic generation

5.10.82. These matters are addressed below:

- Spatial and Visual Aspects

The spatial and visual aspects of ILPN RFI have been addressed under the Generic Impact sub-heading of Landscape and Visual Effects. Necessarily the scale and form of development will have a significant impact upon the spatial and visual aspects of the Green Belt. Openness of the Green Belt for the area of land required for ILPN RFI will be lost. The provision of landscaping mounds to provide screening to the buildings will also have some impact upon openness.

- Duration of the development

5.10.83. ILPN RFI is essentially permanent built development on this land. The development is not practically reversible.

- The degree of activity

5.10.84. ILPN RFI will operate 24/7 365 days a year. ILPN RFI will involve the movement of trains and road vehicles particularly HGVs over a 24 hour period, and the intermodal transfer of freight in shipping containers at the rail port. The development will require lighting to road ways, the railport and service yards. ILPN RFI will be a substantial source of new employment with people travelling to ILPN by a range of means of transport. The South Lane Head Relief Road, which if required as a highway impact mitigation, will route through the retained Green Belt north east of the Chat Moss Line. The movement of traffic on this length of road will have some impact upon openness.

5.10.85. The conclusion is reached that the development will inevitably by reason of its form, scale permanence and activity, significantly impact upon the openness of the Green Belt in this location.

5.10.86. NPPF paragraph 153 sets out the required planning balance to be undertaken, stating:

‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations’

5.10.87. National policy requires ‘substantial weight’ is to be given to any harm to the Green Belt including harm to the openness. The consideration as to whether ‘very special circumstances’ exist can only be reached when all the benefits and the residual adverse impacts have been established. This balancing exercise – applying weight as required by policy where identified within the NPS-NN and the NPPF is undertaken after all the generic impacts of ILPN RFI have been identified. Consideration is given to any conflict with development plan policy. Where weight is not identified in national policy a planning judgement is formed. The Planning Balance is addressed in Section 7 of this Statement.

Agricultural Land

5.10.88. A summary of the Agricultural Land Classification grades is provided at PEIR Chapter 15 Geology, Soils and Contamination. Some 63% of the land within the Draft Main Order Limits is considered to be Best and Most Versatile (BMV) land for agriculture (PEIR Chapter 15 Table 15.4). The assessment concludes that *‘This result is an overall very large adverse effect which would be significant’* (paragraph 15.118).

5.10.89. NPS – NN paragraph 5.189 states that:

‘Applicants should also identify any effects, and seek to minimise impacts, on soil health and protect and improve soils’

5.10.90. The expansion of the allocated SRFI site (Parkside East) to accommodate the rail terminal and to meet the need for rail – related warehousing space cannot operationally be met other than the development of land adjoining the allocation in the St Helens Local Plan. In this context, the development of poorer quality agricultural land is not a practical proposition.

- 5.10.91. It is proposed that top soils strip from the Main Site are deposited on agricultural land to the east of Winwick Lane (subject to reaching agreement with the landowners) on the proposed Soils Reuse Area. The deposition of soils would preserve or improve soil quality on this area of land.
- 5.10.92. It is acknowledged that the loss of BMV is an adverse effect of ILPN RFI which is to be placed in the Planning Balance.

Mineral Resources

- 5.10.93. NPS-NN states that ‘Applicants should safeguard any mineral resources on the proposed site as far as is possible. Taking into account the policies of the Mineral Planning Authority applicants should consider whether prior extraction of the minerals would be appropriate’.
- 5.10.94. A Minerals Resource Assessment has been undertaken (PEIR Chapter 15 Appendix 15.4). Consideration has been given to relevant development plan policy within Greater Manchester Core Strategy adopted July 2012 and its addendum 2024; (Policy EN20) Greater Manchester Joint Minerals Plan Policy 8, St Helens Borough Local Plan (Policy LPC14) and the Wigan Local Plan (Policy CP15).
- 5.10.95. The Proposals Map for Wigan Borough identifies a Mineral Safeguarding Policy for the land required for the Main Site and in part, the land which may be required for the potential Lane Head South Relief Road (as a highway impact mitigation) . The Plan now relies upon the policy provisions within the Places for Everyone Plan adopted 2024.
- 5.10.96. In so far as the Assessment has concluded that prior extraction of the minerals would not be viable or practical, the ILPN RFI is considered to have a neutral effect upon this land use consideration. There is considered to be no conflict with the underlying purpose of relevant policies of the development plan which is to safeguard mineral resources which are a potential viable resource for extraction.

Impacts on other land uses

- 5.10.97. Extracts from the Policies Map for St Helens Core Strategy, Wigan Local Plan and Warrington Local Plan are displayed in Section 3 of this Statement. None of Policy Maps identify any development or use on land adjoining the site which would be adversely impacted by ILPN RFI.
- 5.10.98. In respect of the effect of ILPN RFI on Highfield Moss this consideration is addressed under Generic Impact of Ecology. (No adverse effects will occur to the SSSI or NNR).
- 5.10.99. It is acknowledged that Wigan Local Plan Review is presently at an early stage of plan-making. The proposal to exclude land from the Green Belt with ‘exceptional circumstances’, for the purposes of extending the allocated SRFI site (Parkside East) within St Helens Borough, may be given limited weight in favour of the grant of a DCO.
- 5.10.100. None of the 3 local authorities has raised a concern in response to the non-statutory consultation in the displacement of the Lancashire Aero Club; the Warrington Model Flying Club; to the loss of agricultural activity; Croft IGP⁵ Club or any potential adverse effect of the development on other land uses, having regard to the development plan and relevant applications (NPS-NN Paragraph 5.186).

5.11. Historic Environment

- 5.11.1 NPS- NN requires the Applicant to undertake an assessment of any significant heritage impacts of ILPN and describe the significance of any heritage assets affected including the contribution made by their setting (paragraph 5.210). For the purpose of this assessment described in PEIR Chapter 12 Cultural Heritage, and to avoid conflict with the EA use of the term ‘significance’, the heritage significance is referred to as ‘value’.
- 5.11.2 Some 13 designated heritage assets and 11 non-designated heritage assets (NDHAs) have been scoped into the assessment as identified at Figure 12.1 Five of these assets are located within (or partially within) the Main Order Limits.

- *‘Huskisson Memorial on South Side of Railway, 60 Metres from Road (Grade II);*

⁵ (IGP - Internationale Gebrauchshunde prufung) is a German competition sport previously known as IPO

- *Battle of Winwick (also known as Battle of Red Bank) 1648 (Registered Historic Battlefield) [partially within the DCO Site];*
- *Highfield Farm Barn (NDHA);*
- *Parkside Road Bridge (NDHA); and,*
- *High Street and Willow Park Conservation Area [partially within DCO Site]’.*

Construction Phase

5.11.3 PEIR Chapter 12 Heritage refers to the embedded mitigation measures including those provided by the Draft Parameters Plan, the CEMP, and the CTMP. Taking these mitigation measures into account the assessment concludes that the construction phase of ILPN RFI is likely to cause significant adverse effects to the settings of the following heritage assets:

- Huskisson Memorial
- Battlefield of Winwick (Registered Historic Battlefield)
- Newton Park Farmhouse and barn to the east of Newton Park (Grade II LB)
- Wall gates and gate piers to the front of Keynon Hall (Grade II LB)

5.11.4 Setting is not in itself a heritage asset. Setting is the surroundings in which a heritage asset is experienced. (NPPF Glossary). The assessment concludes the effects on setting of designated heritage assets would be ‘short to medium term and reversible and therefore will not result in long term effects to the value of these assets’ (paragraph 12.61).

5.11.5 Highfield Farm Barn as a NDHA will experience total loss through demolition. No significant effects are considered likely to be experienced by other identified heritage assets during the construction phase of the development.

Operational Phase

5.11.6 The assessment concludes (paragraph 12.114): ‘*once the Proposed Development is operational no heritage assets within the identified assessments scope are judged likely to experience significant*

effects and measures are embedded into the proposal to mitigate effects to the value of the identified heritage assets.'

5.11.7 National planning policy (NPPF Section 15) establishes three levels of harm to the significance of designated heritage assets namely:

- Substantial harm
- Less than substantial harm
- No harm

5.11.8 While the assessments in the PEIR conclude that a minor effect is not significant (in EIA terms) and is neutral in nature overall, the minor effect is a negative effect and should be considered to be situated at the lower end of 'less than substantial harm'(NPPF paragraph 215). This is acknowledged at paragraph 12.114 of PEIR Chapter 12. The summary of effects in EIA terms is set out at Table 12.9.

5.11.9 A level of harm at the lower end of 'less than substantial harm' is identified for the following designated heritage assets:

St Helens Borough

- Huskisson Memorial (Grade II (paragraph 12.70)
- Registered Historic Battlefield of Winwick (paragraph 12.73)
- Newton Park Farm House and Barn to East of Newton Park Farmhouse (Grade II (paragraph 12.76)
- Newton Viaduct to west of station
- Woodhead Farmhouse
- Barrow Farmhouse

Wigan Borough

- None

Warrington Borough

- The wall, gates and piers to the front of Keynon Hall (Grade II) (paragraph 12.83)
- Woodhead Farmhouse (grade II) and Barn to north of Woodhead Farmhouse (Grade II)
- Barrow Farmhouse (Grade II)

5.11.10 The level of harm to the significance of the designated heritage assets is to be given ‘great weight’ in accordance with national planning policy (NPPF paragraph 212) which in respect of listed buildings, is derived from statute (Section 66(i) of the Listed Buildings Act 1990). The identified level of harm is given ‘great weight’ is to be placed in the Planning Balance on the negative side. Provision is to be made for an interpretation board to be displayed from a public vantage point close to the Huskisson Memorial. This board will enable the public to better understand the historic significance of this asset - and is a public benefit.

5.11.11 The total loss of Highfield Farm Barn as an NDHA also results in some harm to the historic environment. This loss will be taken into the Planning Balance.

Archaeology

5.11.12 A Desk Based Assessment has been undertaken of the potential presence of archaeology interest within the Draft Order Limits. PEIR Chapter 13 Archaeology states (paragraph 13.134-13.136):

‘Embedded mitigation measures, such as preservation in-situ, may be implemented where reasonably practicable and appropriate, to mitigate adverse effects on archaeological assets of particularly high importance and sensitivity which could experience major or moderate adverse effects resulting from any phase of the Proposed Development.

Where assets of lesser importance have been identified, or if the embedded mitigation measures cannot be applied or are deemed not sufficient, and direct impact to archaeological assets is likely to occur, a localised programme of archaeological mitigation (preservation by record) will be implemented to offset any impact on the archaeological assets identified. The

type, extent, and timing of the mitigation would be dependent on the significance of the asset, and on the expected impact resulting from the construction activities of the Proposed Development.

Therefore, it is anticipated that, with the adoption of mitigation measures, the Proposed Development will result in no significant residual environmental effects on archaeological receptors.'

5.12. Noise and Vibration

- 5.12.1. The Applicant's assessment of noise and vibration has met the policy provisions of NPS NN paragraphs 5.230-5.234) as set out in PEIR Chapter 9 Noise and Vibration. No significant effects due to construction noise or vibration associated with ILPN RFI have been predicted overall (some short term temporary effects are expected). Further consideration will be given when the options for highway impacts mitigation have been settled (Paragraph 9.184)
- 5.12.2. The embedded mitigation measures, including bunding along Winwick Lane and the acoustic barrier to the west of the Wester Rail Chord, are considered sufficient to effectively reduce operational noise impacts. (Paragraph 9.183)

5.13. Socio- Economic Impact

- 5.12.3. The Socio-economic impacts of ILPN RFI are assessed at PEIR Chapter 06 titled Land use and Socio Economic Effects. The assessment has addressed all relevant socio-economic impacts, including those identified at NPS-NN paragraph 5.245 and the impact of the displacement of the Lancashire Aero Club; Warrington Model Flying Club and Croft IGP club. PEIR Chapter 06 describes the existing socio-economic conditions in the areas surrounding ILPN RFI and explains how the socio-economic impacts correlate with local planning policies (NPS NN paragraph 5.246)

Construction Phase

5.12.4. Paragraph 6.198 identifies potential effects during construction under the following sub-headings:

- b) Impact of construction employment including on-site and off-site employment.
- c) Impact of economic output
- d) Impact of disruption caused to local businesses, employment, and amenity uses.
- e) Impact on-site construction employment or demand for housing; and
- f) Impact of on-site construction employment on social infrastructure.

5.12.5. The assessment concludes:

- a) Average on-site construction jobs per annum (FTE) 415 (Table 6.23)
- b) Peak on-site construction jobs 2028 (FTE) 960 (paragraph 6.204)
- c) Accounting for positive multiplier effects and discounting displacement effects results in an average additional 195 jobs created off-site per annum on average over the construction period (Table 6.25).
- d) The average number of jobs on-site per annum (415) represents less than 1% of the residents employed in the construction sector in the study area. The existing labour force is deemed sufficient to meet the workforce needed for the construction of ILPN RFI (paragraph 6.215).
- e) The assessment acknowledges the consequential loss of facility for:
 - Keynon Hall Farm Airstrip – which is the base for Lancashire Aero Club.
 - Warrington Model Flying Club
 - Croft IGP Club

5.12.6. The assessment concludes that the construction phases will result in the following impacts as set out at paragraph 6.225.

- Private property and housing: a negligible adverse impact on this very high sensitivity receptor, resulting in a temporary adverse effect of slight significance.

- Community land and assets: a minor adverse impact on the medium sensitivity community land and assets, resulting in a temporary adverse effect of slight significance.
- Development land and businesses: a negligible adverse impact on these very high sensitivity businesses, resulting in a temporary adverse effect of slight significance.
- Agricultural land holdings: a major adverse impact on these high sensitivity agricultural land holdings, resulting in a permanent adverse effect of large significance.
- Walkers, cyclists and horse-riders: further analysis is required, however adverse impacts would be temporary and reversed during operation.

The temporary adverse effects of slight significance are an inevitability of new development of the scale of a SRFI. The impact on agricultural holdings (as existing businesses), and the displacement of the recreation uses are taken into the Planning Balance.

The assessment concludes that the construction phase of ILPN RFI will have no impact upon the demand for housing. In consequence of the conclusion that the local labour force will be sufficient there is assumed to be no change in the requirement for social infrastructure (paragraph 6.264).

Operational Phase

- 5.12.7. The assessment concludes that ILPN RFI will create up to 6000 new FTE on-site jobs. Up to 675 FTE jobs are likely to be induced by this level of employment. The assessment concludes (paragraph 6.244):

‘6,675 on and off-site jobs represents a significant level of employment for one scheme and is consistent with it being considered nationally significant. To put this in to context, this level of employment represents circa 2.2% of the projected total job growth (all sectors) in the study area between 2025 and 2038 (306,000). Focusing on the Transport and Storage sector specifically, the Proposed Development represents around 32.1% of the projected job growth in this sector alone in the study area between 2025 and 2038 (20,800), based on Oxford Economics forecasts.’

- 5.12.8. The Applicant has in consultation with the three host authorities prepared an Employment Skills and Training Plan Framework (ESTPF). This Framework is to be given force by a Requirement which will promote up-skilling and training for the local community to access new job opportunities at ILPN RFI.
- 5.12.9. The assessment concludes (paragraph 6.264) that the *‘impact of the operational employment of ILPN is anticipated to be minor adverse on the low sensitivity demand for housing resulting in slight adverse effect in the medium to long term, which is not significant in EIA terms’*.
- 5.12.10. The assessment concludes (paragraph 6.628) that the increase in population (householders relocating into the study area) would not likely have a noticeable impact on social infrastructure in the area. The impact is not significant in EA terms.
- 5.12.11. Based on the assumption that ILPN RFI will during operation provide 4200 FTE jobs (on-site jobs gross 6000, less displacement of 1800 jobs) it is estimated that ILPN will generate an additional £229.6m per annum in GVA when fully operational (paragraph 6.269). Some £16.8m would be generated in Business Rates – of which circa £12.8m would be paid to St Helens by the Government in consequence of the Freeport Tax provision (paragraph 6.273).
- 5.12.12. The assessment has referenced the SRFI Needs Assessment with its conclusion that there is an estimated demand (in the application of the Suppressed Demand Methodology) for approximately 1,600 hectares to 1,842ha of I&L land overall in the PMA over a 20 year period. This level of demand compares with an estimated supply of 1,400ha of I&L Land within the PMA (paragraph 6.279-6.280). The SRFI Needs Assessment has concluded that there is a demand for:
- Demand between approximately 1.3million sqm and 1.5 million sqm of rail served logistics floorspace within the PMA (paragraph 6.281).

5.12.13. Paragraphs 6.282 – 6.284 state:

‘On the supply side, approximately 495,000 sqm of rail-served logistics floorspace in the PMA, relating to one scheme (Port Salford and the Port Salford extension). This suggests a shortfall of approximately 834,640 to 1,035,677 sqm of rail-served logistics space across the PMA.

This analysis provides clear quantitative evidence of the significant need for additional rail-served logistics floorspace within the PMA - need that the Proposed Development would directly help to address. Indeed, even with the combined delivery of Port Salford and the Proposed Development, a shortfall in rail-served capacity would persist.

Further details on the need case for the Proposed Development will be outlined in the forthcoming SRFI Needs Assessment. Based on this present analysis, it is estimated that the operational impact of the Proposed Development on local logistics businesses will be major beneficial on the high sensitivity local logistics businesses resulting in a beneficial effect of major significance over the medium and long term, which is significant in EIA terms’.

5.12.14. At this stage in the preparation of the application for the DCO – with the off-site highways mitigation not fully settled- the assessment anticipates that ILPN RFI will have a permanent neutral effect on private property and housing (paragraph 6.285).

5.12.15. The assessment addresses the impacts of the operational phase of ILPN RFI on:

- Development land and Business
- Agricultural land holdings
- Walkers and cyclists and horse-riders

5.12.16. The provisions at paragraphs 6.296 – 6.297 (sourced from Appendix 10.5) are considered to provide a beneficial effect for users of the PRoW network. The loss of agricultural activities arising from ILPN RFI is acknowledged to result in ‘*large adverse effect over the long term*’ (paragraph 6.295). The existing businesses on-site which provide small levels of employment are acknowledged to result in negligible adverse impact (paragraph 6.292).

5.12.17. NPS NN paragraph 5.247 states:

‘For Strategic Rail Freight Interchange developments, applicants should outline the benefits to workforce conditions of the new development once it is operational. This should include improved

facilities for drivers (including Heavy Goods Vehicles) such as parking, hygiene facilities and hospitality establishments.'

5.12.18. The provision for improved facilities for drivers is explained at paragraph 2.3.17 of this Statement.

5.14. Water Quality and Resources

5.12.19. PEIR Chapter 14 Surface Water and Flood Risk, considers the effect of ILPN RFI on water quantity and water quality during the construction and operation phases. The assessment for both the construction and operational phases of the development has described the matters referred to in NPS NN paragraphs 5.258-5.259.

5.12.20. The assessment refers to the embedded mitigation to be secured through the adherence to a Construction Environment Management Plan (CEMP). Paragraph 14.97 lists the measures that may be included in the CEMP being.

- *'locating the site compound, welfare facilities and storage of materials outside of the floodplain;*
- *working safely in proximity to watercourses;*
- *recommending construction workers sign up for EA Flood Warnings and Flood Alerts;*
- *monitoring local weather warnings for heavy rainfall;*
- *designated pathways for large vehicles to limit areas of sediment compaction;*
- *the implementation of temporary surface water conveyance routes and temporary attenuated storage measures which will ensure surface water runoff is intercepted, safely stored and discharged from the DCO Site at a rate no greater than existing;*
- *the provision of appropriate measures to provide treatment to runoff prior to discharge from the DCO Site through the surface water management plan;*
- *monitoring the water quality of surface water flows leaving the DCO Site;*
- *provision of welfare facilities including the proper disposal of foul water;*
- *covering the surfaces of stockpiles or large areas of bare ground, or treating such as through hydroseeding, to reduce sediment mobilisation;*
- *undertaking wheel washing facilities and regular sweeping, to reduce sediment build-up;*

- *dust management;*
- *appropriate management of waste water from wheel and lorry washing facilities and concrete production, if mixed on-site;*
- *regular inspection and maintenance of vehicles used on-site;*
- *a designated bunded impermeable area for on-site refuelling; and*
- *locating oil and fuel storage in appropriate above ground storage tanks, with facilities to include drip trays for use under vehicles to prevent contaminated runoff.'*

Construction Phase

5.12.21. The assessment concludes on the impact of ILPN RFI on surface water quality -

5.12.22. *'Overall, it is predicted that the negligible impact on high sensitivity receptors (construction workers and downstream flood risk receptors) would result in a minor adverse effect on surface water quantity during the construction phase, which is not significant'* (paragraph 14.106). In respect of water quality the assessment concludes

'it is predicted that negligible impacts on the surface water quality low sensitivity receptors would result in a negligible effect, which is not significant' (paragraph 14.111)

Operational Phase

Surface Water Quantity

5.12.23. The assessment describes the water management strategy and the use of Sustainable Drainage Systems (SuDS) resulting in no adverse downstream impacts

Surface Water Quality

5.12.24. The assessment concludes that there will be negligible to minor beneficial impacts relates surface water quality on low sensitivity receptors which is not significant in EIA terms (paragraph 14.134).

5.12.25. The potential effects of ILPN RFI through alteration of above and/or below ground hydrological connectivity between the DCO site and Highfield Moss SSSI / NNR are considered within PEIR Chapter 11. Ecology and Biodiversity and Chapter 15 Geology, Soils and Contaminated land.

5.12.26. Paragraphs 11.193 – 11.201 addresses the impact of ILPN RFI on Highfield Moss SSSI / NNR. In respect of the potential impact through hydrological connection between ILPN RFI and Highfield Moss it is stated (paragraph 11.196):

‘The Protection Zone will incorporate a filter drain, on the southern boundary which will prevent any potential environmental releases or other contaminants which might enter the drainage of the Proposed Development from entering the SSSI. In addition, the drainage design will prevent any backflow of surface water or other discharges from entering the SSSI. Thus the Proposed Development has been designed to have no hydrological inputs into the SSSI’

The assessment concludes that with the embedded mitigation provided by the CEMP the effects of the development on surface water quantity and quality are expected to be negligible. No adverse effects have been identified to the achievement of the environmental objectives established under the Water Framework Directive.

5.15. Impacts on Transport Networks

5.12.27. As has been explained the traffic modelling of the local highway network is not, at this stage of the preparation of the DCO application, complete. A Highway Mitigation Options Report (PEIR Appendix 7.2) has been prepared to identify possible measures to mitigate the transport impacts of ILPN. These mitigation measures will be discussed with the local highway authorities when the modelling outputs are available.

5.12.28. NPS-NN paragraph 5.270 sets out the Government’s commitment to sustainable development through:

- A modal shift to active travel and public transport
- reducing transport emissions

Paragraph 5.270 states that the impact of construction traffic on local networks needs to be minimised, the distance travelled by construction and goods vehicles needs to be reduced, and developments need to be accessible by various modes of transport.

NPS-NN sets out the requirement of the applicant's assessment at paragraphs 5.271 – 5.274 and for SRFIs at paragraphs 5.276 – 5.280. The Applicant has consulted the relevant highway and transport authorities and a Transport Working Group was established in November 2024 (TWG) The objectives of the TWG are twofold, namely:

- *'to provide a forum for consultation with the regulatory stakeholders and*
- *to allow agreement in a phased and methodical process of the key components of the transport work that are required to support the DCO submission and ES Chapter'*

The policy provision of NPS-NN paragraph 5.271 have been met

5.12.29. NPS-NN paragraph 5.273 states:

'Applicants should seek to offer an integrated transport outcome, significantly considering opportunities to support other sustainable transport modes, as well as improving local connectivity and accessibility in developing infrastructure. The needs of pedestrian and other vulnerable road users should be considered, where appropriate, in line with the principles of the road user hierarchy.'

A Sustainable Access and Movement Strategy has been prepared which sets out the proposed measures to achieve an *'integrated transport outcome'*. The policy provision of paragraph 5.273 has been met.

5.12.30. NPS-NN paragraph 5.274 states:

'The applicant should provide evidence that as part of the project they have addressed any new or existing severance issues and/or safety concerns that act as a barrier to non-motorised users, unless it is unsafe or unviable to do so'.

PEIR Chapter 07 Transport and Traffic explains that in accordance with Institute of Environmental Management and Assessment (IEMA) Guidance the transport and access effects on the severance of communities is being assessed. Chapter 07 outlines the way potential environmental impacts ‘*have been or will be prevented, avoided or mitigated to reduce impacts to a minimum through design and/or management of the Proposed Development*’ (paragraph 7.147). These measures include the preparation of a draft Construction Traffic Management Plan (CTMP) for the construction phase of ILPN RFI.

5.12.31. Embedded operational mitigation measures include a Framework Travel Plan (FTP); the Sustainable Access and Movement Strategy (SAMS) and a Delivery, Servicing and HGV Management Strategy (DSHGVS). The following measures are integrated into the Proposed Development’s layout, design and operational protocols from the outset (paragraph 7.175) such as:

- *‘the Proposed Development will be designed to prioritise rail over road freight, reducing HGV movements;*
- *traffic management measures, including occupier-led vehicle booking systems and on-site HGV parking areas, will be used to reduce idling and congestion where possible, these measures are set out in the Delivery, Service and HGV Management Strategy (DSHMS);*
- *staff and visitor access will be supported by public transport links, staff shuttle bus services, an on-site public transport hub and other bus stops, cycle paths, and pedestrian routes;*
- *secure cycle storage and changing facilities will be provided to encourage active travel; and*
- *regular audits and stakeholder engagement of the Transport Management will ensure continuous improvement. Approach to the relevant monitoring is set out in the Framework Travel Plan (FTP), the Sustainable Access and Movement Strategy (SAMS) and the Delivery, Service and HGV Management Strategy (DSHMS)’*

5.12.32. NPS-NN states at paragraph 5.281:

‘Mitigation measures for schemes should be proportionate and reasonable, focussed on facilitating journeys by active travel, public transport, shared transport and cleaner fuels.’

It is considered that the mitigation measures referred to above are consistent with paragraph 5.281.

5.12.33. The outcome of the traffic modelling exercise will establish whether the impacts of ILPN RFI *‘worsen accessibility’*. At this stage a range of potential highway mitigation measures have been identified to address potential impacts. The Transport Assessment (TA) to be submitted with the DCO application will set out the proposed mitigation measures – in compliance with NPS-NN paragraph 5.282.

5.12.34. NPS-NN paragraph 5.283 states:

‘The applicant should provide evidence that the development improves the operation of the network and assists with capacity issues’.

Following the completion of the modelling exercise and the identification of mitigation measures the Applicant will be able to provide evidence that ILPN *‘improves the operation of the network and assists in the capacity issues’*. The TA will establish whether the implementation measures alone will be sufficient to reduce traffic demand of ILPN to an acceptable level (NPS-NN paragraph 5.2.85)

5.12.35. The modelling of the local highway network and the highway mitigation measures (presently identified in the Options Report) will demonstrate that the Applicant has taken reasonable steps to mitigate the impacts of ILPN RFI (NPS-NN paragraph 5.290)

5.12.36. NPS-NN paragraph 5.291 states:

‘Provided that the applicant is willing to commit to transport planning obligations and to mitigate transport impacts identified in the Transport Analysis Guidance (including environment and social impacts), with attribution of costs calculated in accordance with the Department’s

guidance, then development consent should not be withheld. Where residual effects on the surrounding transport infrastructure remain, appropriately limited weight should be given.'

On this basis **limited weight** (adverse) is placed in the Planning Balance.

6. CONSIDERATION OF OTHER IMPORTANT AND RELEVANT CONSIDERATIONS

6.1. Section 3 of this Planning Statement has identified other important and relevant considerations including:

- The NPPF/PPG
- National Design Guidance
- National Policy in relation to SRN – Circular 1/22
- National Policy in relation to Transport Cycle Infrastructure Guidance LTN 1/28
- Future of Freight Plan
- The policy provisions of development plans.
- Regional economic strategies
- Local Transport Plan
- Local Design Guidance

6.2. The preceding section has included some references to the NPPF including the provision for development within the Green Belt. It is considered that there are no policy issues raised in the NPPF which otherwise have not been addressed when considering ILPN against the provisions of NPS-NN.

6.3. The relevant development policies from St Helens Local Plan are identified at Paragraph 3.8.1 of this Statement. The overwhelming majority of the land within St Helens Borough required for ILPN RFI is allocated under Policy LPA09 Parkside East. Part 3 of the Policy LPA09 requires the development to satisfy 10 criteria. ILPN RFI has been designed to meet all these criteria. ILPN RFI requires the Western Rail Chord to be provided in order to achieve efficient access into the rail terminal as provided for by part 4 of Policy LPA09. The delivery of a SRFI at Parkside East is fundamental to the Spatial Strategy

(LPA01) with Parkside West and East being identified as forming ‘*transformational employment opportunity sites that will make a major contribution to the economic development of St Helens Borough, the Liverpool City Region and beyond.*’ The Development Principles (LPA02) relevant to the ‘*economic well-being of the Borough’s residents*’ and ‘*contributing to a high quality built and natural environment*’ are met by the development.

- 6.4. ILPN RFI is supported by a ‘*comprehensive master plan*’ pursuant to the submitted Draft Parameters Plan . A Landscape Master Plan (PEIR Figure 3.4) accompanies the Illustrative Master Plan (PEIR Figure 3.2) (being a Green Infrastructure Plan for the purposes of Policy LPA08). The masterplan, albeit of Illustrative status – showing one way in which ILPN RFI may be developed (expecting that the railport is largely fixed); when read together with the DAD -satisfies all the principles of Policy LPA03 for the Strategic Employment Sites.
- 6.5. All other matters raised in the identified policy provisions of the Local Plan have been satisfactorily addressed in the design of ILPN RFI.
- 6.6. Some 47% of the site area of ILPN RFI is allocated within a Statutory Development Plan for the purposes of a SRFI. For rail engineering reasons (that have been identified more recently than the adoption of the Core Strategy) it has been established that an effective and efficient intermodal rail terminal cannot be accommodated within confines of the allocation.
- 6.7. The fact that the Statutory Development Plan supports the delivery of a SRFI – and is the fundamental reasoning for the selection of the site – is reasonably to be ascribed **moderate weight** in favour of the Proposed Development.
- 6.8. A strategy has been prepared to achieve 10% Biodiversity Net Gain. The strategy satisfies the sequential approach to ‘mitigation, replacement and other compensatory provisions’ as set out at Policy LPC06.
- 6.9. PEIR Chapter 10 Landscape and Visual Effects has referred to Policy LPC07 Greenways. As a matter of fact, the Proposals Map does not identify a Greenway that is impacted by the DCO Site.
- 6.10. Policy LPD01 Ensuring Quality of Development establishes design requirements under the sub-heading of:

- Quality of Built Environment
- Environmental Quality
- Resource Management

6.11. The evolution of the design for ILPN RFI has had regard – and responds positively to all these principles. Under this policy (criterion 1 (h)) the Council encourages *‘the inclusion of or make a contribution to public art within appropriate schemes’*. An example of an ‘appropriate scheme’ is where the development would be of a substantial size – such as ILPN RFI.

Wigan Borough

6.12. The relevant policies from the development plan in Wigan are set out at paragraph 3.8.15 of this Statement. The spatial strategy of the Core Strategy (Policy SP.1) states that development will be ‘directed primarily’ towards the ‘east-west core’. Beyond the ‘east-west core’, development will be focused on ‘Golborne and Lowton and Standish’. Policy SP1 states:

‘in doing so the Borough will capitalise on its strategic location between the growth areas of Manchester, Liverpool and Central Lancashire to be more competitive economically and attract business ...’

6.13. In so far as there may be a measure of conflict with the spatial strategy, ILPN RFI will enhance economic growth in the Borough, through attracting new businesses, which capitalise on the strategic location provided through the expansion of the allocated SRFI site (Parkside East) within St Helens Borough. Policy SP1 does not seek to contain all growth within the named locations. The conflict with the wording of Policy SP1 is considered not to be a significant land use issue.

6.14. Policy CP2 Open Space Sport and Recreation seeks to protect enhance valuable open space, sporting and recreational facilities. The policy identifies a range of criteria to maintain this planning purpose. None of the criteria relate to recreational flying activities or to dog training facilities. Policy CP2(8) refers to *‘maintaining and improving the opportunities for sport and recreation’*. In so far as ILPN RFI will necessitate the displacement of the Lancashire Aero Club, the Warrington Model Flying Club

(notwithstanding the occupational leases will have expired prior to a commencement of development on site) and the Croft IGP Club; this residual impact is taken into the Planning Balance and attributed **limited weight** on the negative side of the Planning Balance.

- 6.15. Policy CP5 Economy and Employment acknowledges that *‘logistics/distribution’* is a *‘key employment sector’* in the Borough. Policy CP7(4) Accessibility seeks *‘enabling opportunities for the development of rail freight in the Borough particularly that which maximises the potential of the West Coast Mainline’*. ILPN meets these policy objectives.
- 6.16. Policy CP10 Design sets out a range of design principles which have been taken into account in the evolution of the design.
- 6.17. Policy CP11 Historic Environment states that the Council *‘will conserve and enhance our historic environment....’*. The wording of this policy is not fully consistent with national planning policy within the NPS-NN, or the NPPF in that no provision is made to circumstances where harm – which requires *‘great weight’* to be attributed – is placed in a planning balance. The conflict with Policy COP11 is considered not to be significant.
- 6.18. The provision of Policy CP15 (3) Minerals has been considered for the significance under St Helens Borough Local Plan Policy LPC 14. The affected resource within the Safeguarded Area is considered not viable for prior extraction. As such the conflict with the underlying purpose of the Policy is not significant.
- 6.19. Policy C17 Environmental Protection criterion (1) seeks the protection of BMV Agricultural land – and *‘where appropriate seeking to retain and re-use soils on major development sites’*. The assessments have explained that the loss of BMV is necessary to accommodate the need for the railport and rail connected/served warehousing on the Main Site. The loss of BMV agricultural land is taken into the Planning Balance. Some mitigation for that loss may be achieved through the proposal to re-use soils onto existing agricultural land to the east of Winwick Lane- in the interest of preserving or improving the agricultural land value (subject to the agreement of the landowners) within the Soils Reuse Area. The loss of BMV is attributed **limited weight** on the negative side of the Planning Balance.

Warrington Borough

6.20. The relevant policies are identified at paragraph 3.8.18 of this Statement.

6.21. Policy DEV Economic Growth and investment reference *‘major warehousing and distribution outside of the [preferred locations]’* and states such proposals should be located:

- Away from areas sensitive to heavy vehicle movements
- With direct access to the Primary Route Network
- With access to rail or waterways where possible.

6.22. ILPN RFI satisfies all of these considerations. The relevant principles of Policy INFI Sustainable Travel and Transport include:

- General Transport Principles
- Improving Walking and cycling facilities (active travel)
- Improve Public Transport
- Improve Freight Transport Provision
- Transport Assessment and Travel Plans

ILPN RFI satisfies all of these principles.

Joint Development Plan

6.23. The relevant policies from the places for Everyone Joint DPD are set out at paragraph 3.8.23. The Plan has the aim of delivering a *‘Carbon Neutral Greater Manchester’*. Policy JP-S2 – with expected standards to be achieved from new development. The conclusion from PEIR Chapter 17 Energy is that the net effect from construction and operation of ILPN RFI is likely to remain a beneficial effect that is significant (paragraph 17.233).

- 6.24. Policy JP-J1 Supporting Long Term Economic Growth acknowledges logistics to be one of the 6 '*high value clusters in Key economic sectors*'. ILPN RFI is consistent with this policy objective.
- 6.25. Policy JP-G4: Lowland Wetlands and Mosslands states that the Mosslands and Lowlands character farmland landscape type will be protected enhanced and restored. It has been acknowledged that the landscape character of the site cannot be preserved in meeting the need for rail related logistics. The harm to the landscape character is taken into the Planning Balance – recognising conflict with the provision of this policy. **Moderate weight** is placed on the negative side of the Planning Balance on the harm to landscape character.
- 6.26. Policy JP-C7 Freight and Logistics supports the '*more efficient and sustainable movement of freight*'. The development of a SRFI is consistent with this policy objective.

Conclusions

- 6.27. The impact of the Proposed Development upon policies in the development plans will be revisited in response to the receipt of the Local Impact Reports. At this stage in the preparation of the application for ILPN RFI, no policy considerations of substance have been identified which raise significant issues that have not already been addressed when assessing the merits of ILPN RFI against the NPS-NN. This assessment includes consideration of the Waste Management Plans.
- 6.28. The intention of Wigan Borough to exclude land from the Green Belt for the purposes of extending the allocated SRFI (Parkside East) attracts **limited weight** (in favour) in consequence of the stage the development plan has reached in the plan – making process – and is included within the Planning Balance.
- 6.29. The emerging Spatial Development Strategy for the Liverpool City Region and UK Industrial Strategy provide support from an economical perspective to the development of ILPN RFI. These considerations are taken into the Planning Balance when considering the merits of ILPN RFI and embrace the LCR Freeport status of the land within the St Helens Borough. Separate weight has not been attributed to these strategies so as to avoid 'double counting' of the economic benefits into the Planning Balance. For the same reasoning no added weight is applied to the compliance of ILPN RFI with the Rail Freight Plan.

- 6.30. Consideration to guidance on design at a national and local level has been taken into account within this Statement in response to the design matters raised by NPS-NN. Further considerations will be given in response to the Local Impact Reports in the event it is alleged the design of ILPN RFI is not aligned with specific standards.
- 6.31. It is concluded that having regard to these relevant and important considerations, there are no matters of substance that raise policy issues which have not been addressed in the examination of the merits of ILPN RFI against NPS-NN. A further review will be taken following the receipt of consultations responses to the Statutory Consultation

7. THE PLANNING BALANCE

- 7.1 As a matter of law (S104(3)) of the PA2008), applications for SRFIs must be determined in accordance with the relevant NPS unless a relevant consideration arises from S104(4) to (8) applies. It is considered that the granting of a DCO for ILPN RFI would not lead to the UK being in breach of any of its international obligations (S104 (4)); be in breach of any statutory duty (S104(3)); be unlawful (s104(6)) or be contrary to regulations about how decisions are to be taken (S104(8)). It is hence concluded that determination depends upon whether the adverse impacts of ILPN RFI – after mitigation i.e. the residual adverse effects, would outweigh its benefits (S104(7)).
- 7.2 The Planning Balance is undertaken in the context of the information that is available within the PEIR and the accompanying published documents. The Planning Balance will be re-visited in the Planning Statement on the submission of the DCO application with the Environmental Statement and the then accompanying reports and management plans. The Planning Balance will have regard to the response to the Statutory Consultation from the three host authorities.
- 7.3 It is appropriate for the Planning Balance to address the most relevant considerations for and against the granting of a DCO. The planning system should not be approached on the basis of some of algorithmic assessment of each and every land use planning consideration.

7.4 In undertaking this assessment, the following hierarchy of weight is applied to Benefits and Residual Adverse Effects the weighting as set out within the NPS – NN has been applied in this assessment.

- Very substantial
- Substantial
- Moderate
- Limited

Benefits Need and Socio-economic

National

7.5 NPS -NN has established that at a '*strategic level there is a compelling need for development of the strategic road and strategic rail networks and strategic rail freight interchanges*' (SRFIS) (NPS – NN paragraph 3.22.)

7.6 In accordance with the NPS-NN '**substantial weight**' should be given to the consideration of need where these align with those set out in the (NPS NN- paragraph 3.22).

7.7 The economic output generated through permanent operations is estimated to generate an additional £229.6m per annum in GVA. (PEIR Chapter 6 paragraph 6.270). **Substantial weight** is attributed to the contribution to economic growth in the country.

Regional and Local

7.8 The Report titled 'Need Assessment' has established that there is demand for between approximately 1.3m sqm and 1.5m sqm of rail served logistics floorspace within the defined PMA.

7.9 Paragraphs 6.282-6.283 of PEIR Chapter 6 Socio-Economic effect states:

*'On the supply side, approximately 495,000 sqm of rail-served logistics floorspace in the PMA, relating to one scheme (Port Salford and the Port Salford extension). **This suggests a shortfall of approximately 834,640 to 1,035,677 sqm of rail-served logistics space across the PMA.***

This analysis provides clear quantitative evidence of the significant need for additional rail-served logistics floorspace within the PMA - need that the Proposed Development would directly help to address. Indeed, even with the combined delivery of Port Salford and the Proposed Development, a shortfall in rail-served capacity would persist. This underscores the importance of both schemes being brought forward to meet the growing demand for rail-served logistics floorspace in the PMA'. (emphasis added)

- 7.10 The Liverpool City Region/Greater Manchester has no operational SRFI – within its statutory meaning. ILPN RFI will bring forward the long-standing aspiration within the Liverpool City Region for the development of a SRFI at Parkside East. Substantial investment has occurred in the procurement of new highway infrastructure (Parkside Link Road) to facilitate the development of Parkside West and Parkside East. Parkside East is specifically allocated for the purposes of a SRFI within the St Helens Local Plan.
- 7.11 It is considered that there is a regional economic imperative for the delivery of ILPN which should be awarded **substantial weight** .
- 7.12 PEIR Chapter 6 Socio – Economics estimates the net additional employment during construction of ILPN as being 610 ‘average on-site jobs per annum’. Peak on-site employment during construction is anticipated to be some 1,420 jobs. (Table 6.25 Additionality of Construction Employment). On-site operational employment is anticipated to be up to 6000 jobs (Table 6.26). It is anticipated that a further 675 off-site jobs will be induced by the operation employment.
- 7.13 The provisions of the Employment, Skills and Training Plan Framework – secured by the provisions of a Requirement will provide a substantial opportunity for the host communities within the three administrative areas to access job opportunities at ILPN RFI.
- 7.14 At the local level in recognition of prevailing economic deprivation within St Helens and Wigan Boroughs, the provision of significant job opportunities during the construction phase and operational phase should each be given **very substantial weight** – in recognition of the different skills and job opportunities between these phases.

Heritage

7.15 The development provides an opportunity for enhanced appreciation of the Huskisson Memorial which is a Grade II listed structure through the provision of an interpretation board so that the history of the memorial maybe better understood. By reason of the position of the Memorial (alongside the operational railway) to commemorate the death of William Huskisson MP, on the date of the opening of the Chat Moss Line, there is presently very limited opportunity for the public to appreciate the significance of this heritage asset. Heritage interpretation is similarly to be provided for the Battle of Winwick (Registered Battle Field). **Limited weight** is placed on the provision of interpretation material of these designated heritage assets .

Amenity Space

7.16 An area of amenity space (extending to some 2.86 ha) is to be provided for public use in addition to the Highfield Moss Protection Zone- a facility that will be available to the nearby community. The enhancement of Green Infrastructure is considered to attract **limited weight**.

Renewable Energy

7.17 As reported in the Energy Strategy the provision of Solar PV Panels would be capable of generating 67,880 mwh of electricity per year. The provision of solar PV panels provided on the roof space of warehousing units (assuming full installation) would equate to 38% of the total energy demand and for the Proposed Development. NPPF paragraph 168 states that local planning authorities '*should give significant weight to the benefits associated with renewable and low carbon energy and the proposals contribution to a net zero future*'. The Government's policy on energy is further set out in the Overall National Policy Statement on Energy (EN-1). NPS EN-3 states that '*The Government has committed to sustained growth in solar capacity to ensure we are on a pathway that allows us to meet net zero emissions by 2050. As such solar is a key part of the government's strategy for low =cost decarbonisation of the energy sector*'. A further contribution from solar energy at ILPN RFI may potentially be sourced from solar canopies in the car parks.

7.18 The switch from road to rail in the movement of goods at ILPN RFI could save approximately 133,641 tCO₂e/annum using present-day emission factors. In this scenario, the Proposed Development would be 77% more efficient than the movement of freight by HGV, which is in fact slightly higher than the NPSNN's estimate of a typical 76% benefit (PEIR Chapter 17 paragraph 17.126). In the context of weight hierarchy, the provision of ILPN RFI to renewable and low carbon energy and the proposal's contribution to a net zero future should be given **substantial weight**.

Carbon Emissions

7.19 The design of ILPN RFI embeds technological processes to mitigate the emissions of construction and within the proposed development which should be given positive weight (NPS-NN paragraph 5.40). These processes are given **limited weight**.

PRoW

7.20 The design of ILPN SRFI requires the closures of two surface railway crossings and the replacement with a pedestrian rail bridge – suitable for all persons, and the diversion of an existing PRoW to connect with the closed surface crossing. Other provisions for PRoW are made within the Highfield Moss Protection Zone providing alternative routes to the PRoW within the Moss. While ILPN SRFI requires alterations to the existing PRoW, it is considered that overall the provision of a safer crossing over the railway and additional routes around Highfield Moss, outweigh the lengthened PRoW diversion. This diversion is considered in effect a minor inconvenience when set into the overall context of improving the safety of railway crossings. The provisions for the PRoW are necessary in the operation of ILPN and are afforded **limited weight**.

Development Plan Allocation

7.21 47% of the Main Site is allocated for the purposes of a SRFI in the St Helens Local Plan. The delivery of this investment has been a long-standing ambition of the Local Planning Authority for the reasons explained the provision of a SRFI for rail engineering reasons requires additional land to accommodate the railport and to meet demand for rail related logistics space withing the PMA. The allocation has been the genesis of the investment made by the Applicant in bringing forward ILPN to deliver a viable SRFI and should be given **moderate weight** in the planning balance.

7.22 It is acknowledged that the Wigan Local Plan review is at an early stage of plan preparation. Wigan Council has proposed the release of land from the Green Belt under Policy J6 which is consistent with the Main Site as proposed for ILPN. This provision is attributed **limited weight**.

Harms

Landscape and Visual Impacts

7.23 It is acknowledged that for the form and scale of development of a SRFI there will be a significant landscape and visual impact of the development. In the context of need being established at a national and regional level, and approximately 47% of the Main Site being allocated for the purposes of a SRFI, significant landscape and visual effects have to be expected (Main Site 247ha, Land allocated within St Helens Borough (Parkside East) 115ha). As explained in PEIR Chapter 10, ILPN SRFI has been designed and the scale minimised to avoid or where unavoidable, mitigate the visual and landscape effects during construction and operation so far as is possible while maintaining the operational requirement (NPS-NN paragraph 5.16.4).

7.24 The assessment in PEIR Chapter 10 Landscape and Visual Effects has concluded that the significant landscape effects are primarily contained by the Main Site Boundary. None of the visual effects are of such significance as to make nearby residential properties unattractive places to live. ILPN will not be perceived as being overbearing or oppressive to residential receptors or to users of the PRoW network. It is the context of these mitigating factors that **moderate weight** is placed on the harm upon the landscape and **moderate weight** to the consequence of ILPN SRFI on visual amenity.

Other Harms

7.25 The construction of ILPN RFI necessarily involves:

- i. The loss of a non-designated heritage asset. A balanced judgement is required having regard to the scale of any harm or loss and the significance of the heritage asset (NPPF paragraph 216). In undertaking this internal heritage balance it is concluded that **limited weight** should be placed on this residual harm.

- ii. Loss of agricultural land including BMV. It has been established that there is no practical opportunity to use land of lower agricultural land value by reasoning of the rail engineering requirements to provide an efficient rail terminal (which necessitates the use of land beyond the allocated Parkside East) and if the need for rail related floorspace is to be delivered. **Limited weight** is placed on this residual harm.
- iii. Loss of recreational land uses. As has been explained neither the Lancashire Aero Club, or the Warrington Model Airplane Club have security of tenure. Their occupation of land ceases with the effluxion of time, namely at the end of 2026. This termination of occupancy may occur whatever the outcome of the DCO application. The Applicant is considering – with the appointment of specialist consultations in aviation, the opportunity for these Clubs to secure alternative locations. It is considered ILPN RFI leads to displacement of these aviation interest rather than cessation thereof.

Similarly in respect of the Croft IGP Club, it is considered that this use may reasonably have the prospect of securing alternative premises, and have no security of tenure at the current location. The location requirements are not so specific as aviation activity.

NPS-NN paragraph 5.200 states that *‘the Secretary of State should not grant consent for development on existingrecreational buildings and landunless an assessment has been undertaken either by the LPA or independently which has shown the open space or the buildings and land to be surplus to requirements, or the Secretary of State determines that the benefits of the project (including need) outweigh the potential loss of such facilities taking into account any positive proposals made by the applicant to provide new improved or compensatory land or facilities’.*

The assessments of recreational land undertaken by St Helens and Wigan Boroughs have not addressed land that is used for recreational flying activities.

It is considered that the loss of the two aviation interests in the context of neither having a security of tenure as a land interest, in circumstances where there is a reasonable opportunities

of these activities to be relocated – and in the context of the displacement of the dog training club - **moderate weight** should be placed in the Planning Balance.

- iv. Loss of other employment activity. PEIR Chapter 03 Project Description identifies (paragraph 3.13) consequential requirements to remove several businesses that operate within the Main Site. These are identified as Dolly Bridge Stud, Golden Orb Solutions, Procon LTD. The loss of these businesses is addressed at PEIR Chapter 6 Socio Economic Effects. These businesses are of small scale and their operational requirements are such that relocation is not anticipated to present particular difficulty for the proprietors of these businesses. **Limited weight** is ascribed to this harm.
- v. The design of ILPN has avoided significant harm to biodiversity. NPS -NN (paragraph 6.55) states that the Secretary of State will give '*significant weight to any harm*' (in the context of biodiversity and nature conservation). The assessment in PEIR Chapter 11 Ecology and Biodiversity. Table 11.10 (summary of effects) has identified some Residual Effects which in terms of assessment for the Environmental Statement are considered to be 'negligible' in magnitude and 'not significant'.

Other effects have been addressed as being Minor Adverse but similarly Not Significant. Negligible and Minor Adverse effects are harms as a consequence of the Proposed Development. Significant weight is to be given to these levels of harm. As stated, the Planning Balance is undertaken in respect of the main issues for and against the granting of the DCO. In short form the land use considerations that are significant to reaching an overall planning balance. In this context **limited weight** is attributable to the residual harm to biodiversity interests.

- vi. The land required for the Main Site and particularly for potential highway mitigation (eg Lane Head South Link Road) involves land that is subject to mineral safeguarding policies in the relevant parts of the development plan. The assessment of the minerals resources in PEIR Chapter 15 has concluded that '*although parts of the Main Site are within a MSA for sand and gravel, the GI has identified no viable resources of any value at the Main Site that will be sterilised by the Proposed Development.*' The underlying purpose of these policies is to protect

the unnecessary loss of mineral resources that potentially would be viable for extraction. In the circumstances of the resource that has been identified the retention of the mineral in-situ, does not cause harm to the public interest of safeguarding. In consequence no weight is attributed to this issue in the Planning Balance.

Grey Belt/Green Belt

- 7.26 The Planning Balance needs to be considered in the context of the land beyond the allocation of Parkside East (and St Helens Local Plan) which is required for the Main Site, being within the Green Belt. As advanced in this Planning Statement – and supported by the assessment undertaken by Wigan Council in the preparation of the Regulation 18 version of the Local Plan Review (for the area of land required form the Green Belt in Wigan Borough, - it is considered that the land required for ILPN SRFI beyond the allocation of Parkside East in the St Helens Local Plan (within St Helens and Wigan Borough) has the characteristic of grey belt (NPPF Glossary).
- 7.27 This Planning Statement has articulated the reasoning why it is concluded ILPN RFI satisfies the criteria of NPPF paragraph 155 such that ILPN RFI is not inappropriate development within the Green Belt. With this analysis it is concluded that the residual adverse effects of ILPN RFI are not of such substance as to outweigh the benefits of the development.
- 7.28 It is acknowledged that the considerations as to whether the land within the Green Belt maybe categorised as grey belt, and indeed if so, the performance of this commercial development against the criteria attached to NPPF paragraph 155 requires the exercise of planning judgement. It may be the case that the Examining Authority or the Secretary of State may reach a contrary planning judgement within the bounds of reasonableness.
- 7.29 In the circumstances that it is concluded the land (beyond the allocation of Parkside East) is not considered to have the characteristics of grey belt or where it is considered the land is grey belt but the criteria of NPPF paragraph 155 are not met, then the policy matrix of NPPF paragraph 153 is engaged.

7.30 The identified level of harm to the Green Belt – both definitional harm and harm to openness is to be given **substantial weight**. Harm from other considerations is also to be taken into account – with the weight applied above. The required balance is to then consider whether there ‘*other considerations*’ that are of such substance as to outweigh the harms identified so as to amount to ‘*very special circumstances*’ justifying a grant of Planning Permission through a DCO.

7.31 It is considered that the public benefits listed above are of such magnitude and significance that these benefits outweigh the harm to the Green Belt given substantial weight and the weight ascribed to other harms. No alternative site beyond the Green Belt has been identified where the socio-economic benefits of ILPN RFI as a SRFI could be achieved. As such the Applicant is able to demonstrate on the evidence that is presently available prior to Statutory Consultations that ‘very special circumstances’ exist to justify a DCO for ILPN RFI that incurs development within the Green Belt.

7.32 **Table 7.1 Planning Balance**

	LAND USE CONSIDERATIONS	VERY SUBSTANTIAL BENEFIT	SUBSTANTIAL BENEFIT	SUBSTANTIAL HARM	MODERATE BENEFIT	VERY SUBSTANTIAL HARM	MODERATE HARM	LIMITED BENEFIT	LIMITED HARM
1	National Need for SRFIs		✓						
2	Economic output GVA		✓						
3	Regional Need for SRFIs		✓						
4.	Provision of Local Jobs during construction phase	✓							
5	Provision of Local Jobs during operational phase	✓							

	LAND USE CONSIDERATIONS	VERY SUBSTANTIAL BENEFIT	SUBSTANTIAL BENEFIT	SUBSTANTIAL HARM	MODERATE BENEFIT	VERY SUBSTANTIAL HARM	MODERATE HARM	LIMITED BENEFIT	LIMITED HARM
6	Provision of Policy J6 in the emerging Wigan Local Plan							✓	
8	Renewable energy		✓						
9	Embedded Processes to mitigate/offset carbon emissions							✓	
10	Provisions of the St Helens Core Strategy (esp Policy LPA 09 for SRFI				✓				
11	Impact on Landscape						✓		
12	Enhancement to GI							✓	
13	Visual Effects						✓		
14	Agricultural land								✓
15	PRoW Network							✓	
16	Designated Heritage Assets (Huskisson Memorial and Battle of Winwick RHB)							✓	
17	Designated Heritage Assets (other than the Huskisson Memorial and the Battle of Winwick)								✓
18	Loss of NDHA								✓

	LAND USE CONSIDERATIONS	VERY SUBSTANTIAL BENEFIT	SUBSTANTIAL BENEFIT	SUBSTANTIAL HARM	MODERATE BENEFIT	VERY SUBSTANTIAL HARM	MODERATE HARM	LIMITED BENEFIT	LIMITED HARM
19	Displacement of recreational land interests						✓		
20	Displacement of existing businesses								✓
21	Biodiversity and Ecology interests								✓
22	Residual Highways Impact (TBD ⁶)								✓
23	Green Belt – if inappropriate development (definitional harm)			✓					
24	Green Belt – if inappropriate development – (to openness)			✓					

8. CONCLUSIONS

- 8.1 This Planning Statement has examined the merits of the proposals for ILPN RFI primarily against the policies of the NPS-NN in accordance with the provisions of the 2008 Act. The assessment has been drawn from the evidence provided in the PEIR and the accompanying documents including management plans.

⁶ See paragraph 8.4

- 8.2 Due regard has been given to the provisions of other important and relevant documents – which are referenced in Section 2 of this Statement.
- 8.3 It is acknowledged that presently the requirement for mitigation of the traffic impact of ILPN RFI upon the local highway network is as yet not fully understood.
- 8.4 Traffic modelling is being undertaken and the outputs will be discussed within the Transport Working Group. Mitigation to ensure that that residual traffic impacts are compliant with the provisions of the NPS-NN will accompany the application for the DCO. Table 1 will be updated accordingly to weigh the residual highways impact.
- 8.5 Necessarily, for the form and scale of development at a SRFI, there will be some residual adverse impacts after embedded mitigation and any additional mitigation – which are to be placed on the ‘negative side’ of the planning balance. The Planning Balance set out at Section 7 sets out the weight that has been applied to material considerations which comprise benefits from ILPN RFI and the residual impacts which result in harms.
- 8.6 The Planning Balance has been undertaken in the context of two alternative scenarios that:
- The Green Belt land required for ILPN RFI – beyond the allocation of Parkside East in the St Helens Local Plan is grey belt.
 - The Green Belt land required for ILPN RFI beyond the allocation of Parkside East in the St Helens Local Plan is Green Belt.
- 8.7 In the circumstances that the land required for ILPN RFI beyond the allocation in the St Helens Local Plan is grey belt (Wigan Borough Council consider the land proposed to be allocated under Policy J6 is grey belt – see paragraph 5.10.61), the planning judgement is formed, on the basis of the evidence presently available, that the residual adverse impacts of ILPN do not outweigh the benefits of ILPN RFI. The provision of S104 (7) of the 2008 Act is not engaged.

8.8 In the situation that the land required for ILPN RFI is Green Belt, then the Planning Balance places an onus upon the Applicant to demonstrate that ‘very special circumstances’ exist to justify inappropriate developments in the Green Belt.

8.9 Table 1 – has placed substantial weight on the definitional harms to the Green Belt and substantial weight to the impact upon openness of the Green Belt. Due consideration has been given to the other harms that have been identified.

8.10 Table 1 identifies the benefits of ILPN RFI. **Substantial weight** has been given to:

- The national need for SRFIs
- The economic output of ILPN
- The regional need for SRFIs
- Provision for renewable energy

Very substantial weight is given to the provision of local jobs during the construction phase and **very substantial weight** is given to the provision of local jobs during the operational phase.

8.11 In accordance with the provision of national planning policy set out at NPPF paragraph 153 it is concluded that the ‘potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposals is clearly outweighed by other circumstances’. The Applicant has hence demonstrated that ‘very special circumstances’ exist for allowing IPLN. The provision of S104(7) of the 2008 Act is not engaged.

8.12 It is concluded that the presumption in favour of a DCO being granted for ILPN RFI applies.

APPENDIX 1 - St Helens Borough published a Green Belt Review in December 2018 as part of the Local Plan 2020- 2035



ST HELENS
BOROUGH COUNCIL

ST HELENS BOROUGH LOCAL PLAN 2020-2035

GREEN BELT REVIEW (2018) STAGE 2B PROFORMAS

JANUARY 2019

(PUBLISHED OCTOBER 2020)

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1. Introduction

1.1 In January 2019 the Council published the Green Belt Review (December 2018). This Green Belt Review was an updated version of the Draft Green Belt Review 2016 and was produced as part of a range of technical evidence-based documents to facilitate and inform the preparation of the new Local Plan.

1.2 The Council has identified that there is a shortfall of suitable land within its existing urban areas, and in urban areas of nearby authorities, to meet these needs. Therefore, it has been necessary to review the Green Belt in the Borough. The Green Belt Review (2018) can be viewed in full at:

<https://www.sthelens.gov.uk/planning-building-control/planning-policy/local-plan/>

1.3 The Green Belt Review (2018) assessed the contribution different parts of the Borough made to the purposes of Green Belt. This was done by splitting all the Green Belt areas within the Borough into parcels and sub-parcels. The Green Belt Review (2018) then assessed each parcel in terms of its contribution to the purposes of Green Belt designation, producing a detailed assessment for each parcel (Stage 1B proformas). These assessments were published in full as Appendix C of the Green Belt Review (2018) (see above link).

1.4 Following this exercise any parcel or sub-parcel that scored a 'High' or 'High+' were discounted at this point¹. A further Stage 2A was then carried out which aimed to discount parcels and sub-parcels that did not have a realistic prospect of being developed due to the presence of a prohibitive constraint. The Stage 2A proformas of all those parcels/sub-parcels that were discounted at this stage were published in full as Appendix D of the Green Belt Review (2018).

1.5 The remaining parcels and sub-parcels, not discounted at Stages 1B and 2A, were then assessed at Stage 2B. This stage looked at the attributes of each parcel/sub-parcel in order to form an understanding of the likelihood or otherwise of them coming forward for development if released from the Green Belt. Detailed assessments were then set out for each parcel/sub-parcel not discounted (Stage 2B proformas). These assessments, however, were not published as part of the Green Belt Review (2018), the reasons were to ensure that the document was kept to a reasonable size in order for it to be readable and useable. Nevertheless, all conclusions of the Stage 2B proformas were set out in Tables 5.2 and 5.4 of the Green Belt Review (2018).

¹ There were exceptions to this method and an explanation of this is contained in the Green Belt Review (2018) document.

1.6 Following the 'consultation' on the Local Plan Submission Draft (LPSD) in January to May 2019, a small number of respondents commented that the Stage 2B proformas had not been available to view in full and that it would have been desirable that these proformas were published and available at the Submission Draft stage.

1.7 In response to the comments received from representors, this document has been produced, which contains all of the Stage 2B proformas, and should be read in conjunction with the main Green Belt Review (2018) document. As the proformas had not been previously been published the opportunity to update factual information regarding any extant planning applications quoted in a proforma was taken. Therefore, if a planning application was referred to in a proforma, but had yet to be determined, then the current status of that application was checked and updated accordingly. No other details contained in the original proformas prepared in 2018 have been changed since they were originally completed.

1.8 Some proformas refer to 'HIA's (Heritage Impact Assessment). These HIA's are contained in the Heritage Background Paper (submission document SD023), which is also a technical background paper to accompany the St Helens Borough Local Plan.

2. Template

2.1 The following Stage 2B template was used to assess various elements, including the presence or otherwise of physical or policy constraints (other than those considered at Stages 1B and 2A), along with transport, ownership and viability evidence. The proformas conclude with an overall development potential of the parcel/sub-parcel, which are 'good', 'medium' or 'limited'.

Template Proforma used at Stage 2B

STAGE 2b DEVELOPABILITY ASSESSMENT (*Different proforma required for each parcel – where different sub-parcels within the parcel have different characteristics ensure these are reflected in comments and summary boxes; also ensure a separate gross and net developable area and notional development capacity is given for any sub-parcels*)

Parcel Ref and Location	
Sub-parcels discounted at stages 1B or 2A	<i>Identify here any sub-parcels which were discounted at previous stages</i>
Area covered by stage 2B assessment	<i>List here the remaining sub-parcels, which are subject to stage 2B i.e. which have not been discounted at earlier stages – if no sub-parcels discounted at earlier stages state 'Whole of parcel'</i>

Insert half page plan of parcel including any sub parcels (shade over any of these that have been excluded at stage 1B or 2A).

SUITABILITY

<u>Constraint type</u>	<u>Characteristics of each parcel/sub-parcel considered in relation to each constraint</u>	<u>Primary data sources</u>
Landscape and visual character	- What is the character of the landscape within the parcel and its surroundings? - How sensitive to change is the landscape? - How sensitive to visual intrusion is the area? - Would any development lead to enhancement of a derelict or previously developed site? - See criteria for SA objective 7 for further guidance	St Helens Borough Landscape Assessment 2006 – see maps on landscape character, landscape sensitivity and visual sensitivity
Ecology	- Is the parcel/sub-parcel within 400 metres of a Site of Special Scientific Interest or within 100 metres of a Local Wildlife Site, Local Geological Site or Local Nature Reserve? - If the parcel/sub-parcel contains one of the above designations, how much of it is affected? - How susceptible is the specific ecological interest in the designated site to damage/loss by development? - Is there any known presence of protected species and/or habitats on	Maps of Sites of Special Scientific Interest; Local Wildlife Sites; Local Nature Reserves Local Wildlife Site details

	- or close to the parcel/sub-parcel? - See criteria for SA objective 1 for further guidance	
Agricultural Land Quality	- Is land within the parcel/sub-parcel recorded as being grade 1, 2, 3a, 3b, 4 or 5? - Where different grades of land are present, what is the approximate proportion of each grade? - See criteria for SA objective 2 for further guidance	Agricultural Land classification maps (published by Natural England)
Heritage Assets	- Would development of the site be likely to affect the character, appearance or setting of any designated (or non-designated) heritage asset? - What is the significance of any identified heritage asset within or adjacent to the parcel/sub-parcel? - How susceptible is the affected asset to effects of new development? - What proportion of the parcel/sub-parcel is affected by the asset or its setting? - Does the site have any known substantial archaeological interest? - See criteria for SA objective 8 for further guidance	Maps showing Listed Buildings, Scheduled Monuments, Registered Parks and Gardens, Conservation Areas Archaeological information Conservation Area Appraisals Listing details for Listed Buildings
Flooding	- What fluvial flood zone is the parcel/sub-parcel located within? - What proportion of the parcel/sub-parcel (if any) is in zones 2 or 3? - What effect will climate change have on any flood risk affecting the site? - Is there any substantial known flood risk from other sources including surface water? - See criteria for SA objective 6 for further guidance	Environment Agency Flood Zone maps St Helens Strategic Flood Risk Assessment 2014 Surface water flooding maps
Trees and Woodland	- The extent of any TPOs or other important woodland/planted areas within the parcel/sub-parcel. - Does the parcel/sub-parcel contain any ancient woodland? - What contribution do any trees or woodlands which would be lost currently make to amenity in the area? - See criteria for SA objective 1 for further guidance	Maps of Tree Protection Orders (TPOs) and ancient woodland areas
Open Space and Recreation	- The type of any open space and/or sporting facility within the parcel/sub-parcel. - Whether the parcel/sub-parcel is in an area of surplus or deficit for any specific provision which would be lost. - Any known proposals for replacement	St. Helens Indoor and Built Sports Facilities Needs Assessment (2016) (including its Golf Course Addendum) St. Helens Open Space Assessment (2016) St. Helens Playing Pitch

	provision. • How close is the parcel/sub-parcel to public open space or natural greenspace in the surrounding area? • Whether the parcel/sub-parcel offers opportunities to contribute to enhancement of the Green Infrastructure network • See criteria for SA objectives 5 and 9 for further guidance	Strategy Assessment (2016) St. Helens Playing Pitch Strategy & Action Plan (2016) St Helens Greenway Policy Review (2015) Maps of open space and recreation facilities
Minerals	• Whether the parcel/sub-parcel is within a mineral safeguarding area and if so the proportion of the parcel/sub-parcel which is affected.	Minerals safeguarding maps
Infrastructure	• Whether the parcel/sub-parcel is affected by easements for pipelines etc. restricting development and if so to what extent. • Are there any known constraints concerning provision of utilities to the parcel/sub-parcel (water, sewerage etc.)? • Whether the parcel/sub-parcel is affected by future transport or other infrastructure projects. • Would any development be critically constrained by infrastructure issues (see criteria for SA objective 16)?	Pipeline maps Future infrastructure proposals (e.g. transport schemes)
Ground conditions	• Whether the parcel/sub-parcel contains or is within 250 metres of an active or former landfill site. • Whether the parcel/sub-parcel is affected by any area of known contamination (within it or on adjacent land) • Is the parcel/sub-parcel within an area of known subsidence from mining or other source of ground instability? • See criteria for SA objective 4 for further guidance	Landfill sites (Council records) Contaminated land (Council records) Coal Authority 'development risk' maps
Air, water and noise pollution	• Whether the parcel/sub-parcel is within or close to an Air Quality Management Area • Whether the site is located within 100m of a groundwater source protection zone 1 or 2 • Whether the parcel/sub-parcel would be affected by any existing sources of noise in the surrounding area • See criteria for SA objective 3 for further guidance	Maps of AQMAs Environment Agency groundwater source protection zone maps
Hazardous installations	• Is the parcel/sub-parcel within any Health and Safety Executive (HSE) consultation zone alongside or around a hazardous installation? • If so, what proportion of the parcel/sub-parcel is affected?	Maps of notifiable hazard locations

Neighbouring uses	• Would housing or employment use be compatible with nearby uses (existing or proposed)? • Would access to the site lead to amenity issues in the wider area?	
Any other constraints		

TRANSPORT ACCESSIBILITY

(see also criteria for SA objectives 12, 13, 14, 19 and 20 for further guidance)

Walking	• Is the parcel/sub-parcel within 800 metres safe and convenient walking distance of a district or local centre? • If not, what is the walking distance to such facilities? • Is the parcel within 400 metres, 400-1200 metres or 1200 metres+ safe and convenient walking distance of a primary school? (1200m+ should be flagged up as an issue that needs considering further in the overall Developability section) See SA Criteria for SA Objective 13
Cycling	• Is the parcel/sub-parcel within 1 mile safe and convenient cycling distance of a district or local centre? • If not, what is the cycling distance to such facilities?
Public Transport	• Is the parcel/sub-parcel within 400 metres safe and convenient walking distance of a bus stop with a reasonable range of services to different destinations? • Is it within 800 metres safe and convenient walking distance of a train station? • Is the parcel/ sub-parcel within a 40-minute journey by public transport to a secondary school?
Vehicular Traffic	• Can safe and convenient access be provided for all vehicles that are likely to use the parcel/sub-parcel to and from (a) the public highway and (b) the strategic road network?

AVAILABILITY

Ownership	Is parcel subject to current landowner interest in developing? If so, to what extent? This should take account of current landowner intentions. i.e. if only part of the parcel is being promoted then this should be stated.
Existing use	
Current planning status	i.e. planning permission; any relevant planning history
Use(s) promoted by landowner(s)	Insert housing, employment or both

ACHIEVABILITY

Viability Considerations	What viability zone (as identified in the EVA) does the parcel/sub-parcel fall within? Would any development be likely to be subject to abnormal costs?
Gross Developable Area	This should be provided for the whole parcel and any sub-parcels If only part of the parcel or sub parcel is being promoted for development by the landowner/developer, then the GDA should be reduced to reflect this
Net Developable Area	As above
Notional Development Capacity	This should be provided for the whole parcel and any sub-parcels and state any assumptions used (e.g. 93-112 units at 75% net developable area and 25 /30 dph).

	<i>This should take account of current landowner intentions as above.</i>
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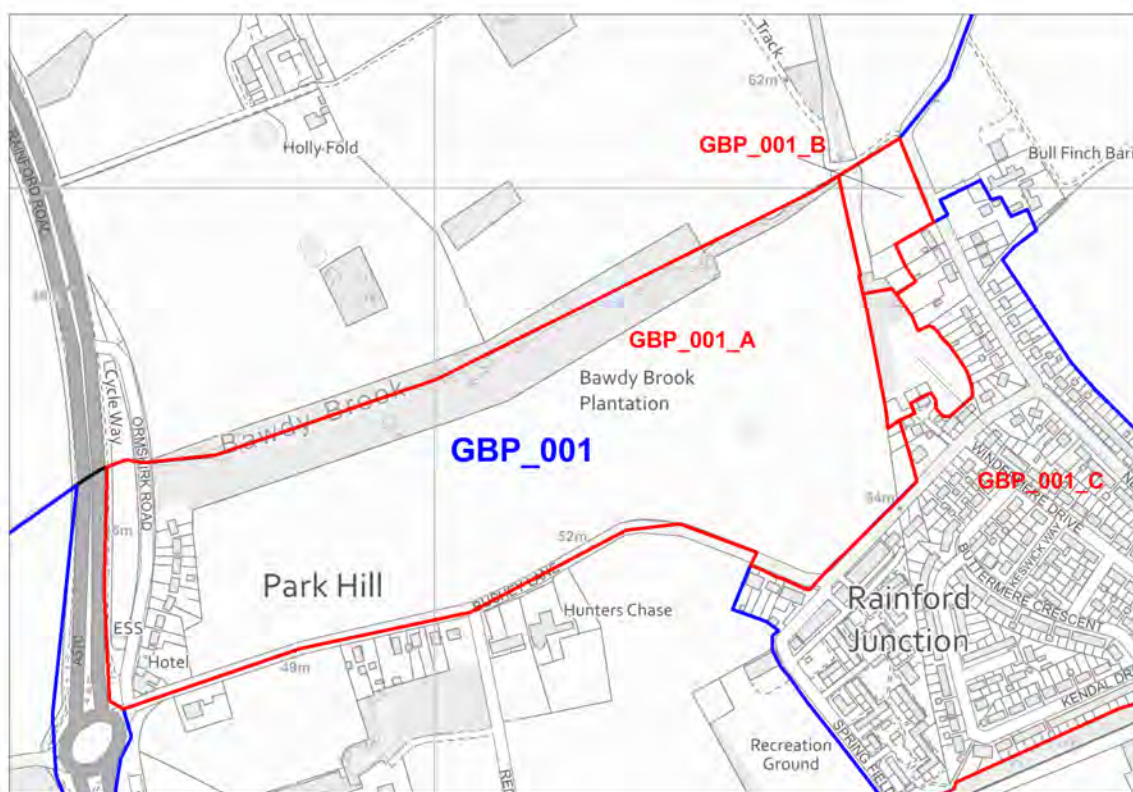
CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>Insert here key points from earlier sections (split by sub-parcel)</i>
Preferred use (to be considered in stage 3)	<i>Insert here whether to be considered for housing, employment or both and briefly why (split by sub-parcel if necessary)</i>
Notional development capacity (to be considered in stage 3)	<i>As above</i>
Developability Score	<i>Good, moderate or limited (Ensure a separate score is given for any sub-parcels)</i>

3. Stage 2B Proformas

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_001 Land North of Bushey Lane, East of Rainford Road
Sub-parcels discounted at stages 1B or 2A	None
Area covered by stage 2B assessment	Whole parcel comprising of sub-parcels: GBP_001_A - 18.06hectares (ha) GBP_001_B - 0.78ha GBP_001_C - 0.73ha



SUITABILITY

Landscape and visual character	<i>The landscape character type for the parcel, is Broad Rural Slopes and the landscape character area is Rainford Slopes. The parcel has medium to high landscape and visual sensitivity.</i>
Ecology	<i>Bawdy Brook Local Wildlife Site (LWS2) forms the northern boundary of the parcel. Any development of the parcel would need to consider an appropriate buffer from this LWS.</i> <i>The presence of protected species (Pink Footed Geese) in this area is known, therefore an ecology survey would be necessary.</i>
Agricultural Land Quality	<i>Grade 1 - excellent quality agricultural land</i>
Heritage Assets	<i>There are no recorded assets on or within close proximity of the sub-parcels.</i>

Flooding	<i>The sub-parcels are located within flood zone 1. Small parts of the sub-parcels fall within 30, 100, 1000-year surface water areas, with the most significant surface water 30-year event flooding experienced to the north west of sub-parcels GBP_001_A and GBP_001_B along the northern boundary formed by Bawdy Brook.</i>
Trees and Woodland	<i>The sub-parcels do not contain any Tree Preservation Orders (TPO) or ancient woodland. Mature trees do form part of the boundary.</i>
Open Space and Recreation	<i>No open space or outdoor sports facilities fall within the sub-parcels.</i>
Minerals	<i>The sub-parcels lie within a proposed mineral safeguarding area for coal and clay.</i>
Infrastructure	<i>The sub-parcels are not affected by any known pipeline or easement. The sub-parcels are not affected by any known existing or future transport or other infrastructure projects. United Utilities (UU) have not been approached regarding this parcel so water pipes etc. in this location are unknown.</i>
Ground conditions	<i>The sub-parcels do not contain or fall within 250m of an active or former landfill site. The sub-parcels are not affected by any known sources of contamination. The sub-parcels fall within the Coal Authority's 'High Risk' area of potential land instability from the legacy of coal mining operations. Historic mineshafts are recorded to the east of the parcel.</i>
Air, water and noise pollution	<i>There are no identified issues. However, there could be potential air quality and noise pollution issues to the western part of sub-parcel GBP_001_A due to the proximity of Rainford By-Pass (A570), therefore a buffer would be required.</i>
Hazardous installations	<i>No identified issues. The sub-parcels are not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Existing residential development lies to the east and south-east of the sub-parcels; agricultural land to the north, south-west and west (across Rainford By-Pass). Development of the sub-parcels for residential use is considered compatible with existing uses and unlikely to give rise to amenity issues for the wider area.</i>
Any other constraints	<i>The sub-parcels are not within an acceptable walking distance to a primary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcels are not located within an 800m safe and convenient walking distance of the nearest identified local centre (Rainford) which lies approx. 1.7km away (as the crow flies, at its closest point). However, its eastern part does lie within 800m of convenience store (located on Kendal Drive). The sub-parcels lie over 1.2km of a safe and convenient walking distance from the nearest primary school.</i>
Cycling	<i>The sub-parcels are not within a 1 mile safe and convenient cycling distance of the nearest identified local centre (Rainford) which lies approx. 1.7km away (as the crow flies, at its closest point). However, the eastern</i>

	<i>part lies within 800m of convenience store (located on Kendal Drive).</i>
Public Transport	<i>The sub-parcels are within a 400m safe and convenient walking distance to a bus stop. There is a minimum of 3 bus services an hour in this location, predominantly to and from St. Helens Town Centre.</i> <i>The majority of sub-parcel GBP_001_A lies outside an 800m safe and convenient walking distance of a train station. However, both sub-parcels GBP_001_B & GBP_001_C are within 800m of a safe and convenient walking distance.</i> <i>The parcel as a whole is within a 40minute journey by public transport (bus and rail) to a secondary school.</i>
Vehicular Traffic	<i>Sub-parcel GBP_001_A has good potential vehicular access.</i> <i>Access to sub-parcel GBP_001_B would need to address the lack of a footpath on the highway (New Lane) which would require widening, resulting in tree loss.</i> <i>Access to sub-parcel GBP_001_C would be via an existing private, gated driveway off Bushey Lane. Highways usually accept no more than 10 dwellings to be accessed off a private gated driveway, and as the development already has four dwellings off there, any further development of the site would be restricted to six additional units.</i>

AVAILABILITY

Ownership	<i>Mixed Ownership:</i> <i>GBP_001_A: Knowsley Estate, represented by Savills (Call for Sites form 2014_003A)</i> <i>GBP_001_B: Church Commissioners, represented by Barton Wilmore (Call for Sites form 2011_011)</i> <i>GBP_001_C: Mr B Unwin (Call for Sites form 2013_119)</i>
Existing use	<i>Agricultural</i>
Current planning status	<i>GBP_001_A - Green Belt – No relevant planning history</i> <i>GBP_001_B - Green Belt – No relevant planning history</i> <i>GBP_001_C - Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

Viability Considerations	<i>Parcel lies within EVA Zone 4 (higher value). Parcel is therefore considered viable for development.</i>
Gross Developable Area	<i>GBP_001_A = 18.06ha</i> <i>GBP_001_B = 0.78ha</i> <i>GBP_001_C = 0.73ha</i>
Net Developable Area	<i>GBP_001_A = 13.5ha (75%)</i> <i>GBP_001_B = 0.70ha (90%)</i> <i>GBP_001_C = 0.66ha (90%)</i>
Notional Development	<i>GBP_001_A = 405 units (75% net developable areas and 30dph)</i>

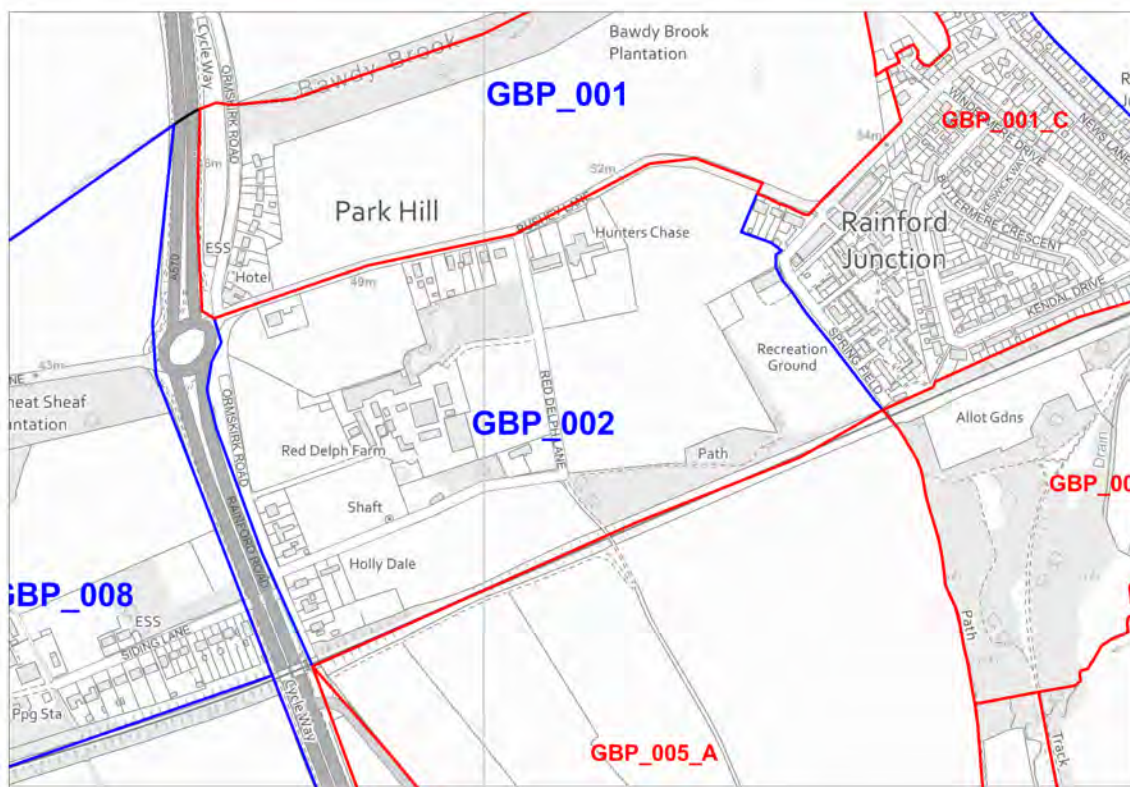
Capacity	GBP_001_B = 21 units (90% net developable areas and 30dph) GBP_001_C = 20 units (90% net developable areas and 30dph)
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CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>A potential buffer would be needed from Bawdy Brook LWS to the north of the parcel. An ecological survey would be required as part of any planning application.</i> <i>Agricultural land quality is excellent.</i> <i>Some access issues would need to be overcome for sub-parcels GBP_001_B and GBP_001_C.</i> <i>The parcel as a whole, lies beyond a safe and convenient walking distance from the nearest local centre (Rainford) and primary school; and safe and convenient cycling distance from the nearest local centre (Rainford).</i> <i>The parcel is considered developable; however, it lies well beyond the boundary of the nearest substantial settlement; full development of larger sub-parcel GBP_001_A would result in disproportionate growth of Rainford Junction.</i> <i>Distance from the nearest local centre (Rainford) and key local amenities mean residential development here would not represent the most sustainable spatial approach to meeting the future housing needs of Rainford. However, sub-parcel GBP_001_C would be more acceptable, as it would represent a simple rounding off of the existing boundary with only a small number of new dwellings created, and therefore has been scored more favourably than the larger sub-parcel of GBP_001_A, as 100's of new dwellings in this location would be unsustainable, but limited rounding off would be more acceptable.</i> <i>Although sub-parcel GBP_001_B would also result in only a small number of new dwellings, it would result in an unacceptable extension of the settlement boundary into the Green Belt.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_001_A = 405 units</i> <i>GBP_001_B = 21 units</i> <i>GBP_001_C = 20 units – however due to highway constraints this number has been capped at 6 units</i>
Developability Score	<i>GBP_001_A - Limited Development Potential</i> <i>GBP_001_B - Medium Development Potential</i> <i>GBP_001_C - Good Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_002 - Red Delph Farm/Land to the South of Bushey Lane, Rainford
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole parcel - 23.07ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Broad Rural Slopes and the landscape character area is Rainford Slopes. The parcel has medium to high landscape and visual sensitivity.</i>
Ecology	<i>The parcel does not contain and is not located close to any designated sites of ecological importance. The presence of protected species (Pink Footed Geese) in this area is known; therefore, an ecology survey would be necessary.</i>
Agricultural Land Quality	<i>Grade 1 - excellent quality agricultural land</i>
Heritage Assets	<i>There are no recorded assets on or within close proximity of the parcel. The parcel contains the following non-designated heritage assets recorded on the Merseyside Historic Environment: MME 16594 – Mid-late 19th century coal shaft. There is a potential for buried archaeological remains associated with the coal mining industry to be encountered by development.</i>
Flooding	<i>The parcel is located within flood zone 1. Small parts of the parcel fall within 30, 100, 1000year surface water areas.</i>

Trees and Woodland	<i>The parcel contains one TPO to the south of the parcel.</i>
Open Space and Recreation	<i>The parcel contains playing fields (Rainford North End), natural and semi natural greenspace (Red Delph Wood) and children's play area. There is no identified surplus of these typologies in the area.</i>
Minerals	<i>The parcel lies within a proposed mineral safeguarding area for coal and clay.</i>
Infrastructure	<i>The parcel falls within the buffer zone of the Essar Oil (formerly Shell) North West Ethylene Pipeline located to the south west of the parcel. UU has advised a main foul sewer runs through the parcel and would need to be considered as part of any site masterplanning process. The parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The parcel does not contain or fall within 250m of an active or former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'High Risk' area of potential land instability from the legacy of coal mining operations. A significant number of historic mineshafts are recorded within the parcel.</i>
Air, water and noise pollution	<i>There are no identified issues. However, there could be potential air quality and noise pollution issues to the western part of the parcel due to proximity of Rainford By-Pass (A570) and a buffer would be required. There is potential for noise and vibration from the railway line to the south, also requiring a buffer.</i>
Hazardous installations	<i>The parcel is not located within a Health and Safety Executive (HSE) consultation zone. However, as the parcel lies within the buffer zone for the Essar Oil (formerly Shell) Pipeline, HSE have advised that the parcel lies within a consultation distance of a major hazard pipeline and the operator (Essar Oil (UK) Ltd.) should be consulted should the parcel be put forward for allocation.</i>
Neighbouring uses	<i>Existing residential development lies to the east of the parcel; and agricultural land to the north, south and west (across Rainford By-Pass). Development of the parcel for residential use is considered compatible with existing uses and unlikely to give rise to amenity issues for the wider area.</i>
Any other constraints	<i>Public Rights of Way cross the parcel.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of the nearest identified local centre (Rainford) which lies approx. 1.4km away (as the crow flies, at its closest point). However, the eastern part does lie within 800m of convenience store (located on Kendall Drive). Although, the existing road and pathway is narrow and poorly lit, so is not considered safe and convenient. The parcel lies over 1.2km of a safe and convenient walking distance from the nearest primary school.</i>
Cycling	<i>The parcel is not within a 1 mile safe and convenient cycling distance of the nearest identified local centre (Rainford) which lies approx. 1.4km away (at its closest point, as the crow flies). However, its eastern part does lie within 800m of a convenience store (located on Kendal Drive).</i>
Public Transport	<i>The parcel is within 400m safe and convenient walking distance to a bus</i>

	stop. There is a minimum of 3 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The eastern part of the parcel lies within 800m of a safe and convenient walking distance of a train station (Rainford Junction). The parcel lies within a 40minute journey by public transport (bus) to a secondary school.
Vehicular Traffic	Red Delph Lane is a single-track road with residential dwellings on both sides. Opportunities to widen the highway are therefore limited. In its current standard, Red Delph Lane would not be suitable to support residential development. Two accesses from Bushey Lane are recommended and joined to form a loop. No access from the Rainford Bypass would be permitted.

AVAILABILITY

Ownership	Mixed Ownership: Part Knowsley Estate represented by Savills (Call for Sites form 2014_003C). Part unknown as land has not been promoted.
Existing use	Agricultural, open space, residential
Current planning status	Green Belt – No relevant planning history (other than extensions to dwellings and agricultural proposals for Red Delph Farm).
Use(s) promoted by landowner(s)	Residential

ACHIEVABILITY

Viability Considerations	The parcel lies within EVA Zone 4 (higher value) and is therefore, considered viable for development.
Gross Developable Area	GBP_002 = 8.66ha (excluding existing built development within the parcel, and the designated open space and recreation area)
Net Developable Area	GBP_002 = 6.5ha (75%) (however NDA may be lowered as not all land has been promoted for development).
Notional Development Capacity	GBP_002 = 195 units (75% net developable area and 30dph)

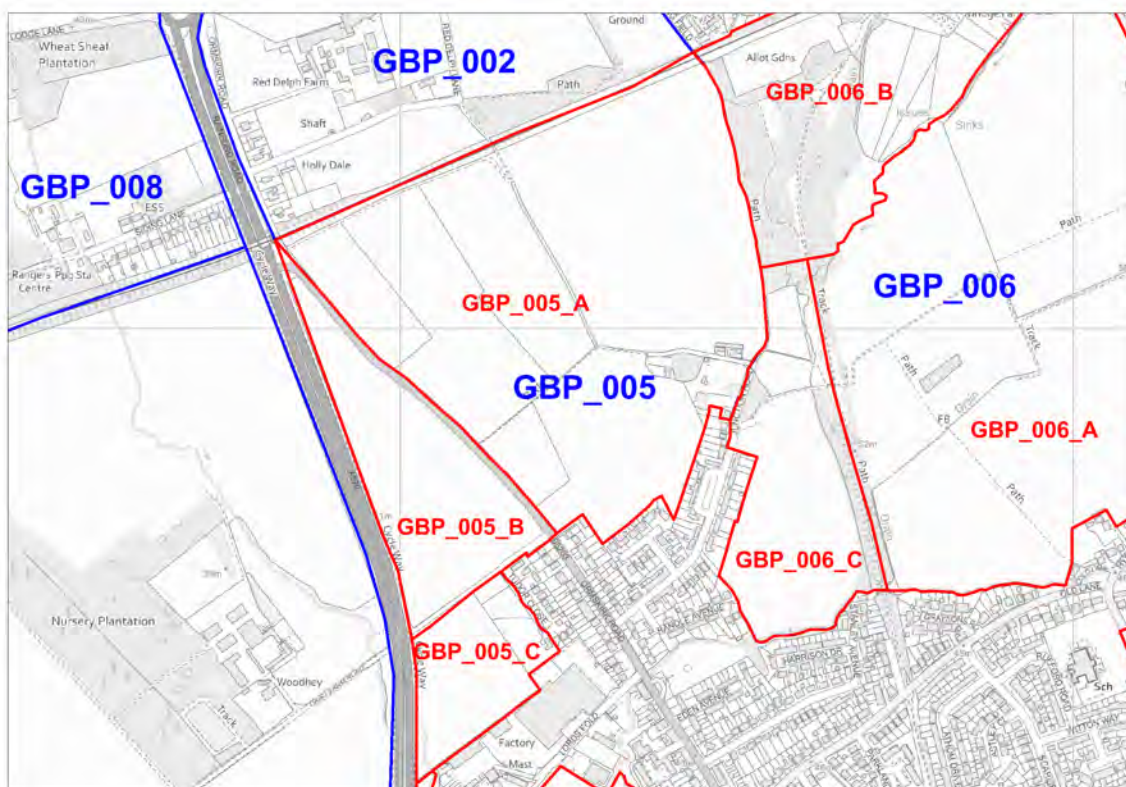
CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	An ecological survey would be required as part of any planning application. Agricultural land quality is excellent. Archaeological mitigation could be required (which might require pre-commencement archaeological works) which would need to be secured by means of a planning condition for any future planning permission. Mine shafts and land stability would need investigation as part of any
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	<i>future planning application process.</i> <i>Existing development and appropriate buffers from the by-pass and railway line would need to be factored into any site layout / masterplanning.</i> <i>The proximity of major hazard pipeline would need to be addressed at planning stage, potentially restricting development.</i> <i>The parcel lies beyond the safe and convenient walking distances from the nearest local centre (Rainford) and primary school; and safe and convenient cycling distance from nearest local centre (Rainford).</i> <i>The developability of the parcel is restricted to an extent. Existing development and areas of non-developable land would limit a comprehensive development, plus parts of the parcel have not been promoted by the landowners.</i> <i>It lies well beyond the boundary of the nearest settlement; full development of the parcel would result in disproportionate growth of Rainford Junction.</i> <i>Distance from the nearest local centre (Rainford) and key local amenities mean residential development here would not represent the most sustainable spatial approach to meeting the future housing needs of the Rainford.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_002 = 195 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_005 - Land east of Rainford By-Pass south of railway line
Sub-parcels discounted at stages 1B or 2A	None
Area covered by stage 2B assessment	Whole parcel (40.63ha) comprising sub-parcels: GBP_005_A - 29.88ha GBP_005_B - 7.55ha GBP_005_C - 3.74ha



SUITABILITY

Landscape and visual character	GBP_005_A: Landscape character type is Broad Rural Slopes and the landscape character area is Rainford Slopes. Sub-parcel has medium to high landscape and visual sensitivity. GBP_005_B: Landscape character type is predominantly Broad Rural Slopes with a thin slice of Agricultural Moss; landscape character area is predominantly Rainford Slopes with thin slice of Simonswood Moss. Sub-parcel has medium to high landscape sensitivity; and part medium to high, part medium visual sensitivity. GBP_005_C: Landscape character type is part Broad Rural Slopes, with some Agricultural Moss; landscape character area part Rainford Slopes, part, Simonswood Moss. Sub-parcel has medium to high landscape sensitivity; and part medium to high, part medium visual sensitivity.
Ecology	Rainford Brook Local Wildlife Site (LWS1) crosses a small section of sub-parcel GBP_005_C. Any development of the sub-parcel would need to consider an appropriate buffer from this. The presence of protected species (Pink Footed Geese) in this area is known;

	<i>therefore, an ecology survey would be necessary.</i>
Agricultural Land Quality	<i>Grade 1 - excellent quality agricultural land</i>
Heritage Assets	<i>There are no recorded assets on or within close proximity of the sub-parcels.</i>
Flooding	<i>Sub-parcels GBP_005_A and GBP_005_B are located within flood zone 1. A proportion of sub-parcel GBP_005_C lies in flood zones 2 (37%) and 3 (32%) to the south west.</i> <i>Small parts of the parcel fall within 30, 100, 1000year surface water areas, with the most significant surface water 30-year event flooding experienced along the south western boundary.</i>
Trees and Woodland	<i>Sub-parcel GBP_005_A contains an area of protected trees.</i>
Open Space and Recreation	<i>No open space or outdoor sports facilities fall within the parcel as a whole.</i>
Minerals	<i>The sub-parcels lie within a proposed mineral safeguarding area for coal and clay.</i>
Infrastructure	<i>Sub-parcels GBP_005_B, GBP_005_C and western part GBP_005_A fall within the buffer zone of the Essar Oil (formerly Shell) North West Ethylene Pipeline located to the west of the parcel.</i> <i>The sub-parcels are not affected by any known existing or future transport or other infrastructure projects.</i> <i>UU has not been approached regarding this parcel so water pipes etc. in this location are unknown.</i>
Ground conditions	<i>The sub-parcels do not contain or fall within 250m of an active or former landfill site.</i> <i>The sub-parcels are not affected by any known sources of contamination.</i> <i>The sub-parcels fall within the Coal Authority's 'High Risk' area of potential land instability from the legacy of coal mining operations. Historic mineshafts are recorded within sub-parcel GBP_005_A.</i>
Air, water and noise pollution	<i>There are no identified issues. However, there could be potential air quality and noise pollution issues to the western parts of sub-parcels GBP_005_B and GBP_005_C, and to the south of sub-parcel GBP_005_A due to proximity of Rainford By-Pass (A570) and therefore a buffer would be required.</i> <i>There is potential for noise and vibration from the railway line to the north of sub-parcel GBP_005_A, also requiring a buffer.</i>
Hazardous installations	<i>The sub-parcels are not located within a Health and Safety Executive (HSE) consultation zone. However, as the sub-parcels lie within the buffer zone for the Essar Oil (formerly Shell) Pipeline, HSE have advised that the sub-parcels lie within a consultation distance of a major hazard pipeline and the operator (Essar Oil (UK) Ltd.) should be consulted should the sub-parcels be put forward for allocation.</i>
Neighbouring uses	<i>Existing residential and industrial development lies to the south of the parcel; and agricultural land to the north and west (across Rainford By-Pass).</i> <i>Rainford Linear Park (open space) lies to the east.</i> <i>Development of sub-parcels GBP_005_A and GBP_005_B for residential use is considered compatible with existing uses and unlikely to give rise to amenity issues for the wider area. Development of GBP_005_C for residential use would need to consider proximity to Lords Fold industrial estate and any</i>

	<i>amenity issues this may give rise to.</i>
Any other constraints	<i>Public Rights of Way cross the parcel.</i> <i>Sub-parcels GBP_005_B and GBP_005_C lie adjacent to the busy Rainford By-Pass and as such if development were to take place here a buffer zone and noise attenuation scheme would need to be incorporated to protect any future residents.</i> <i>Sub-parcel GBP_005_A, contains an existing dog kennel business, which can be noisy at times and inappropriate within a residential development.</i> <i>Therefore, if the land were to come forward out of the Green Belt, this business would have to be re-located elsewhere.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcels are not within an 800m safe and convenient walking distance of the nearest identified local centre (Rainford) which lies approx. 1km (at its nearest point).</i> <i>The southern part of the parcel as a whole lies within 1.2km of a safe and convenient walking distance of the nearest primary school; although the northern part is beyond this walking distance.</i>
Cycling	<i>The southern part of the sub-parcels is located within a 1 mile safe and convenient cycling distance of the nearest identified local centre (Rainford).</i>
Public Transport	<i>The sub-parcels are within 400m safe and convenient walking distance to a bus stop. There is a minimum of 3 bus services an hour in this location, predominantly to and from St. Helens Town Centre.</i> <i>The sub-parcels are not within 800m safe and convenient walking distance of a train station.</i> <i>The sub-parcels lie within a 40minute journey by public transport (bus and rail) to a secondary school.</i>
Vehicular Traffic	<i>Access to sub-parcel GBP_005_A would require two junctions. Ormskirk Road would be the preferred location for both accesses. A 30mph speed limit would need extending past the site access junctions. The footway on the eastern side of Ormskirk Road would need widening.</i> <i>A suitable access to sub-parcel GBP_005_B is considered feasible.</i> <i>Access to sub-parcel GBP_005_C would need to consider the site's frontage with Dairy Farm Road which is an unadopted highway.</i> <i>Improvements would be needed to bring this highway up to an adoptable standard. Footways would need to be provided on the site, side of the highway to facilitate pedestrian access.</i>

AVAILABILITY

Ownership	<i>Mixed Ownership:</i> <i>GBP_005_A and GBP_005_B: Knowsley Estate, represented by Savills (Call for Sites forms 2013_019, 2015_008)</i> <i>GBP_005_C: Mr David Grice (Call for Sites form 2013_063)</i>
Existing use	<i>Agricultural</i>
Current planning status	<i>GBP_005_A - Green Belt – No planning history</i> <i>GBP_005_B - Green Belt – No planning history</i>

	<i>GBP_005_C - Green Belt – No planning history</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

Viability Considerations	<i>Parcel lies within EVA Zone 4 (higher value). Parcel is therefore considered viable for development. Would require infrastructure within the parcel.</i>
Gross Developable Area	<i>GBP_005_A = 29.88ha GBP_005_B = 3ha (excluding land within proximity to pipeline inner/middle zones) GBP_005_C = 2.2ha (excluding flood zone 3 and land within proximity to pipeline inner/middle zones)</i>
Net Developable Area	<i>GBP_005_A = 22.41ha (75%) GBP_005_B = 2.25ha (75%) GBP_005_C = 1.32ha (60% due to additional infrastructure that may be required)</i>
Notional Development Capacity	<i>GBP_005_A = 672 units (75% net developable area and 30dph) GBP_005_B = 68 units (75% net developable area and 30dph) GBP_005_C = 40 units (60% net developable area and 30dph)</i>

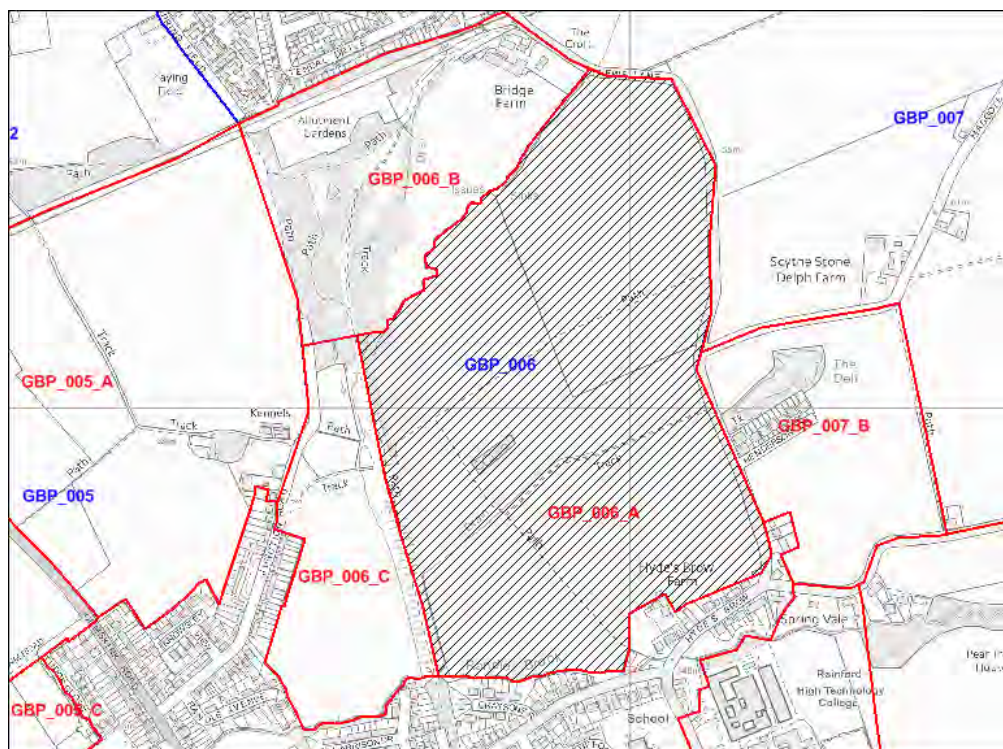
CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>Agricultural land quality is excellent for all sub-parcels. An ecological survey would be required as part of any planning application.</i> <i>Development of sub-parcel GBP_005_A would need to address the presence of protected birds in this location. A substantial buffer would be required with the Linear Park to the east of sub-parcel GBP_005_A.</i> <i>Significant buffers from Rainford By-Pass to the west of sub-parcels GBP_005_B and GBP_005_C would be required, which could impact on the landscape and reduce the notional developable area. The railway line to the north of GBP_005_A would need to be factored into any site layout/masterplanning.</i> <i>Land stability and presence of historic mineshafts in sub-parcel GBP_005_A would need investigation as part of any future planning application process.</i> <i>Potential noise issues from existing dog boarding business.</i> <i>There are unknown infrastructure needs for this parcel.</i> <i>The western section of sub-parcel GBP_005_C falls within flood zone 2 & 3 (although this has not been promoted for development).</i> <i>The proximity of a major hazard pipeline would need to be addressed at planning application stage, which also reduces the overall notional</i>
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	<i>development capacity of sub-parcels GBP_005_B & GBP_005_C.</i> <i>The parcel as a whole lies adjacent to the settlement of Rainford; with only the southern part of the parcel within a safe and convenient walking distance from a primary school and cycling distance from the nearest local centre.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_005_A = 672 units</i> <i>GBP_005_B = 68 units</i> <i>GBP_005_C = 40 units</i>
Developability Score	<i>GBP_005_A - Limited Development Potential</i> <i>GBP_005_B - Limited Development Potential</i> <i>GBP_005_C - Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	<i>GBP_006 - Land east of News Lane west of Junction Road</i>
Sub-parcels discounted at stages 1B or 2A	<i>Sub-parcel GBP_006_A – discounted at Stage 1B</i>
Area covered by stage 2B assessment	<i>GBP_006_B - 12.35ha GBP_006_C - 8.19ha</i>



SUITABILITY

Landscape and visual character	<i>The landscape character type is Broad Rural Slopes (with a fringe of Separate Settlement to the south and west of GBP_006_C) and the landscape character area is Rainford Slopes (with fringe of Rainford to the south and west of GBP_006_C). The sub-parcels have medium to high landscape and visual sensitivity.</i>
Ecology	<i>Randle Brook LWS (LWS8) forms the southern boundary of the sub-parcel GBP_006_C. Any development would need to consider an appropriate buffer from this. The presence of protected species (Pink Footed Geese) in this area is known; therefore, an ecology survey would be necessary.</i>
Agricultural Land Quality	<i>GBP_006_B: Part Grade 1 - excellent quality agricultural land to the east, remaining open space areas Non-Agricultural. GBP_006_B & GBP_006_C: Part Grade 1 - excellent quality agricultural land to the north of the sub-parcel, remaining Non-Agricultural.</i>
Heritage Assets	<i>There are no recorded assets on or within close proximity of the sub-parcels.</i>
Flooding	<i>Majority of the parcel lies within flood zone 1 with a small proportion of sub-parcel GBP_006_C in flood zones 2 (2.7%) and 3 (1%) along the southern boundary (Randle Brook).</i>

	<i>Parts of the parcel fall within 30, 100, 1000year surface water flooding areas, with the most significant surface water 30-year event flooding experienced along the south of sub-parcel GBP_006_C and to the east of Rainford Linear Park.</i>
Trees and Woodland	<i>There is an area of protected trees on the southern border of sub-parcel GBP_006_C along Randle Brook.</i>
Open Space and Recreation	<i>Sub-parcel GBP_006_B contains natural/semi natural greenspace (Rainford Linear Park) and allotments. The eastern boundary of sub-parcel GBP_006_C overlaps natural/semi natural greenspace (Rainford Linear Park). There is no identified surplus of these typologies of open space in the area.</i>
Minerals	<i>The sub-parcels lie within a proposed mineral safeguarding area for coal and clay.</i>
Infrastructure	<i>The sub-parcels are not affected by any known pipeline or easement. The sub-parcels are not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>Sub-parcel GBP_006_C lies within 250m of former landfill site (to the south-west). The sub-parcels are not affected by any known sources of contamination. The sub-parcels fall within the Coal Authority's 'High Risk' area of potential land instability from the legacy of coal mining operations. Historic mineshafts are recorded to the north of sub-parcel GBP_006_C.</i>
Air, water and noise pollution	<i>There are no identified issues. There is potential for noise and vibration from the railway line to the north of sub-parcel GBP_006_B requiring a buffer.</i>
Hazardous installations	<i>There are no identified issues. The sub-parcels are not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Existing residential development lies to the south and west of sub-parcel GBP_006_C; and north of sub-parcel GBP_006_B. The remaining surrounding land use is agricultural and open space (Rainford Linear Park and allotments). Development of sub-parcels GBP_006_B and GBP_006_C for residential use is considered compatible with existing uses and unlikely to give rise to amenity issues for the wider area.</i>
Any other constraints	<i>Public Rights of Way cross GBP_006_B and GBP_006_C.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>Sub-parcels GBP_006_B and GBP_006_C are not within an 800m safe and convenient walking distance of the nearest identified local centre (Rainford). The majority of sub-parcel GBP_006_C lies within 1.2km safe walking distance of the nearest primary school, however, GBP_006_B lies beyond 1.2km.</i>
Cycling	<i>The southern part of the sub-parcel GBP_006_C is within a 1 mile safe and convenient cycling distance of the nearest identified local centre (Rainford).</i>
Public Transport	<i>Sub-parcels GBP_006_B and GBP_006_C are within a 400m safe and convenient walking distance to a bus stop. For sub-parcel GBP_006_C there are a minimum of 3 bus services an hour, and for sub-parcel GBP_006_B there are a minimum of 2 bus services an hour in this location; predominantly to and from St. Helens Town Centre.</i>

	Sub-parcel GBP_006_B is within 800m safe and convenient walking distance of a train station (Rainford Junction). The sub-parcels are within a 40minute journey by public transport (bus and rail) to a secondary school.
Vehicular Traffic	Access to sub-parcel GBP_006_B would need to be formed close to the south-easterly site boundary at News Lane. The existing Bridge Farm access is traffic signal controlled, but this would not be capable of serving a significant residential development. There is no scope for a secondary access or indeed an emergency link, so maximum cul-de-sac length would be 220m, with a theoretical capacity of up to 199 dwellings, although it would be capped by the cul-de-sac length. Sub-parcel GBP_006_C is not accessible via Junction Road or Stanley Avenue. Both routes are existing residential highways and are narrow and already exceed the maximum cul-de-sac length so extension would not be permitted. Safe and convenient vehicular access options are therefore limited. Potential delivery of this parcel could be further explored should the adjacent site GBP_005_A come forward as an allocation as access could be provided through that site.

AVAILABILITY

Ownership	Mixed Ownership: GBP_006_B: not known as land has not been promoted. GBP_006_C: Messrs Webster, promoted by Redrow Homes/Cass Associates (Call for Sites form 2013_056)
Existing use	GBP_006_B: Open space (allotment, Rainford Linear Park), grazing, residential/farm building. GBP_006_C: Agricultural
Current planning status	GBP_006_B – Green Belt – No relevant planning history – P/2018/0104/FUL – Extension to existing caravan site by 15 pitches – Approved 16/04/2018 GBP_006_C - Green Belt – No relevant planning history
Use(s) promoted by landowner(s)	GBP_006_B: Not promoted GBP_006_C: Residential

ACHIEVABILITY

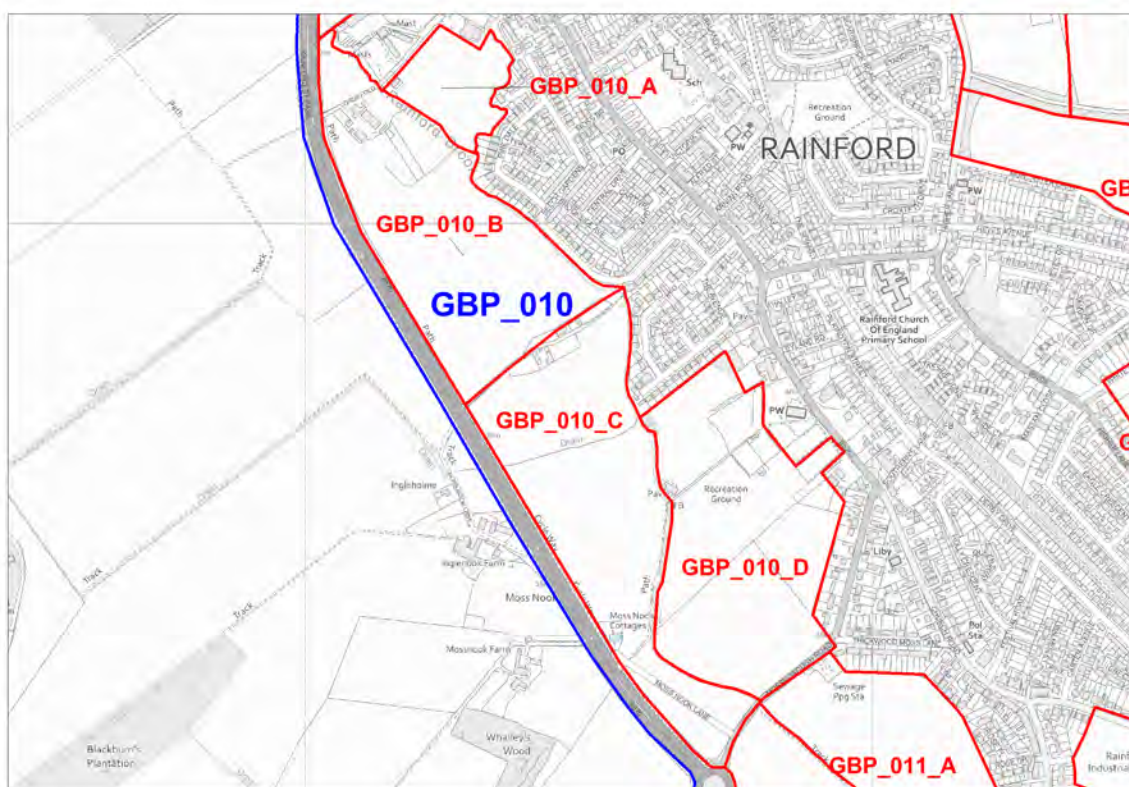
Viability Considerations	Parcel lies within EVA Zone 4 (higher value). Sub-parcel GBP_006_C is restricted by lack of suitable highways access.
Gross Developable Area	GBP_006_B = 12.35ha GBP_006_C = 8.19ha
Net Developable Area	GBP_006_B = 9.26ha (75%) GBP_006_C = 6.14ha (75%)
Notional Development Capacity	GBP_006_B = 279 units (75% net developable area and 30dph) GBP_006_C = 184 units (75% net developable area and 30dph)

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<u>Sub-parcel GBP_006_B</u> <i>The sub-parcel has not been promoted for development. Agricultural land quality for part of the parcel is excellent and a significant part of the site is designated as open space (Rainford Linear Park and allotments). An appropriate buffer would be required from the railway line. An ecological survey would be required as part of any planning application. Suitable highways access is feasible but would limit development potential.</i> <i>The sub-parcel is not within a safe and convenient walking distance of the nearest identified local centre (Rainford) or nearest primary school. There are significant restrictions on the developability of this sub-parcel.</i> <u>Sub-parcel GBP_006_C</u> <i>Agricultural land is Part Grade 1 - excellent quality agricultural land to the north of the sub-parcel with the remaining classified as Non-Agricultural.</i> <i>An appropriate buffer from the LWS (Randle Brook) to the south of the sub-parcel would be needed and an ecological survey would be required as part of any planning application.</i> <i>The southern part of the sub-parcel lies within flood zones 2 and 3 restricting development in these areas.</i> <i>Any impacts on protected trees along Randle Brook would also need to be addressed.</i> <i>The eastern part of the sub-parcel is formed by Rainford Linear Park therefore a suitable buffer and linkages should be provided from this designation.</i> <i>The sub-parcel lies within 250m of former landfill site (to the south-west) and mine shafts and land stability would need to be investigated as part of any future planning application process.</i> <i>Existing public rights of way crossing the sub-parcel would need to be considered as part of any planning proposal.</i> <i>The sub-parcel is not within an 800m safe and convenient walking distance of the nearest identified local centre, although (in the majority) it does lie within 1.2km safe walking distance of the nearest primary school.</i> <i>It does lie within a 1 mile safe and convenient cycling distance of nearest the local centre.</i> <i>Safe highway access to the sub-parcel is restricted with limited options available; unless potential alternative access arrangements from adjacent land to the north-east can be delivered.</i> <i>There are restrictions on the developability of this sub-parcel although these could be addressed through the planning process and subject the developability of adjacent land.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_006_B = 279 units</i> <i>GBP_006_C = 184 units (may be reduced if significant buffers are required along the brook)</i>
Developability Score	<i>GBP_006_B - Limited Development Potential</i> <i>GBP_006_C - Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_010 - Land between Lords Fold and Mossborough Road, east of Rainford By-Pass
Sub-parcels discounted at stages 1B or 2A	None
Area covered by stage 2B assessment	Whole parcel (45.56ha) comprising sub-parcels: GBP_010_A - 2.84ha GBP_010_B - 13.69ha GBP_010_C - 14.69ha GBP_010_D - 14.35ha



SUITABILITY

Landscape and visual character	The landscape character type is Agricultural Moss (with a fringe of Separate Settlement to the east) and the landscape character area is Simmonswood Moss (with fringe of Rainford to the east). The parcel (as a whole) has medium to high landscape sensitivity; with part medium, part medium to high (along fringe of settlement) visual sensitivity.
Ecology	The sub-parcels contain LWS1 (Rainford Brook) and LWS8 (Randle Brook), so a minimum 5m buffer is required to be maintained from the top of the bank. The Sankey Catchment Partnership advised that sub-parcel GBP_010_A should be considered as a potential flood storage area, to benefit the community at risk downstream. Ways to improve brook corridor and implementation of SuDS to provide additional aquatic habitat should be explored. The HRA Report identifies that the sub-parcels are located in an area used by qualifying bird species, pink-footed geese; therefore, an ecology survey would be necessary.

Agricultural Land Quality	<i>Grade 1 - excellent quality agricultural land</i>
Heritage Assets	<i>The north eastern perimeter of sub-parcel GBP_10_D borders Rainford Conservation Area and is in proximity to Listed Buildings. Potential impact of development on the setting of a Conservation Area would need to be addressed.</i>
Flooding	<i>To the north east, parts of sub-parcel GBP_010_A lies within flood zones 2 (5%) and 3 (5%); and sub-parcel GBP_010_B within flood zones 2 (5%) and 3 (3%). These zones broadly following the courses of Randle Brook and Rainford Brook. To the south, parts of sub-parcel GBP_010_C lies within flood zones 2 (16%) and 3 (5%); and parts of sub-parcel GBP_10_D within flood zones 2 (20%) and 3 (1%). Parts of the parcel fall within 30, 100, 1000year surface water flooding areas, with the most significant surface water 30-year event flooding experienced along the courses of Randle Brook to the north; Rainford Brook to the east; and on land north of Mossborough Lane to the south of the parcel (as a whole).</i>
Trees and Woodland	<i>There is an area of protected trees on the north eastern border of sub-parcel GBP_010_A along Randle Brook.</i>
Open Space and Recreation	<i>A significant proportion of sub-parcel GBP_010_D contains outdoor sport facilities (including playing pitches, cricket pavilion and tennis courts). There is no identified surplus of these facilities in the area.</i>
Minerals	<i>The majority of the sub-parcels lie within a proposed mineral safeguarding area for coal and clay, with the exception of the eastern part of GBP_10_D.</i>
Infrastructure	<i>The sub-parcels are not located within a Health and Safety Executive (HSE) consultation zone. However, as the sub-parcels lie within the buffer zone for the Essar Oil (formerly Shell) Pipeline, HSE have advised that the sub-parcels lie within a consultation distance of a major hazard pipeline and the operator (Essar Oil (UK) Ltd.) should be consulted should the sub-parcels be put forward for allocation. The sub-parcels are not affected by any known existing or future transport or other infrastructure projects. UU has not been approached regarding these sub-parcels so water pipes etc. in this location are unknown.</i>
Ground conditions	<i>Sub-parcel GBP_010_D contains a former landfill site (to the north west of the sub-parcel). The sub-parcels are not affected by any known sources of contamination. The sub-parcels fall within the Coal Authority's 'High Risk' area of potential land instability from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>There are no identified issues. However, there could be potential air quality and noise pollution issues to the western parts of sub-parcels GBP_010_B and GBP_010_C due to proximity of Rainford By-Pass (A570) and a buffer would be required.</i>
Hazardous installations	<i>The sub-parcels fall within the consultation zone of major hazard pipeline (Essar Oil (UK) Ltd).</i>
Neighbouring uses	<i>Existing residential, retail and other community uses lies to the east; an industrial estate to the north; and agricultural land to the south and west (across Rainford By-Pass).</i>

	<i>Development of sub-parcels GBP_010_B, GBP_010_C and GBP_010_D for residential use is considered compatible with existing uses and unlikely to give rise to amenity issues for the wider area.</i> <i>Development of sub-plot GBP_010_A for residential use would need to consider the proximity of the existing industrial premises to the south-west and any potential amenity issues this may give rise to.</i>
Any other constraints	<i>Public Rights of Way cross the parcel (as a whole).</i>

TRANSPORT ACCESSIBILITY

Walking	<i>Parts of sub-parcels GBP_010_A and GBP_010_D are within an 800m safe and convenient walking distance of the nearest identified local centre (Rainford).</i> <i>All of sub-plot GBP_010_A and eastern parts of sub-parcels GBP_010_B, GBP_010_C and GBP_010_D lie within 1.2km of a safe walking distance of the nearest primary school.</i>
Cycling	<i>Sub-parcels GBP_010_A and GBP_010_D are within a 1 mile safe and convenient cycling distance of the nearest identified local centre (Rainford).</i>
Public Transport	<i>The sub-parcels are within a 400m safe and convenient walking distance to a bus stop. There is a minimum of 3 bus services an hour in this location, predominantly to and from St. Helens Town Centre.</i> <i>The sub-parcels are not within an 800m safe and convenient walking distance of a train station.</i> <i>The sub-parcels are within a 40minute journey by public transport (bus and rail) to a secondary school.</i>
Vehicular Traffic	<i>GBP_010_A: Land to the north of this sub-plot (Lords Fold industrial estate) has been granted outline planning consent for residential development. This potential development should provide a highway improvement/access capable of serving limited further development to the south of Lords Fold. Cul-de-sac length would then be an issue, so an emergency/secondary access would be required. There is very little scope for this, but an emergency link through to the Rainford By-Pass may be possible, for use in an absolute emergency situation and general day to day access would not be permitted, but this would be dependent on third party land.</i> <i>GBP_010_B: Access is restricted and would not be possible from Beech Gardens or Parson's Brow. An emergency access/pedestrian link to Beech Gardens may be possible but would have to cross Rainford Brook.</i> <i>GBP_010_C and GBP_010_D: Access may be possible from Church Road, and/or Mossborough Road; potentially providing a joined loop capable of serving 200 + dwellings.</i>

AVAILABILITY

Ownership	<i>Mixed Ownership:</i> <i>GBP_010_A, GBP_010_B & GBP_010_D - Knowsley Estate, represented by Savills (Call for Sites forms 2014_008, 2016_040)</i> <i>GBP_010_C – Unknown as land has not been promoted.</i>
Existing use	<i>GBP_010_A: Agricultural</i> <i>GBP_010_B: Agricultural</i> <i>GBP_010_C: Agricultural</i>

	<i>GBP_010_D: Agricultural, open space (playing pitch/recreation ground).</i>
Current planning status	<i>GBP_010_A - Green Belt – No relevant planning history</i> <i>GBP_010_B - Green Belt – No relevant planning history</i> <i>GBP_010_C - Green Belt – No relevant planning history</i> <i>GBP_010_D - Green Belt – various planning applications:</i> <i>P/2014/0670 - Retention of 1no. storage container to secure compound – Approved 15/10/2014</i> <i>P/2012/0417 – Re-siting of 2 no. portable cabins in a secure compound – Approved 19/07/2012</i> <i>P/2009/1084 – 5no. football pitches and small secure compound – Approved 25/02/2010</i> <i>P/2008/0767 – Single storey and side extension to cricket clubhouse – Approved 11/09/2008</i>
Use(s) promoted by landowner(s)	<i>GBP_010_A: Residential</i> <i>GBP_010_B: Residential</i> <i>GBP_010_C: Sub-parcel has not been promoted by landowner</i> <i>GBP_010_D: Residential (excluding land in current open space use)</i>

ACHIEVABILITY

Viability Considerations	<i>The sub-parcels lie within EVA Zone 4 (higher value). The sub-parcels are therefore considered viable for development. A significant part of sub-parcel GBP_010_D lies within flood zone 2.</i>
Gross Developable Area	<i>GBP_010_A = 2.7ha (excluding flood zone 3)</i> <i>GBP_010_B = 12.26ha (excluding flood zone 3)</i> <i>GBP_010_C = 13.88ha (excluding flood zone 3)</i> <i>GBP_010_D = 6.9ha (excluding existing outdoor sports provision and flood zone 3)</i>
Net Developable Area	<i>GBP_010_A = 2.03ha (75%)</i> <i>GBP_010_B = 9.2ha (75%)</i> <i>GBP_010_C = 10.4ha (75%)</i> <i>GBP_010_D = 5.2ha (75%)</i>
Notional Development Capacity	<i>GBP_010_A = 61 units (75% net developable area and 30dph)</i> <i>GBP_010_B = 276 units (75% net developable area and 30dph)</i> <i>GBP_010_C = 312 units (75% net developable area and 30dph)</i> <i>GBP_010_D = 155 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

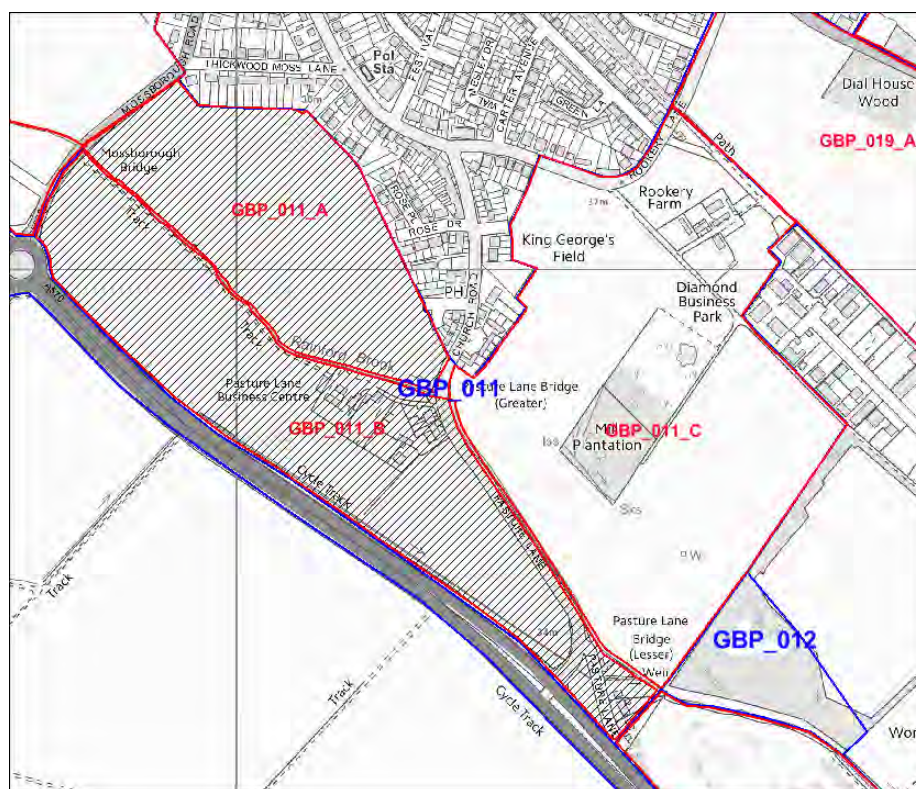
Summary of Developability Assessment	<u><i>Sub-parcel GBP_010_A</i></u> <i>An appropriate buffer from LWS1 & LWS8 (Rainford Brook and Randle Brook) to the south and west of the sub-parcel would need to be provided and an ecological survey would be required as part of any planning application.</i> <i>Agricultural land quality is excellent.</i> <i>Parts of the sub-parcel lie within flood zones 2 and 3 restricting development.</i> <i>Any impact on protected trees along Randle Brook would need to be</i>
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	addressed as part of any planning application. The sub-parcel falls within the consultation zone of a major hazard pipeline. Parts of the sub-parcel are within an 800m safe and convenient walking distance of the nearest identified local centre (Rainford). All of the sub-parcel lies within 1.2km safe walking distance of the nearest primary school. Access would be difficult to the site, as access purely from Ormskirk Road would not meet the Council's requirements. Restrictions on cul-de-sac length and the need for emergency access limits development potential, as a bridge from via Rainford By-Pass is in third party ownership and it is also unknown if it is capable of vehicular traffic. Presently there are significant restrictions on the developability of this sub-parcel. <u>Sub-parcel GBP_010_B</u> An appropriate buffer from the LWS1 (Rainford Brook) to the south of the sub-parcel would need to be provided and an ecological survey would be required as part of any planning application. Agricultural land quality is excellent. Parts of the sub-parcel lie within flood zones 2 and 3 along Rainford Brook, potentially restricting development. An appropriate buffer from the Rainford By-Pass would also need to be provided. The sub-parcel falls within the consultation zone of a major hazard pipeline. The sub-parcel is not within an 800m safe and convenient walking distance of the nearest identified local centre (Rainford). Eastern parts of the sub-parcel lie within a 1.2km safe walking distance of the nearest primary school. There is limited scope for safe and suitable highways to serve future residential development. There are significant restrictions on the developability of this sub-parcel. <u>Sub-parcel GBP_010_C</u> An appropriate buffer from the LWS1 (Rainford Brook) to the south of the sub-parcel would need to be provided and an ecological survey would be required as part of any planning application. Agricultural land quality is excellent. Parts of the sub-parcel lie within flood zones 2 and 3 along Rainford Brook, with an area of flood zone 2 to the south-west potentially restricting development. An appropriate buffer from the Rainford By-Pass would need to be provided. The sub-parcel falls within the consultation zone of a major hazard pipeline. The sub-parcel is not within an 800m safe and convenient walking distance of the nearest identified local centre (Rainford). Eastern parts of sub-parcel lie within 1.2km safe walking distance of the nearest primary school.
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	Access to the sub-parcel is feasible. Sub-parcel has not been promoted for development therefore limiting its developability. There are significant restrictions on the developability of this sub-parcel. <u>Sub-parcel GBP_010_D:</u> An appropriate buffer from the LWS (Rainford Brook) to the south of the sub-parcel would need to be provided and an ecological survey would be required as part of any planning application. Agricultural land quality is excellent. The impact of any development on Rainford Conservation Area and Listed Buildings in proximity would need to be assessed as part of any planning application. Parts of the sub-parcel lie within flood zones 2 and 3 along Rainford Brook, with a large area of flood zone 2 to the south-east potentially restricting development. A significant proportion of the sub-parcel is designated outdoor sport facilities (including playing pitches and tennis courts). There is no identified surplus of facilities in the area. Any issues associated with the area of former landfill to the north west of the sub-parcel would need to be assessed potentially restricting development. The parcel falls within the consultation zone of major hazard pipeline. Parts of the sub-parcel are within 800m safe and convenient walking distance of the nearest identified local centre (Rainford). Eastern parts of sub-parcel lie within 1.2km safe walking distance of the nearest primary school. Only the south-eastern part of the sub-parcel has been promoted limiting the developable area. There are significant restrictions on the developability of this sub-parcel.
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	GBP_010_A = 61 units GBP_010_B = 276 units GBP_010_C = 312 units GBP_010_D = 155 units
Developability Score	GBP_010_A - Limited Development Potential GBP_010_B - Limited Development Potential GBP_010_C - Limited Development Potential GBP_010_D - Limited Development Potential

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_011 - Land to the west of Rainford By-Pass south of Mossborough Road
Sub-parcels discounted at stages 1B or 2A	Sub-parcels GBP_011_A and GBP_011_B – discounted at Stage 2B.
Area covered by stage 2B assessment	GBP_011_C - 21.48ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is part Agricultural Moss, part Broad Rural Slopes and the landscape character area is part Reeds Moss, part Rainford Slopes. The sub-parcel has medium to high landscape sensitivity; with part medium, part medium to high visual sensitivity.</i>
Ecology	<i>Rainford Brook (LWS1) forms the western boundary of this sub-parcel. Any development would need to consider an appropriate buffer from this. The presence of protected species (Pink Footed Geese) in this area is known, therefore an ecology survey would be necessary.</i>
Agricultural Land Quality	<i>Mixed including Grade 1 - excellent quality agricultural land.</i>
Heritage Assets	<i>The north western perimeter of sub-parcel GBP_11_C borders Rainford Conservation Area and following concerns from Heritage England regarding its proximity to the Conservation Area a Heritage Impact Assessment (HIA) was carried out. The conclusion of the HIA was that the parcel should be not be allocated for development as it was not possible to amend the site boundary in a manner which would retain sufficient open views of the countryside to maintain the setting of the conservation area.</i>
Flooding	<i>A significant proportion of sub-parcel GBP_011_C lies within flood zones 2 (56%) and 3 (53%).</i>

	<i>Parts of the sub-parcel fall within 30, 100, 1000-year surface water flooding areas, with the most significant surface water 30-year event flooding experienced across south western half of the sub-parcel with pockets to the north west.</i>
Trees and Woodland	<i>There are no protected trees within this sub-parcel although it does contain a significant area of woodland.</i>
Open Space and Recreation	<i>No open space or outdoor sports facilities fall within the sub-parcel.</i>
Minerals	<i>The majority of sub-parcel GBP_011_C lies within a proposed mineral safeguarding area for coal and clay, with the exception of the eastern corner.</i>
Infrastructure	<i>The western part of sub-parcel falls within the buffer zone of the Essar Oil (formerly Shell) North West Ethylene Pipeline located to the west of the parcel. Access to Rainford Wastewater Treatment Works runs through the site, with other assets and easements within the land. This would need considering as part of any masterplanning process. The sub-parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The sub-parcel does not contain or fall within 250m of an active or former landfill site. The sub-parcel is not affected by any known sources of contamination. The sub-parcel falls within the Coal Authority's 'Low Risk' area of potential land instability from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>No identified issues.</i>
Hazardous installations	<i>The sub-parcel is not located within a Health and Safety Executive (HSE) consultation zone. However, as the sub-parcel lies within the buffer zone for the Essar Oil (formerly Shell) Pipeline, HSE have advised that the sub-parcel lies within a consultation distance of a major hazard pipeline and the operator (Essar Oil (UK) Ltd.) should be consulted should the sub-parcel be put forward for allocation.</i>
Neighbouring uses	<i>Existing residential development lies to the north; industrial to the east, and agricultural to the south and west. Development of the sub-parcel for residential use is considered compatible with existing uses and unlikely to give rise to amenity issues for the wider area.</i>
Any other constraints	<i>N/A</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcel is not within an 800m safe and convenient walking distance to the nearest identified local centre (Rainford). The sub-parcel lies over 1.2km safe and convenient walking distance from the nearest primary school.</i>
Cycling	<i>The northern part of the sub-parcel is within a 1 mile safe and convenient cycling distance of the nearest identified local centre (Rainford).</i>
Public Transport	<i>The sub-parcel is within 400m of a safe and convenient walking distance to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre.</i>

	<i>The sub-parcel is not within an 800m safe and convenient walking distance of a train station (Rainford Junction).</i> <i>The sub-parcel is within a 40minute journey by public transport (bus) to a secondary school.</i>
Vehicular Traffic	<i>Rookery Lane provides sufficient width to enable access. Access junctions would need to be carefully located so as to allow for sufficient separation distances between Higher Lane / Rookery Drive / Derby Drive junctions. Potential access could be provided off Pasture Lane (in an area of sufficient visibility). The speed limit along Pasture Lane would need to be relocated past the site access junction.</i>

AVAILABILITY

Ownership	<i>GBP_011_C Mixed Ownership –</i> <i>Knowsley Estate, represented by Savills (Call for Sites form 2014_008)</i> <i>United Utilities (Call for Sites form 2008_072)</i>
Existing use	<i>Agricultural</i>
Current planning status	<i>P/2012/0043 – Erection of industrial/warehouse unit with ancillary offices and new access etc. – Approved 18/04/2012</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

Viability Considerations	<i>The sub-parcel lies within EVA Zone 4. The sub-parcel is considered viable for development. A significant part of the sub-parcel lies within flood zones 2 and 3.</i>
Gross Developable Area	<i>GBP_011_C = 10.7ha (excluding flood zone 3)</i>
Net Developable Area	<i>GBP_011_C = 8ha (75%) – however NDA would reduce further due to additional constraints on land</i>
Notional Development Capacity	<i>GBP_011_C = 241 units (75% net developable area and 30dph)</i>

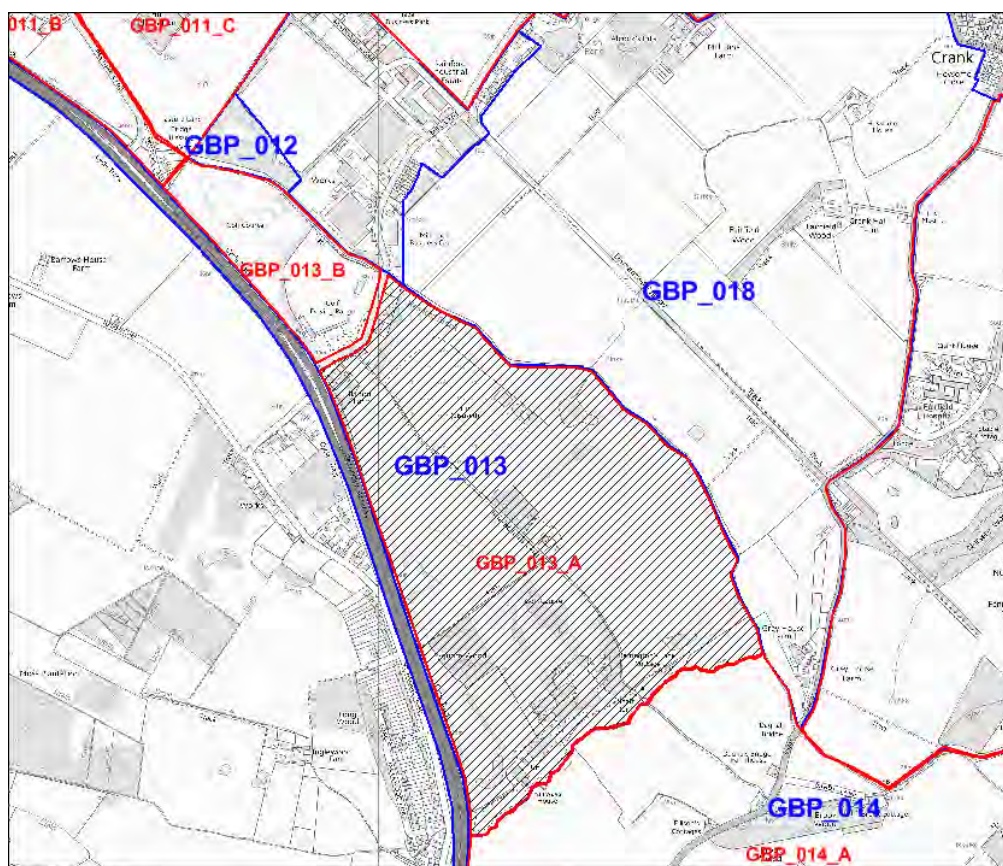
CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>An appropriate buffer from the LWS (Rainford Brook) to the south of the sub-parcel would need to be provided and an ecological survey would be required as part of any planning application.</i> <i>Agricultural land quality is mixed including Grade 1 - excellent quality land.</i> <i>Development of the sub-parcel would have a detrimental impact on the setting of a Conservation Area, which may not be possible to overcome.</i> <i>A significant part of the sub-parcel lies within flood zones 3 (53%) and 2 (56%) restricting any development to the south-west (and reducing the notional development capacity).</i> <i>There is a significant wooded area within the sub-parcel further limiting</i>
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	<i>development.</i> <i>The sub-parcel falls within the consultation zone of a major hazard pipeline.</i> <i>The sub-parcel is not within 800m safe and convenient walking distance the nearest identified local centre (Rainford); nor within 1.2km safe and convenient walking distance from the nearest primary school.</i> <i>The northern part of the sub-parcel is within a 1 mile safe and convenient cycling distance of the nearest identified local centre (Rainford).</i> <i>There are significant restrictions on the developability of this sub-parcel.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_011_C = 241 units</i>
Developability Score	<i>GBP_011_C - Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_013 - North West National Golf Club / Land between Rainford By-Pass and Rainford Brook south of Pasture Lane
Sub-parcels discounted at stages 1B or 2A	GBP_013_A – discounted at Stage 1B.
Area covered by stage 2B assessment	GBP_013_B - 11.14 ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Agricultural Moss and the landscape character area is Reeds Moss. The sub-parcel has medium to high landscape sensitivity and medium visual sensitivity.</i>
Ecology	<i>Rainford Brook (a designated LWS) forms the western boundary of the sub-parcel. Any development would need to consider an appropriate buffer from this. The presence of protected species (Pink Footed Geese) in this area is known; therefore, an ecology survey would be necessary.</i>
Agricultural Land Quality	<i>Grade 1 - excellent quality agricultural land.</i>
Heritage Assets	<i>There are no recorded assets on or within close proximity of the sub-parcel.</i>
Flooding	<i>The north eastern part of the sub-parcel lies within flood zones 2 (36%) and 3 (34%). Parts of the sub-parcel fall within 30, 100, 1000year surface water flooding areas, with the most significant surface water 30-year event experienced along the eastern boundary (Rainford Brook) and an area to the south east</i>

	<i>(north of Mill Lane).</i>
Trees and Woodland	There are no protected trees within the sub-parcel.
Open Space and Recreation	<i>The sub-parcel consists of a 9-hole golf course and driving range (NW National Golf Club/ Clarkes Golf Centre). There are no borough standards for golf course provision. Evidence on golf course provision indicates high level of existing provision in the Borough with capacity available at other clubs.</i>
Minerals	<i>The majority of sub-parcel GBP_011_B lies within a proposed mineral safeguarding area for coal and clay.</i>
Infrastructure	<i>The Essar Oil (formerly Shell) North West Ethylene Pipeline crosses to the south-east of the sub-parcel. As such the HSE have advised against development for residential on this sub-parcel. The sub-parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The sub-parcel falls within 250m of a former landfill site to the south. The sub-parcel is not affected by any known sources of contamination. The sub-parcel falls within the Coal Authority's 'Low Risk' area of potential land instability from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>There are no identified issues. However, there could be potential air quality and noise pollution issues to the western part of the sub-parcel due to proximity of Rainford By-Pass (A570) and a buffer would be required.</i>
Hazardous installations	<i>The sub-parcel is not located within a Health and Safety Executive (HSE) consultation zone. However, as the sub-parcel lies within the buffer zone for the Essar Oil (formerly Shell) Pipeline, HSE have advised that the sub-parcel lies within a consultation distance of a major hazard pipeline and the operator (Essar Oil (UK) Ltd.) should be consulted should the sub-parcel be put forward for allocation.(see comment above)</i>
Neighbouring uses	<i>Land to the north and west (across Rainford By-Pass) is in agricultural use; industrial to the east; and a golf course to the south. Development of the sub-parcel for residential use would need to consider the proximity of the existing industrial premises to the east and any potential amenity issues this may give rise to.</i>
Any other constraints	N/A

TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcel is not within an 800m safe and convenient walking distance to the nearest identified local centre (Rainford) which lies approx. 1.8km away. The sub-parcel does not lie within a 1.2km safe and convenient walking distance of the nearest primary school.</i>
Cycling	<i>The sub-parcel is not within a 1 mile safe and convenient cycling distance of the nearest identified local centre (Rainford).</i>
Public Transport	<i>The sub-parcel is located within a 400m safe and convenient walking distance of a bus stop. There is a minimum of 3 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The sub-parcel is not within an 800m safe and convenient walking distance of a train station.</i>

	<i>The sub-parcel is within a 40minute journey by public transport (bus) to a secondary school.</i>
Vehicular Traffic	<i>The sub-parcel would require 2 access points from Mill Lane, joined to form a loop. There may be scope to form an emergency link/footpath link through to Pasture Lane, if required.</i>

AVAILABILITY

Ownership	<i>Not known (promoted by Edward Landor Associates) (LPPO rep E1479a)</i>
Existing use	<i>Golf course and driving range</i>
Current planning status	<i>Green Belt – various planning consents ancillary to the golf driving range business.</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

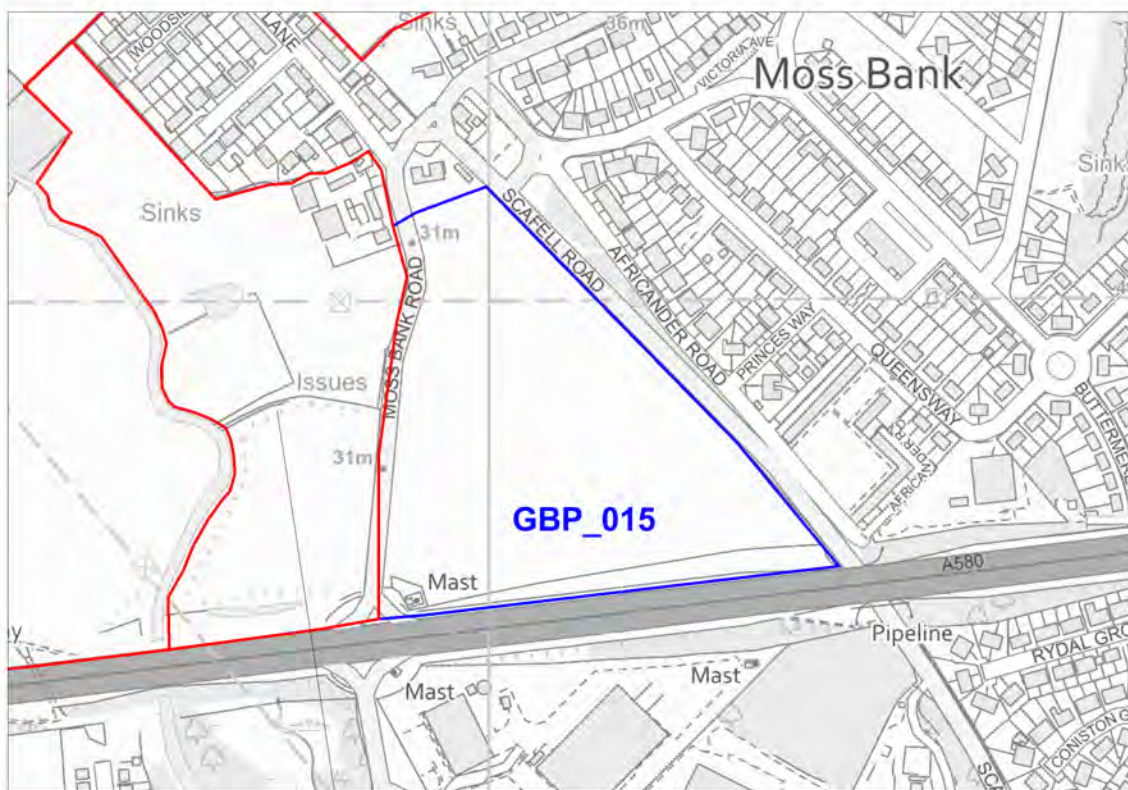
Viability Considerations	<i>The sub-parcel lies within EVA Zone 4 (higher value). The sub-parcel is therefore considered viable for development</i>
Gross Developable Area	<i>GBP_013_B = 7.47ha (excludes flood zone 3)</i>
Net Developable Area	<i>GBP_013_B = 5.6ha (75%)</i>
Notional Development Capacity	<i>GBP_013_B = 168 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>An appropriate buffer from the LWS (Rainford Brook) to the north-east of the sub-parcel would need to be provided; and an ecological survey would be required as part of any planning application.</i> <i>Agricultural land quality is excellent.</i> <i>A significant part of the sub-parcel lies with flood zones 3 (34%) and 2 (36%) restricting development potential to the north-west of the sub-parcel.</i> <i>The sub-parcel is within 250m of a former landfill site to the south.</i> <i>The sub-parcel contains and falls within the consultation zone of a major hazard pipeline, and as such the HSE have advised against residential development.</i> <i>The sub-parcel is not within an 800m safe and convenient walking distance of the nearest identified local centre (Rainford) and does not lie within 1.2km safe and convenient walking distance of the nearest primary school.</i> <i>The sub-parcel is not within a 1 mile safe and convenient cycling distance of the nearest identified local centre (Rainford).</i> <i>There are significant restrictions on the developability of this sub-parcel.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_013_B = 168 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_015 – Land south east of Moss Bank, west of Scafell Road.
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel - 5.64ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Raised Fringe Settlement and the area is Mossbank. Landscape land sensitivity is medium, with a medium to high for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel lies just within 100m from a LWS (Windlehurst Sedgemarch, LWS 42), which is located on the opposite side of the East Lancashire Road (A580). Development of this parcel should not lead to damage or loss of this ecological site. There are no known protected species and/or habitats on or close to the parcel.</i>
Agricultural Land Quality	<i>Mixed including Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. MEAS advises that this parcel can be allocated with no archaeological work considered necessary.</i>
Flooding	<i>56.63% of the parcel lies in flood zone 2 and 24.7% lies within flood zone 3. Small parts of the parcel fall within 30-year surface water areas, with the most</i>

	significant surface water 30-year event flooding experienced in the mid-south section of the parcel adjacent to the East Lancashire Road (A580). LLFA Comments: At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Infiltration main discharge point, minimum of 40% climate change allowance, scope to move climate change to 50% due to flood risk and significant downstream flood issues. Full SuDS components preference of open swale/pond systems. Avoid culverting. Known flooding issues (burst mains) on Scafell Road.
Trees and Woodland	Some trees on the parcel boundary – none are worthy of a TPO. The parcel contains no Ancient Woodland.
Open Space and Recreation	No Open Space or Recreation Areas within or adjoining the parcel.
Minerals	The entire parcel lies within a proposed coal and clay Mineral Safeguarding Area.
Infrastructure	Majority of the parcel lies within a 200m Water Pipe Area Buffer Zone. UU has advised that Rivington aqueduct and associated easement pass through a small section of the parcel directly next to the East Lancashire Road, and as such these would need to be afforded due regard in the masterplanning process should the site come forward for allocation. The parcel is not affected by any known existing or future transport or other infrastructure projects.
Ground conditions	The parcel is sited adjacent to a former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.
Air, water and noise pollution	There is the potential for air and noise pollution due to the proximity of the site to the East Lancashire Road (A580). Therefore, a buffer would be required.
Hazardous installations	The parcel is located within a Health and Safety Executive (HSE) consultation zone. The HSE have advised against residential development on sections of this parcel. The HSE have also advised that as the parcel lies within a major hazard pipeline consultation distance then the pipeline operator (Essar Oil (UK) Ltd.) should be consulted should the parcel come forward for allocation.
Neighbouring uses	Residential development to the north and east of the parcel. Residential would therefore be compatible with existing development. However, employment development would be acceptable to the south of the site, which would be in keeping with development adjacent to the East Lancashire Road (A580) (within the flood zones).
Any other constraints	There is a walking distance of over 1.2km to the nearest primary school, and the site is within a 40minute bus drive to the nearest secondary school.

TRANSPORT ACCESSIBILITY

Walking	The parcel is not within an 800m safe and convenient walking distance of a district or local centre. Approx. 1.79km walking distance to nearest shops (being St. Helens Town Centre).
Cycling	The parcel is not within a 1 mile safe and convenient cycling distance of a district or local centre.

Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within an 800m walking distance of a train station.</i>
Vehicular Traffic	<i>If the parcel as a whole were to be developed, then a convenient access could be accommodated for all vehicles from the public highway and the strategic road network via Scafell Road and Moss Bank Road. However, given the known constraints of the parcel (flood zone and pipeline) the developable area is significantly reduced and as such direct frontage access off Scafell Road or Moss Bank Road would be resisted.</i>

AVAILABILITY

Ownership	<i>St. Helens Council (Call for Sites form 2013_109)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – Planning History = P/2008/1141 – Telecommunications Mast and Compound – Approved 22/12/2008</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

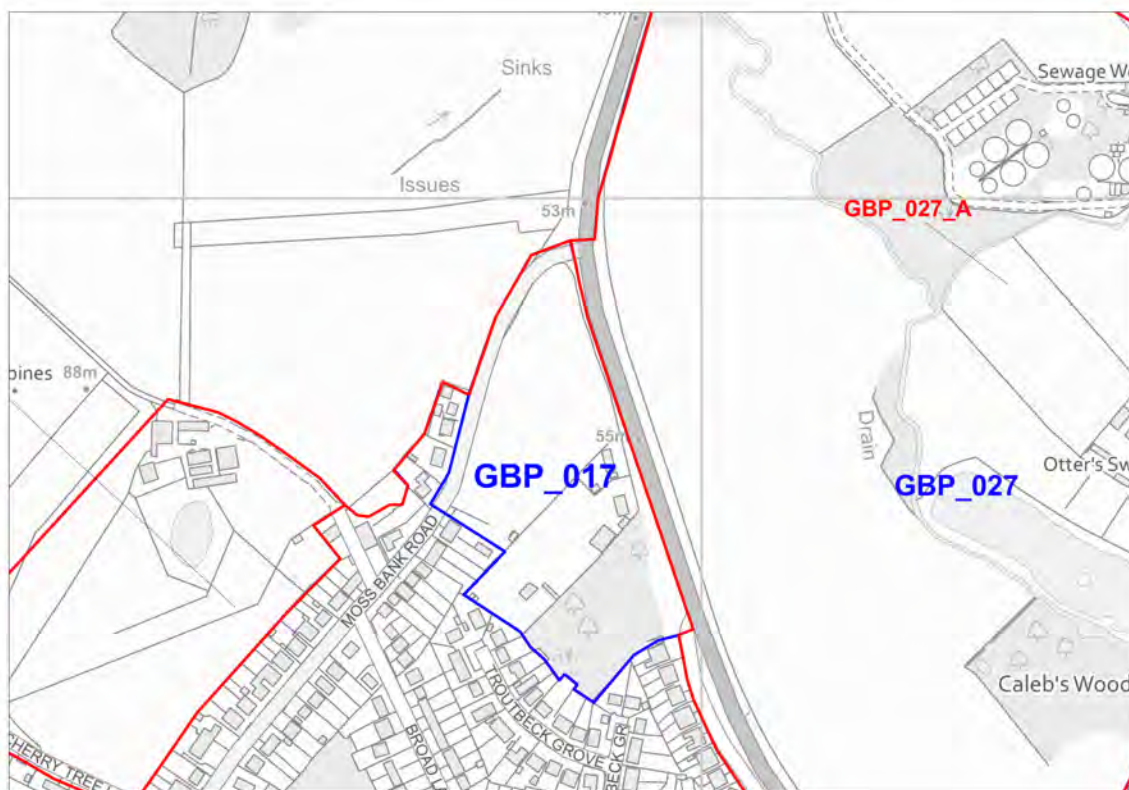
Viability Considerations	<i>The parcel lies within EVA Zone 3. The parcel is considered viable for development, no unforeseen abnormal costs.</i>
Gross Developable Area	<i>GBP_015 = 2.7ha (excluding flood zone 3 and pipeline buffer zone)</i>
Net Developable Area	<i>GBP_015 = 2.03ha (75%)</i>
Notional Development Capacity	<i>GBP_015 = 60 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>A large percentage of the site lies within flood zones 2 and 3 (56.63% = flood zone 2 and 24.7% = flood zone 3). The parcel is within the HSE's major hazardous consultation zone, and as such a large proportion of the site could not be developed, significantly reducing the notional developable capacity. The parcel is not within safe and convenient walking or cycling distance to a local or district centre, but the parcel is accessible to some more localised services and facilities. The parcel lies within a Water Pipe buffer zone, and Rivington Aqueduct runs partially through the site, so should be given due consideration. Only parts of the parcel are considered developable due to the above.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_015 = 60 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_017 - Land north of Moss Bank, off Moss Bank Road and the A571 (Carr Mill Road)
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel - 4.17ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Raised Fringe Settlement and the area is Mossbank. Landscape land sensitivity and visual sensitivity is medium to high. The parcel is triangular in shape with the eastern boundary adjoining the A571. The parcel is open in parts and contributes to the landscape character. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel does not lie close to or contain a SSSI, LWS, Local Geological Site or Nature Reserve. There are no known protected species and/or habitats on or close to the parcel.</i>
Agricultural Land Quality	<i>Non-Agricultural Classification</i>
Heritage Assets	<i>The nearest Listed Building is approximately 486m to the east of the parcel. Therefore, it is considered that development of this parcel would not be likely to affect the character, appearance or setting of a designated heritage asset. MEAS advises that this parcel can be allocated with no archaeological work considered necessary.</i>
Flooding	<i>The parcel lies within flood zone 1. There are small sections of the parcel that fall within 30, 100 and 1,000-year surface water flooding areas, the most</i>

	significant to the south within the protected woodland area. LLFA Comments: At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Flood issues on Martindale Road.
Trees and Woodland	A significant percentage (25%) of the parcel comprises of protected woodland (to the south). There is no Ancient Woodland within the parcel.
Open Space and Recreation	No Open Space or Recreation Areas within or adjoining the parcel.
Minerals	The entire parcel lies within a proposed coal and clay Mineral Safeguarding Area.
Infrastructure	A pipeline runs through the north of the parcel. UU has advised that there is a gravity foul sewer passing through the parcel from west to east which would need considering as part of the masterplanning process should the parcel come forward as an allocation. The parcel is not affected by any known existing or future transport or other infrastructure projects.
Ground conditions	The parcel does not contain or fall within 250m of an active or former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.
Air, water and noise pollution	There are no identified issues. However, there could be potential air quality and noise pollution issues due to the parcel's proximity to the busy A571 (Carr Mill Road), which may require a buffer.
Hazardous installations	The parcel is located within a Health and Safety Executive (HSE) consultation zone. The HSE have advised against development on sections of this parcel for housing. The HSE have also advised that as the parcel lies within a major hazard pipeline consultation distance then the pipeline operator (Essar Oil (UK) Ltd.) should be consulted should the parcel come forward for allocation.
Neighbouring uses	Residential development to the south and west of the parcel. Residential development would be compatible and in keeping with existing development on this parcel. There should be no access problems that would lead to amenity issues for the wider area.
Any other constraints	Due to the topography of the land - the parcel lies on a steep hillside – which could have an impact on the developable area of the parcel.

TRANSPORT ACCESSIBILITY

Walking	The site is not within an 800m walking distance of a district or local centre. Approx. 1.7km walking distance to nearest shops (being Billinge Local Centre). The northern tip of the parcel is within 1.2km walking distance of a primary school (Billinge).
Cycling	The parcel is not within a 1 mile safe and convenient cycling distance of a district or local centre.
Public Transport	The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, destinations

	<i>include St. Helens Town Centre, Liverpool and Wigan. The parcel is not within an 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Access could be provided off Moss Bank Road, Carr Mill Road (A571) would be unsuitable due to its proximity to Moss Bank Road slip road. Moss Bank Road is of sufficient width and visibility is reasonable in this location. An access junction would need to be designed in accordance with gradient guidance provided in the Street Design Guide.</i>

AVAILABILITY

Ownership	<i>St Helens Council (Call for Sites form 2013_108)</i>
Existing use	<i>Agricultural Land</i>
Current planning status	<i>Green Belt – Planning History = P/2008/0872 – 54km of buried pipeline connecting to Prescot Reservoir – Approved 25/02/2009</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

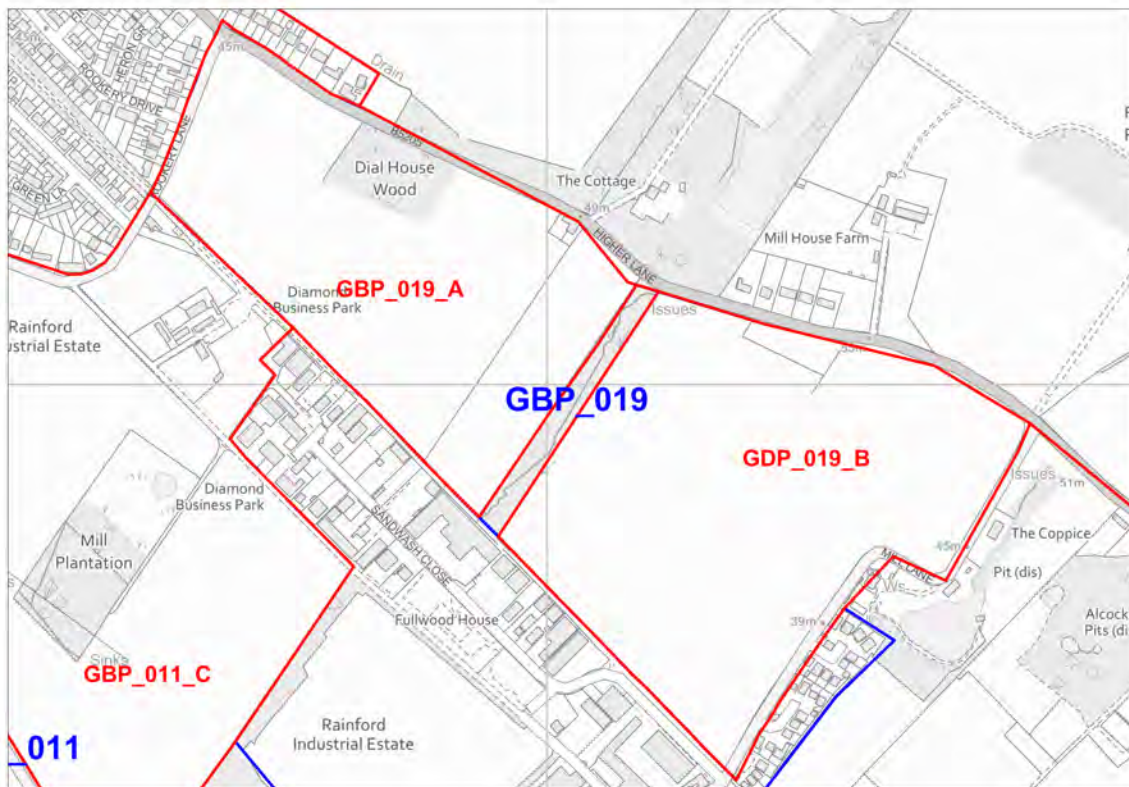
Viability Considerations	<i>The parcel lies within EVA Zone 3. The parcel is considered viable for development. Potential abnormal groundwork costs due to the steep incline of the site.</i>
Gross Developable Area	<i>GBP_017 = 1.35ha (excluding protected woodland and pipeline buffer zone)</i>
Net Developable Area	<i>GBP_017 = 1.2ha (90%)</i>
Notional Development Capacity	<i>GBP_017 = 36 units (90% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>The parcel lies on a steep gradient and therefore additional ground works would be required. The parcel's landscape land sensitivity and visual sensitivity is measured as medium to high. A significant percentage of the parcel comprises of protected woodland (25%), which would have to be excluded from the developable area. A pipeline and a gravity foul sewer both run through the parcel, so would have to be carefully considered should any development come forward on this parcel. HSE have advised that part of the parcel is not appropriate for residential development. The site is not within 800m walking distance of a district or local centre.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_017 = 36 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_019 - Land south of Higher Lane, Rainford
Sub-parcels discounted at stages 1B or 2A	None
Area covered by stage 2B assessment	GBP_019_A - 13.31ha GBP_019_B - 16.31ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Broad Rural Slopes and the landscape character area is Rainford Slopes. The sub-parcels have medium to high landscape sensitivity and visual sensitivity.</i>
Ecology	<i>The sub-parcels do not contain and are not located close to any designated sites of ecological importance. HRA report identifies that this is an area used by qualifying bird species Pink-Footed Geese; therefore, an ecology survey would be necessary.</i>
Agricultural Land Quality	<i>Mixed including Grade 1 - excellent quality agricultural land.</i>
Heritage Assets	<i>The northern part of sub-parcel GBP_19_A is located within a 50m buffer of two listed buildings (to the north-west on Higher Lane). Potential impact of development on the setting of a Listed Building would need to be addressed at any planning application stage should the sub-parcel be allocated for development. The parcel (as a whole) contains the following non-designated heritage assets</i>

	<i>recorded on the Merseyside Historic Environment: MME 7038 – the former site of cottages, built 1841-50, demolished before 1893. There is a potential for buried archaeological remains associated with settlement of the mid-19th century to be encountered by development.</i>
Flooding	<i>The sub-parcels are located within flood zone 1. Parts of the sub-parcels fall within 30, 100, 1000year surface water flooding areas, with the most significant surface water 30-year event experienced along the south western boundary with Rainford Linear Park. There is an existing culvert that runs under the industrial estate and past modelling shows the extent of flooding if this fails. A significant buffer (minimum 25m) would be required along the south - western boundary with Rainford Linear Park for flood attenuation features and habitat creation similar to the existing woodland that splits the two sub-parcels. The buffer strip is also within surface water zones so can aid in dealing with this.</i>
Trees and Woodland	<i>The parcel (as a whole) contains a belt of protected trees (forming the boundary between sub-parcels GBP_019_A and GBP_019_B). A line of trees also contributes to the south western boundary along the Rainford Linear Park.</i>
Open Space and Recreation	<i>No open space or outdoor sports facilities fall within the sub-parcels.</i>
Minerals	<i>The sub-parcels lie within a proposed mineral safeguarding area for coal and clay.</i>
Infrastructure	<i>UU has advised that there is a water main running the length of southern boundary of sub-parcel GBP_019_A behind Sandwash Business Park and Rookery Farm. There would need to be a suitable distance maintained for a maintenance strip. Additionally, UU has advised that there is a main surface water sewer, pressurised main (and associated easement) to the north of sub-parcel GBP_019_B, and a pressurised main (and associated easement) to the southern boundary. These would need to be afforded due regard in any site masterplanning process should the sub-parcel come forward for development. The sub-parcels are not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The sub-parcels do not contain or fall within 250m of an active or former landfill site. The sub-parcels are not affected by any known sources of contamination. The sub-parcels predominantly fall within the Coal Authority's 'Low Risk' area of potential land instability from the legacy of coal mining operations; although an area to the east of sub-parcel GBP_019_B falls with a 'High Risk' area.</i>
Air, water and noise pollution	<i>There are no identified issues. However, there could be potential air quality and noise pollution issues to the western parts of the parcel (as a whole) due to proximity of Rainford Industrial Estate requiring a separation distance.</i>
Hazardous installations	<i>No identified issues. The sub-parcels are not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Existing residential development lies to the north-west and south-east; agricultural to the north-east, and industrial (Rainford Industrial Estate) to the south-west. Development of the sub-parcels for residential use would need to consider the proximity of the existing industrial premises to the south-west and any</i>

	<i>potential amenity issues this may give rise to.</i>
Any other constraints	N/A

TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcels are not within an 800m safe and convenient walking distance of the nearest identified local centre (Rainford), however sub-parcel GBP_019_A lies approx. 850m away (at its closest point, as the crow flies).</i> <i>The northern corner of sub-parcel GBP_019_A is located within 1.2km of a safe and convenient walking distance of the nearest primary school; the remaining areas for the sub-parcel lie beyond 1.2km.</i>
Cycling	<i>The north-western section of the sub-parcel GBP_019_A lies within a 1 mile safe and convenient cycling distance of the nearest identified local centre (Rainford).</i>
Public Transport	<i>Sub-parcel GBP_019_A lies within a 400m safe and convenient walking distance to a bus stop with a minimum of 3 bus services. GBP_019_B benefits from 1 bus service an hour in this location, predominantly to and from St. Helens Town Centre.</i> <i>The sub-parcels are not within an 800m safe and convenient walking distance of a train station.</i> <i>The sub-parcels are within a 40minute journey by public transport (bus) to a secondary school.</i>
Vehicular Traffic	<i>Access to sub-parcel GBP_019_A could be accessed off Rookery Lane or Higher Lane. It would need a footway to be provided along the side of Rookery Lane / Higher Lane (depending on where access is proposed from and pedestrian links provided).</i> <i>Access to sub-parcel GBP_019_B could be provided off either Higher Lane or Mill Lane. Mill Lane has some severe bends which restrict visibility and would need to be avoided in terms of access. Single access plus emergency access would be required depending on number of dwellings.</i>

AVAILABILITY

Ownership	<i>Mixed Ownership:</i> <i>Sub-parcel GBP_019a: Knowsley Estate, represented by Savills (Call for Sites form 2014_009)</i> <i>Sub-parcel GBP_019b: JMB Farming, represented by P. Wilson & Co. (Call for Sites form 2016)021) (only south-western section adjacent to Rainford Industrial promoted)</i>
Existing use	<i>Agricultural</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

Viability Considerations	<i>The sub-parcels lie within EVA Zone 4 (higher value). The sub-parcels are therefore considered viable for development.</i>
Gross Developable	<i>GBP_019_A = 11.49ha (excluding roads, woodland and existing dwellings)</i>

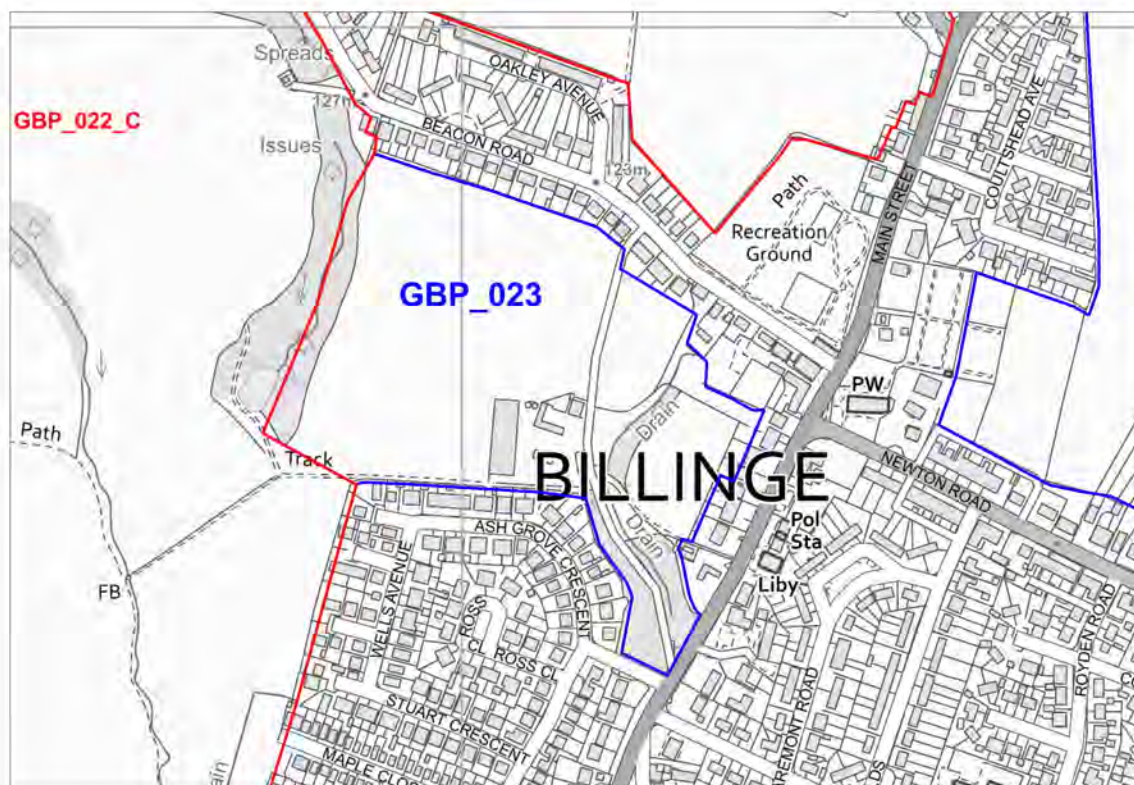
Area	GBP_019_B = 16.31ha
Net Developable Area	GBP_019_A = 8.62ha (75%) GBP_019_B = 12.23ha (75%)
Notional Development Capacity	GBP_019_A = 259 units (75% net developable area and 30dph) GBP_019_B = 367 units (75% net developable area and 30dph)

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>An ecological survey would be required as part of any planning application.</i> <i>Agricultural land is of mixed grade including Grade 1 - excellent quality agricultural land.</i> <i>Any development of sub-parcel GBP_019_A would need to address any impact setting of Listed Buildings at the planning application stage.</i> <i>Archaeological mitigation could be required (which might require pre-commencement archaeological works) which would need to be secured by means of a planning condition for any future planning permission.</i> <i>A 25m buffer strip to south west along boundary with Rainford Linear Park (replicating woodland area) would be required as a water retention basin.</i> <i>Site layout / masterplan would need to accommodate protected trees.</i> <i>Existing utilities services would need to be considered as part of any site layout / masterplanning.</i> <i>The north-western part of the sub-parcel GBP_019_A is within a 1 mile safe and convenient cycling distance of the nearest identified local centre (Rainford). The remaining area lies beyond a 1-mile distance. Sub-parcel GBP_019_A lies closer to existing services and amenities.</i> <i>Sub-parcel GBP_019_B is not within an 800m safe and convenient walking distance of the nearest identified local centre (Rainford) which lies approx. 1.45km. The northern part of sub-parcel GBP_019_A does lie within 1.2km safe and convenient walking distance of the nearest primary school; the remaining areas for the parcel lie beyond 1.2km.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	GBP_019_A = 259 units GBP_019_B = 367 units
Developability Score	GBP_019_A - Good Development Potential GBP_019_B - Limited Development Potential

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_023 - Land at Ash Grove Farm, south of Beacon Road, Billinge
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel - 7.98ha



SUITABILITY

Landscape and visual character	The landscape character type is Separate Settlement and the landscape character area is Billinge. The parcel has medium to high landscape sensitivity and high visual sensitivity.
Ecology	The parcel adjoins and partly includes LWS14 (Ashgrove Farm Wood) on the western boundary. MEAS have commented that as the parcel is adjacent to the LWS, any development would need to ensure a buffer between the development site and woodland. A brook is present along the western boundary and protected species (water vole) would need to be considered. Any development should ensure that a minimum 5m buffer is created from the top of the brook banks to protect the brook corridor. The HRA also identifies this parcel as having potential to be used by qualifying bird species. This would need to be assessed at any future planning application stage should the parcel be allocated for development.
Agricultural Land Quality	Mixed including Grade 2: very good agricultural land.
Heritage Assets	The parcel is adjacent to a number of heritage assets (listed buildings) to the east. After concerns were raised by Heritage England regarding the parcel and proximity of heritage assets a HIA was carried out. The conclusions from the

	HIA suggested that development of this parcel would have some impact on the setting of the nearby designated heritage assets. This harm is considered to be less than substantial. This said, the Conservation Officer recommended that the boundary of the parcel be amended to exclude land adjacent to the existing built development fronting Main Street, as this would go some way to preserve the existing character and setting of the Grade II* listed St Aidan's Church and its Grade II listed walls and piers. MEAS advised that there is a potential for buried archaeological remains associated with settlement of the 18th and 19th centuries to be encountered by development.
Flooding	The parcel is located in flood zone 1. There is some surface water flooding recorded as a 30-year event within the low centre of the parcel, but nothing significant.
Trees and Woodland	There are a significant number of protected individual trees to the south of the parcel (around the access into the site) but it does not include any Ancient Woodland.
Open Space and Recreation	No Open Space or Recreation Areas within or adjoining the parcel.
Minerals	The entire parcel lies within a proposed coal and clay Mineral Safeguarding Area.
Infrastructure	The parcel is not affected by any pipeline easements that would restrict development. UU has advised that a pressurised water main with easement runs through the site (to the right of Ash Grove Farm), and also a combined sewer. The parcel is not affected by any known existing or future transport or other infrastructure projects.
Ground conditions	The parcel is sited within 250m of a former landfill site. The parcel is not affected by any known sources of contamination, however, lies within 250m of a contaminated area. Just over 50% of the parcel falls within the Coal Authority's 'High Risk' area of known subsidence from the legacy of coal mining operations, with the remaining falling within the Coal Authority's 'Low Risk'.
Air, water and noise pollution	There are no identified issues, however, an area to the east of the parcel is being measured for Air Quality Management purposes.
Hazardous installations	There are no identified issues. The parcel is not located within a Health and Safety Executive consultation zone.
Neighbouring uses	Residential development to the north, south and east. Therefore, residential development on this parcel would be the preferred option. There is potential for amenity issues for the wider area due to pressures on the existing highways. Access to the parcel needs to be improved before the parcel is developable.
Any other constraints	A number of Public Rights of Way (footpaths) run through the parcel. The parcel is within a 1.2km walking distance to the nearest primary school, and a 40minute bus drive to the nearest secondary school.

TRANSPORT ACCESSIBILITY

Walking	The parcel is not within an 800m safe and convenient walking distance of a
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	<i>district or local centre (Billinge).</i>
Cycling	<i>The parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Billinge).</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>There is an existing farm track through the site, connecting to both Main Street (A571) and Beacon Road. Main Street would be the best place to provide access to the site, although it may require the purchase of a dwelling or two to provide the access junction to the desired standard. The existing farm access off Main Street is too close to the Ash Grove Crescent junction to be a viable access and would cause vehicle conflict. However, a connection off Ash Grove Crescent could be possible, although this is a residential road and would result in the loss of a number of protected trees. The access from Beacon Road is narrow, so would need widening to support a residential development. Beacon Road is also slightly narrower (with pinch points) than ideal. If the site were to be allocated for development (residential), in terms of number of dwellings, this would require modelling / assessments to be undertaken to identify how the route currently operates and the spare capacity available.</i>

AVAILABILITY

Ownership	<i>Mr Charles Valentine, represented by P. Wilson and Company (Call for Sites Form 2013_40)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential Use</i>

ACHIEVABILITY

Viability Considerations	<i>The parcel lies within EVA Zone 4. The parcel is considered viable for development. Could be abnormal costs due to the access issues, one or two dwellings may need to be purchased in order to create an acceptable access into the parcel.</i>
Gross Developable Area	<i>GBP_023 = 7.98ha</i>
Net Developable Area	<i>GBP_023 = 6ha (75%)</i>
Notional Development Capacity	<i>GBP_023 = 180 units (75% net developable area and 30dph)</i>

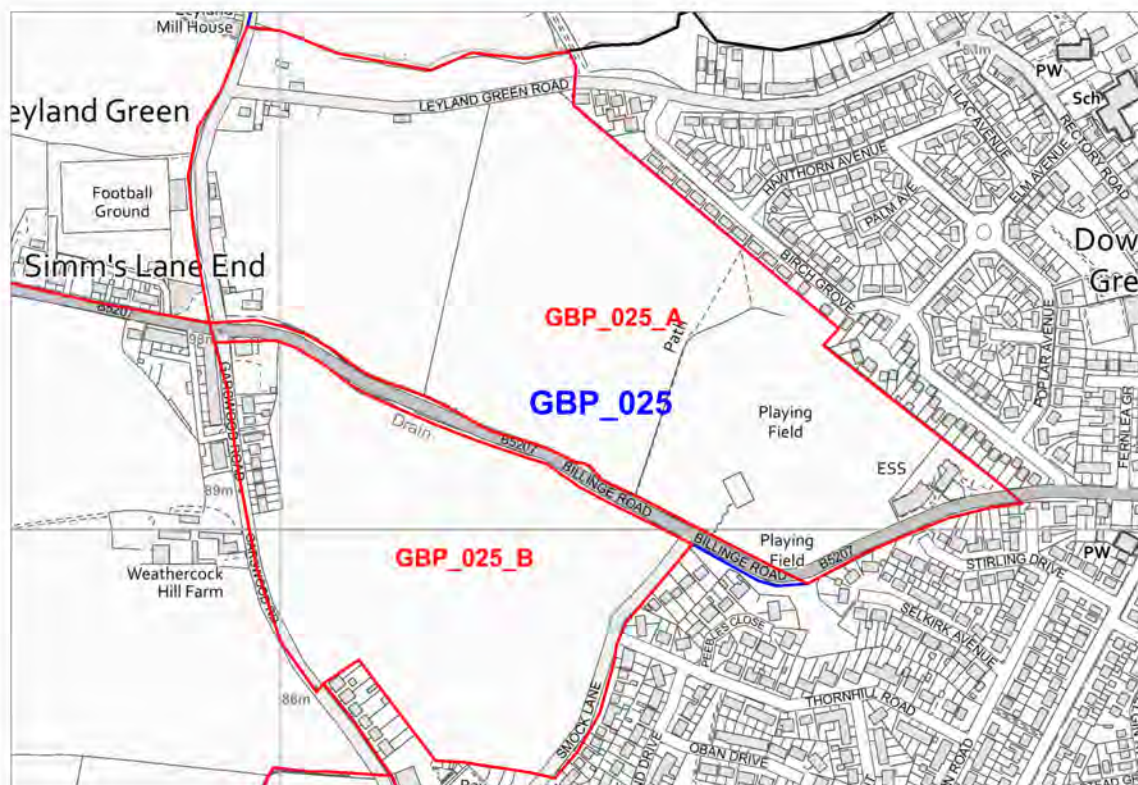
CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>The parcel scores a medium to high for landscape sensitivity and high for visual sensitivity.</i>
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	<i>The parcel is of mixed agricultural grade including Grade 2: very good agricultural land.</i> <i>As the parcel is adjacent to LWS Ashgrove Farm Wood, a buffer between the parcel and woodland would have to be provided. In addition, a brook with protected species runs along the western boundary and would also require a minimum 5m buffer. The HRA also identifies this parcel as having potential to be used by qualifying bird species, which would need to be assessed at any future planning application stage.</i> <i>Following a HIA a buffer zone has been proposed in order to protect the nearby heritage assets from the impact of potential development.</i> <i>There are a number of protected trees to the south of the parcel.</i> <i>Access could be an issue, however given the parcel has to be reduced in size due to the above constraints, one access only may be required. Access from Main Street would be the preferred option but may need the purchase of one or two dwellings.</i> <i>The parcel is not within 800m safe and convenient walking distance of a district or local centre.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_023 = 180 units (this number would significantly reduce once a buffer has been applied around the LWS and TPO trees, and the suggested HIA buffer to the east has been removed)</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_025 - Land west of Garswood
Sub-parcels discounted at stages 1B or 2A	None
Area covered by stage 2B assessment	GBP_025_A - 20.86ha GBP_025_B - 10.88ha



SUITABILITY

Landscape and visual character	The landscape character type is Broad Rural Slopes and the landscape character area is Weathercock Slopes. The sub-parcels have medium to high landscape and visual sensitivity. The northern part of sub-parcel GBP_025_A, located north of B5207, is open and contributes to landscape character.
Ecology	The sub-parcels do not contain and are not located close to any designated sites of ecological importance. There is no known presence of protected species or habitats located on or close to the sub-parcels.
Agricultural Land Quality	Grade 3: good to moderate agricultural land.
Heritage Assets	The parcel contains the following non-designated archaeological heritage assets recorded on the Merseyside Historic Environment Records: <u>GBP_025_A</u> - MME 16590 – Buildings (Tapster's Moss) recorded on 1st Edition Ordnance Survey (1849); and - MME 16591 – Old coal pits recorded on 1st Edition Ordnance Survey (1849);

	<u>GBP_025_B</u> • MME 16597 – Building on Yates' map of 1786; and • MME 16598 – Building on 1st Edition 1:10560 Ordnance Survey (1849). <i>There is therefore potential for buried archaeological remains associated with settlement and coal mining of the late 18th or 19th century, to be encountered by development on these sub-parcels.</i>
Flooding	<i>The sub-parcels are located within flood zone 1. Small parts of the sub-parcels fall within 30, 100, 1000year surface water flooding areas, with the most significant surface water 30-year event flooding experienced in the mid-south eastern part of the parcel adjacent to Smock Lane.</i> <i>Groundwater table is very high in parts and sub-parcel GBP_025_B suffers from existing drainage issues.</i> <i>LLFA comments:</i> <u>GBP_025_A</u> <i>Development is welcome in this sub-parcel. A full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting.</i> <u>GBP_025_B</u> <i>Development is welcome in this sub-parcel. Overland flow from the field to the north east part of the site enters the highway at Smock Lane which causes flooding. As part of any application for development we would look to see this reduced or the risk removed from proper development layout. Flow paths should be assessed and should be integrated into the design of the development. Should the sub-parcel be allocated then the planning application would require a full SuDS assessment including full management and maintenance proposals. Greenfield run-off rates. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting.</i>
Trees and Woodland	<i>No TPOs or Ancient Woodland within the sub-parcels.</i>
Open Space and Recreation	<i>The eastern corner of sub-parcel GBP_025_A contains an area of open space, including rugby and football pitches (Birch Grove Playing Fields, which are owned and managed by Garswood Parish Council). The Billinge and Seneley Green area currently has an identified shortfall of football pitches (St. Helens Playing Pitch Strategy Assessment, 2016).</i>
Minerals	<i>The entire parcel lies within a mineral safeguarding area.</i>
Infrastructure	<i>Rivington aqueduct and easement runs through the middle of the northern part of sub-parcel GBP_025_A, located to the north of the B5207 Billinge Road.</i>
Ground conditions	<i>There are a number of old mineshafts located within sub-parcel GBP_025_A, which would need to be assessed further. Majority of the parcel, as a whole, is located within an area identified by the Coal Authority as being at a high risk of potential land instability from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>No identified issues.</i>
Hazardous installations	<i>No identified issues.</i>

Neighbouring uses	<i>Residential development surrounds three sides of the sub-parcels. Residential use would therefore be compatible with neighbouring uses and some forms of employment uses could also be compatible subject to amenity considerations.</i>
Any other constraints	<i>As well as the open space and playing fields, the eastern corner of sub-parcel GBP_025_A contains a community centre and a primary care centre. This area should be excluded from any developable area of sub-parcel GBP_025_A should it come forward for development.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcels are not within an 800m walking distance of a district or local centre.</i> <i>The nearest local centre is in Billinge which is located approximately 1.8km to the west of the sub-parcels. However, the east of both sub-parcels is within 800m of a local convenience store.</i> <i>Station Road, located approximately 330m to the south of the parcel, has some retail and leisure facilities including a post office, newsagent, take-aways, hairdressers and public houses. Garswood library is located approximately 520m south of the parcel. The town centre of Ashton-in-Makerfield is located approximately 2.3km east of the parcel which has a wider range of facilities including supermarkets and banks.</i> <i>The parcel (as a whole) is within 1.2km walking distance of a primary school.</i>
Cycling	<i>The sub-parcels are not within 1mile cycling distance of a district or local centre. However, see above.</i>
Public Transport	<i>The sub-parcels are within 400m of a safe and convenient walk to a bus stop providing a minimum of 2 bus services an hour to Wigan, Haydock, Ashton-in-Makerfield, Newton-le-Willows and St Helens.</i> <i>The sub-parcels are within a 40minute bus journey to a secondary school.</i> <i>There are train services from Garswood station, located approximately 570m to the south east of the parcel. Direct services provided from the station include services to Wigan and Liverpool, with connections to Manchester and Bolton.</i>
Vehicular Traffic	<i>Safe vehicular access could be provided from Leyland Green Road, Garswood Road and Billinge Road.</i>

AVAILABILITY

Ownership	<i>GBP_025_A – J. Murphy & Sons Ltd, represented by Frank Marshall & co. (Call for Sites form 2013_131)</i> <i>GBP_025_B - Anne Hunt, represented by Frank Marshall & Co (Call for Sites Form 2013_41)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by	<i>Residential</i>

landowner(s)	
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ACHIEVABILITY

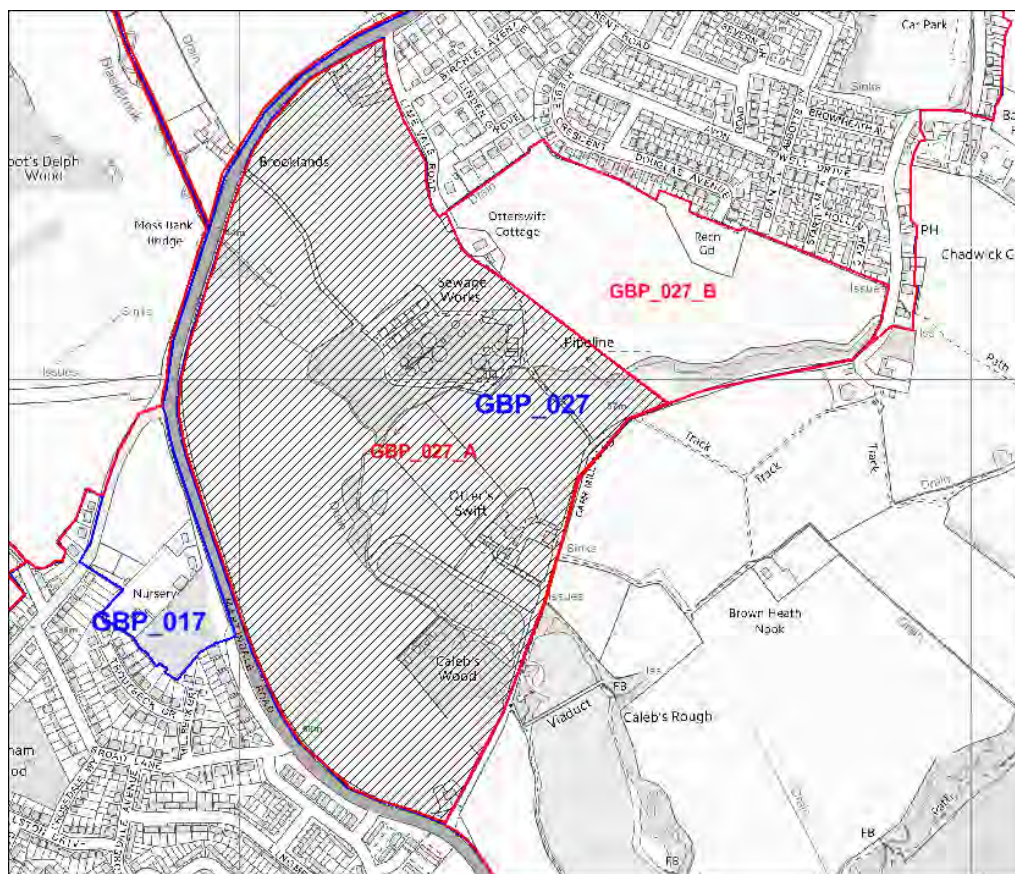
Viability Considerations	<i>The sub-parcels lie within EVA Zone 4, therefore are considered viable for development.</i>
Gross Developable Area	<i>GBP_025_A: 12.92ha (excludes recreational and community uses to the east of the parcel and land north of Leyland Green Road, as developing north of this road is unlikely to be considered appropriate as it would not allow for a strong Green Belt boundary to be maintained in the future). GBP_025_B: 9.58ha (excluding existing housing development within the sub-parcel)</i>
Net Developable Area	<i>GBP_025_A = 9.69ha (75%) GBP_025_B = 7.19ha (75%)</i>
Notional Development Capacity	<i>GBP_025_A = 291 units (75% net developable area and 30dph) GBP_025_B = 216 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>Archaeological mitigation could be required (which might require pre-commencement archaeological works) which would need to be secured by means of a planning condition for any future planning permission.</i> <i>Mine shafts and land stability would need investigation as part of any future planning application process.</i> <i>In parts the parcel suffers from surface water flooding (in particular parts of GBP_25_B). Improved surface water drainage and potential attenuation solutions would need further investigation at the planning application stage.</i> <i>The sub-parcels are not within a safe and convenient walking or cycling distance to a local or district centre, but the sub-parcels are accessible to some more localised services and facilities.</i> <i>The sub-parcels are within 1.2km walking distance of a primary school and within a 40minute bus journey of a secondary school.</i> <i>The sub-parcels have medium to high landscape and visual sensitivity.</i> <i>The sub-parcels are considered developable.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_025_A: 291 units GBP_025_B: 216 units</i>
Developability Score	<i>GBP_025_A - Good Developable Potential GBP_025_B - Good Developable Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_027 - Land south of Billinge
Sub-parcels discounted at stages 1B or 2A	GBP_027_A, discounted at Stage 1B
Area covered by stage 2B assessment	GBP_027_B - 11.28ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Broad Rural Slopes and the landscape character area is Arch Lane Slopes. Sub-parcel GBP_027_B has a medium to high landscape and visual sensitivity.</i>
Ecology	<i>The sub-parcel does not contain and is not located close to any designated sites of ecological importance. There is no known presence of protected species or habitats located on or close to the sub-parcel.</i>
Agricultural Land Quality	<i>Grade 2: very good quality agricultural land.</i>
Heritage Assets	<i>No recorded assets on or within close proximity of the sub-parcel. However, Otterswift Cottage is of archaeological interest. Therefore, should this sub-parcel be removed from the Green Belt for development, further work would be required to ensure no harm to this potential heritage asset.</i>
Flooding	<i>The sub-parcel is located within flood zone 1. Small areas of the western and eastern sub-parcel fall within 30, 100, 1000year surface water flooding areas, with the most significant surface water 30-year event flooding experienced</i>

	<i>along the inland water (which feeds into Black Brook) which runs along the eastern boundary of the sub-parcel.</i>
Trees and Woodland	<i>There are a number of TPOs along the south-western boundary of the sub-parcel, but no Ancient Woodland.</i>
Open Space and Recreation	<i>Within the northern-central part of the sub-parcel is an area of amenity greenspace.</i>
Minerals	<i>The entire sub-parcel lies within a proposed coal and clay Mineral Safeguarding Area.</i>
Infrastructure	<i>The sub-parcel lies within a Shell Pipeline Buffer Zone.</i> <i>UU would need to be consulted in terms of any potential infrastructure they are aware of that lies within the sub-parcel, should the sub-parcel come forward for development.</i> <i>The sub-parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The sub-parcel contains a small former landfill site (south east of sub-parcel).</i> <i>The sub-parcel is not affected by any known sources of contamination.</i> <i>The majority of the sub-parcel falls within the Coal Authority's 'High Risk' area of known subsidence from the legacy of coal mining operations. There are also known mineshafts within the sub-parcel.</i>
Air, water and noise pollution	<i>No identified issues.</i>
Hazardous installations	<i>The sub-parcel is not located within a Health and Safety Executive (HSE) consultation zone. However, as the sub-parcel lies within the buffer zone for the Essar Oil (formerly Shell) Pipeline, HSE have advised that the sub-parcel lies within a consultation distance of a major hazard pipeline and the operator (Essar Oil (UK) Ltd.) should be consulted should the sub-parcel be put forward for allocation.</i>
Neighbouring uses	<i>Residential and agricultural</i>
Any other constraints	<i>Public Right of Way (footpath) runs along the southern boundary and bridleway boundaries the western boundary.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre.</i> <i>Approx. 1.37km walking distance to nearest shops (being Billinge Local Centre)</i>
Cycling	<i>The sub-parcel falls within 1 mile of a safe and convenient cycling radius of a local centre (Billinge).</i>
Public Transport	<i>The sub-parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre and Wigan.</i> <i>The sub-parcel is not within an 800m walking distance of a train station.</i>

Vehicular Traffic	<i>Douglas Avenue is considered too narrow for an access to a major development, with no ability to widen the carriageway on the bend and only 20m short of max cul-de-sac length already.</i> <i>Dean Close already has 25 properties, should the cul-de-sac limit be removed, the number of dwellings (including the existing) would still be restricted to 50 for that type of road. Dean Close would be acceptable in terms of cul-de-sac length, but it is approximately 5m wide, so is substandard. However, some additional dwellings may be able to be accessed off here, but unlikely of the entire sub-parcel. It also doesn't appear to have a ransom strip - it looks like its adopted highway up to the site boundary.</i> <i>Startham Avenue has similar issues as Dean Close, but the chicane at Hollin Hey Close junction adds an additional problem.</i> <i>Hollin Hey Close is a narrow road, with a 90degree bend and a ransom strip at the southern point.</i> <i>Carr Mill Road has an existing water course between the site and Carr Mill Road which could make construction of an access difficult, with culverting watercourse / habitat issues. It is too long in terms of cul-de-sac length and appears to have a levels difference with the site, which may make access difficult to achieve from here. Statham Avenue is already 150m cul-de-sac length, therefore a limited number of dwellings maybe acceptable from here.</i>
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AVAILABILITY

Ownership	<i>Unknown – land not promoted</i>
Existing use	<i>Predominantly agriculture with an open space.</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Unknown - Land not promoted by landowner</i>

ACHIEVABILITY

Viability Considerations	<i>The sub-parcel lies within EVA Zone 4, therefore, is considered viable for development.</i>
Gross Developable Area	<i>GBP_027_B = 11.28ha</i>
Net Developable Area	<i>GBP_027_B = 8.46ha (75%)</i>
Notional Development Capacity	<i>GBP_027_B = 254 units (75% net developable area and 30dph). However due to the access and highway concerns addressed above the NDC is reduced to 50 units</i>

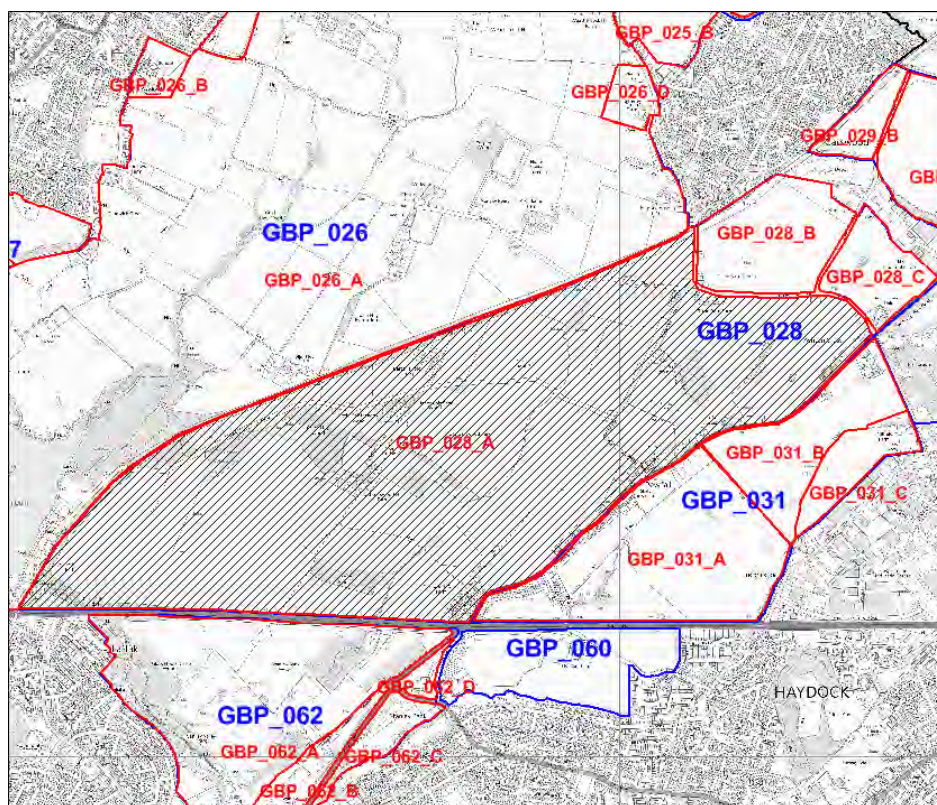
CONCLUSIONS ON DEVELOPABILITY

Summary of Developability	<i>The sub-parcel has medium to high landscape and visual sensitivity.</i>
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Assessment	<i>Grade 2: very good quality agricultural land</i> <i>There are highway problems in terms of access to the parcel, which would significantly limit the number of dwellings possible in this location. As such with only a small percentage of the sub-parcel being available for development, an artificial boundary would therefore be created within the site.</i> <i>The land has not been promoted by the landowners, which could impact on its developability prospects.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_027_B = 50 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_028 - Land north of A580 and west of A58.
Sub-parcels discounted at stages 1B or 2A	GBP_028_A, discounted at Stage 1B
Area covered by stage 2B assessment	GBP_028_B – 23.24ha GBP_028_C – 12.66ha



SUITABILITY

Landscape and visual character	<i>The sub-parcels landscape character type is Broad Rural Slopes and the landscape character area is Arch Lane Slopes. The sub-parcels have medium to high landscape and visual sensitivity.</i>
Ecology	<i>The sub-parcels do not contain and are not located close to any designated sites of ecological importance. There is no known presence of protected species or habitats located on or close to the sub-parcels.</i>
Agricultural Land Quality	<i>Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>There are two Grade II Listed Buildings – Garswood Library and The Manor House located approximately within 70m and 100m of the northern boundary of sub-parcel GBP_028_B and one Grade II Listed Building – Gate Piers, Gate and Flanking Walls at Ashton Cross located within 50m of the southern boundary of sub-parcel GBP_028_C. However, given the distance to these assets (and to the north the presence of the railway line) it is considered unlikely that development of the sub-parcels would affect the character, and appearance of setting of these assets.</i>

Flooding	<i>The sub-parcels are located within flood zone 1. Small parts of the parcel as a whole, fall within 30, 100, 1000year surface water areas, with the most significant surface water 30-year event flooding experienced along the western boundary of GBP_028_B.</i>
Trees and Woodland	<i>There are a number of TPOs that run along the southern boundary of sub-parcel GBP_028_C.</i>
Open Space and Recreation	<i>No open space or sporting facility within the sub-parcels.</i>
Minerals	<i>The entire parcel lies within a mineral safeguarding area.</i>
Infrastructure	<i>No identified issues.</i>
Ground conditions	<i>The eastern third of GBP_028_B and three small areas within GBP_028_C are located within an area identified by the Coal Authority as being at a high risk of potential land instability from the legacy of coal mining operations.</i> <i>The majority of GBP_028_B has a record of potential land contamination.</i>
Air, water and noise pollution	<i>There are no identified issues.</i>
Hazardous installations	<i>There are no identified issues.</i>
Neighbouring uses	<i>The northern boundaries of the sub-parcels adjoin Park Industrial Estate and residential development lies to the west of GBP_028_B beyond the railway line. The south eastern corner of GBP_028_C contains Ashton Cross Rehabilitation which offers support and rehabilitation to people following a brain injury.</i> <i>Residential use and some forms of employment uses could also be compatible subject to amenity considerations.</i>
Any other constraints	<i>The south eastern corner of sub-parcel GBP_028_C contains a rehabilitation unit; this area should be excluded from any developable area of the sub-parcel.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcels are not within an 800m walking distance of a district or local centre. The nearest local centres are Haydock (located 2.1km south of the sub-parcels) and Billinge (located approximately 2.6km to the west of the sub-parcels).</i> <i>Station Road located approximately 300m to the north of the western boundary of sub-parcel GBP_028_B, has some retail and leisure facilities including a post office, newsagent, take-aways, hairdressers and public houses. Garswood library is located approximately 240m north of sub-parcel GBP_028_B. The town centre of Ashton-in-Makerfield is located approximately 1.5km east of the parcel that has a wider range of facilities including supermarkets and banks.</i> <i>The western third of the parcel (as a whole) is within 1.2km walking distance of a primary school, the remainder of the parcel is over 1.2km walking distance away from a primary school.</i>
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Cycling	<i>The sub-parcels are not within 1-mile cycling distance of a district or local centre.</i>
Public Transport	<i>All of sub-parcel GBP_028_C and the majority of GBP_028_B is within 400m safe and convenient walking distance of a bus stop with a minimum of two services an hour.</i> <i>The western half of GBP_028_B is located within an 800m safe and convenient walking distance of Garswood train station. The eastern half of GBP_028_B and all of GBP_028_C lie within approximately 0.82km – 1.25km of a safe and convenient walking distance of Garswood train station. Direct services provided from this station include Wigan and Liverpool, with connections to Manchester and Bolton.</i> <i>The parcel is within a 40minute bus journey to a secondary school.</i>
Vehicular Traffic	<i>Safe vehicular access could be provided from Tithebarn Road, Garswood Road or Gibbons Road.</i>

AVAILABILITY

Ownership	<i>Mixed Ownership:</i> <i>GBP_028_B – Part by Derek Picton (Call for Sites form 2015_012), remaining unknown as land has not been promoted</i> <i>GBP_028_C – Seddon and Jayne Bradbury, represented by Cassidy + Ashton (Call for Sites form 2016_029)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential and employment</i>

ACHIEVABILITY

Viability Considerations	<i>The sub-parcels lie within EVA Zone 3 and are therefore considered viable for development.</i>
Gross Developable Area	<i>GBP_028_B = 1.7ha (excludes the non-promoted parts of the sub-parcel)</i> <i>GBP_028_C = 10.69ha (excludes the rehabilitation centre)</i>
Net Developable Area	<i>GBP_028_B = 1.53ha (90%)</i> <i>GBP_028_C = 8.02ha (75%)</i>
Notional Development Capacity	<i>GBP_028_B = 45 units (90% net developable area and 30dph)</i> <i>GBP_028_C = 240 units (75% net developable area and 30dph)</i>

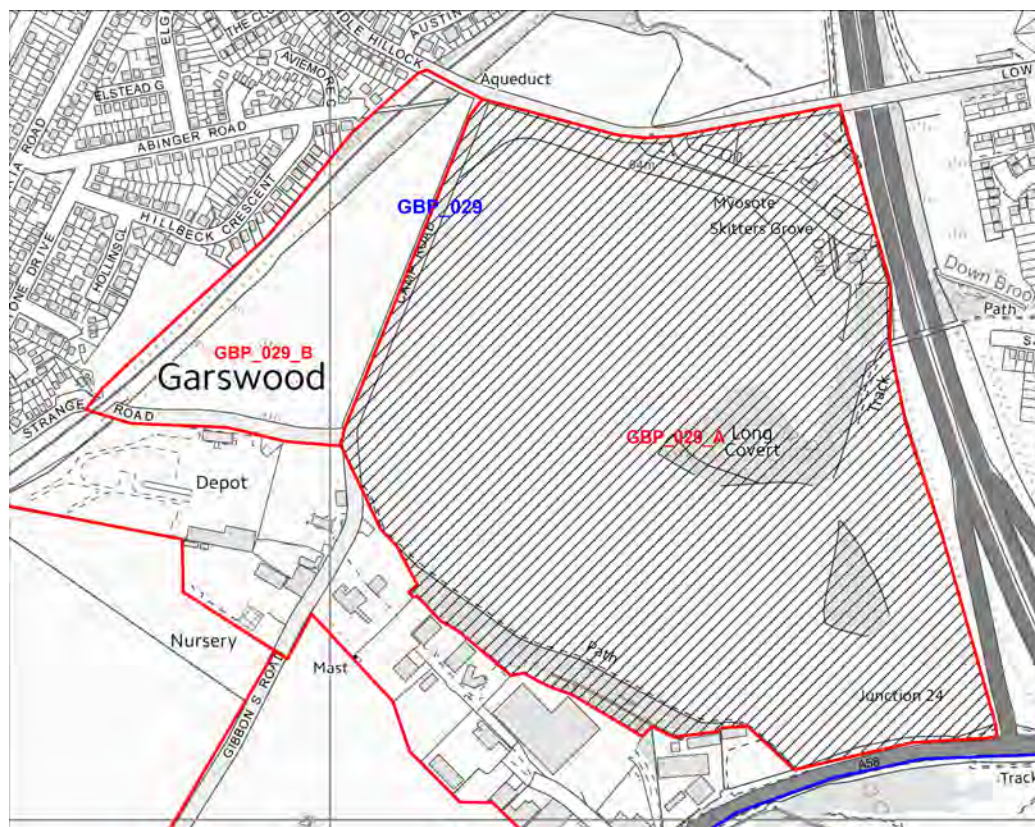
CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>Any potentials impact on nearby heritage assets would have to be considered at planning application stage.</i> <i>Drainage and surface water flooding issues along the western boundary</i>
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	<i>of GBP_028_B would need to be considered at planning application stage.</i> <i>The western third of the parcel is within 1.2km walking distance of a primary school, the remainder of the parcel is over 1.2km walking distance away from a primary school.</i> <i>Land stability and land contamination would need investigation as part of any future planning application process.</i> <i>The sub-parcels are not within safe and convenient walking or cycling distance to a local or district centre, but the parcel is accessible to some more localised services and facilities.</i> <i>The sub-parcels have medium to high landscape and visual sensitivity.</i> <i>Only 1.7ha of sub-parcel GBP_028_B is being promoted by a landowner. The non-promoted part of sub-parcel GBP_028_B is therefore not considered available for development or developable.</i> <i>The south eastern corner of sub-parcel GBP_028_C contains Ashton Cross Rehabilitation that offers support and rehabilitation to people following a brain injury. Any future development of sub-parcel GBP_028_C would have to be sensitive to this neighbouring use.</i> <i>Park Industrial Estate is located to the north of the promoted part of sub-parcel GBP_028_B and to the north of sub-parcel GBP_028_C, the potential for adverse impacts on the amenity of future occupiers of any future development would have to be considered. This is likely to be a particular developability constraint for sub-parcel GBP_028_B.</i> <i>In conclusion, for sub-parcel GBP_028_B given its isolation away from a local centre and primary school (the majority of the sub-parcel is over 1.2km walking distance away from a primary school), and the potential for adverse impacts on the future amenity of occupiers from the neighbouring industrial estate (and the likely need for a buffer to the industrial estate that could further reduce the net developable area), the developability of the site is considered to be limited.</i> <i>In conclusion, for sub-parcel GBP_028_C given the sensitivity of neighbouring rehabilitation centre, the isolated location of the sub-parcel away from a local centre and primary school (over 1.2km walking distance away from a primary school) and the potential for adverse impacts from neighbouring uses the developability of the site is considered to be limited.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_028_B = 45 units</i> <i>GBP_028_C = 240 units</i>
Developability Score	<i>GBP_028_B – Limited Development Potential</i> <i>GBP_028_C – Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_029 - Land east of Garswood and west of M6
Sub-parcels discounted at stages 1B or 2A	GBP_029_A, discounted at Stage 1b.
Area covered by stage 2B assessment	GBP_029_B - 6.47 ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Broad Rural Slopes and the landscape character area is Arch Lane Slopes. The sub-parcel has medium to high landscape sensitivity and medium to high visual sensitivity.</i>
Ecology	<i>The sub-parcel does not contain and is not located close to any designated sites of ecological importance. There is no known presence of protected species or habitats located on or close to the parcel. However, the sub-parcel does contain a valuable wildlife habitat to the south, that should be retained if development were to come forward on this site. This area would lend itself to the Town in the Forest project.</i>
Agricultural Land Quality	<i>Grade 3 - good to moderate quality agricultural land.</i>
Heritage Assets	<i>No recorded assets on or within close proximity of the sub-parcel.</i>
Flooding	<i>The sub-parcel is located within flood zone 1. Parts of the sub-parcel fall within 30, 100, 1000year surface water flooding areas, with the most significant surface water 30-year event experienced to the south of the sub-</i>

	<i>parcel.</i>
Trees and Woodland	<i>No TPO's or Ancient Woodland in or adjacent to the sub-parcel.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within the sub-parcel. A designated Amenity Greenspace adjoins the parcel on its western boundary.</i>
Minerals	<i>The entire sub-parcel lies within a proposed coal and clay Mineral Safeguarding Area.</i>
Infrastructure	<i>Pressurised distribution main and main surface water sewer passes through the centre of the site, north-west to south-east. These would need to be afforded due regard in the masterplanning process.</i>
Ground conditions	<i>The sub-parcel is not within 250m of an active or former landfill site. The sub-parcel is not affected by any known sources of contamination. 50% of the sub-parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations and 50% falls within the Coal Authority's 'High Risk' area.</i>
Air, water and noise pollution	<i>The sub-parcel lies adjacent to a railway line, therefore should development come forward on this site noise attenuation measures would need to be provided to off-set noise. The existing tree line should be kept as a buffer with acoustic fencing and possibly triple glazing for the dwellings directly adjacent to the railway line.</i>
Hazardous installations	<i>No identified issues. The sub-parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Predominantly residential, however there are some industrial uses south of the sub-parcel.</i>
Any other constraints	<i>Tithebarn Road / Liverpool Road / Millfield Lane junctions all experience capacity issues.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcel is not within an 800m safe and convenient walking distance of a district or local centre. However, the sub-parcel is within an 800m of a local convenience store, and other small shops within Garswood, including a take-away.</i>
Cycling	<i>The sub-parcel is not within a 1 mile safe and convenient cycling distance of a district or local centre.</i>
Public Transport	<i>The sub-parcel is within 400m of a bus stop. There is a minimum of 2 bus services an hour in this location, predominantly to and from Wigan, Ashton-in-Makerfield and St. Helens Town Centre. The sub-parcel is within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Only one access would be required for a sub-parcel of this size. Access could be provided off Camp Road. Tithebarn Road / Liverpool Road / Millfield Lane junction experience capacity issues.</i>

AVAILABILITY

Ownership	<i>Wainhomes, represented by Emery Planning (Call for Sites form 2015_010)</i>
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Existing use	<i>Part agriculture, part equestrian</i>
Current planning status	<i>Green Belt – no relevant planning history other than P/2008/1211 – COU of land from agricultural to equestrian – Approved 28/01/2009</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

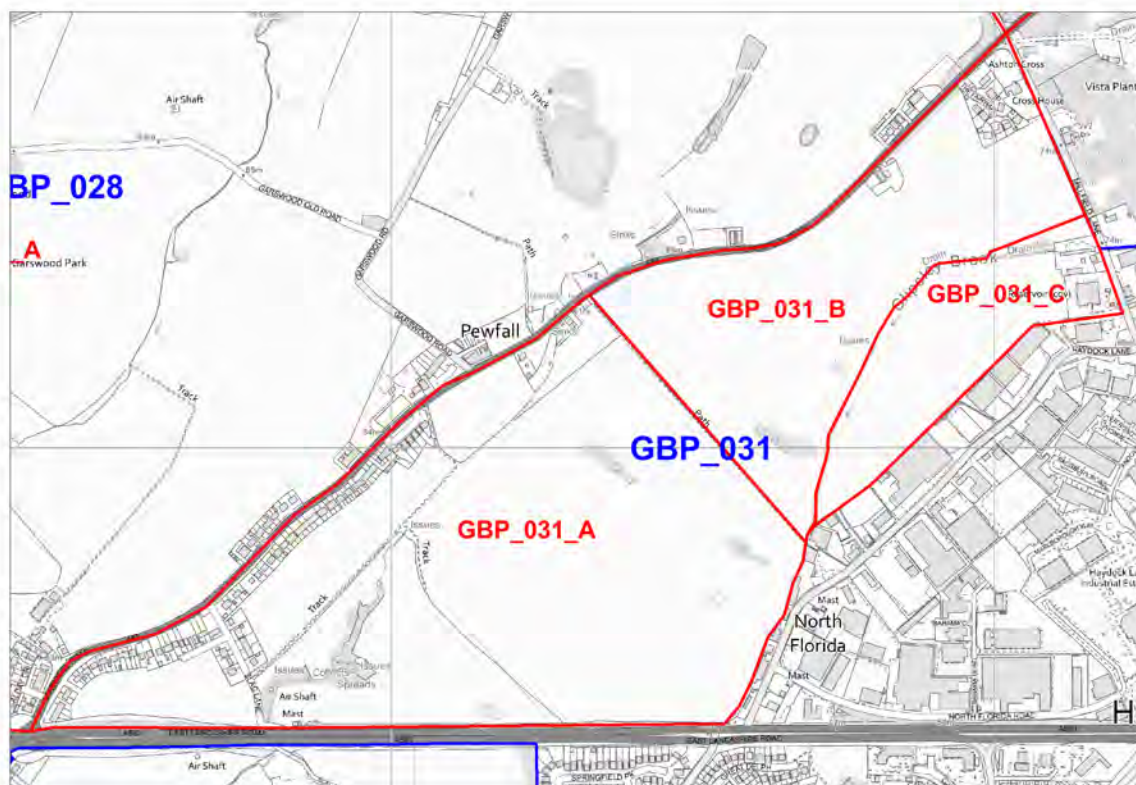
Viability Considerations	<i>Sub-parcel lies within EVA Zone 3. Sub-parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_029_B = 2.56ha (excluding wildlife habitat site to the south and the rail line buffer)</i>
Net Developable Area	<i>GBP_029_B = 1.95ha (75%)</i>
Notional Development Capacity	<i>GBP_029_B = 58 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>The sub-parcel has medium to high landscape sensitivity and medium to high visual sensitivity.</i> <i>Although the sub-parcel is outside an 800m walking distance of a district or local centre, it is within 800m walking distance of a local convenience store, required for day to day essentials.</i> <i>Acoustic fencing and triple glazing would be required should the land come forward for residential development, specifically for residential units constructed along the boundary with the railway line.</i> <i>There are potential highway constraints with Tithebarn Road / Liverpool Road / Millfield Lane junctions all experience capacity issues.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_029_B = 58 units</i>
Developability Score	<i>Medium Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_031 - Land to the west of Haydock Industrial Estate
Sub-parcels discounted at stages 1B or 2A	None
Area covered by stage 2B assessment	GBP_031_A - 50.66ha GBP_031_B - 22.52ha GBP_031_C - 9.28ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Broad Rural Slopes and the landscape character area is Arch Lane Slopes. The sub-parcels have medium to high landscape sensitivity and medium to high visual sensitivity.</i>
Ecology	<i>The parcel, as a whole, does not lie close to or contain a SSSI, LWS, Local Geological Site or Nature Reserve. MEAS have commented that the parcel is close to known great crested newt sites and a survey would be required with any future planning application.</i>
Agricultural Land Quality	<i>Part Grade 2 - very good quality agricultural land (GBP_031_A); part Grade 3 - good to moderate quality agricultural land (GBP_031_B and GBP_031_C).</i>
Heritage Assets	<i>North eastern edge of sub-parcel GBP_031_B lies within the 50m buffer of Listed Buildings (Le Chateau and Gate piers, gates and flanking walls at Ashton Cross). Based on a HIA the potential impact of development on the setting of a Listed Building would need to be addressed. Part of the parcel (sub-parcel GBP_031_A) contains the following non-designated heritage assets recorded on the Merseyside Historic Environment:</i>

	MME 8603 – the former route of Stanley Bank Incline, built 1766 MME 15443 – the former site of Ashton Colliery, early 19th century MME 16592 – Coal pit recorded on 1st Edition Ordnance Survey (1849) <i>There is a potential for buried archaeological remains associated with the coal mining industry to be encountered by development.</i>
Flooding	<i>The parcel is located predominantly within flood zone 1. Part of sub-parcel GBP_031_A lie within flood zone 2 towards the south eastern corner. Parts of the parcel fall within 30, 100, 1000year surface water flooding areas, with the most significant surface water 30-year event experienced across the centre of sub-parcel GBP_031_A (stretching broadly from Pewfell Park to the north down towards the A580).</i>
Trees and Woodland	<i>There are TPO trees and protected woodland within sub-parcel GBP_031_A, with no ancient woodland.</i>
Open Space and Recreation	<i>There is a small section of designated Amenity Greenspace in the upper northern section of sub-parcel GBP_031_A. The remaining sub-parcels adjoin Ashton-in-Makerfield Golf Course to the north-east.</i>
Minerals	<i>The entire sub-parcels lie within a proposed coal and clay Mineral Safeguarding Area.</i>
Infrastructure	<i>Sub-parcel - GBP_031_B - the West East Link Main and a pressurised trunk main lies within the site that would need to be given due consideration in the masterplanning of the site. Clipsley Brook flows along the south of the site. UU would expect the developer to explore options to discharge surface water to this watercourse.</i> <i>Sub-parcel - GBP_031_C - the site borders Millfield Service Reservoir, and a pressurised distribution main runs through the site. All of which would need to be given due consideration in the masterplanning of the site.</i>
Ground conditions	<i>The sub-parcels are not within 250m of an active or former landfill site. The sub-parcels are not affected by any known sources of contamination. The majority of the sub-parcels fall within the Coal Authority's 'High Risk' area of known subsidence from the legacy of coal mining operations. There are a number of mineshafts identified within the sub-parcels too.</i>
Air, water and noise pollution	<i>There are no identified issues.</i>
Hazardous installations	<i>There are no identified issues. The sub-parcels are not located within a Health and Safety Executive consultation zone. Sub-parcels GBP_031_B & GBP_031_C do fall within a consultation distance of a major hazard pipeline (oil pipeline), and as such should these sub-parcels be removed from Green Belt for allocation then Essar Oil (UK) Ltd. need to be consulted.</i>
Neighbouring uses	<i>Predominantly industrial to the east with a small pocket of residential to the north.</i>
Any other constraints	<i>None</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcels are not within 800m safe and convenient walking distance</i>
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	<i>of a district or local centre.</i> <i>Approx. 3km walking distance to nearest shops (being Clipsley Lane Local Centre).</i>
Cycling	<i>The sub-parcels fall just short of a 1 mile safe and convenient cycling distance of a district or local centre.</i>
Public Transport	<i>The sub-parcels are within 400m of a safe and convenient walk to a bus stop. There is a minimum of 2 bus services an hour in this location, predominantly to and from Haydock and St. Helens Town Centre.</i> <i>The sub-parcels are not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>As part of the planning permission for sub-parcel GBP_31_A, a new access is proposed from the A580. This access should allow linkage to all sub-parcels.</i>

AVAILABILITY

Ownership	<i>Mixed Ownership:</i> <i>GBP_031_A – J. Moore (Call for Sites form 2008_010)</i> <i>GBP_031_B - Mr Allan Worthington, Trustee Worthington Land Settlement (Call for Sites form 2013_139)</i> <i>GBP_031_C - Canmoor Developments, represented by Indigo Planning (Call for Sites 2013_090)</i>
Existing use	<i>See below</i>
Current planning status	<i>Sub-parcel GBP_031_A - P/2016/0608/HYBR – Hybrid Planning Application, new access, 2 commercial/industrial buildings – Approved 27/04/2017</i> <i>Sub-parcel GBP_031_C – P/2017/0920/FUL – Full planning application for four industrial units – Refused 24/07/2019</i>
Use(s) promoted by landowner(s)	<i>Employment</i>

ACHIEVABILITY

Viability Considerations	<i>The sub-parcels lie within EVA Zone 3. Sub-parcels are considered viable for development.</i>
Gross Developable Area	<i>GBP_031_A – 36.67ha (excluding existing built development within the sub-parcel)</i> <i>GBP_031_B – 20.58ha (excluding existing built development within the sub-parcel)</i> <i>GBP_031_C – 7.75ha (excluding existing built development within the sub-parcel)</i>
Net Developable Area	<i>As Above</i>
Notional Development	<i>As Above</i>

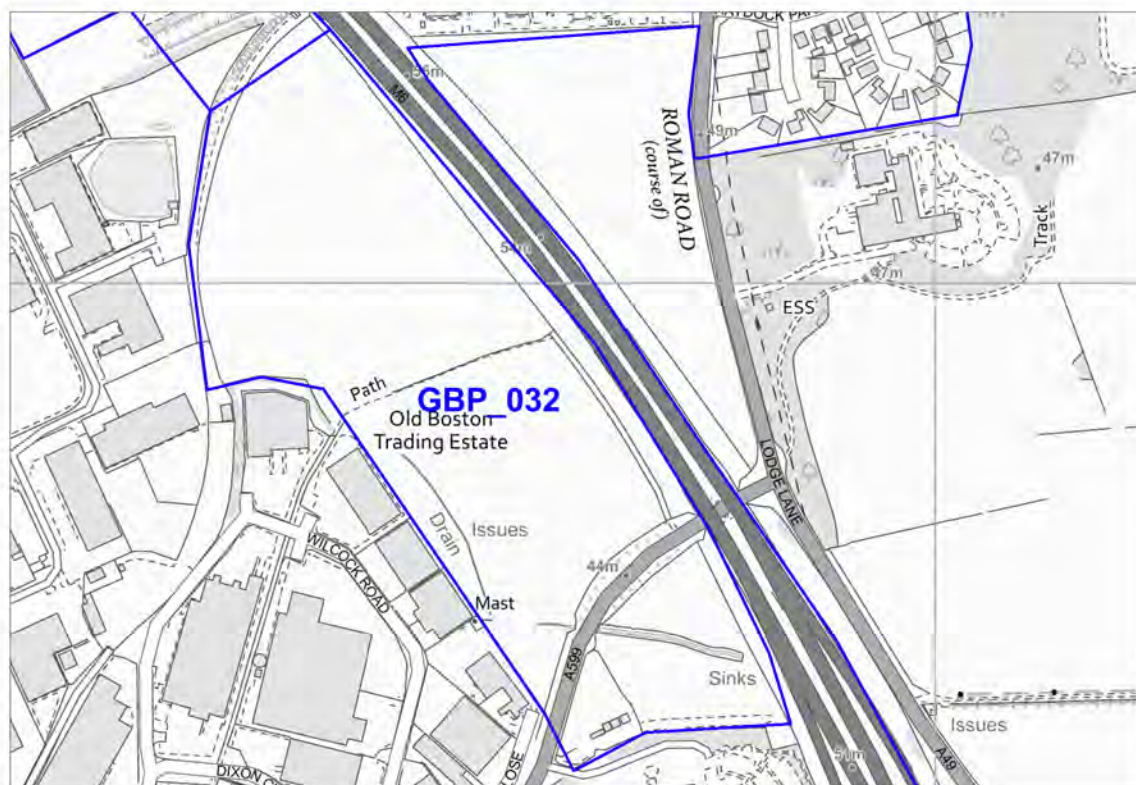
Capacity	
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CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>Sub-parcel GBP_031_A has consent for development – employment/industrial.</i>
Preferred use (to be considered in stage 3)	<i>Employment/Industrial</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_031_A – 36.67ha GBP_031_B – 20.58ha GBP_031_C – 7.75ha</i>
Developability Score	<i>Good Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_032 - Land to the east of Haydock Industrial Estate and to the west of M6
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole parcel – 14.79ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Industrial Fringe and the landscape character area is Haydock Industrial Estate. The parcel has low landscape sensitivity and medium visual sensitivity.</i>
Ecology	<i>Two LWSs (Haydock Cross (LWS31) and Plantation copse and ponds (LWS30)) lie adjacent to the north west and north of the parcel. Initial concerns from MEAS due to the presence of Great Crested Newts recorded within the vicinity. As such any planning application would have to be accompanied by an Environmental Impact Assessment.</i>
Agricultural Land Quality	<i>Non-agricultural</i>
Heritage Assets	<i>No recorded assets on or within close proximity of the parcel.</i>
Flooding	<i>The parcel is located within flood zone 1. Small parts of the parcel fall within 30, 100, 1000year surface water areas with the most significant surface water 30-year event experienced along Penny Lane and on pockets to the north east and north west. The parcel is within Ground Water Source Protection Zone (Total Catchment Zone 3).</i>

Trees and Woodland	<i>There are no TPO's or Ancient Woodland within or adjacent to the parcel.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within or adjoining the parcel.</i>
Minerals	<i>The parcel lies outside any proposed Mineral Safeguarding Area.</i>
Infrastructure	<i>The West East Link Main (large pressurised treated water main) and surface water sewer passes through the site and would need to be given due consideration in any site masterplanning.</i>
Ground conditions	<i>The parcel is not within 250m of an active or former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>Parcel (north-east boundary) lies within an Air Quality Management Area Buffer zone (M6 corridor). The parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>The parcel is located within a Health and Safety Executive consultation zone. Therefore, part of the site may have to act as a buffer zone (boundary with M6, which is also within the AQMA).</i>
Neighbouring uses	<i>Industrial uses to the west, and various other employment use to the south and east.</i>
Any other constraints	<i>A Public Right of Way (footpath) runs through the centre of the parcel. Its proximity to J23, which experiences capacity issues and queuing.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within 800m safe and convenient walking distance of a district or local centre. Approx. 1.96km (as the crow flies) walking distance to nearest shops (Clipsley Lane Local Centre).</i>
Cycling	<i>The parcel is not within a 1 mile safe and convenient cycling distance of a district or local centre.</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from Haydock and St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Access to the parcel would be gained from Penny Lane (see planning approval – Ref: P/2015/0571/HYBR)</i>

AVAILABILITY

Ownership	<i>Morley Estates, c/o Roman Summer Associates Ltd (Call for Sites form 2014_027)</i>
Existing use	<i>See below</i>
Current planning status	<i>P/2015/0571/HYBR – planning for the erection of B8 warehouse, ancillary</i>

	<i>office space etc. – Approved 23/09/2016</i>
Use(s) promoted by landowner(s)	<i>Employment</i>

ACHIEVABILITY

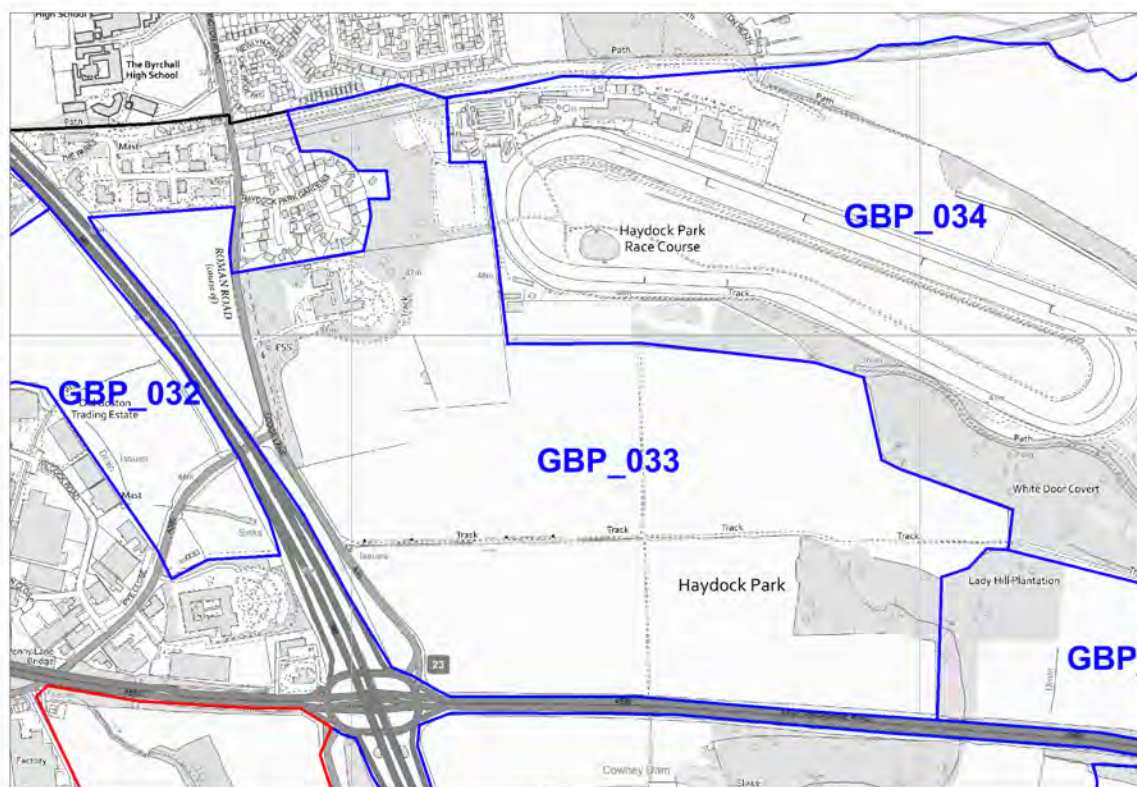
Viability Considerations	<i>The parcel lies within EVA Zone 3. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_032 = 13.21ha (excluding existing infrastructure on site)</i>
Net Developable Area	<i>As Above</i>
Notional Development Capacity	<i>As Above</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>The parcel already benefits from planning consent for employment/industrial use.</i>
Preferred use (to be considered in stage 3)	<i>Employment/Industrial</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_032 = 13.21ha</i>
Developability Score	<i>Good Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_033 - Land to the east of M6 Junction 23
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole parcel - 85.7ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Woodland Former Estate and the landscape character area is Haydock Park. The parcel has medium landscape sensitivity and medium visual sensitivity.</i>
Ecology	<i>A LWS (Haydock Park Woodland) lies adjacent to the east and north of the parcel. The Sankey Catchment Partnership have advised that should development take place on this site then any development should seek to improve water vole habitat by extending further into the woodland. MEAS have commented that a buffer would need to be maintained and incorporate woodland planting. An Ecological Appraisal would also be required if any planning application were to be submitted.</i>
Agricultural Land Quality	<i>Grade 3 - good to moderate quality agricultural land.</i>
Heritage Assets	<i>No recorded assets on or within close proximity of the parcel. The site contains the following non-designated heritage assets recorded on the Merseyside Historic Environment: MME 9118 – Haydock Park, 14th century There is a potential that both buried archaeological features and surviving earthworks associated with the former park might be encountered by</i>

	<i>development.</i>
Flooding	<i>The parcel is located within flood zone 1. Parts of the parcel fall within 30, 100, 1000year surface water areas, with the most significant surface water 30-year event experienced to the centre of the southern boundary along the A580. LLFA Comments: At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. Easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery.</i>
Trees and Woodland	<i>Protected woodland to the south-east of the parcel (Lady Hill Plantation), that would need to be retained should the parcel be allocated.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within or adjoining the parcel.</i>
Minerals	<i>The parcel lies outside any proposed Mineral Safeguarding Area.</i>
Infrastructure	<i>The West East Link Main, Lodge Lane Wastewater Pumping Station, a pressurised foul sewer and a gravity foul sewer all lie within the site and would need to be afforded due consideration in any site masterplanning.</i>
Ground conditions	<i>The parcel is not within 250m of an active or former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>A small part of parcel (western boundary) lies within an Air Quality Management Area Buffer zone (M6 corridor). The parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Small section of office uses and racecourse to the north, but mainly agricultural uses.</i>
Any other constraints	<i>Surrounding highway network is congested on race days. Haydock Island experiences congestion issues (J23 of the M6 motorway).</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within 800m safe and convenient walking distance of a district or local centre. Approx. 2.82km walking distance to nearest shops (being Clipsley Lane Local Centre)</i>
Cycling	<i>The parcel is not within a 1 mile safe and convenient cycling distance of a district or local centre.</i>
Public Transport	<i>There are parts of the parcel within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 services an hour in this location, predominantly to and from Ashton-in-Makerfield and St. Helens Town</i>

	Centre. <i>The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Access could be provided over the racecourse entrance route, but the existing access gates would need to be relocated. There is no obvious opportunity to extend Haydock Park Gardens without purchasing one of the existing dwellings.</i> <i>Currently St. Helens Council are carrying out a Transport Study at J23 of the M6 to identify what the required future enhancement and improvement requirements would be to address the existing capacity issues and potential future issues generated as a result of proposed growth for the Borough, the land requirements for which have yet to be defined.</i>

AVAILABILITY

Ownership	<i>Peel Investments (North) Ltd., represented by Turley (Call for Sites form 2014_013)</i>
Existing use	<i>Agricultural</i>
Current planning status	<i>Green Belt – current planning application (P/2017/0254/OUP – outline application for development of the site for B8/B2 uses with ancillary offices etc. – awaiting decision</i>
Use(s) promoted by landowner(s)	<i>Employment/Industrial</i>

ACHIEVABILITY

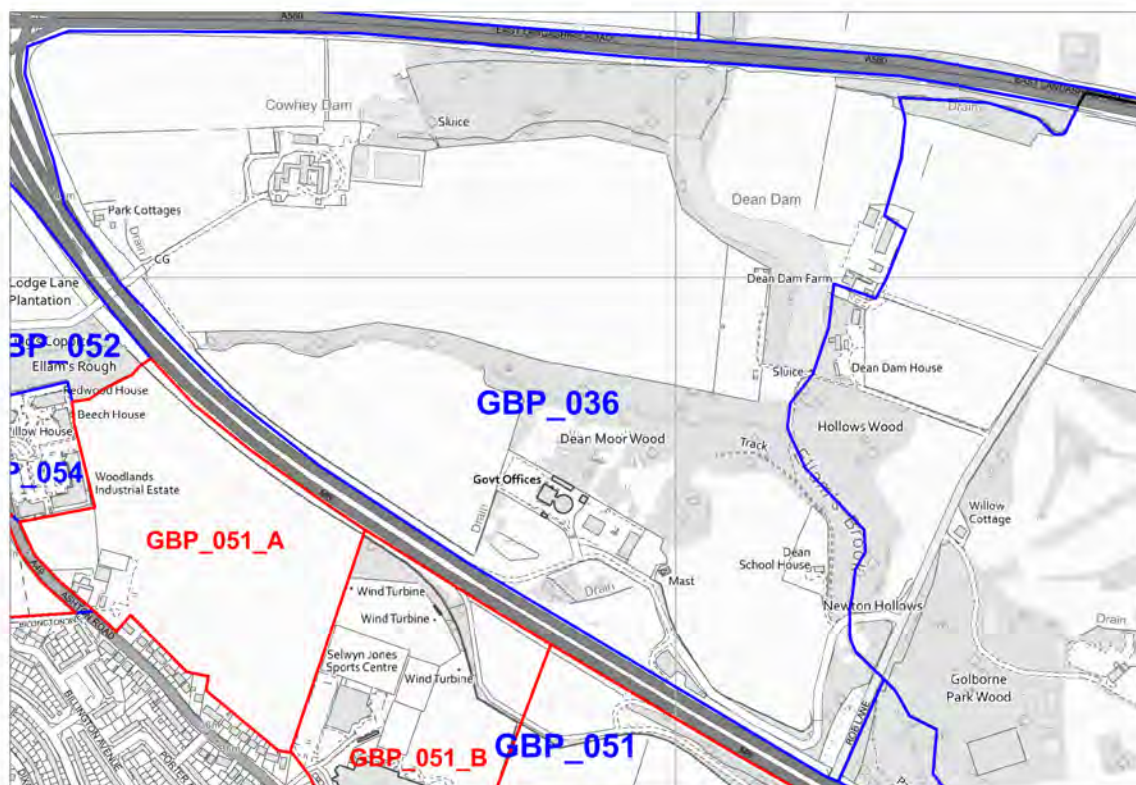
Viability Considerations	<i>Parcel lies within EVA Zone 3. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_033 = 85.7ha</i>
Net Developable Area	<i>As Above</i>
Notional Development Capacity	<i>As Above</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>The parcel contains a number of protected copses and woodland to the north and south-east.</i> <i>Part of the parcel (western boundary) lies within an Air Quality Management Area Buffer zone (M6 corridor), therefore if the parcel should come forward for allocation this would need to be investigated further and dealt with at planning application stage.</i> <i>There are existing capacity problems at J23, and access to the site would have to be via the A580. Transport assessments would need to clearly show that development of this parcel would not have a further detrimental impact on the free flow of the junction. Access to the site could also have an impact on the outcomes and findings of the J23 Transport Improvement Study.</i> <i>The parcel has received strong market interest. It is a prime location for large scale distribution warehousing due to its easy access to a motorway, nearby labour supply and public services.</i>
Preferred use (to be considered in stage 3)	<i>Employment/Industrial</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_033 = 85.7ha</i>
Developability Score	<i>Medium Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_036 - Land south of A580 East Lancashire Road and south east of M6 Junction 23
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole parcel - 73.57ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Woodland Former Estate and the landscape character area is Haydock Park. The parcel has medium landscape sensitivity and medium visual sensitivity.</i>
Ecology	<i>The parcel contains two LWSs - Fox Covert including Cow Hey Dam (LWS44) to the north and Ellams Brook (LWS51) running through it. There is potential for protected species etc. to be present, so further Ecological Appraisal would be required in consultation with MEAS should the parcel be allocated for development.</i>
Agricultural Land Quality	<i>Part Grade 3 - good to moderate quality agricultural land; part Non-Agricultural.</i>
Heritage Assets	<i>A Listed Building lies to the south east. The potential impact of development on a Listing Building would need to be addressed.</i>
Flooding	<i>Part of the parcel lies within flood zones 2 (2%) and 3 (1.8%). Parts of the parcel fall within 30, 100, 1000year surface water flooding areas, with the most significant surface water 30-year flooding event experienced broadly following the water course of Ellam's Brook and around Dean Dam.</i>

Trees and Woodland	<i>Significant parts of the parcel are designated protected woodlands. No Ancient Woodland.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within the parcel. However, a small section of the parcel on the southern boundary adjoins a designated Amenity Greenspace.</i>
Minerals	<i>The parcel lies outside any proposed Mineral Safeguarding Area.</i>
Infrastructure	<i>The north-western side of the parcel falls within a Shell pipeline buffer zone.</i>
Ground conditions	<i>The parcel is not within 250m of an active or former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>The parcel (south and western boundaries) lies within an Air Quality Management Area Buffer zone (M6 corridor). The parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>There are no identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Agricultural</i>
Any other constraints	<i>Surrounding highway network is congested on race days. Haydock Island experiences congestion issues. The parcel contains a TRUABI Rehabilitation Centre that offers support and rehabilitation to people with mental health issues, physical disabilities, sensory impairments etc. Any future development of GBP_036 would have to be sensitive to this neighbouring use.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre. Nearest shops being Newton-le-Willows Local Centre.</i>
Cycling	<i>The southern section of the parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Newton-le-Willows).</i>
Public Transport	<i>The parcel is not within 400m of a safe and convenient walk to a bus stop. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Access could only be gained via the A580, which would be unacceptable. Currently St. Helens Council are carrying out a Transport Study at J23 of the M6 to identify what the required future enhancement and improvement requirements would be to address the existing capacity issues and potential future issues generated as a result of proposed growth for the Borough, the land requirements for that have yet to be defined.</i>

AVAILABILITY

Ownership	<i>Mixed Ownership:</i> <i>Part Peel Investments (North Ltd), represented by Turley (Call for</i>
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	<i>Sites form 2014_014)</i> <i>Part unknown as site not promoted (Haydock Park Farm)</i>
Existing use	<i>Agricultural</i>
Current planning status	<i>Green Belt – no relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Employment</i>

ACHIEVABILITY

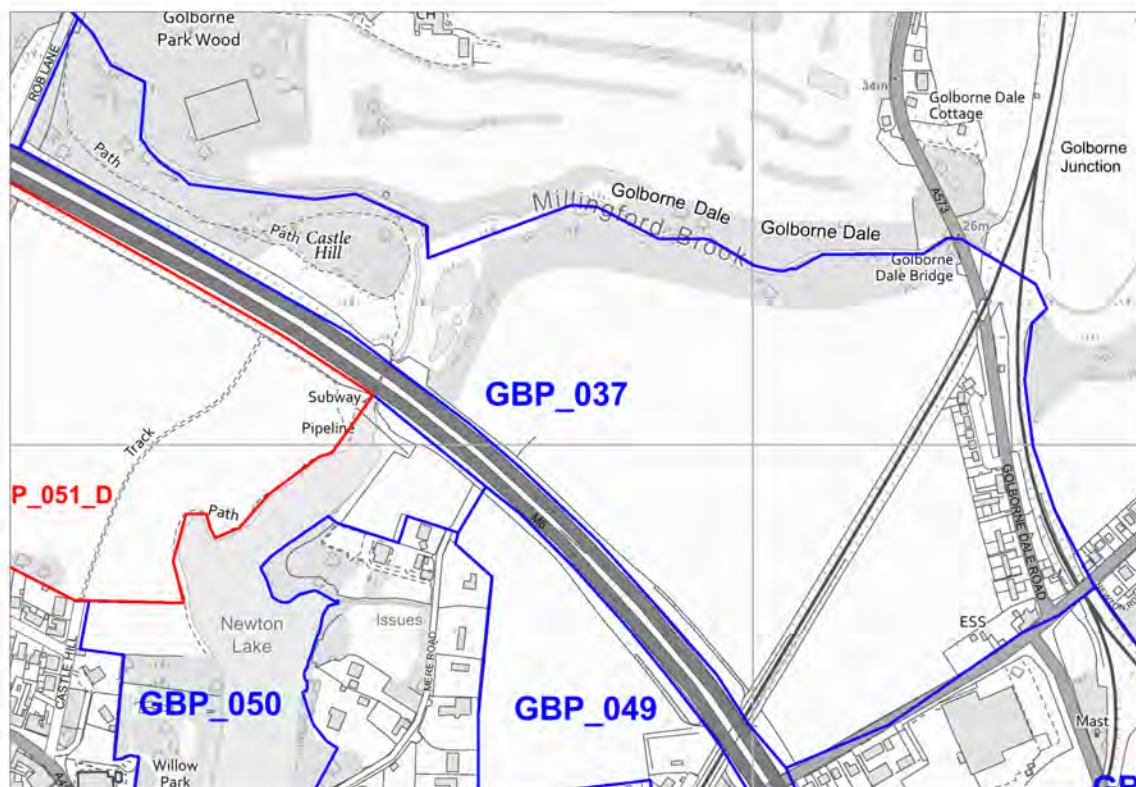
Viability Considerations	<i>Parcel lies within EVA Zone 2. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_036 = 73.57ha (not excluding flood zone 3 or protected woodland which would significantly reduce the NDA)</i>
Net Developable Area	<i>As above</i>
Notional Development Capacity	<i>As above</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>There are significant areas within the parcel that are protected woodlands and would need to be retained with buffer zones. Due to their locations within the parcel, they would reduce the NDA.</i> <i>The parcel contains a TRUABI Rehabilitation Centre that offers support and rehabilitation to people with mental health issues, physical disabilities, sensory impairments etc. Any future development of GBP_036 would have to be sensitive to this neighbouring use.</i> <i>Parts of the parcel are covered by an AQMA, and should the parcel come forward for development then AQMA issues would have to be addressed at planning application stage.</i> <i>There would be access and highway issues with this parcel, due to its proximity to the A580 and J23 that has known capacity issues.</i>
Preferred use (to be considered in stage 3)	<i>Employment</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_036 = 73.57ha</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_037 - Land east of M6 and south of Haydock Park Golf Club
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole parcel - 31.23ha



SUITABILITY

Landscape and visual character	Landscape character type is Woodland Former Estate and the landscape character area is Haydock Park. The parcel has medium landscape sensitivity and medium visual sensitivity.
Ecology	The parcel includes a LWS (Castle Hill) to the north. There is potential for protected species to be present, so further Ecological Appraisal would be required in consultation with MEAS should the parcel be allocated for development.
Agricultural Land Quality	Part Grade 3 - good to moderate quality agricultural land; part Non-Agricultural.
Heritage Assets	Parcel contains a Scheduled Monument and a Conservation Area. Potential impact of development on these assets would need to be addressed.
Flooding	Part of the parcel is within flood zone 2 (14%) and 3 (11%). Parts of the parcel fall within 30, 100, 1000year surface water areas with the most significant surface water 30-year event experienced along the northern boundary (Millingford Brook).

Trees and Woodland	<i>No TPOs or Ancient Woodland within the parcel however, the parcel adjoins protected woodland on the upper northern boundary.</i>
Open Space and Recreation	<i>The northern section of the parcel is a designated Amenity Greenspace and would need to be protected if the parcel were allocated for development.</i>
Minerals	<i>The parcel lies outside any proposed Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development. The parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The parcel has an area of historic landfill within it (southern section). The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>The parcel (south and western boundaries) lies within an Air Quality Management Area Buffer zone (M6 corridor). The parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Agricultural</i>
Any other constraints	<i>None</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre. Nearest shops being Newton-le-Willows Local Centre.</i>
Cycling	<i>The western section of the parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Newton-le-Willows).</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Access to parcel would be difficult, may be possible via Rob Lane.</i>

AVAILABILITY

Ownership	<i>Unknown – land not promoted</i>
Existing use	<i>Agricultural</i>
Current planning status	<i>Green Belt – no relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Landowner not promoting parcel</i>

ACHIEVABILITY

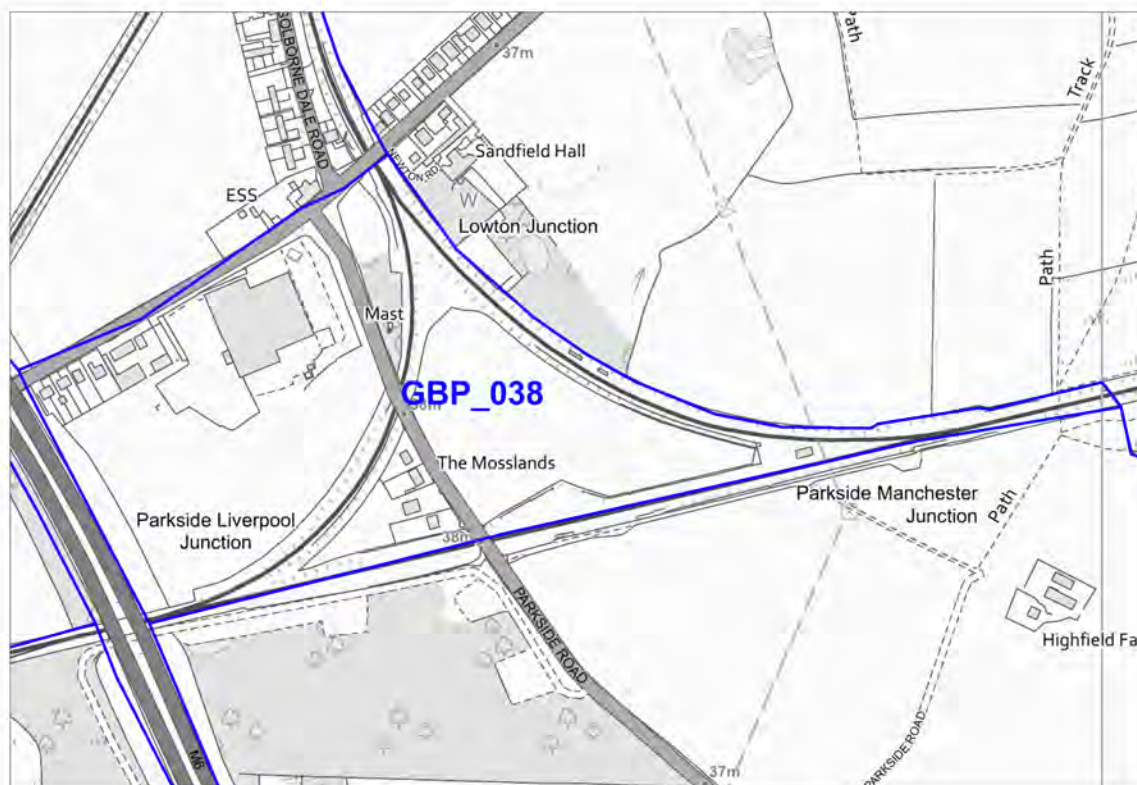
Viability Considerations	<i>Parcel lies within EVA Zone 4. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_037 = 27.7ha (excluding flood zone 3)</i>
Net Developable Area	<i>GBP_037 = 20.25ha (75%)</i>
Notional Development Capacity	<i>GBP_037 = 607 units (75% net developable area and 30dph) – it is likely that this number would reduce further once the area of the LWS is excluded.</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>The landowner is not promoting the land for development.</i> <i>Sections of the parcel fall within an AQMA and as such any development could potentially impact on this AQMA.</i> <i>Potential access issues for the parcel.</i> <i>The parcel is fairly remote and as such is unsustainable.</i> <i>Part of the parcel is a designated LWS and an amenity greenspace, which would both require protecting and a buffer zone created, that would impact on the developable area of the parcel.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_037 = 607 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_038 – Land east of M6 and south of Southworth Road
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel – 14.8ha



SUITABILITY

Landscape and visual character	The landscape character type is Agricultural Moss and the area is Highfield Moss. Landscape sensitivity is low to medium, with a medium for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.
Ecology	The parcel lies within 300m of a SSSI (Highfield Moss) (approximately 234m to the east). MEAS commented on the adjoining site and advised that any development in this proximity would need to consider impacts to the SSSI and NIA from site drainage and air quality. The development should look to complement and enhance the NIA through appropriate landscaping and habitat provision. Development would need to consider Habitats Regulations Assessment, particularly in relation to air quality impacts on Manchester Mosses SAC as well as potential impacts on qualifying bird species of other European Sites, e.g. Mersey Estuary. The site may be used by qualifying bird species, and a wintering bird survey may be required.
Agricultural Land Quality	Grade 3: good to moderate agricultural land.

Heritage Assets	<i>There is a Listed Building buffer zone to the mid southern section of the parcel. The Listed Building lies within the boundary of parcel GBP_039, however, due to its proximity with the boundary of this parcel the buffer zone falls within this site. Therefore, any development of this parcel would need to take this into consideration. There is no known archaeological interest.</i>
Flooding	<i>The parcel lies within flood zone 1, with negligible surface water flooding recorded. No comments from LLFA.</i>
Trees and Woodland	<i>There are no TPOs or Ancient Woodland within or adjacent to the parcel.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within or adjoining the parcel.</i>
Minerals	<i>The entire parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development. UU has not made any specific comments regarding this specific parcel, however they have advised that a gravity sewer and alive treated water main (and associated easements) run through the adjoining parcel (GBP_039), that may also have some impact on this parcel. If development were to come forward on this site these elements would need to be given due consideration. The parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>Approximately 28% of the parcel was a former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>A significant section of the parcel (western boundary) lies within an Air Quality Buffer zone (M6 corridor). A significant part of the parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Parcel is fairly isolated with a garden centre on site. Residential or employment would be compatible with neighbouring uses on this parcel. There should be no access problems that would lead to amenity issues for the wider area.</i>
Any other constraints	<i>There is a walking distance of over 1.2km to the nearest primary school, and the site is within a 40minute bus drive to the nearest secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre. Approx. 1.14km walking distance to nearest shops (being Newton-le-Willows).</i>
Cycling	<i>The parcel is not within 1 mile safe and convenient cycling distance of a district or local centre.</i>

Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Safe vehicular access could be provided from Southworth Road and Parkside Road (A573).</i>

AVAILABILITY

Ownership	<i>Unknown – land not promoted</i>
Existing use	<i>Sui Generis - Part Garden Centre, part agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Parcel not promoted by landowner</i>

ACHIEVABILITY

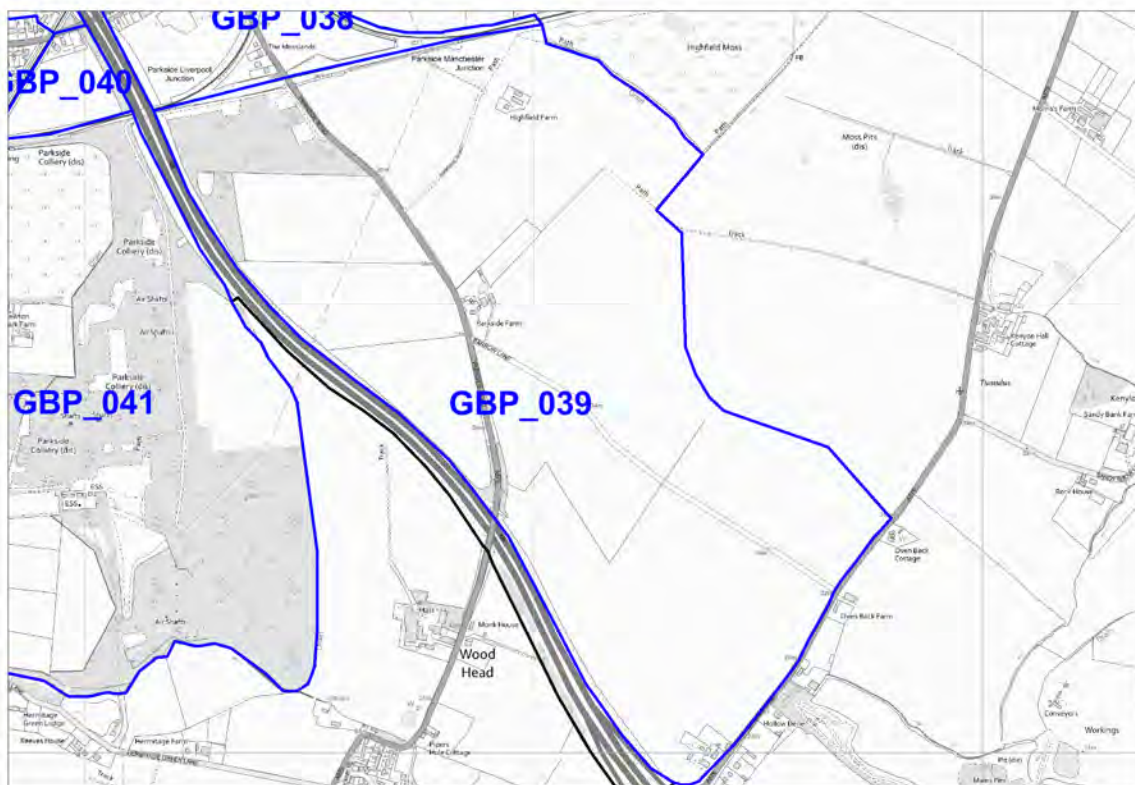
Viability Considerations	<i>Parcel lies within EVA Zone 4. Parcel is considered viable for development. 28% of the parcel was a former landfill site, so groundworks etc. may need to be carried out prior to any development.</i>
Gross Developable Area	<i>GBP_038 = 4.1 (excluding existing built development, and AQMA buffer zone)</i>
Net Developable Area	<i>GBP_038 = 3.08ha (75%)</i>
Notional Development Capacity	<i>GBP_038 = 92 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>The parcel has not been promoted by the landowner.</i> <i>The parcel falls within an AQMA Buffer Zone (M6 corridor).</i> <i>Approximately 28.1% of the parcel was a former landfill site.</i> <i>The parcel lies within 300m of a SSSI (Highfield Moss) (approximately 234m to the east).</i> <i>There is a Listed Building buffer zone to the mid southern section of the parcel.</i> <i>The parcel is not within 800m safe and convenient walking distance of a district or local centre.</i>
Preferred use (to be considered in stage 3)	<i>Residential or Employment</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_038 = 92 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_039 – Land east of M6 and north of A579 Winwick Lane
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel – 126.65ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Agricultural Moss and the area is Highfield Moss. Landscape land sensitivity is low to medium, with a medium for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel contains Highfield Moss, a designated SSSI, located in its most northern point. MEAS have commented that any development here would need to consider impacts to the SSSI and NIA from site drainage and air quality. The development should look to complement and enhance the NIA through appropriate landscaping and habitat provision. Development would need to consider Habitats Regulations Assessment, particularly in relation to air quality impacts on Manchester Mosses SAC as well as potential impacts on qualifying bird species of other European Sites, e.g. Mersey Estuary. The site may be used by qualifying bird species, and a wintering bird survey may be required.</i>
Agricultural Land Quality	<i>Mixed including Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>After concerns were raised by, HE at LPPO stage in regard to this parcel and parcel GBP_041 and their proximity of heritage assets a HIA was carried out</i>

	(Ref: GBP_039-41). The conclusions from the HIA suggested that development should not take place on parcel GBP_041. MEAS advises that the site contains the following non-designated heritage assets recorded on the Merseyside Historic Environment: • MME 9311 – former site of Newton Park, 14th century • MME 9312 – former site of a barn, 18th century • MME 9317 – The Stables, 18th century • MME 9338 – possible barrow • MME 9339 – Rough Farm barn, 18th century • MME 9360 – possible post-medieval field boundaries • MME 9361 – former site of a house, 18th century • MME 9362 – former site of Barrow Lane Cottages, 18th century • MME 9363 – former site of Barrow Lane Cottage, 18th century • MME 9365 – Rough Cottage, 18th century • MME 9366 – possible ring ditch cropmark • MME 9367 – possible post-medieval field boundaries • MME 13856 – Battle of Winwick Pass, 1648 • MME 15014 – possible site of a house (undated) There is a potential that buried archaeological remains of a prehistoric and/or post-medieval date, as well as artefacts from the Battle of Winwick Pass, might be encountered by the development. In this instance a number of field names suggest that this might include human remains dating to the prehistoric period.
Flooding	The parcel is located in flood zone 1. There is some surface water flooding recorded as a 30, 100 and 1,000-year event within the parcel, predominantly on the eastern and southern boundaries. The LLFA Comments: At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. Easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery.
Trees and Woodland	There are no TPO's or Ancient Woodland adjacent or within the parcel.
Open Space and Recreation	No Open Space or Recreation Areas within or adjoining the parcel.
Minerals	The entire parcel lies outside any Mineral Safeguarding Area.
Infrastructure	The parcel is not affected by any pipeline easements that would restrict development. UU has advised that a gravity sewer and alive treated water main (and associated easements) runs through the parcel. Therefore, if this parcel were to come forward for development these elements would need to be given due consideration in the masterplanning of the site.
Ground conditions	The parcel is within 250m (approximately 60m) of a former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.
Air, water and noise pollution	The entire section that runs adjacent to the M6 corridor is an AQMA. Development of this site could have adverse impacts on the M6 AQMA and the High Street AQMA.

	<i>The Council's Environmental Health department have commented that noise and air quality could be reduced due to the proximity to the railway line and M6. The site has pylons within it too. The parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>The parcel is large and isolated, therefore residential or employment development of this site would be acceptable. There should be no access problems that would lead to amenity issues for the wider area.</i>
Any other constraints	<i>Two Public Rights of Way (footpath) run through the parcel.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre. Approx. 1.28km walking distance to nearest shops (being Newton-le-Willows).</i>
Cycling	<i>The parcel is just outside of a 1 mile safe and convenient cycling distance to a district or local centre (Newton-le-Willows).</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is just outside an 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Access off A49 would be acceptable. Due to the size of the parcel and potential scope of development proposed, a significant access junction would be required. Robust highway network through the site would be required to support potential quantum of development. A49 south, on approach to J23 experiences significant queuing into Newton-le-Willows. Other junctions along A49 would need upgrading / improving. There is currently a planning application for the formation of the new link road.</i>

AVAILABILITY

Ownership	<i>Parkside Regeneration LLP, represented by Spawforths (Call for Sites form 2016_059)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>P/2006/1296 – Strategic Rail Freight Interchange – Withdrawn 12/08/2010 P/2018/0249/FUL – Formation of new link road – Awaiting Decision (as of October 2018)</i>
Use(s) promoted by landowner(s)	<i>As above</i>

ACHIEVABILITY

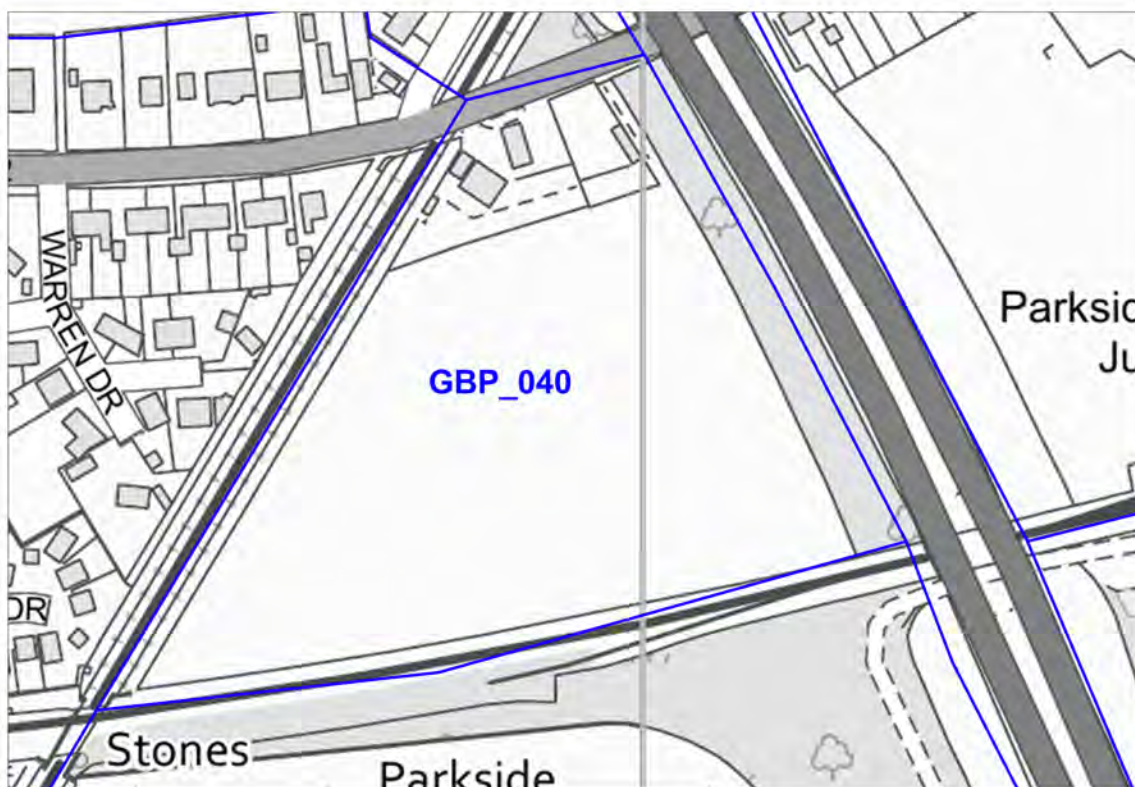
Viability Considerations	<i>Parcel lies within EVA Zone 4. Parcel is considered viable for development. Significant infrastructure costs for project of regional significance.</i>
Gross Developable Area	<i>GBP_039 = 124.55ha (excluding existing infrastructure)</i>
Net Developable Area	<i>As Above</i>
Notional Development Capacity	<i>As Above</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>MEAS have commented that any development here would need to consider impacts to the SSSI and NIA from site drainage and air quality.</i>
Preferred use (to be considered in stage 3)	<i>Employment</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_039 = 124.55ha (excluding existing infrastructure)</i>
Developability Score	<i>Good Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_040 – Land west of M6 and south of A572 Southworth Road
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel – 4.31ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Agricultural Moss and the area is Highfield Moss. Landscape land sensitivity is low to medium, with a medium for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel does not lie close to or contain a SSSI, LWS, Local Geological Site or Nature Reserve. No comments from MEAS in terms of protected species etc.</i>
Agricultural Land Quality	<i>Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>The parcel adjoins Newton-le-Willows Conservation Area to the north, however given the distance between the two, it is considered that development of the parcel would not lead to any harm to the character, appearance or setting of this heritage asset. No known archaeological interest.</i>
Flooding	<i>The parcel lies within flood zone 1, with no surface water flooding recorded. No comments from LLFA.</i>

Trees and Woodland	<i>There are no TPOs or Ancient Woodland in or adjacent to the parcel.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within or adjoining the parcel.</i>
Minerals	<i>The entire parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development. The parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The parcel is not within 250m of an active or former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>The entire north-eastern boundary of the parcel lies within an Air Quality Buffer zone (M6 corridor). The majority of the parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Residential development to the west. However, due to the location of the parcel and proximity to the M6 and railway lines, along with the on-site petrol station, employment/industrial uses may be more appropriate within this location. There should be no access problems that would lead to amenity issues for the wider area.</i>
Any other constraints	<i>None</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre. Approx. 0.85km walking distance to nearest shops (being Newton-le-Willows). However, there is a convenience store (petrol station) within the perimeter of the parcel.</i>
Cycling	<i>The parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Newton-le-Willows).</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>The parcel is bounded by railway lines on two sides with the M6 on the other. The only highway frontage is off Southworth Road that currently provides access to a service station/garage. Access to the parcel would be via the service station off Southworth Road that may need to be removed. Access would be acceptable. It is wide enough and has sufficient visibility splays. In terms of the cul-de-sac length, the length of the site is less than 220m.</i>

AVAILABILITY

Ownership	<i>Unknown – land not promoted</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Parcel not promoted by landowner</i>

ACHIEVABILITY

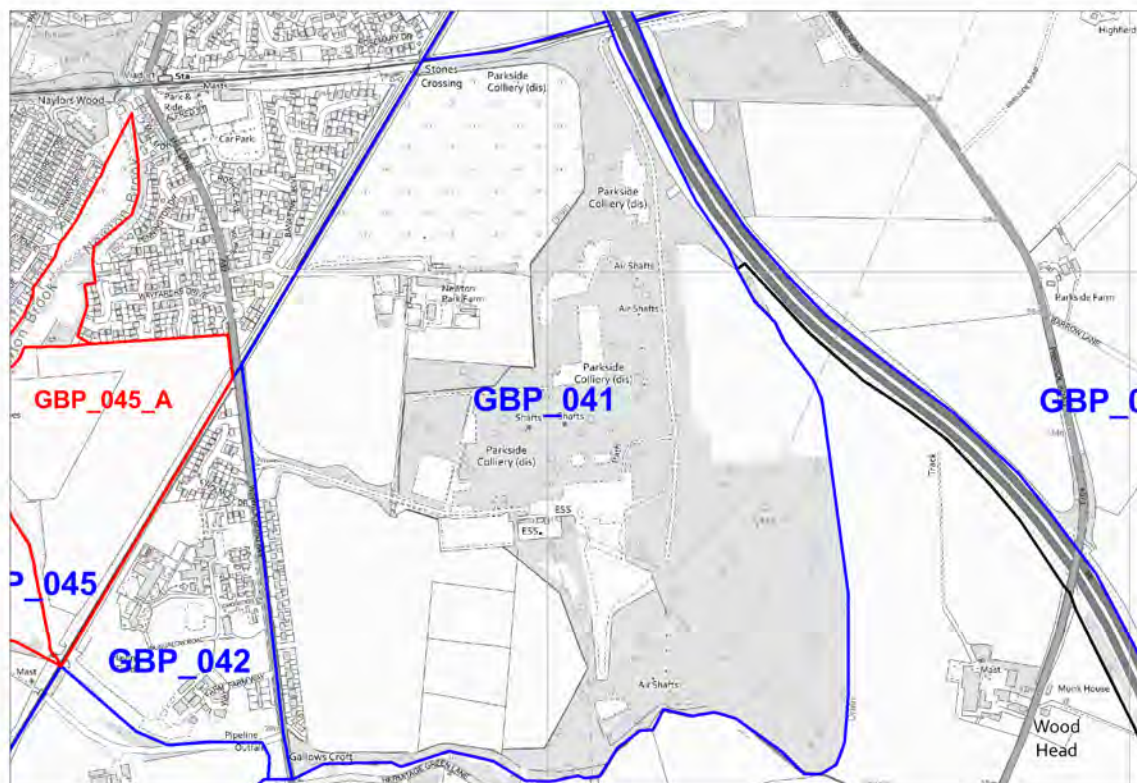
Viability Considerations	Parcel lies within EVA Zone 4. Parcel is considered viable for development.
Gross Developable Area	<i>GBP_040 - 4.31ha (excluding existing garage)</i>
Net Developable Area	<i>As above</i>
Notional Development Capacity	<i>As above</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>The parcel has not been promoted by the landowner for development.</i> <i>Potential issues with access into the parcel.</i> <i>Part of the parcel lies within an AQMA that may have an impact on the parcel and overall deliverability.</i>
Preferred use (to be considered in stage 3)	<i>Employment (see reasons above)</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_040 - 4.31ha</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_041 – Land west of M6 at the former Parkside Colliery
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel – 100.59ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Agricultural Moss and the area is Highfield Moss. Landscape land sensitivity is low to medium, with a medium for landscape visual sensitivity. This parcel was formerly part of the Parkside Colliery, and as such development could potentially lead to the enhancement of this previously developed site.</i>
Ecology	<i>The parcel has a length of designated LWS (Gallow's Croft) on its southern boundary. MEAS have commented that the site may be used by qualifying bird species, and a wintering bird survey may be required. Previous applications on this site have identified the presence of a range of habitats and species. Full Ecological Appraisal would be required. Development would need to consider Habitats Regulations Assessment, particularly in relation to air quality impacts on Manchester Mosses SAC as well as potential impacts on qualifying bird species of other European Sites, e.g. Mersey Estuary. Impacts to Highfield Moss SSSI in relation to air quality would also need to be assessed.</i>
Agricultural Land Quality	<i>The parcel is not recorded.</i>
Heritage Assets	<i>After concerns were raised by Historic England at LPPO stage in regard to this parcel and parcel GBP_039, a HIA was carried out (Ref: GBP_039-41), The conclusions from the HIA suggested that any potential development of</i>

	<i>this parcel should ensure the repair and long-term viable use of the listed buildings, as this would be beneficial and could offset any harm potential development could cause. In respect of the battlefield, the area nearest the pass is the most sensitive, and any development should be suitably offset from the pass. This would not negate the harm to its significance, but it would reduce the extent of harm.</i>
Flooding	<i>The parcel lies within flood zone 1, with negligible surface water flooding recorded. LLFA Comments: At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. Easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery.</i>
Trees and Woodland	<i>There are a number of protected trees in the upper central location, around Newton Park Farm, and a length of protected woodland on the southern boundary (Gallows Croft). There is no Ancient Woodland.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within or adjoining the parcel.</i>
Minerals	<i>The entire parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development. UU has advised that a gravity sewer and a live treated water main (and associated easements) run through the parcel. Therefore, if this parcel were to come forward for development these elements would need to be given due consideration in the masterplanning of the site.</i>
Ground conditions	<i>The parcel is not within 250m of an active or former landfill site. However, approximately 12.1ha of land within the parcel is occupied by a spoil heap and is considered undevelopable. There is a significant area identified as contaminated land to the mid southern section of the parcel that would need further investigating or excluding from the NDA, should the parcel come forward for allocation. The majority of the parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations, however there are just two small areas within the centre of the parcel that are classed within the Coal Authority's 'High Risk'.</i>
Air, water and noise pollution	<i>The entire boundary that lies west of the M6 (north-east boundary) lies within an Air Quality Management Area Buffer zone (M6 corridor). As such development of this parcel could lead to adverse impacts on the M6 AQMA and the High Street AQMA. The Council's Environmental Health department have commented that noise and air quality could be reduced due to the proximity to the railway line and M6. The site has pylons within it too. Almost 50% of the parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone, with a small section on the western boundary falling within an Outer Zone (Zone 2) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety</i>

	<i>Executive consultation zone.</i>
Neighbouring uses	<i>Residential development to the west, site was formerly the Parkside Colliery. There should be no access problems that would lead to amenity issues for the wider area.</i>
Any other constraints	<i>None</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre. Approx. 1.24km walking distance to nearest shops (being Newton-le-Willows).</i>
Cycling	<i>Parts of the parcel fall within a 1 mile safe and convenient cycling radius of a local centre (Newton-le-Willows).</i>
Public Transport	<i>Parts of the parcel fall within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. Sections of the parcel are within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Access off A49 would be acceptable. Due to the size of the parcel and potential scope of development proposed, a significant access junction would be required. Robust highway network through site would be required to support potential quantum of development. A49 south, on approach to J23 experiences significant queuing into Newton-le-Willows. Other junctions along A49 would need upgrading / improvement.</i>

AVAILABILITY

Ownership	<i>Mixed Ownership:</i> <i>Mike Arnold (Call for sites form 2016_017)</i> <i>Peter Brian Astles (Call for Sites form 2016_018)</i> <i>Parkside Regeneration LLP, represented by Spawforths (Call for Sites form 2016_059)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>P/2006/1296 – Strategic Rail Freight Interchange P/2018/0048/OUP – Outline application for employment use – Called in by the Secretary of State 26/05/2020 P/2018/0249/FUL – Formation of new link road – Called in by the Secretary of State 26/05/2020</i>
Use(s) promoted by landowner(s)	<i>As above</i>

ACHIEVABILITY

Viability Considerations	<i>Parcel lies within EVA Zone 4. Parcel is considered viable for development. Significant infrastructure costs for project of regional significance.</i>
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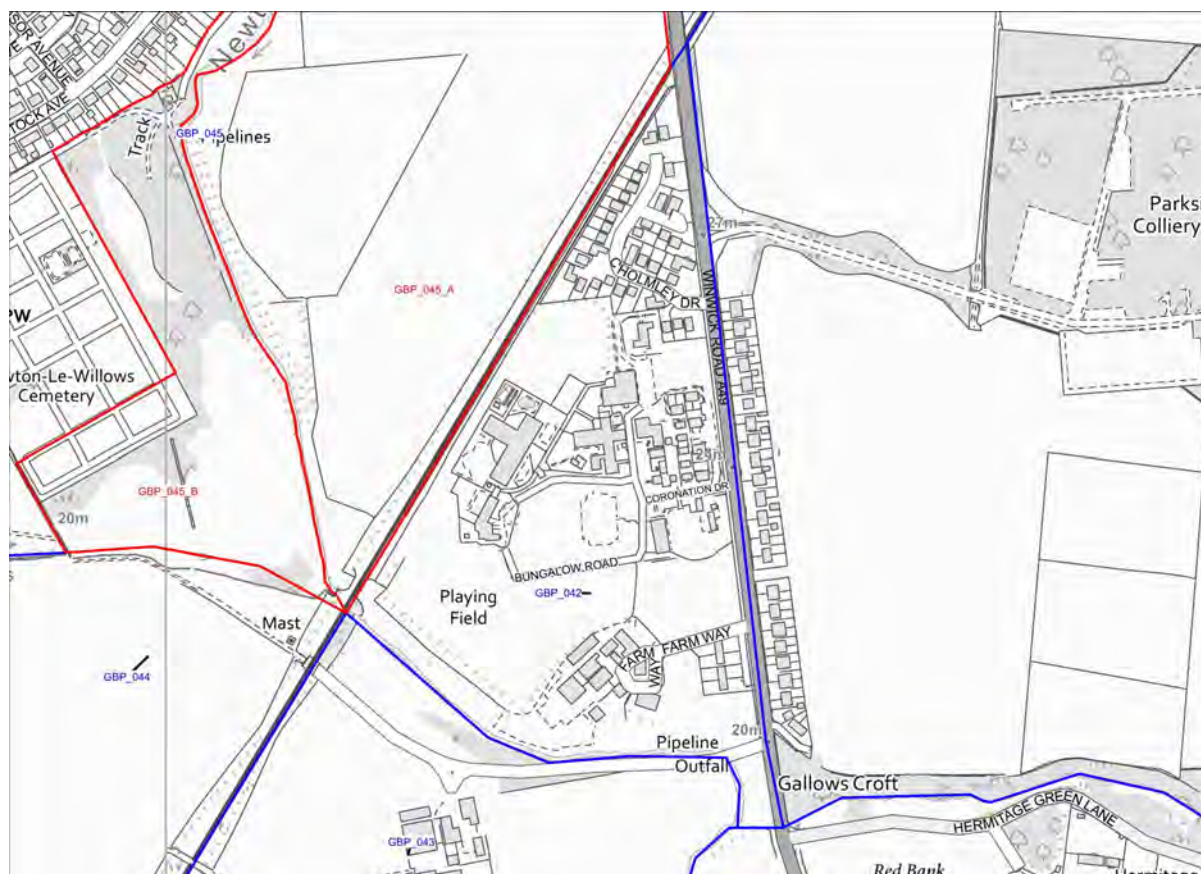
Gross Developable Area	<i>GBP_041 = 85.15ha (excluding contaminated land)</i>
Net Developable Area	<i>As above</i>
Notional Development Capacity	<i>As Above</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>Archaeological mitigation could be required (which may require pre-commencement archaeological works) that would need to be secured by means of a planning condition for any future planning permission.</i> <i>Full Ecological Appraisal would be required. Development would need to consider Habitats Regulations Assessment, particularly in relation to air quality impacts on Manchester Mosses SAC as well as potential impacts on qualifying bird species of other European Sites, e.g. Mersey Estuary.</i> <i>A buffer would be required around the protected woodland and trees.</i> <i>Possible adverse impact on existing AQMA.</i>
Preferred use (to be considered in stage 3)	<i>Employment</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_041 = 85.15ha</i>
Developability Score	<i>Good Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_042 – Land West of The A49 Mill Lane and to the East of the West Coast Mainline Railway Line, Newton-le-Willows
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel – 13.74ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Separate Settlement and the area is Newton-le-Willows. Landscape land sensitivity is medium to high, with a medium for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel lies within 100m of a designated LWS (Gallows Croft). No comments from MEAS in terms of protected species etc.</i>
Agricultural Land Quality	<i>The parcel is not recorded.</i>
Heritage Assets	<i>Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. MEAS advises that this parcel can be allocated with no archaeological work considered necessary.</i>
Flooding	<i>Majority of parcel lies within flood zone 1, with 9.5% within flood zone 2 and 8.12% within flood zone 3, and negligible surface water flooding recorded.</i>

	LLFA Comments: <i>At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rates. Infiltration main discharge point (however UU comments indicate to protect groundwater therefore requires further discussion), minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. Easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery.</i>
Trees and Woodland	<i>There are a small number of individually protected trees to the north of the parcel and along the upper eastern boundary.</i> <i>No Ancient Woodland.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within the parcel. A Greenway in Green Belt designation lies to the west of the parcel in sub-parcel GBP_045_A and GBP_045_B. However, allocation and potential development of this parcel should not have a detrimental impact on the Greenway designation.</i>
Minerals	<i>The entire parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development.</i> <i>UU has advised that an area where the main building lies, near the railway line, falls within groundwater SPZ2, and as such adequate mitigation would need to be put in place to ensure protection of the groundwater.</i>
Ground conditions	<i>The parcel is sited adjacent to a former landfill site (neighbouring sub-parcel GBP_045_A).</i> <i>The parcel is not affected by any known sources of contamination.</i> <i>The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>Approximately 50% of the parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone, and the other 50% falls within an Outer Zone (Zone 2) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Residential</i> <i>Creating access to this parcel would not lead to amenity issues for the wider area.</i>
Any other constraints	<i>Red Bank Community Home and School is located within the parcel; however, this is currently closed.</i> <i>A Public Right of Way (footpath) runs along the southern boundary of the parcel.</i> <i>There is a walking distance of over 1.2km to the nearest primary school, and a secondary school is within 40 minutes bus drive.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre. Although, it is 1.44km walking distance to Newton-le-Willows Local Centre.</i>
Cycling	<i>The northern section of the parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Newton-le-Willows).</i>

Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 3 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a railway station. However, it is less than 1km along a safe and convenient highway.</i>
Vehicular Traffic	<i>A single access is currently provided into the parcel (accessing the Community Hub). The existing access provides good visibility but would need to be widened to provide access to a number of dwellings if the parcel were to be allocated for development. Furthermore, dependent on the number of dwellings proposed on the parcel, an emergency access may also be required, which would be provided off the A49. Frontage is limited in this location so it is likely this would be located close to the main access junction, which although not ideal is acceptable.</i>

AVAILABILITY

Ownership	<i>St. Helens Council (Call for Sites form 2015_001)</i>
Existing use	<i>Class Use C2 or Class Use C2A (Community Home and School)</i>
Current planning status	<i>Green Belt – Planning History = Various applications in regard to the community home and school on site.</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

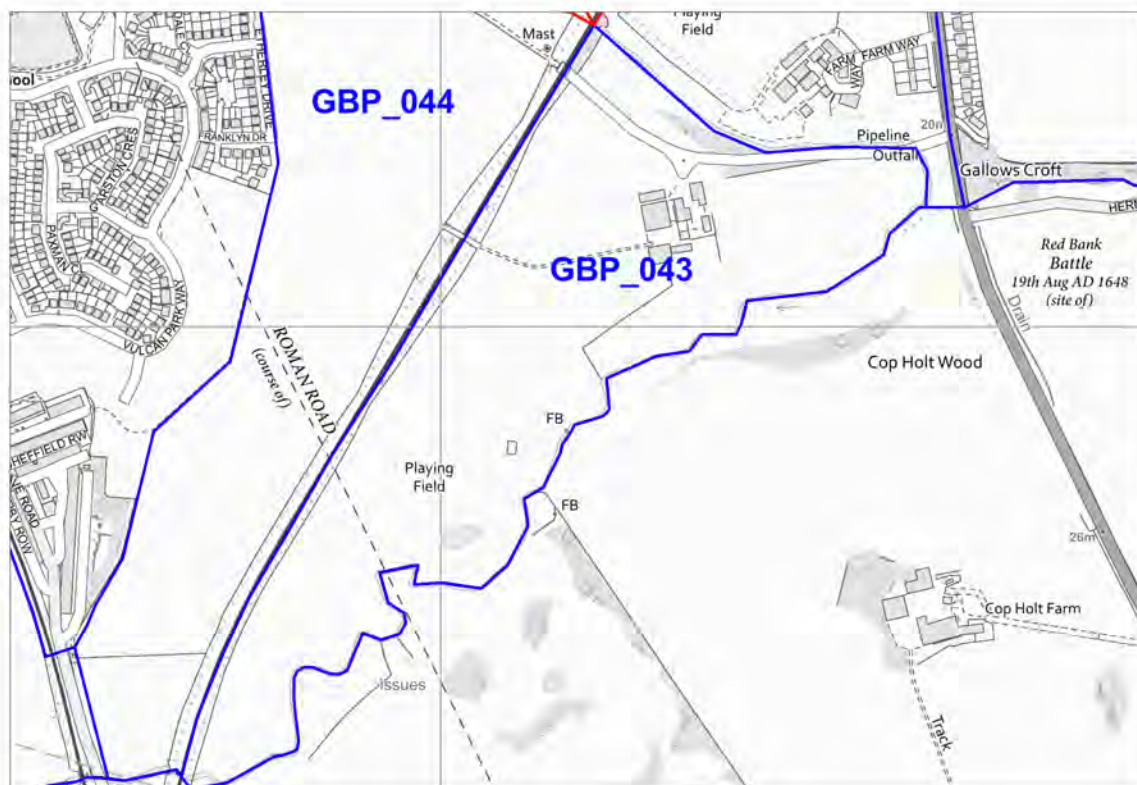
Viability Considerations	<i>Parcel lies within EVA Zone 4. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_042 = 8.03ha (excluding Red Bank Farm, existing residential development, buffer from railway line and area within flood zone 3)</i>
Net Developable Area	<i>GBP_042 = 6.021ha (75%)</i>
Notional Development Capacity	<i>GBP_042 = 181 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>Southern boundary lies within flood zone 3, which has reduced the developable area slightly, and would require a full SuDS assessment at application stage. Existing access would need to be widened and potential second emergency entrance may be required. A significant amount of the parcel has already been developed.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_042 = 181 units</i>
Developability Score	<i>Good Developable Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_043 – Land east of the West Coast Mainline railway line and west of Newton Brook
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel – 19.4ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Separate Settlement and the area is Newton-le-Willows. Landscape land sensitivity is medium to high, with a medium for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel lies within 100m of a designated LWS (Gallows Croft). No comments from MEAS in terms of protected species etc.</i>
Agricultural Land Quality	<i>Mixed including Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. No known archaeological interest.</i>
Flooding	<i>24.9% of the parcel lies in flood zone 2 and 22.5% lies within flood zone 3. There are small pockets of surface water flooding recorded, with the most significant surface water 30-year event experienced along the south-eastern boundary along Newton Brook. No comments from LLFA.</i>

Trees and Woodland	<i>No TPOs or Ancient Woodland in or adjacent to the parcel.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within the parcel. A Greenway in Green Belt designation lies to the north-west of the parcel in sub-parcel GBP_045_A, GBP_045_B and parcel GBP_044. However, allocation and subsequent development of this parcel should not have a detrimental impact on the Greenway designation.</i>
Minerals	<i>The entire parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development. UU has advised that as the parcel falls within groundwater SPZ2 adequate mitigation would need to be put in place to ensure protection of groundwater in this location, should this parcel come forward for development. The parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The parcel is sited within 250m (approximately 100m) of a former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>The parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>The parcel is fairly isolated, with residential development to the north. Therefore, residential development on this parcel would be the preferred option. Access should not lead to amenity issues for the wider area, however access to the parcel may be difficult.</i>
Any other constraints	<i>A Public Right of Way (footpath) runs along the northern boundary of the parcel. There is a walking distance of over 1.2km to the nearest primary school, and the nearest secondary school is within a 40minute bus drive.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre (approx. 1.56km to Newton-le-Willows Local centre). However, the parcel is within an 800m walk (as the crow flies) to a convenience store.</i>
Cycling	<i>The parcel is not within a 1 mile safe and convenient cycling distance of a district or local centre.</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 3 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Narrow bridge under a railway line on Alder Root Lane. Access possible off Wargrave Road, but a second access would have to be provided via Vulcan Park Way, which may be problematic to provide a full</i>

	<i>access junction. Development would need two access junctions.</i>
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AVAILABILITY

Ownership	<i>Unknown – land not promoted</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Parcel not promoted by landowner</i>

ACHIEVABILITY

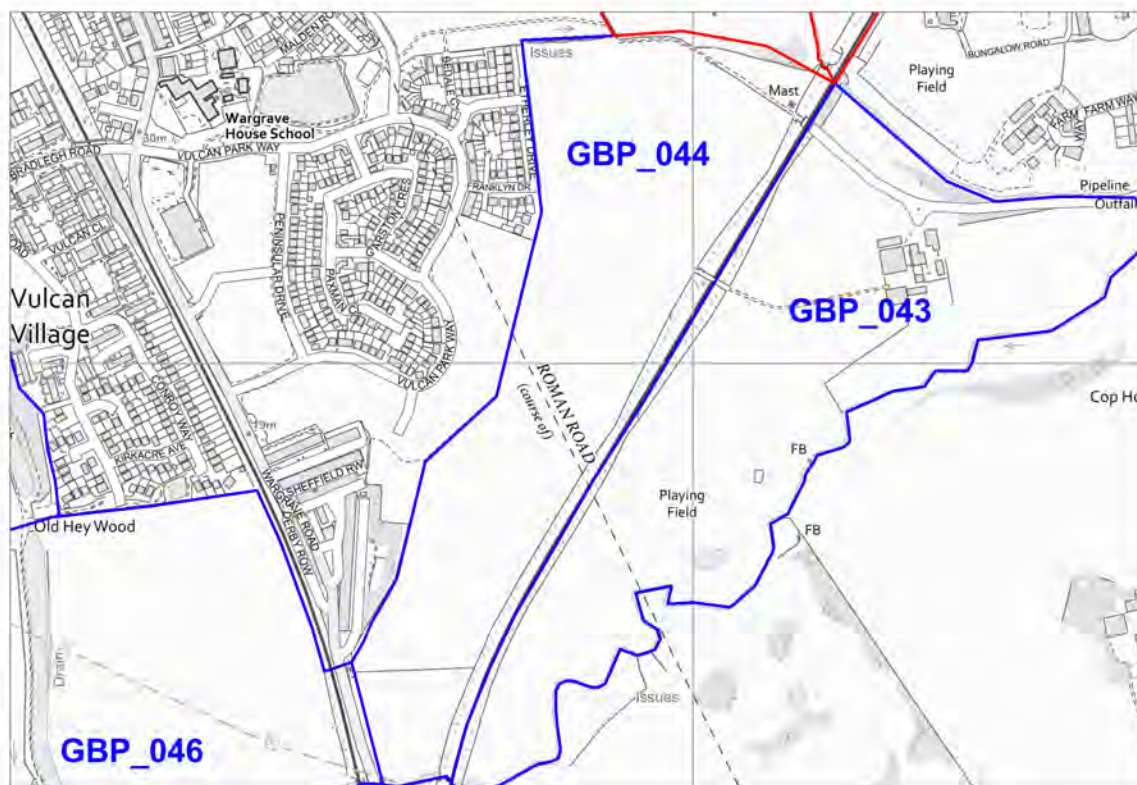
Viability Considerations	<i>Parcel lies within EVA Zone 4. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_043 = 15ha (excluding flood zone 3)</i>
Net Developable Area	<i>GBP_043 = 11.25ha (75%)</i>
Notional Development Capacity	<i>GBP_043 = 337 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>The parcel is not being promoted by the landowner.</i> <i>Parcel has flooding issues in parts that would reduce the developable area.</i> <i>Potential access issues, two access junctions would be required this would be problematic to provide.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_043 = 337 units</i>
Developability Score	<i>Limited Developable Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_044 – Land East of Newlands Grange (former Vulcan works) and West of West Coast mainline, Newton-le-Willows
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel – 17.62ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Separate Settlement and the area is Newton-le-Willows. Landscape land sensitivity is medium to high, with a medium for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel is south of a designated LWS. No comments from MEAS in terms of protected species etc.</i>
Agricultural Land Quality	<i>Mixed including Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>Part of the parcel adjoins Vulcan Village Conservation Area (southern tip) and after concerns were raised by HE at LPPO stage and the Council's Conservation officer in regard to the proximity of this Conservation Area to the parcel a HIA was carried out (Ref: GBP_044). The conclusion of the HIA was that development should not take place close to the Conservation Area in order to remove any potential harm to both the character and appearance of the Conservation Area and its setting. MEAS commented that the parcel contains the following non-designated heritage assets recorded on the Merseyside Historic Environment:</i> <i>MME 9025 – Roman road from Wilderspool to Wigan, c.69-117AD</i> <i>Therefore, there is a potential for buried archaeological remains associated</i>

	<i>with both the road and possible roadside settlement of the Roman period to be encountered by development.</i>
Flooding	<i>The majority of the parcel is located in flood zone 1, with negligible surface water flooding recorded.</i> <i>LLFA Comments:</i> <i>At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. Easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery.</i>
Trees and Woodland	<i>There are no TPOs or Ancient Woodland within the parcel.</i>
Open Space and Recreation	<i>The parcel has two Open Space and Recreation Areas designated within it. To the north, a section of Greenway in Green Belt is designated, and to the south is an area designated as Amenity Greenspace.</i> <i>The conclusions of the Open Space Assessment Report (June 2016), specifically stated that there were noticeable gaps in the Earlestown and Newton-le-Willows area and that the contribution these sites provide as a visual amenity and for wildlife habitats should not be overlooked.</i>
Minerals	<i>The entire parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development.</i> <i>UU has advised that as part of the parcel falls within groundwater SPZ2 adequate mitigation would need to be put in place to ensure protection of groundwater in this location, should this parcel come forward for development.</i> <i>The parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The parcel is within 250m (approximately 100m) of a former landfill site. The parcel is not affected by any known sources of contamination.</i> <i>The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>The majority of the parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone, with just a small section of the north falling within an Outer Zone (Zone 3) Groundwater Source Protection Zone.</i> <i>The site would need noise attenuation measures, in the form of acoustic fencing and/or bund, due to its proximity to the railway line.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>New residential development to the west of the parcel.</i> <i>Creating access to this parcel has the potential to lead to amenity issues for the wider area, due to capacity issues experienced on the existing highway network.</i>
Any other constraints	<i>A Public Right of Way (footpath) runs through the northern section of the parcel.</i> <i>There is a walking distance of over 1.2km to the nearest primary school, and the nearest secondary school is within a 40-minute bus drive.</i>

TRANSPORT ACCESSIBILITY

Walking	The parcel is not within an 800m safe and convenient walking distance of a district or local centre. Approx. 1.56km (as the crow flies) walking distance to nearest local centre (being Newton-le-Willows). However, a new Aldi store has recently opened within the old Vulcan Works site to the west of the parcel, which is approximately 500m away from the parcel.
Cycling	The parcel is not within a 1 mile safe and convenient cycling distance of a district or local centre. However, it is within 800m of a superstore.
Public Transport	The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 3 services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.
Vehicular Traffic	If the parcel were to come forward at a reduced size due to the HIA concerns, then access would need to be provided via the site to the west which is currently under construction. Typically, 199 or less dwellings would only require a single access, however given the location of the site and restricted cul-de-sac length, Highways would want to see two connection points provided. Access to the parcel is possible off Wargrave Road, however given the limited notional capacity area, access wouldn't be possible if just the northern part of the parcel were to be brought forward. There are issues with the surrounding highway networks. The parcel is boxed in and at present none of the existing highway junctions in the surrounding vicinity are capable of any further upgrades to allow more capacity. The narrow bridge under the railway line on Alder Root Lane is also a concern. The bridge is narrow and only allows a single line of traffic at any one time.

AVAILABILITY

Ownership	Mr Thomas Drinkall (Call for Sites form 2013_013)
Existing use	Agricultural land
Current planning status	Green Belt – No relevant planning history
Use(s) promoted by landowner(s)	Residential

ACHIEVABILITY

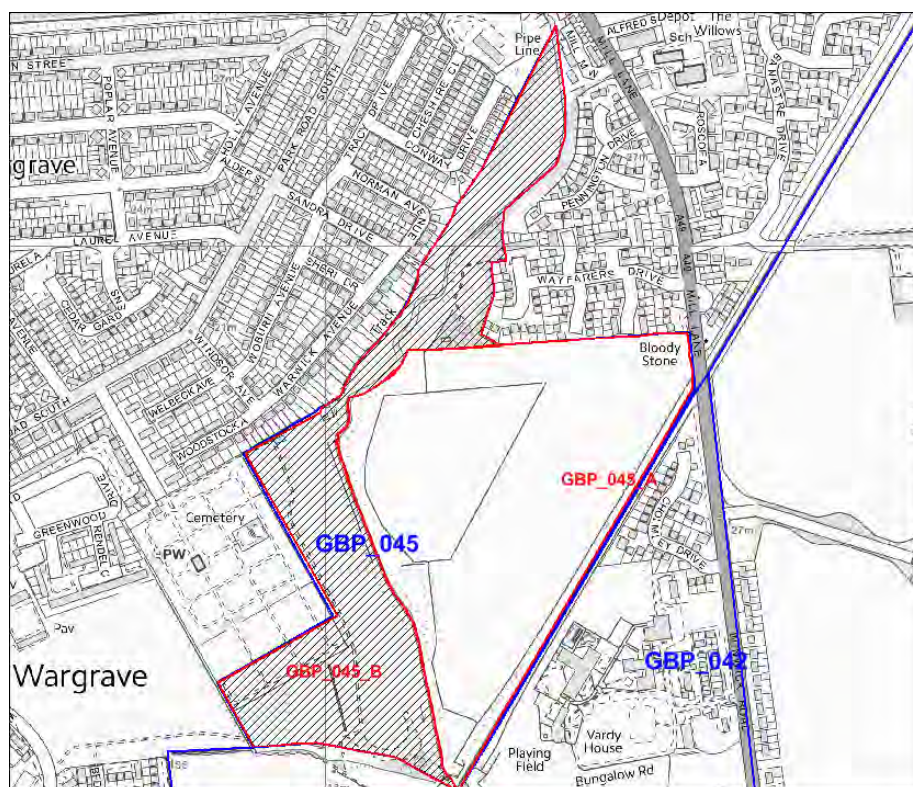
Viability Considerations	Parcel lies within EVA Zone 4. Parcel is considered viable for development.
Gross Developable Area	GBP_044 = 9.76ha (excluding southern part of site adjacent to the Vulcan Village Conservation Area as advised by HIA, and playing field adjoining Wargrave Road)
Net Developable Area	GBP_044 = 7.32ha (75%)
Notional Development Capacity	GBP_044 = 256 units (75% net developable area and 35dph)

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>Parcel adjoins Vulcan Village Conservation Area, and conclusions from HIA advised that no development should take place in the lower section of the parcel, as it would lead to substantial harm to the character and setting of this CA.</i> <i>Two access points from the site would still have to be provided via the existing site to the west, due to the cul-de-sac restrictions. There are issues with the surrounding highway networks. The parcel is boxed in and at present none of the existing highway junctions in the surrounding vicinity are capable of any further upgrades to allow more capacity.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_044 = 256 units</i>
Developability Score	<i>Medium Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_045 – Land west of Winwick Road and south and east of Wayfarers Drive
Sub-parcels discounted at stages 1B or 2A	GBP_045_B discounted at Stage 2a.
Area covered by stage 2B assessment	GBP_045_A – 13.59ha



SUITABILITY

Landscape and visual character	The landscape character type is Separate Settlement and the area is Newton-le-Willows. Landscape sensitivity is medium to high, with a medium landscape visual sensitivity. Development on this sub-parcel would not lead to enhancement of a derelict or previously developed site.
Ecology	The sub-parcel contains a designated LWS (Newton Brook (LWS86)) that runs almost the entire length of the western boundary. MEAS has made no specific comments in regard to this site. However, a buffer zone would be expected between any development and the protected LWS.
Agricultural Land Quality	Grade 3: good to moderate agricultural land.
Heritage Assets	Development of the sub-parcel would not lead to any harm to the character, appearance or setting of any designated heritage asset. MEAS has commented that the sub-parcel contains the following non-designated heritage assets recorded on the Merseyside Historic Environment: MME 13856 – Battle of Winwick Pass, 1648 There is a potential that artefacts associated with the Battle may be encountered by development. (NB the site is not included in the battlefield area designated Historic

	<i>England).</i>
Flooding	16.68% of the sub-parcel lies in flood zone 2 and 17.7% lies within flood zone 3. Sections of surface water flooding are recorded within the sub-parcel, with the most significant surface water 30-year flooding event experienced on the western boundary with Newton's Brook. LLFA Comments: At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rates. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting.
Trees and Woodland	<i>There are no TPOs or Ancient Woodland.</i>
Open Space and Recreation	The entire western boundary of the sub-parcel falls within a designated Greenway in Green Belt. The Open Space Assessment Report (June 2016) identified these areas as good quality. With this in mind if this sub-parcel were to be allocated a buffer zone would be required to protect the designated Greenway from development.
Minerals	<i>The entire sub-parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	The sub-parcel is not affected by any pipeline easements that would restrict development. UU has advised that the western corner of the site is situated within groundwater SPZ1 and the remainder of the site is situated within groundwater SPZ2. Adequate mitigation would need to be put in place to ensure protection of groundwater in this location should the sub-parcel be removed from Green Belt and allocated for development. The sub-parcel is not affected by any known existing or future transport or other infrastructure projects.
Ground conditions	Approximately 30.1% of the sub-parcel was a former landfill site that accepted waste from 1961 – 1971, and is recorded as a putrescible waste landfill, however there are no records of exact waste, so further investigation would need to be undertaken. The sub-parcel lies adjacent to a known source of contamination. The sub-parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.
Air, water and noise pollution	The majority of the sub-parcel is located within an Outer Zone (Zone 2) Groundwater Source Protection Zone, with a small area on the mid-west boundary as an Inner Zone (Zone 1) Groundwater Source Protection Zone. The Council's Environmental Health department has commented that there could also be possible problems in terms of odour/noise due to the proximity to the industrial estate. The sub-parcel could also have an adverse impact on air quality on the A49.
Hazardous installations	<i>No identified issues. The sub-parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	Residential development would be preferable within this sub-parcel, in keeping with surrounding development. Creating access to this sub-parcel would not lead to amenity issues for the wider area.
Any other constraints	<i>A Public Right of Way (footpath) runs along the western boundary of the</i>

	parcel. There is a walking distance of over 1.2km to the nearest primary school, and the sub-parcel is within a 40-minute bus drive to the nearest secondary school.
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TRANSPORT ACCESSIBILITY

Walking	The sub-parcel is not within an 800m safe and convenient walking distance of a district or local centre (approx. 875m)
Cycling	The northern section of this sub-parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Newton-le-Willows).
Public Transport	The sub-parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The northern section of this sub-parcel is within 800m walking distance of a train station.
Vehicular Traffic	If the entire sub-parcel were to be allocated for development (over 199 dwellings) then 1 access plus an emergency access would be required. If only one access was provided, no more than 199 dwellings permitted, plus a maximum cul-de-sac length of 220m (restricting access to north of the site). Access would be possible off the A49; the 30mph speed limit zone would need to be extended south along the A49 to achieve the required junction separation distances. Cul-de-sacs off Wayfarers Drive could provide an emergency access but would need to be negotiated with private owners. Emergency access would otherwise need to cross Newton Brook or the railway line, this would also be expensive. If no emergency access could be provided, then the NDA would be reduced due to maximum cul-de-sac length of 220m.

AVAILABILITY

Ownership	Unknown – land promoted by Wainhomes Developments Ltd. (Call for Sites form 2015_009)
Existing use	Agricultural land
Current planning status	Green Belt – No relevant planning history
Use(s) promoted by landowner(s)	Residential Use

ACHIEVABILITY

Viability Considerations	The sub-parcel lies within EVA Zone 4. The sub-parcel is considered viable for development, however potential second access (emergency access) could prove expensive, and the site contains a former landfill site.
Gross Developable Area	GBP_045_A = 7.29ha (excluding historic landfill site)

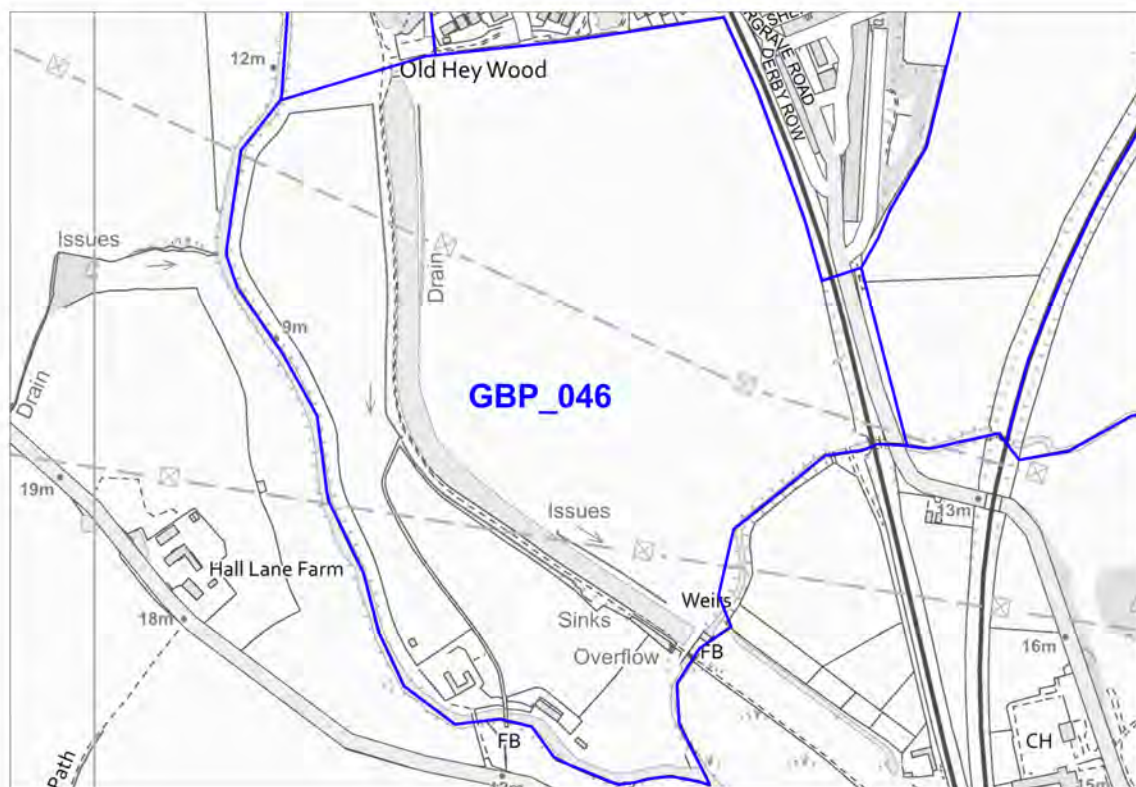
Net Developable Area	<i>GBP_045_A = 5.47ha (75%) (will allow for flood zone 3, and buffers from LWS and railway line)</i>
Notional Development Capacity	<i>GBP_045_A = 191 units (75% net developable area and 35dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>Buffer zone would need to be included around the LWS and that would need to be removed from the overall developable area.</i> <i>Archaeological mitigation could be required (which may require pre-commencement archaeological works) that would need to be secured by means of a planning condition for any future planning permission.</i> <i>There are potential problems in terms of access and providing a secondary access into the site, therefore potential yield needs to be reduced.</i> <i>Adequate mitigation would need to be put in place to ensure protection of groundwater in this location.</i> <i>Due to the potential contamination of the historic land fill site (putrescible waste) this area of land has been excluded from the NDA. Should the site come forward for allocation then further investigations in regard to contaminated land may have to be carried out.</i> <i>Acoustic fencing and noise attenuation measures along the railway boundary would need to be provided should the land come forward for development.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_045_A = 191 units</i>
Developability Score	<i>Medium Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_046 – Land south of Tyer Road and west of the West Coast Mainline railway line
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel – 20.68ha



SUITABILITY

Landscape and visual character	The landscape character type is mixed with approximately 50% identified as a Separate Settlement and 50% identified as River Valley, the area too is mixed with approximately 50% identified as Sankey Valley and 50% as Newton-le-Willows. Landscape land sensitivity is medium to high, with a medium for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.
Ecology	The parcel has a designated LWS (Old Hey Wood – LWS93) that runs the entire length of its western and southern boundary. No comments from MEAS in terms of protected species etc.
Agricultural Land Quality	Mixed including Grade 2: very good agricultural land.
Heritage Assets	The parcel lies adjacent to Vulcan Village Conservation Area (southern tip) and after concerns were raised by HE following consultation at LPPO stage in regard to the proximity of this Conservation Area and the parcel, a HIA was carried out (Ref: GBP_046). The conclusion of the HIA was that this parcel should not be released from the Green Belt for any form of development. As any development of this parcel would have a negative impact on the setting of Vulcan Village Conservation Area. MEAS advises that this parcel can be allocated with no archaeological work

	<i>considered necessary.</i>
Flooding	42.13% of the parcel lies in flood zone 2 and 13.75% lies within flood zone 3. Significant sections of the parcel fall within 30, 100 and 1,000-year surface water flooding areas, with the most significant surface water 1,000-year event experienced in the southern section of the parcel. LLFA Comments: At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rates. Infiltration main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. Easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery. St Helens Canal runs adjacent to the site, if this is utilised by discharging to the inlet of the canal section it could provide freshwater and flow to reduce algae.
Trees and Woodland	<i>The parcel contains no TPOs or Ancient Woodland.</i>
Open Space and Recreation	A large section of the parcel falls within a designated Semi-natural Greenspace and Amenity Greenspace. The Open Space Assessment Report (June 2016) identified noticeable gaps in the Earlestown and Newton-le-Willows area in terms of Amenity Greenspace and that the contribution these sites provide as a visual amenity and for wildlife habitats should not be overlooked. Therefore, in order to protect this area, should the parcel be allocated for development a buffer zone would need to be implemented to protect this area from development.
Minerals	<i>The entire parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	A Cadent Pipeline runs through the centre of the parcel. UU has advised that a gravity sewer lies to the eastern side and north east corner of the parcel which would need considering if the parcel were to be removed from Green Belt and allocated for development. The parcel is not affected by any known existing or future transport or other infrastructure projects.
Ground conditions	The parcel is sited adjacent to a former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.
Air, water and noise pollution	<i>The parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	Residential development would be preferable within this parcel, in keeping with surrounding development. Creating access to this parcel would not lead to amenity issues for the wider area.
Any other constraints	A number of Public Rights of Way (footpaths) run through and adjacent to the parcel. There is a walking distance of over 1.2km to the nearest primary school, and the site is within a 40-minute bus drive to the nearest secondary school.

TRANSPORT ACCESSIBILITY

Walking	The parcel is not within an 800m safe and convenient walking distance of a district or local centre. However, a new Aldi supermarket store has opened approximately 500m walking distance of the site.
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Cycling	<i>The parcel is not within a 1 mile safe and convenient cycling distance of a district or local centre. However, it is within a suitable distance (approximately 500m) of an Aldi supermarket.</i>
Public Transport	<i>The northern section of the parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 3 services an hour in this location, predominantly to and from St. Helens Town Centre. However, the remainder of the parcel is not within a convenient walk to a bus stop. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>If the parcel were to be allocated for development (residential), due to its size and potential yield it would require two access points. Tyrer Road could provide one access. Any access off Wargrave Road would require a bridge to be provided across the railway line. Tyrer Road is a residential street with 5.7m width, so could provide access into the site (provided no more than 300 dwellings are located along its length). Any more dwellings would require a 6.1m width to be provided. Cul-de-sac lengths would need to be adhered to.</i>

AVAILABILITY

Ownership	<i>St. Helens Council (Call for Sites form 2013_111)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential Use</i>

ACHIEVABILITY

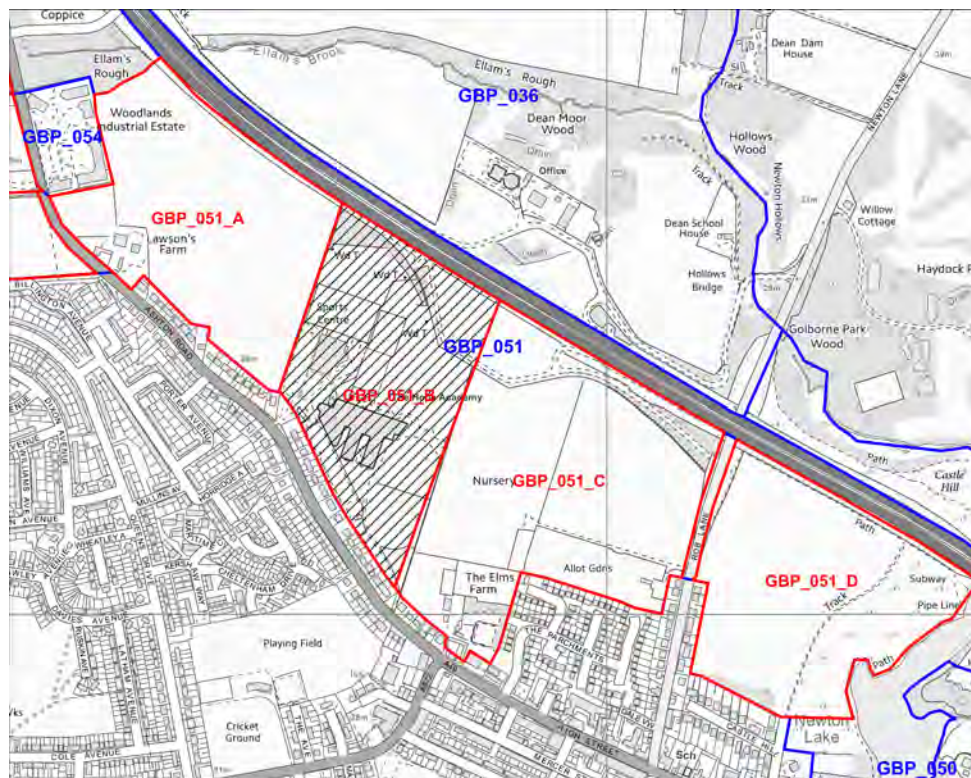
Viability Considerations	<i>Parcel lies within EVA Zone 4. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_046 = 17.8ha (excludes flood zone 3)</i>
Net Developable Area	<i>GBP_046 = 12.8ha (75%)</i>
Notional Development Capacity	<i>GBP_046 = 383 units (75% net developable area and 30dph) – the number of units would reduce when the designated Green Space and required buffers are also excluded from the overall NDA.</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>HIA concludes that the parcel should not be taken forward as it would significantly harm the character and setting of the Vulcan Village Conservation Area.</i> <i>Two access points would be required, which may be difficult to provide.</i> <i>Significant section of the parcel is a designated Greenway – which would have to be retained and have an impact on the overall developable area of the parcel.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_046 = 383 units</i>
Developability Score	<i>Limited Developable Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_051 - Land north-east of Newton-le-Willows, adjacent to M6
Sub-parcels discounted at stages 1B or 2A	GBP_051_B, discounted at stage 2a
Area covered by stage 2B assessment	Sub-parcel GBP_051_A (carried on a separate proforma from sub-parcels GBP_051_C and GBP_051_D as they no-longer adjoin each other) - 12.57ha



SUITABILITY

Landscape and visual character	<i>The landscape character is identified as 'Woodland Former Estate' and the area is Haydock Park. Land sensitivity and visual sensitivity are both medium. Development on this sub-parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The sub-parcel is south of Elham's Brook (LWS51), which is a designated LWS. No comments from MEAS in terms of protected species etc.</i>
Agricultural Land Quality	Grade 3: good to moderate agricultural land.
Heritage Assets	<i>Development of the sub-parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset.</i>
Flooding	<i>The sub-parcel is located in flood zone 1. There is some significant surface water flooding identified as a 30-year event within the centre of the sub-parcel. LLFA Comments: At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Infiltration main discharge point, minimum of 40% climate change allowance. Full SuDS</i>

	<i>components preference of open swale/pond systems. Avoid culverting.</i>
Trees and Woodland	<i>The sub-parcel contains no TPO's or Ancient Woodland.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within or adjoining the sub-parcel. There is the possibility of the sub-parcel contributing to the enhancement of the Green Infrastructure network north of the site adjacent to the designated LWS.</i>
Minerals	<i>The entire sub-parcel falls outside a Mineral Safeguarding Area.</i>
Infrastructure	<i>Part of the sub-parcel (to the north) lies within a Shell pipeline buffer zone. UU has advised that a number of utilities pass through the site, including a combined sewer, raw water distribution main, treated water trunk main and associated easements that would need to be considered during any masterplanning process. Future highway improvements have been identified as being required at Junction 23 of the M6.</i>
Ground conditions	<i>The sub-parcel is not within 250m of an active or former landfill site. The sub-parcel is not affected by any known sources of contamination. The sub-parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>Part of the sub-parcel (north-east boundary) lies within an Air Quality Management Area Buffer zone (M6 corridor). In addition, due to the proximity to the M6 and potential noise issues, a substantial buffer zone would need to be provided. The Council's Environmental Health department have commented that there could be potential adverse impacts on the A49 AQMA should this sub-parcel be developed. The sub-parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection zone.</i>
Hazardous installations	<i>The sub-parcel is not located within a Health and Safety Executive (HSE) consultation zone. However, as the sub-parcel lies within the buffer zone for the Essar Oil (formerly Shell) Pipeline, HSE have advised that the sub-parcel lies within a consultation distance of a major hazard pipeline and the operator (Essar Oil (UK) Ltd.) should be consulted should the sub-parcel be put forward for allocation.</i>
Neighbouring uses	<i>Woodlands Industrial Estate to the north, Leisure Centre and Secondary School to the south. There should be no access problems that would lead to amenity issues for the wider area.</i>
Any other constraints	<i>Not known</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcel is not within an 800m safe and convenient walking distance of a district or local centre (approx. 1km to Newton-le-Willows Local Centre).</i>
Cycling	<i>The sub-parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Newton-le-Willows).</i>
Public Transport	<i>The sub-parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 3 services an hour in this location, destinations</i>

	include St. Helens Town Centre, Newton-le-Willows and Garswood. The sub-parcel is not within 800m walking distance of a train station.
Vehicular Traffic	Access would have to be gained via the A49. For 75 dwellings, one access would be required. For 600 dwellings, two accesses would be needed. The site's boundary fronting the A49 is limited, which may result in two accesses being situated close together, which is not ideal. Visibility is restricted (particularly to the north) from some frontage points on-site; an extension of the 30mph speed limit could help contribute to overcoming this but may not fully mitigate. Haydock Island experiences congestion issues. Currently St. Helens Council are carrying out a Transport Study at J23 of the M6 to identify what the required future enhancement and improvement requirements would be to address the existing capacity issues and potential future issues generated as a result of proposed growth for the Borough, the land requirements for which have yet to be defined.

AVAILABILITY

Ownership	Trustees of the Legh Estate, represented by Dickman Associates Ltd. (Call for Sites form 2013_047)
Existing use	Agricultural Land
Current planning status	Green Belt – No relevant planning history
Use(s) promoted by landowner(s)	Residential

ACHIEVABILITY

Viability Considerations	Sub-parcel lies within EVA Zone 2. Sub-parcel is considered viable for development.
Gross Developable Area	GBP_051_A = 3.21ha (excluding noise buffer from the M6)
Net Developable Area	GBP_051_A = 2.41ha (75%)
Notional Development Capacity	GBP_051_A = 72 units (75% net developable area and 30dph)

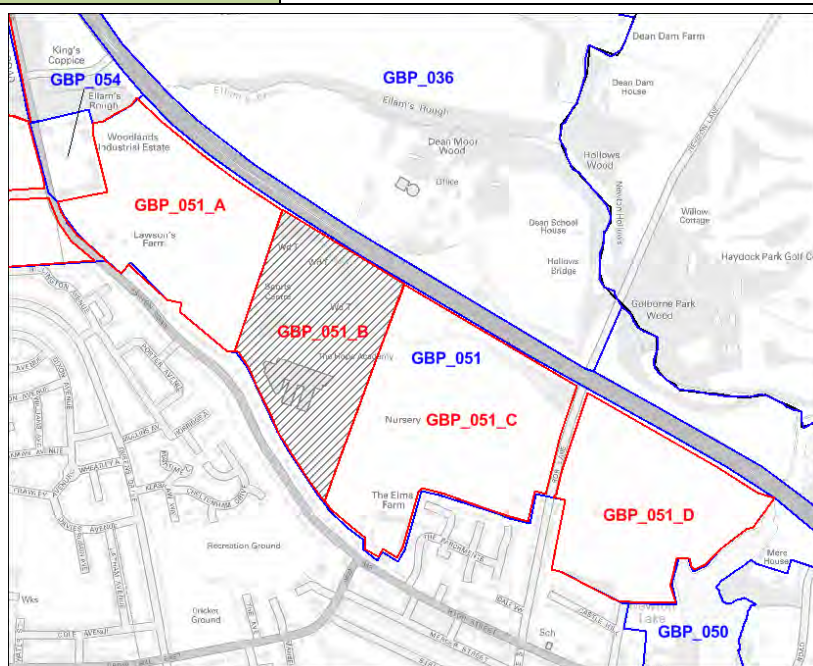
CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	A number of utilities pass through the sub-parcel that would have to be taken into consideration at planning stage. Part of the sub-parcel falls within an AQMA and development could potentially have a negative effect on the air quality in this area. Noise is an issue in this location due to the sub-parcel's proximity to the M6. A substantial buffer zone would have to be applied which significantly reduces the NDA, and results in an artificial Green Belt boundary on the ground. Potential access issues due to the proximity to limited frontage onto the A49 and visibility splays.
Preferred use (to be considered in stage 3)	Residential
Notional development capacity (to be considered in stage 3)	GBP_051_A = 72 units

Developability Score	<i>Limited Development Potential</i>
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STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	<i>GBP_051 - Land north-east of Newton-le-Willows, adjacent to M6</i>
Sub-parcels discounted at stages 1B or 2A	<i>GBP_051_B (discounted at stage 2a)</i>
Area covered by stage 2B assessment	Sub-parcels GBP_051_C and GBP_051_D (carried on a separate Proforma from sub-parcel GBP_051_A as they no longer adjoin each other) – <i>GBP_051_C – 17.16ha</i> <i>GBP_051_D – 12.12ha</i>



SUITABILITY

Landscape and visual character	<i>The landscape character is identified as 'Woodland Former Estate' and the area is Haydock Park. Land sensitivity and visual sensitivity are both medium. Development on these sub-parcels would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>South-east of the site (sub-parcel GBP_051_D) adjoins a designated LWS (Willow Park – LWS71).</i> <i>No comments from MEAS in terms of protected species etc.</i>
Agricultural Land Quality	<i>Non-Agricultural Classification</i>
Heritage Assets	<i>Part of sub-parcel GBP_051_D falls within a buffer zone for a Scheduled Ancient Monument.</i> <i>After concerns were raised by HE following the LPPO consultation, with regards to the proximity of the Scheduled Ancient Monument and Newton-le-Willows Conservation Area to the east and south a HIA was carried out (Ref: GBP_051). The conclusions of which were - providing the area to be released from Green Belt land was reduced in size then development of the sub-parcel</i>

	would not have a likely effect on the character and appearance or setting of the designated heritage asset. Similarly, as there is an existing housing estate between the proposed sub-parcel and Newton-le-Willows Conservation Area, the setting would not be harmed further by housing development on this sub-parcel. MEAS advises that this parcel can be allocated with no archaeological work considered necessary.
Flooding	The majority of the sub-parcels lie within flood zone 1, with only 2.4% of the sub-parcels being in flood zone 2 and 0.64% in flood zone 3. Very little surface water flooding within the two sub-parcels. LLFA Comments: At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield Run-off rate. Infiltration main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting.
Trees and Woodland	There are no TPOs or Ancient Woodland.
Open Space and Recreation	Part of sub-parcel GBP_051_C contains designated open space and recreation, specifically allotments. There are no other allotments within the locality, however there would be sufficient capacity within the sub-parcel to re-locate the allotments. Similarly, approximately a third of sub-parcel GBP_051_D is designated as Greenway in Green Belt. There is more of this allocated land to the north of this parcel, however if retained it would also alleviate the potential likely harm caused by development to the Scheduled Ancient Monument. Therefore, due to the size of the sub-parcels and existing designated Greenway, there are a number of opportunities within the sub-parcels to contribute to the enhancement of the Green Infrastructure network further.
Minerals	The entire parcel falls outside a Mineral Safeguarding Area.
Infrastructure	The sub-parcels are not affected by any pipeline easements that would restrict development. UU has advised that there is a main combined sewer within the parcel, which would need considering as part of the site masterplanning process. The western corner (GBP_051_D) is situated within groundwater SPZ1. The remainder is situated within groundwater SPZ2. Adequate mitigation would need to be put in place to ensure protection of groundwater in this location.
Ground conditions	The sub-parcels are not within 250m of an active or former landfill site. Just under 50% of sub-parcel GBP_051_C is identified as Contaminated Land. The sub-parcels fall within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.
Air, water and noise pollution	Part of the sub-parcels (north-east boundary) lies within an Air Quality Buffer zone (M6 corridor). The Council's Environmental Health department has commented that a buffer zone from the M6 would be required for both noise and air quality. They also add that if the sub-parcels were to be allocated, there would be an adverse impact on the A49 AQMA due to potential increased traffic. The parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.
Hazardous installations	No identified issues. The sub-parcels are not located within a Health and Safety Executive consultation zone.
Neighbouring uses	Leisure Centre and Secondary School to the north, designated LWS to the

	south. There should be no access problems that would lead to amenity issues for the wider area.
Any other constraints	A Public Right of Way (footpath) runs along the boundary and through the centre of sub-parcel GBP_051_D. There is a walking distance of over 1.2km to the nearest primary school.

TRANSPORT ACCESSIBILITY

Walking	Both sub-parcels lie within 800m of a local centre.
Cycling	Both sub-parcels lie within a 1 mile safe and convenient cycling distance of a local centre.
Public Transport	The sub-parcels lie within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 services an hour in this location, predominantly to and from St. Helens Town Centre and Warrington. A small section of sub-parcel (GBP_051_D) falls within 800m walking distance of a train station.
Vehicular Traffic	If both sub-parcels were to be allocated for development, then two accesses would be required. Access would have to be provided off Rob Lane; Castle Hill is currently only suitable as an emergency access. The current 30mph speed limit along Rob Lane would need to be extended. There is potential to exit onto Newton-le-Willows High Street, which can be congested, however this would require the removal of existing homes in this area, that could then have a detrimental impact on the Conservation Area. Haydock Island also experiences congestion issues. Currently St. Helens Council are carrying out a Transport Study at J23 of the M6 to identify what the required future enhancement and improvement requirements would be to address the existing capacity issues and potential future issues generated as a result of proposed growth for the Borough, the land requirements for which have yet to be defined.

AVAILABILITY

Ownership	GBP_051_C - Trustees of the Legh Estate, represented by Dickman Associates Ltd. promoted by Wainhomes (Call for Sites form 2013_045 and 2015_006) GBP_051_D - Trustees of the Legh Estate, represented by Dickman Associates Ltd. promoted by Wainhomes (Call for Sites form 2013_044 and 2015_006)
Existing use	Agricultural Land
Current planning status	Green Belt – No relevant planning history
Use(s) promoted by landowner(s)	Residential

ACHIEVABILITY

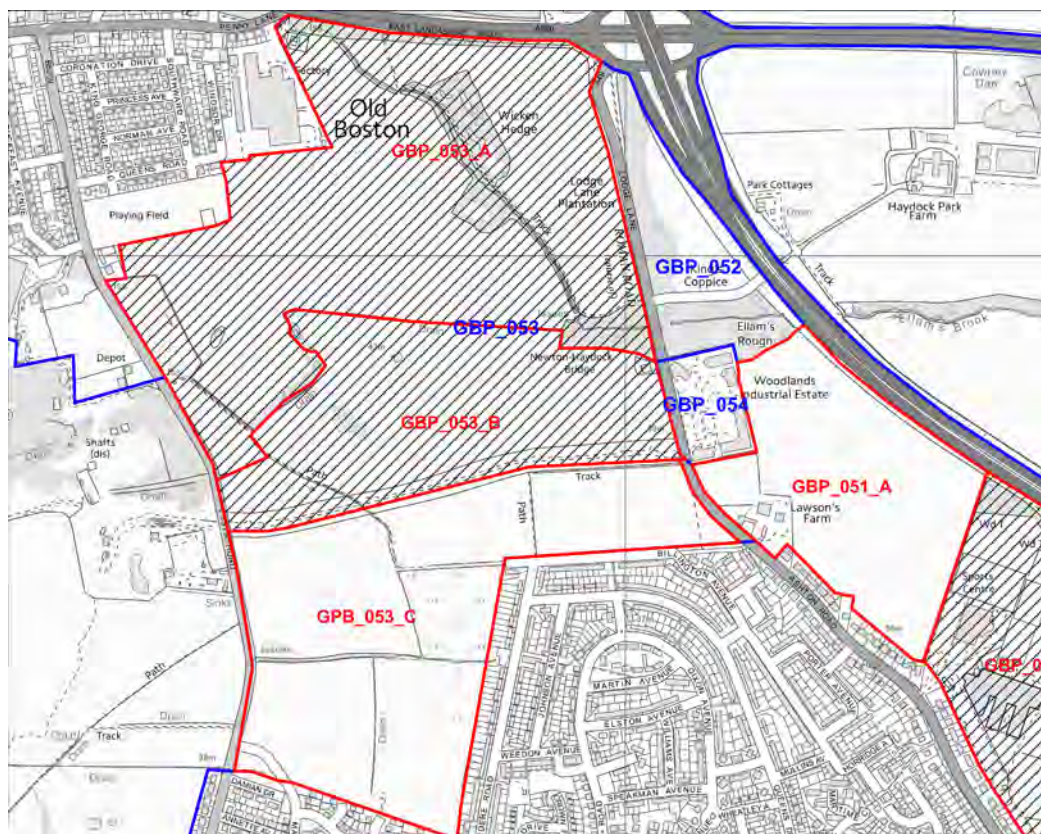
Viability Considerations	<i>Sub-parcels lie within EVA Zone 2. Sub-parcels are considered viable for development.</i>
Gross Developable Area	<i>GBP_051_C = 6.33ha (excludes M6 buffer and allotment site) GBP_051_D = 3.8ha (excludes Greenway designation, buffers for Scheduled Ancient Monument and M6)</i>
Net Developable Area	<i>GBP_051_C = 4.75ha (75%) GBP_051_D = 2.85ha (75%)</i>
Notional Development Capacity	<i>GBP_051_C = 142 units (75% net developable area and 30dph) GBP_051_D = 86 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>Overall developable area of sub-parcel GBP_051_D would have to be reduced due to the proximity of a Scheduled Ancient Monument and in order to incorporate a buffer zone from the M6. A further buffer would also have to be created around the designated Greenway on sub-parcel GBP_051_D, which takes up almost a third of the site.</i> <i>The existing allotments on sub-parcel GBP_051_C would have to be re-located, and although an initial buffer zone from the M6 has also been incorporated, should this sub-parcel come forward for allocation this buffer zone may need to be further extended.</i> <i>There is a main combined sewer within the sub-parcels which would need considering as part of any planning application.</i> <i>Almost half of sub-parcel GBP_051_C is known to be contaminated land, which may have a cost implication.</i> <i>Access to the whole of sub-parcel GBP_051_C could be difficult and potentially involve the purchase of an existing dwelling in order to create a sufficient access.</i> <i>Parts of both sub-parcels fall within an AQMA, which would need to be addressed at planning application stage.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_051_C = 142 units GBP_051_D = 86 units</i>
Developability Score	<i>GBP_051_C – Limited Development Potential GBP_051_D - Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_053 - Land east of Haydock, north of Newton-le-Willows
Sub-parcels discounted at stages 1B or 2A	GBP_053_A and GBP_053_B, discounted at stage 1b
Area covered by stage 2B assessment	Sub-parcel GBP_053_C - Land between Vista Road and Belvedere Road, Earlestown – 22.8ha



SUITABILITY

Landscape and visual character	<i>The landscape character is identified as 'Woodland Former Estate' and the area is Haydock Park. Land sensitivity and visual sensitivity are both medium. Development on this sub-parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The sub-parcel does not lie close to or contain a SSSI, LWS, Local Geological Site or Nature Reserve. No known protected species and/or habitats on or close to the sub-parcel.</i>
Agricultural Land Quality	<i>Mixed including Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>Development of the sub-parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. MEAS commented that there is a potential for buried archaeological remains associated with settlement of the early-mid 18th century to be encountered by development.</i>
Flooding	<i>The sub-parcel lies in flood zone 1. Substantial surface water flooding recorded as 30, 100 and 1000-year event, specifically to the mid and south of the sub-parcel.</i>

	<i>LLFA Comments:</i> <i>At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. Easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery. Potential to reduce surface water and runoff to nearby watercourses (which results in flood risk downstream). Development allows accessible access to the main culverted watercourse through Newton le Willows for access, maintenance and inspection.</i>
Trees and Woodland	<i>No TPOs or Ancient Woodland.</i>
Open Space and Recreation	<i>There are no open space or recreation areas within the sub-parcel. However, due to the size of the sub-parcel there is potential for the sub-parcel to contribute to the enhancement of the Green Infrastructure network.</i>
Minerals	<i>The entire sub-parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	<i>A Shell Pipeline runs from the north-eastern corner across the sub-parcel to the south-western corner. The whole of the sub-parcel is within the pipeline's buffer zone.</i> <i>A further pipeline runs through part of the sub-parcel (as identified on the Old Hazard Sheet) on the western corner, that may require further investigation should this sub-parcel be allocated for removal from the Green Belt.</i> <i>UU has advised that land falls within groundwater SPZ2, and a rising main and pumping station is located in the southern section of the site. These UU assets would need to be afforded due regard in the masterplanning process. Adequate mitigation would need to be put in place to ensure protection of groundwater in this location. Access to the pumping station would need to be maintained. A brook runs through the site, and UU would expect surface water to be disposed via this watercourse.</i>
Ground conditions	<i>The sub-parcel is not within 250m of an active or former landfill site.</i> <i>The sub-parcel is not affected by any known sources of contamination.</i> <i>The sub-parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from mining.</i>
Air, water and noise pollution	<i>The sub-parcel is not within or close to an Air Quality Management area.</i> <i>The sub-parcel is located within an Outer Zone (Zone 2) Groundwater Source Protection Zone.</i> <i>Due to its proximity to the M6 motorway, noise attenuation measures may be required for parts of the sub-parcel.</i>
Hazardous installations	<i>The Essar Oil Pipeline runs from the east to the western edge of the sub-parcel; as such the HSE has advised against residential development on a large area of this sub-parcel. HSE have advised that as the sub-parcel lies within a consultation distance of a major hazard pipeline the operator (Essar Oil (UK) Ltd.) should be consulted should the sub-parcel be put forward for allocation.</i>
Neighbouring uses	<i>Residential development to the south.</i> <i>There should be no access problems that would lead to amenity issues for the wider area.</i>
Any other constraints	<i>A Public Right of Way (footpath) runs along the northern boundary of the sub-parcel.</i> <i>The southern and eastern sections of the sub-parcel are within 1.2km walking distance of a primary school, and the nearest secondary school is within a 40-</i>

	<i>minute bus drive.</i>
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TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcel is not within an 800m walking distance of a district or local centre (approx. 1.km of Newton-le-Willows Local Centre). However, the southern section of the sub-parcel is within an 800m walking distance of a convenience store.</i>
Cycling	<i>Part of the sub-parcel (eastern side) falls within the 1 mile safe and convenient cycling radius of a local centre (being Newton-le-Willows).</i>
Public Transport	<i>The sub-parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 3 bus services an hour in this location, destinations include St. Helens Town Centre, Garswood and Newton-le-Willows.</i> <i>The sub-parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>If the whole sub-parcel were to be allocated for housing, then two accesses would be required. An appropriate access off A49 may be restricted due to queuing on the approach to J23 in future year assessment (which has been identified in the Haydock Point modelling). Access off Vista Road would be possible.</i>

AVAILABILITY

Ownership	<i>Trustees of the Legh Estate, represented by Dickman Associates Ltd. promoted by Taylor Wimpey (Call for Sites form 2013_046)</i>
Existing use	<i>Agricultural Land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

Viability Considerations	<i>Sub-parcel lies within EVA Zone 2. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_053_C = 7.92ha (reduced from 22.8ha to exclude the HSE pipeline buffer zone, and to provide a stronger more robust Green Belt boundary on the ground)</i>
Net Developable Area	<i>GBP_053_C = 5.94ha (75%)</i>
Notional Development Capacity	<i>GBP_053_C = 178 units (75% net developable area and 30dph)</i>

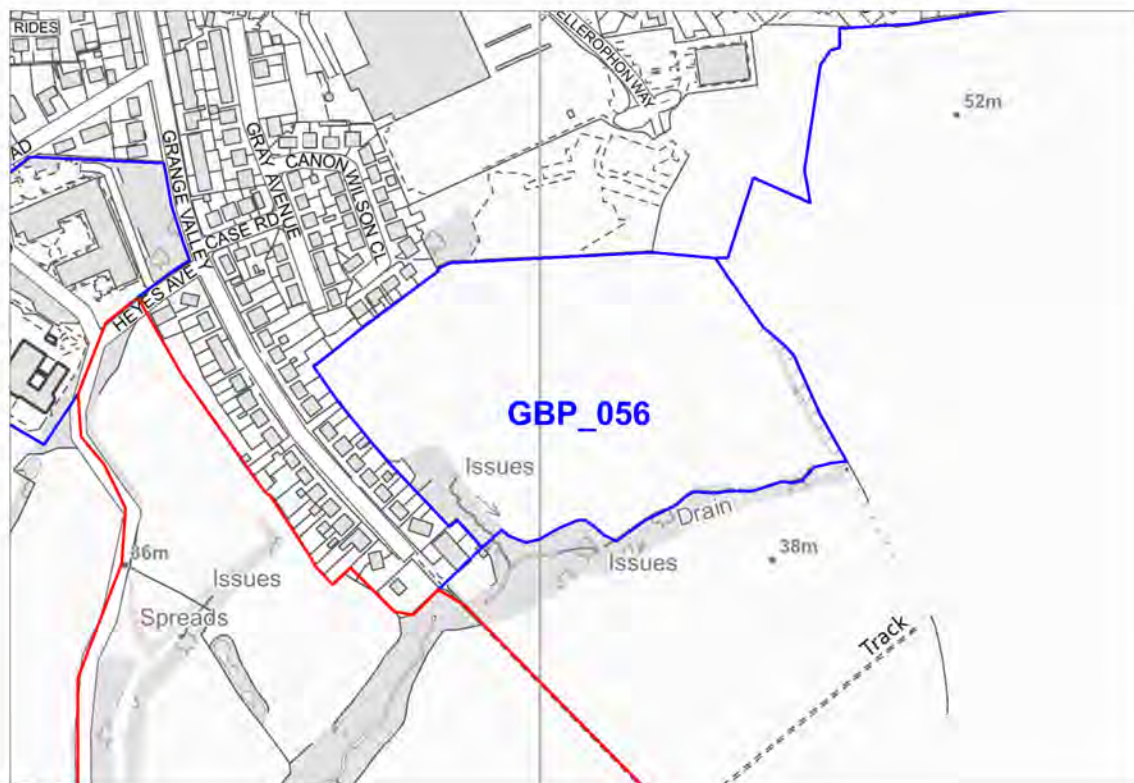
CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>Archaeological mitigation could be required (that may require pre-commencement archaeological works) which would need to be secured by means of a planning condition for any future planning permission.</i> <i>The HSE have advised against residential development on a substantial</i>
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	section of this sub-parcel due to the Essar Pipeline, which has reduced the NDA. The parcel is just outside of a 800m walking distance to a local or district centre. Access may be restricted from the A49 due to queuing on the approach to J23 of the M6 motorway.
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_053_C = 178 units</i>
Developability Score	<i>Good Development Potential – the highway to the north that separates it with sub-parcel GBP_053_B is temporary in nature and very open, and following the Essar buffer line would be unacceptable, as it could lead to unrestricted sprawl and encroachment, and would not be in-line with National policy.</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_056 - Land rear of Tesco Superstore, Haydock
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel - 5.48ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Raised Spoil Heap and the area is Lyme and Wood Pit. Landscape land sensitivity is low, with a medium to high for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel is adjacent to and partially includes a LWS (Cloghe Wood – LWS61) on its southern boundary. MEAS have commented that the parcel is directly north of Clough Wood and grassland LWS, any development of the parcel would need to maintain a buffer with the LWS.</i>
Agricultural Land Quality	<i>Mixed including Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. MEAS advises that this parcel can be allocated with no archaeological work considered necessary.</i>
Flooding	<i>The parcel is located in flood zone 1. However, there are significant surface water issues with this site and the site is often recorded as waterlogged.</i>

Trees and Woodland	<i>Protected woodland to the south west of the parcel and beyond the southern boundary. Therefore, a significant buffer would be required to protect these trees from any development should the parcel come forward for development. No Ancient Woodland.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within or adjoining the parcel.</i>
Minerals	<i>Approximately 75% of the parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development. UU has advised that there is a gravity surface water sewer to the northern boundary of the parcel which would need considering if the parcel were to be removed from the Green Belt and allocated for development. The parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The parcel is within 250m of an active and former landfill site. The parcel is within 250m (approximately 100m) of a known source of contamination. The majority of the parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations. There are also approximately four known mineshafts within the parcel in the north eastern corner.</i>
Air, water and noise pollution	<i>The majority of the parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Residential development and retail uses. Creating access to this parcel would not lead to amenity issues for the wider area.</i>
Any other constraints	<i>The parcel is within 1.2km walking distance of a primary school, and a 40-minute bus drive to the nearest secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is within an 800m safe and convenient walking distance of a district or local centre (Haydock).</i>
Cycling	<i>The parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Haydock).</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>There are access issues with this site. The obvious way to access the site would be from Bellerophon Way, however this land is outside the control of the current owners, so would be reliant on third party land. There is also a planning application in for residential use to the north of the site, and as such any proposed layout would need to include access to this site. Furthermore, there would be issues with cul-de-sac lengths, which may</i>

	<i>mean that an acceptable access could not be provided from this route.</i>
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AVAILABILITY

Ownership	<i>Richard Purser, DPP One Ltd. (Call for Sites form 2013_102)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

Viability Considerations	<i>Parcel lies within EVA Zone 3. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_056 = 5.48ha (the area of the LWS would have to be removed which would reduce the overall number further)</i>
Net Developable Area	<i>GBP_056 = 3.95ha (75%)</i>
Notional Development Capacity	<i>GBP_056 = 138 units (75% net developable area and 35dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>Access to the parcel can only be via land outside the owner's control, which may lead to a time delay in the site coming forward, if at all.</i> <i>A buffer zone would be required around the LWS and protected woodland, which could further reduce the NDA.</i> <i>A gravity surface water sewer runs to the north of the boundary which would need considering if the parcel were to be removed from the Green Belt and allocated for development.</i> <i>There are significant surface water issues, which leaves the parcel waterlogged.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_056 = 138 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_058 - Land south of Station Road, Haydock
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel - 10.63ha



SUITABILITY

Landscape and visual character	<i>The landscape character is identified as 'Broad Rural Slopes' and the area is Sankey Slopes. Land sensitivity and visual sensitivity are both medium to high. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel does not lie close to or contain a SSSI, LWS, Local Geological Site or Nature Reserve. No known protected species and/or habitats on or close to the parcel.</i>
Agricultural Land Quality	<i>Approximately 55% of parcel is not recorded and remaining 45% recorded as mixed including Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset.</i>
Flooding	<i>The parcel lies within flood zone 1. Small amounts of 30, 100 and 1,000-year surface water events recorded but nothing significant. LLFA Comments: At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change</i>

	<i>allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. The easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery.</i>
Trees and Woodland	<i>There are pockets of protected woodland to the west and south of the parcel and a number of individual protected trees within the parcel. The total area of protected woodland is 1.24 hectares, which equates to 11.73% of the parcel. There is no Ancient Woodland within the parcel.</i>
Open Space and Recreation	<i>There is a negligible amount of open space and recreation area designated within the parcel, to the west and parts of the eastern boundary.</i>
Minerals	<i>The entire parcel lies within a proposed coal and clay Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development. UU has advised that there is a main surface water sewer and pressurised trunk main (and associated easement) to the northern boundary of the parcel, that would need considering as part of the site masterplanning process.</i>
Ground conditions	<i>The parcel is not within 250m of an active or former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'High Risk' area of known subsidence from mining, with three mineshafts identified within the parcel.</i>
Air, water and noise pollution	<i>No identified issues.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Residential development. Creating access to this parcel would not lead to amenity issues for the wider area.</i>
Any other constraints	<i>A Public Right of Way (footpath) runs along the western boundary of the parcel. 50% of the parcel is within 800m walking distance to a primary school and the remaining 50% is within 1.2km walking distance. The parcel is in a 40-minute bus drive to the nearest secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is within an 800m safe and convenient walking distance of a district or local centre (Haydock).</i>
Cycling	<i>The parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Haydock).</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Cooper Lane could provide a suitable access into the parcel, but the highway is only partially adopted. This may require a crossroads junction with Quayle Close, or an extension of adopted highway.</i>

	100 dwellings would need a single access only.
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AVAILABILITY

Ownership	<i>Mixed Ownership:</i> • <i>Morston Western Region Properties Limited (Call for Sites form 2013_051)</i> • <i>David Kay, Arrowsmith Homes (Call for Sites form 2008_055)</i> • <i>Eccleston Homes (Call for Sites form 2016_081)</i> • <i>Christopher Leonard and Marguerite Leonard</i>
Existing use	<i>Mixed Uses – Care Home, Apartments, School</i>
Current planning status	<i>Green Belt - as above</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

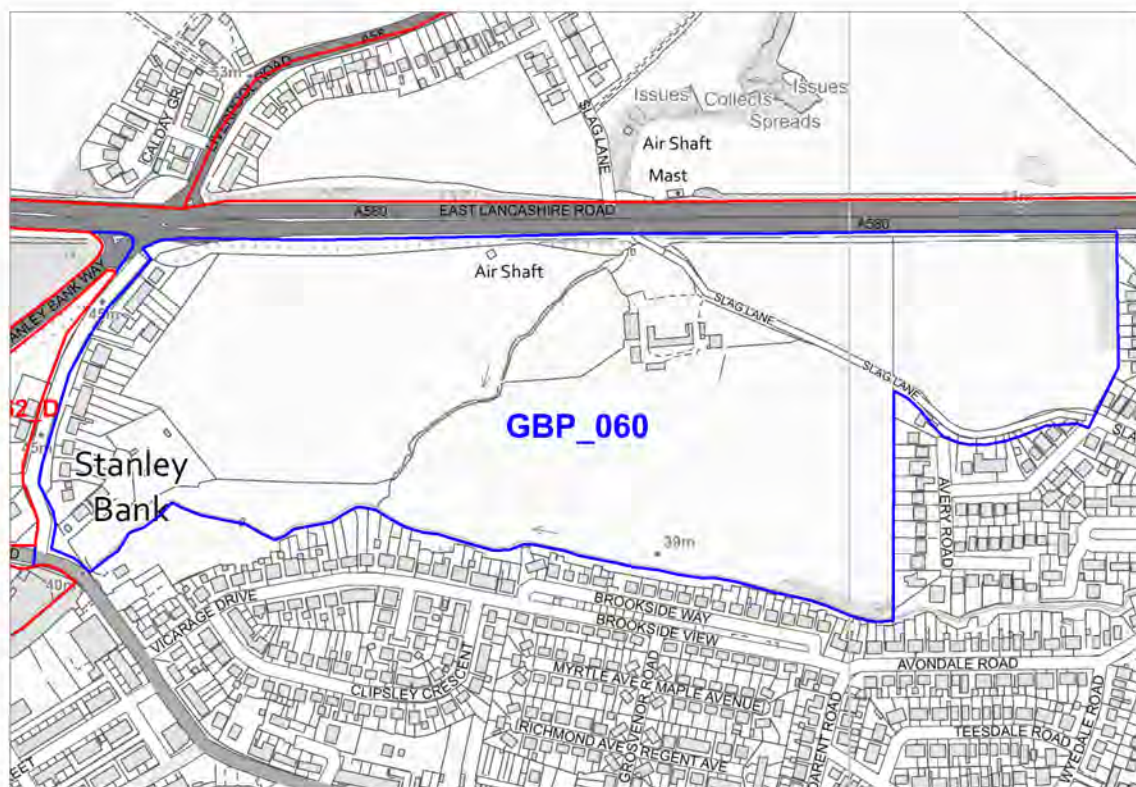
Viability Considerations	<i>Parcel lies within EVA Zone 3. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_058 = 3.68ha (excluding existing built development & buffer, open space and protected woodland)</i>
Net Developable Area	<i>GBP_058 = 2.76ha (75%)</i>
Notional Development Capacity	<i>GBP_058 = 83 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>A significant amount of protected woodland and individual trees are located within the parcel and would need to be taken into consideration.</i> <i>The parcel is in multiple ownership, which may lead to a time delay in the parcel coming forward for development.</i> <i>There are a number of historic mineshafts within the parcel. If development took place on this parcel it would result in a large area of land being removed from Green Belt for only a small residential yield.</i> <i>Visually, if developed the parcel would extend out further into the open countryside then the existing established urban settlement boundary.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_058 = 83 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_060 – Land at Florida Farm (south of A580), Slag Lane, Blackbrook
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel - 24.32ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Broad Rural Slopes and the area is Arch Lane Slopes. Landscape land and visual sensitivity is medium to high. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel does not lie close to or contain a SSSI, LWS, Local Geological Site or Nature Reserve. No comments from MEAS in terms of protected species etc.</i>
Agricultural Land Quality	<i>Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. After concerns were raised by HE in regard to the proximity of a listed building to the site (Pear Tree Farmhouse, Grade II) a HIA was carried out (Ref: GBP_060). The conclusions of which were that national and local policies in relation to heritage, design and landscaping would ensure that any development of this site could be delivered in a manner that avoids or minimises harm to the setting of the nearby listed building. MEAS advises that this parcel contains the following non-designated heritage assets recorded on the Merseyside Historic Environment:</i> <i>MME 8603 – the former route of Stanley Bank Incline, built 1766</i>

	• MME 8605 – the former incline from Gerard's Quay to Pewfall Colliery, c. 1830 • MME 12112 – barn and outbuilding at Florida Farm, mid-19th century, demolished post 2013-15. • MME 16585-16587 Old Coal Pits shown on 1st Edition Ordnance Survey (1850) <i>There is a potential for buried archaeological remains associated with both the coal industry and agriculture to be encountered by development.</i>
Flooding	<i>The majority of the parcel is located in flood zone 1, with just 5.28% located in flood zone 2. There is some surface water flooding recorded as a 30, 100 and 1,000-year event, primarily within the centre, to the south and on the eastern side of the parcel.</i> <i>LLFA Comments:</i> <i>At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. Easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery. High potential to reduce surface water and runoff to nearby watercourses and highways (which result in flood risk downstream).</i> <i>LLFA Design Preference: This parcel has the potential to place ponds, swales and water features to the north west of the development to deal with flood risk, provide attenuation and amenity benefit, similar to development in new bold estate south of the Borough.</i>
Trees and Woodland	<i>There are no TPOs or Ancient Woodland.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within or adjoining the parcel.</i>
Minerals	<i>The entire parcel lies within a proposed coal and clay Mineral Safeguarding Area.</i>
Infrastructure	<i>UU has advised that there is a possibility that an abandoned pipe following the route of the access road to the farm (this would need confirming) runs within the parcel. And should this parcel come forward for development then discharge to a watercourse via Clipsley Brook would be expected before a mains sewer.</i> <i>The parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The parcel is not within 250m of an active or former landfill site.</i> <i>The parcel is not affected by any known sources of contamination.</i> <i>Approximately 75% of the parcel falls within the Coal Authority's 'High Risk' area of known subsidence from the legacy of coal mining operations, with six identified mineshafts on site.</i>
Air, water and noise pollution	<i>No identified issues, however, a junction to the east (East Lancashire Road and Stanley Bank Way) is being monitored for Air Quality Management purposes.</i> <i>The Council's Environmental Health department has commented that there could be potential impacts on residential development along the A580, and that a "stand-off" distance from the road would need to be calculated.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Residential development</i>

	<i>Creating access to this parcel would not lead to amenity issues for the wider area.</i>
Any other constraints	<i>50% of the parcel is within 1.2km walking distance of a primary school, and a 40-minute bus drive to the nearest secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre (approx. 975m to Haydock Local Centre)</i>
Cycling	<i>The parcel just falls outside of a 1 mile safe and convenient cycling radius of a local centre.</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 services an hour in this location, predominantly to and from St. Helens Town Centre.</i> <i>The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>If the parcel were to be allocated, then two access points would be required. A left-in / left-out junction off A580 would be acceptable.</i> <i>Development of the parcel would require a junction off Vicarage Road to cater for all right-turning movements.</i>

AVAILABILITY

Ownership	<i>Mr John Moore, represented by Indigo Planning Ltd (Call for Sites 2014_20)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

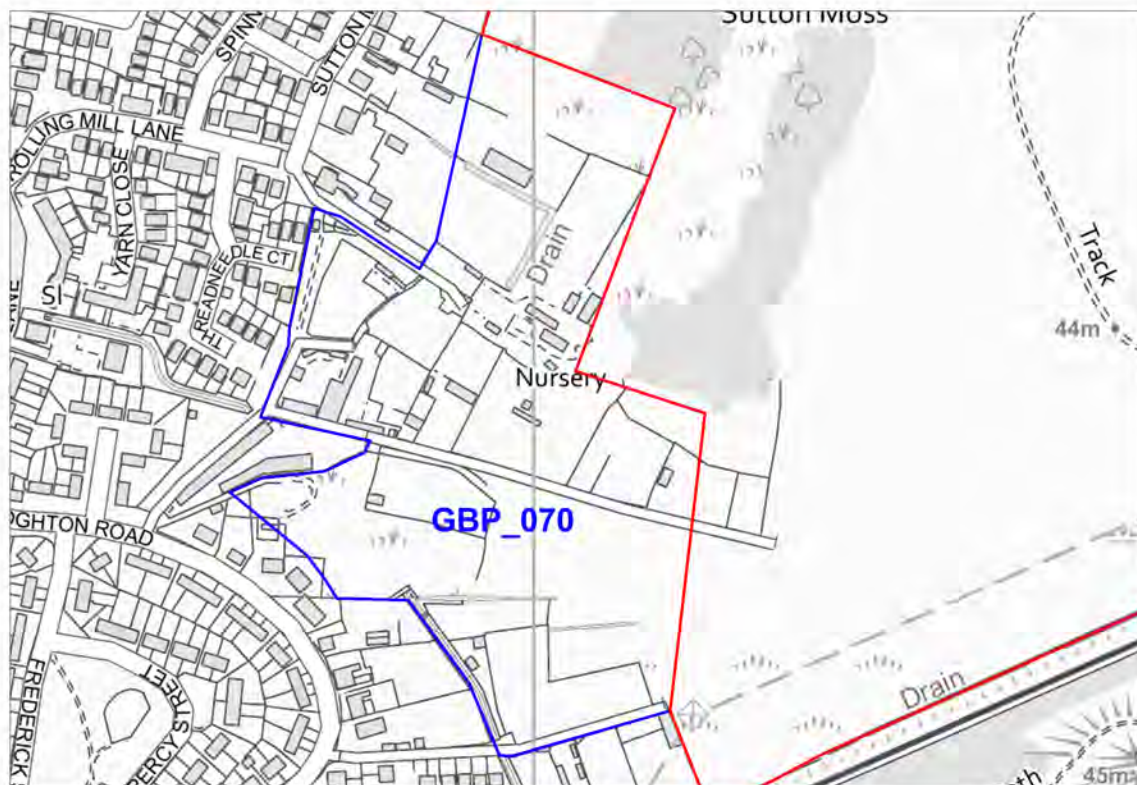
Viability Considerations	<i>The parcel lies within EVA Zone 2 and is considered viable for development. There are a number of mine shafts on site which may need additional ground works. Additional highway improvements may also be required.</i>
Gross Developable Area	<i>GBP_060 = 23.19ha (excluding existing development and associated garden land)</i>
Net Developable Area	<i>GBP_060 = 17.39ha (75%)</i>
Notional Development Capacity	<i>GBP_060 = 522 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>Landscape land and visual sensitivity is medium to high.</i> <i>Archaeological mitigation could be required (which might require pre-commencement archaeological works) which would need to be secured by means of a planning condition for any future planning permission.</i> <i>A potential abandoned pipe following the route of the access road to the farm, would need confirming and could lead to additional ground works. In addition, there are historic mineshafts within the parcel that would also need to be investigated further. Development of the parcel would require a junction off Vicarage Road to cater for all right-turning movements.</i> <i>If the parcel was to come forward for development, then a significant buffer would be required adjacent to the A580 to alleviate noise and air pollution issues for potential new residents. Due to flooding issues in this area, attenuation ponds etc. would be required throughout the site, which could benefit the wider area.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_060 = 522 units</i>
Developability Score	<i>Good Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_070 - Land west of Parr and Sutton
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel - 7.21ha



SUITABILITY

Landscape and visual character	The landscape character type is Raised Soil Heap and the area is Sutton Moss. Landscape land sensitivity is low, with a medium to high for landscape visual sensitivity. The parcel is an irregular shape with intermittent uses and character. Development on this parcel would lead to the enhancement of derelict and previously developed land.
Ecology	The parcel has various ecological designations both adjoining and within its boundary (Colliers Moss Common – LWS96). Parts of the southern section of the parcel are allocated as a nature reserve (26.3%) and a small section to the north is an allocated LWS.
Agricultural Land Quality	Parcel is not recorded.
Heritage Assets	Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. No known archaeological interest.
Flooding	The parcel lies within flood zone 1. Small amounts of 30 and 1,000-year surface water events are recorded to the south of the parcel.

Trees and Woodland	<i>There are no TPOs or Ancient Woodland.</i>
Open Space and Recreation	<i>The sub-parcel lies adjacent to a designated semi-natural green space. There is potential for the sub-parcel to contribute to the enhancement of the Green Infrastructure network.</i>
Minerals	<i>The entire parcel lies within a proposed coal and clay Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development. The parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The parcel is within 250m (approximately 200m) of a former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from mining.</i>
Air, water and noise pollution	<i>No identified issues.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Residential development would be preferable within this parcel, in keeping with surrounding development. Creating access to this parcel would not lead to amenity issues for the wider area.</i>
Any other constraints	<i>A Public Right of Way (footpath) runs through the centre of parcel. There is a walking distance of over 1.2km to the nearest primary school, and the parcel is within a 40-minute bus drive and rail journey to the nearest secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>Part of the parcel is within an 800m safe and convenient walking distance of a district or local centre (Sutton).</i>
Cycling	<i>The parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Sutton).</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 services an hour in this location, predominantly to and from St. Helens Town Centre. The bulk of the parcel is not within 800m walking distance of a train station, however a small section to the west is within this walking distance.</i>
Vehicular Traffic	<i>Access would have to be provided off Sutton Moss Road or Nook Road, both of which are narrow and would need upgrading. Nook Road / Watery Lane junction is also substandard and would need improvements. Access may be available via purchasing a couple of the dwellings on Hoghton Road. Access off Threadneedle Court would be difficult and there maybe ransom strips.</i>

AVAILABILITY

Ownership	<i>Mixed Ownership:</i> <i>Parts unknown as not promoted</i>
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	• C Arkwright (Call for Sites form 2008_001) • R Hunter (Call for Sites form 2008_002) • J Topping (Call for Sites form 2008_003) • D & J Molyneux (Call for Sites form 2008_004) • Mr Kevin Hopkins (Call for Sites form 2013_014)
Existing use	<i>Various uses including boarding kennels & residential development</i>
Current planning status	<i>Green Belt – No relevant planning history other than for above.</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

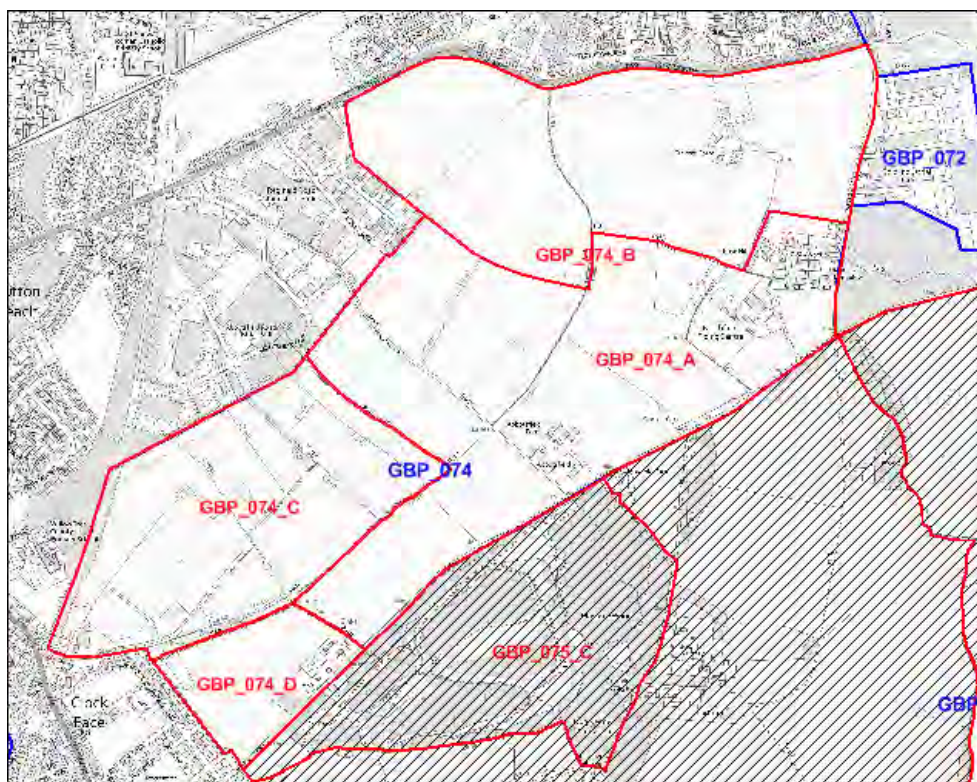
Viability Considerations	<i>Parcel lies within EVA Zone 1 and is considered viable for development. Could be access issues, which may require the purchase of additional dwellings to create better access.</i>
Gross Developable Area	<i>GBP_070 = 7.21ha</i>
Net Developable Area	<i>GBP_070 = 5.4ha (75%)</i>
Notional Development Capacity	<i>GBP_070 = 162 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>There are areas of the parcel which have not been promoted by landowners that would hinder the parcel coming forward for development and the remainder of the parcel is in multiple ownership.</i> <i>Part of the parcel is a designated nature reserve, a buffer zone would need to be created around this area, that would reduce the NDA.</i> <i>There are potential access issues for parts of the parcel due to its irregular shape. Negotiation for some accesses would be with third party owners, which may lead to a time delay in the site coming forward, if at all.</i> <i>There are existing kennels within the parcel which would need to be relocated if the parcel were to come forwards for development, due to potential noise issues etc.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_070 = 162 units</i>
Developability Score	<i>Limited Development Potential – multiple ownerships, with some landowners not promoting and access issues.</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_074 - Land west of Neills Road, and south of Bold, north of Gorsey Lane.
Sub-parcels discounted at stages 1B or 2A	None
Area covered by stage 2B assessment	GBP_074_A – 66.97ha GBP_074_B – 50.4ha GBP_074_C – 37.58ha GBP_074_D – 10.33ha



SUITABILITY

Landscape and visual character	The landscape character type is Floodplain Farmland and the area is Sutton Fringe. Landscape land sensitivity is low, with a low to medium for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site (planning consent has already been approved for residential development on the brownfield site east of sub-parcel GBP_074_D).
Ecology	Sub-parcel GBP_074_C is significantly covered by a LWS (Tunstall's Farm – LWS108). MEAS have commented that great crested newts have recently been recorded within the LWS and it is likely that GCN are present within the surrounding sub-parcels. Water voles are also present within the LWS and are therefore likely within the remaining sub-parcels. A strategic approach to providing aquatic habitat to provide mitigation and compensation for any impacts to these species and to ensure populations are maintained and enhanced is

	required for this parcel as a whole. Linkages to the LWS would be required to ensure populations are not isolated as well as maintaining linkages to the wider landscape. A strategic approach to protecting and mitigating impacts to great crested newts and water voles within these parcels would be useful and would help future planning applications. Protected species surveys would be required at the planning application stage. The Sankey Catchment Partnership advised that should these sub-parcels come forward for development opportunities should be sought to improve the local water vole habitat, which could be achieved by creating reed beds.
Agricultural Land Quality	Grade 3: good to moderate agricultural land.
Heritage Assets	Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. No known archaeological interest.
Flooding	All sub-parcels lie within flood zone 1. Small amounts of 30, 100 and 1,000-year surface water events are recorded but nothing significant.
Trees and Woodland	Small area of protected woodland to the south of sub-parcel GBP_074_A. No Ancient Woodland.
Open Space and Recreation	There is no Open Space or Recreation Areas allocated within the parcel. A small section of parcel GBP_074 adjoins a semi-natural green space to the east. Due to the size and locations of the sub-parcels, there would be opportunities for the parcel as a whole to contribute to the enhancement of the Green Infrastructure network.
Minerals	The majority of the sub-parcels lie outside a Mineral Safeguarding Area, with only central sections of sub-parcel GBP_074_B, and small areas of sub-parcel GBP_074_A falling within the proposed coal and clay mineral safeguarding area.
Infrastructure	The parcel is not affected by any pipeline easements that would restrict development. The parcel is not affected by any known existing or future transport or other infrastructure projects.
Ground conditions	The parcel is not within 250m of an active or former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from mining.
Air, water and noise pollution	A large proportion of the sub-parcels (specifically sub-parcel GBP_074_A – the central belt of this parcel as a whole) are located within a Total Catchment (Zone 3) Groundwater Source Protection Zone. The Council's Environmental Health department has commented that the potential impacts on the surrounding roads would need to be quantified and mitigation put in place should these parcels be allocated for development. In addition, due to the proximity of some of the sub-parcels to the industrial estate there could be potential issues in terms of nuisance from odours and noise.
Hazardous installations	There are no identified issues. The parcel is not located within a Health and Safety Executive consultation zone.
Neighbouring uses	Residential development would be preferable within this parcel, in keeping

	<i>with the bulk of the surrounding development. Creating access to this parcel would not lead to amenity issues for the wider area.</i>
Any other constraints	<i>Various Public Rights of Way (footpaths and bridleway) run throughout the parcel. Majority of sub-parcels fall outside a 1.2km walking distance of a primary school but are within a 40-minute bus route to the nearest secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>Only the northern edge of sub-parcel GBP_074_B is within an 800m safe and convenient walking distance of a district or local centre (Sutton). Due to the size of the sub-parcels a local or district centre could be accommodated as part of the masterplan.</i>
Cycling	<i>The majority of sub-parcel GBP_074_B falls within a 1 mile safe and convenient cycling radius of a local centre (Sutton). However, the remainder of the sub-parcels are not within a 1-mile cycle distance.</i>
Public Transport	<i>The majority of sub-parcels are within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre.</i> <i>Part of sub-parcel GBP_074_B is within 800m walking distance of St. Helens Junction train station.</i>
Vehicular Traffic	<i>If the parcel were to be allocated for development at least 2 accesses would be required. These could be provided off Neills Road and the B5204. It would also require a right-turn ghost island off B5204, but there would be sufficient space to provide this. There is ample land within the parcel to provide a link road through the site.</i> <i>No known capacity issues experienced on surrounding highways.</i>

AVAILABILITY

Ownership	<i>Mixed Ownership:</i> <i>William Fletcher</i> <i>St. Helens Council</i> <i>John David Cotton</i> <i>Helen Shone, Neil Shone, Sue & Thomas Cotterill as trustees for Rachel Shone</i> <i>GMW Property & Machinery Ltd.</i> <i>Margaret & Bernard Grace</i> <i>Austin Carroll, Rita Eccleston, Terence Carroll & Valerie Astbury</i> <i>Andrea Gardam</i> <i>Taylor Wimpey</i> <i>Margaret Greenall</i>
Existing use	<i>Majority is agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>

Use(s) promoted by landowner(s)	<i>Residential</i>
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ACHIEVABILITY

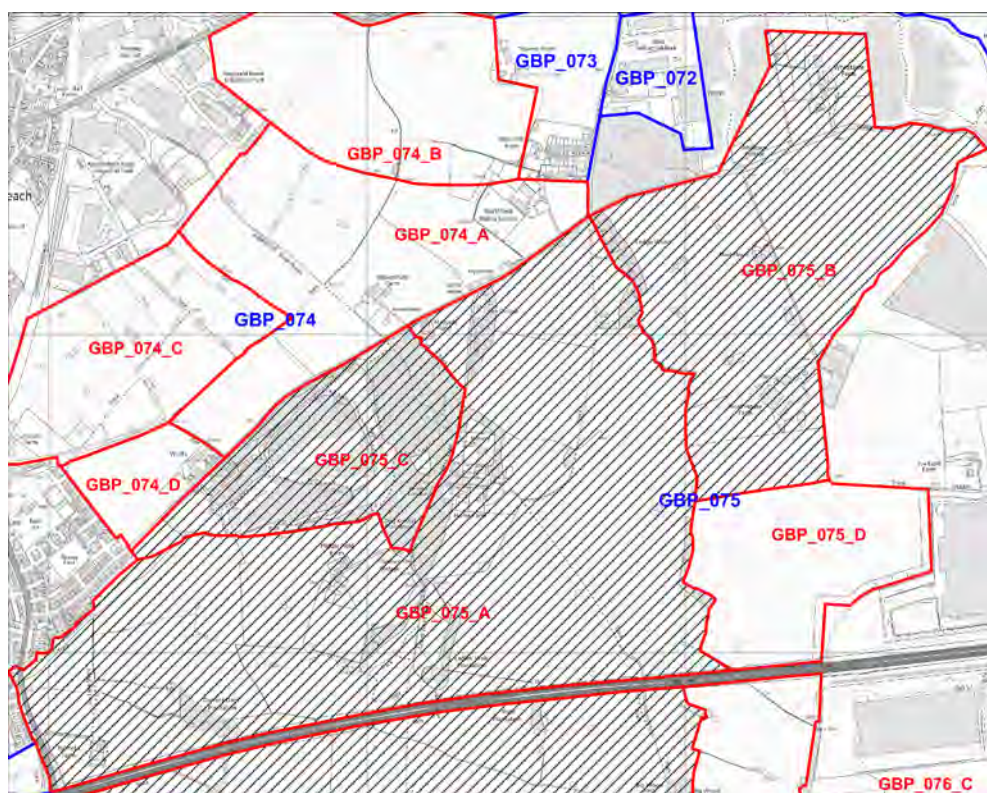
Viability Considerations	<i>Parcel lies within EVA Zone 3. Parcel is considered viable for development. Significant infrastructure would be required to bring the parcel forward.</i>
Gross Developable Area	<i>GBP_074_A, GBP_074_B, GBP_074_C, and GBP_074_D = 132.82ha (excluding existing development, LWS and buffer)</i>
Net Developable Area	<i>GBP_074_A, GBP_074_B, GBP_074_C, and GBP_074_D Total = 99.62ha (75%)</i>
Notional Development Capacity	<i>Cumulatively the sub-parcels would provide - Total = 2,988 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>Sub-parcel GBP_074_C is significantly covered by a LWS (Tunstall's Farm), therefore this area would be removed from the overall developable area and a buffer zone around the site would also be required to prevent harm from potential development.</i> <i>The sub-parcels are not within a walking distance of a local or district centre, however, given the overall size of the parcel any development here would include community and retail facilities etc.</i> <i>There are electricity pylons which run along the north and follow the boundary with the industrial site to the west, however these should not restrict the developability of the site.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>Total = 2,988 units</i>
Developability Score	<i>Good Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_075 – Land north of M62 and south of Gorsey Lane
Sub-parcels discounted at stages 1B or 2A	Sub-parcels GBP_075_A, GBP_075_B and GBP_075_C were discounted at Stage 1B.
Area covered by stage 2B assessment	GBP_075_D, 32.21ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Floodplain Farmland and the area is Clockface Farming. Landscape land and visual sensitivity is medium. Development on this sub-parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The sub-parcel does not lie close to or contain a SSSI, LWS, Local Geological Site or Nature Reserve. No comments from MEAS in terms of protected species etc.</i>
Agricultural Land Quality	<i>Grade 2: very good quality agricultural land.</i>
Heritage Assets	<i>Development of the sub-parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. MEAS commented that the sub-parcel contains the following non-designated heritage assets recorded on the Merseyside Historic Environment:</i> <i>MME 8777 – the former site of Woodside Farm, late 18th century</i> <i>Therefore, there is a potential for buried archaeological remains associated with both the coal industry and agriculture to be encountered by development.</i>
Flooding	<i>The sub-parcel is located in flood zone 1. There is some significant surface water flooding identified/recorded as a 30, 100 and 1,000-year event within the centre and southern sections of the sub-parcel. LLFA Comments: At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate.</i>

	<i>Watercourse / infiltration main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. Easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery. Discussion to be held with neighbouring council on SuDS requirements on linked development.</i>
Trees and Woodland	<i>No TPOs or Ancient Woodland within the sub-parcel, however, the western boundary adjoins protected woodland.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within or adjoining the parcel.</i>
Minerals	<i>The sub-parcel lies outside any proposed Mineral Safeguarding Area.</i>
Infrastructure	<i>A Shell pipeline runs to the north-west of the sub-parcel, the buffer zone covers approximately 50% of the sub-parcel. UU has advised that there is a watercourse adjacent to the western boundary of the site, and UU would expect the developer to explore options to discharge surface water to this watercourse.</i>
Ground conditions	<i>The sub-parcel is not within 250m of an active or former landfill site. The sub-parcel is not affected by any known sources of contamination. The sub-parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>The sub-parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>As the sub-parcel lies within the buffer zone for the Essar Oil (formerly Shell) Pipeline, HSE have advised that the operator (Essar Oil (UK) Ltd.) should be consulted should the sub-parcel be put forward for allocation. Furthermore, due to the proximity of the pipeline it may restrict where buildings can and cannot be constructed on the sub-parcel, including major traffic routes.</i>
Neighbouring uses	<i>Employment development would be preferable within this sub-parcel, in keeping with surrounding development. Creating access to this parcel should not lead to amenity issues for the wider area.</i>
Any other constraints	<i>The sub-parcel is not within a 1-mile radius of a convenience store or supermarket.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcel is not within an 800m safe and convenient walking distance of a district or local centre. Approx. 3.19km (as the crow flies) walking distance to nearest shops (being Marshall's Cross Local Centre).</i>
Cycling	<i>The sub-parcel is not within a 1 mile safe and convenient cycling distance of a district or local centre.</i>
Public Transport	<i>The sub-parcel is not within 400m of a safe and convenient walk to a bus stop. The sub-parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Access off Joy Lane would be difficult due to the narrowness of the route, and as such this would not provide a suitable access into the sub-parcel. It may be possible to provide access off Lockheed Road, but this is likely to require consent of adjacent landowners. Joy Lane is also an unclassified highway. Accessibility of the sub-parcel depends on the sustainable transport infrastructure provided via the neighbouring Omega development. Therefore, access would probably be reliant on third part land. Consultation would also be required with Warrington Council Highways</i>

	<i>department regarding impact on highways within Warrington including junction 8 of the M62, and permission would need to be granted by Warrington Council Highways in terms of connecting to an adopted road etc.</i>
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AVAILABILITY

Ownership	<i>C/O Pegasus Group, Manchester (Call for Sites form 2016_071)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt - no relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Employment</i>

ACHIEVABILITY

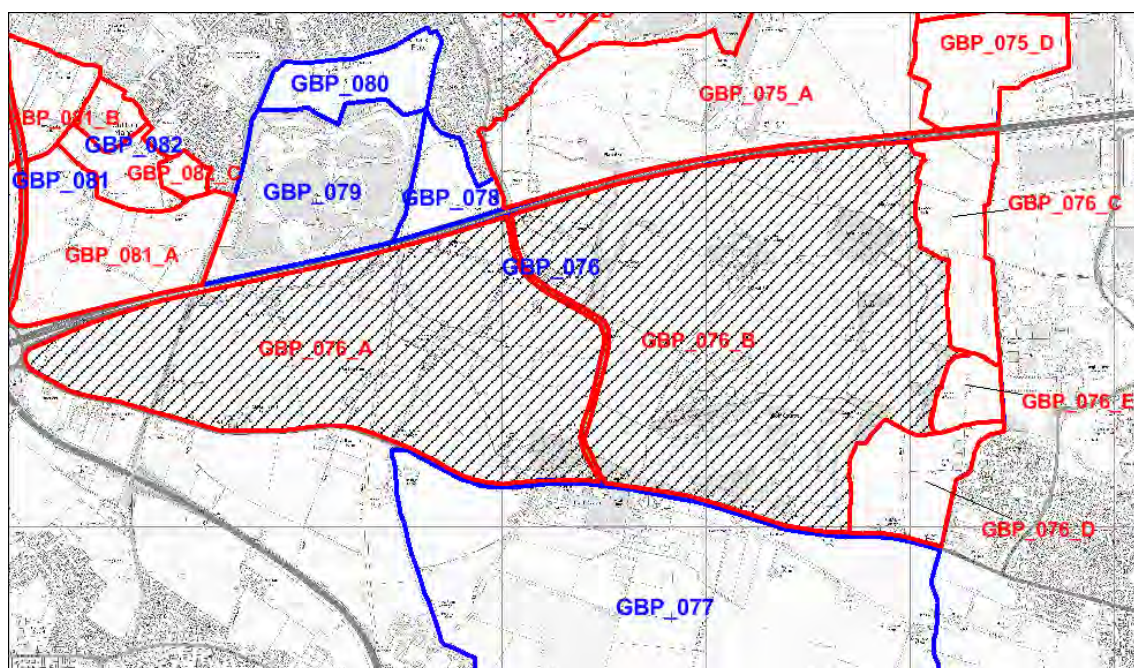
Viability Considerations	<i>Sub-parcel lies within EVA Zone 3. Sub-parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_075_D = 32.21ha</i>
Net Developable Area	<i>As Above</i>
Notional Development Capacity	<i>As Above</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>Access to the sub-parcel would have to be gained through a third party, which may delay the site coming forward. Warrington Council would also need to agree access as the public highway is in their control. Consideration would also need to be taken in terms of the potential impact on junction 8 of the M62.</i> <i>The existing lane would need to be significantly improved, which could then have a potential detrimental impact on the nearby heritage asset.</i> <i>Therefore, there could be issues with deliverability due to the access issues, especially as there is no confirmed access to a public highway.</i> <i>The sub-parcel adjoins protected woodland on its western boundary. As such a suitable buffer zone would need to be provided.</i> <i>Consideration would need to be made in regard to the proximity of the Essar pipeline.</i> <i>Due to the distance from any local residents, the sub-parcel is considered fairly unsustainable.</i>
Preferred use (to be considered in stage 3)	<i>Employment</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_075_D = 32.21ha</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_076 – Land south of M62 and north of A49 Warrington Road
Sub-parcels discounted at stages 1B or 2A	Sub-parcels GBP_076_A and GBP_076_B were discounted at Stage 1B.
Area covered by stage 2B assessment	GBP_076_C – 31.83ha GBP_076_D – 28.68ha GBP_076_E – 10.29ha



SUITABILITY

Landscape and visual character	The landscape character type is Wooded Former Estate and the area is Bold Hall. Landscape land sensitivity is medium to high, with a medium landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.
Ecology	Sub-parcel GBP_076_C contains a negligible section of Booth's Wood, LWS114 (a designated LWS), whilst sub-parcel GBP_076_D adjoins South Park Plantation a further LWS. The sub-parcels do not lie close to or contain a SSSI, Local Geological Site or Nature Reserve. No comments from MEAS in terms of protected species etc.
Agricultural Land Quality	Mixed including Grade 2: very good agricultural land.
Heritage Assets	MEAS have commented that the parcel contains the following non-designated heritage assets recorded on the Merseyside Historic Environment: MME 8654 – the former site of medieval (?) and post-medieval park And as such there is a potential that both buried archaeological features and surviving earthworks associated with the former parks might be encountered by development. It is anticipated that a range of mitigation techniques would be employed on the above sub-parcels, which might include geophysical survey, trial trenching, open-area excavation as well as strip, map and sample. Should any of these sub-parcels require intrusive techniques then it is

	important that at the planning application stage an integrated approach is taken because of other known sensitive environmental receptors. Furthermore, MEAS advises that these sub-parcels would require assessment of their archaeological potential and should therefore not be allocated until such assessment works have been undertaken.
Flooding	Majority of sub-parcels located in flood zone 1, with some small sections falling within flood zone 2. There is surface water flooding identified/recorded as a 30, 100 and 1,000-year event within the sub-parcels. LLFA Comments: At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. Easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery. Discussion to be held with neighbouring council on SuDS requirements on linked development.
Trees and Woodland	Five areas of protected woodland within sub-parcel GBP_076_C, with sub-parcel GBP_076_E adjoining a protected woodland. No Ancient Woodland.
Open Space and Recreation	Sub-parcel GBP_076_D adjoins an outdoor sports area, but no Open Space or Recreation Areas within the sub-parcels. Due to their size, there is the possibility of the sub-parcels contributing to the enhancement of the Green Infrastructure network.
Minerals	The sub-parcels lie outside any proposed Mineral Safeguarding Area.
Infrastructure	A Shell pipeline runs to the west of the sub-parcels and through sub-parcel GBP_076_C, the buffer zone covers approximately 33% of the sub-parcels. UU has advised that a watercourse lies to the north and south of the parcel. Should the sub-parcels be allocated UU would expect any developer to explore options to discharge surface water to these water bodies.
Ground conditions	The sub-parcel GBP_076_E is sited adjacent to a former landfill site. The sub-parcels are not affected by any known sources of contamination. The sub-parcels fall within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.
Air, water and noise pollution	The sub-parcels are located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.
Hazardous installations	The sub-parcels are not located within a Health and Safety Executive (HSE) consultation zone. However, as the Essar Oil (formerly Shell) Pipeline runs through sub-parcel GBP_076_C, and sub-parcel GBP_076_D is within the buffer zone, HSE have advised that as the sub-parcels lie within a consultation distance of a major hazard pipeline the operator (Essar Oil (UK) Ltd.) should be consulted should the sub-parcels be put forward for allocation.
Neighbouring uses	Employment development would be preferable within these sub-parcels, in keeping with surrounding development. Creating access to this parcel should not lead to amenity issues for the wider area.
Any other constraints	Only sub-parcel GBP_076_D is within a mile radius of a convenience store or supermarket.

TRANSPORT ACCESSIBILITY

Walking	The sub-parcels are not within an 800m safe and convenient walking distance of a district or local centre (approx. 3.23km (as the crow flies) from Marshall's Cross Local Centre). Although there may be a closer local or district centre in the neighbouring authority.
Cycling	The sub-parcels are not within a 1 mile safe and convenient cycling distance of a district or local centre.

Public Transport	<i>The sub-parcels are not within 400m of a safe and convenient walk to a bus stop. The sub-parcels are not within 800m walking distance of a train station</i>
Vehicular Traffic	<i>Access would be off Warrington Council's highway network and as such would require their approval. Highways England would also need to be consulted with. J8 on the M62 experiences congestion issues although a highway improvement study is to be undertaken.</i> <i>Accessibility of the sub-parcels depends on the sustainable transport infrastructure provided via the neighbouring Omega development. Therefore, access would probably be reliant on 3rd part land.</i> <i>Consultation would also be required with Warrington Council Highways department regarding impact on highways within Warrington including junction 8 of the M62.</i>

AVAILABILITY

Ownership	<i>Homes and Communities Agency (Call for Sites form 2016_001)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt - no relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Employment</i>

ACHIEVABILITY

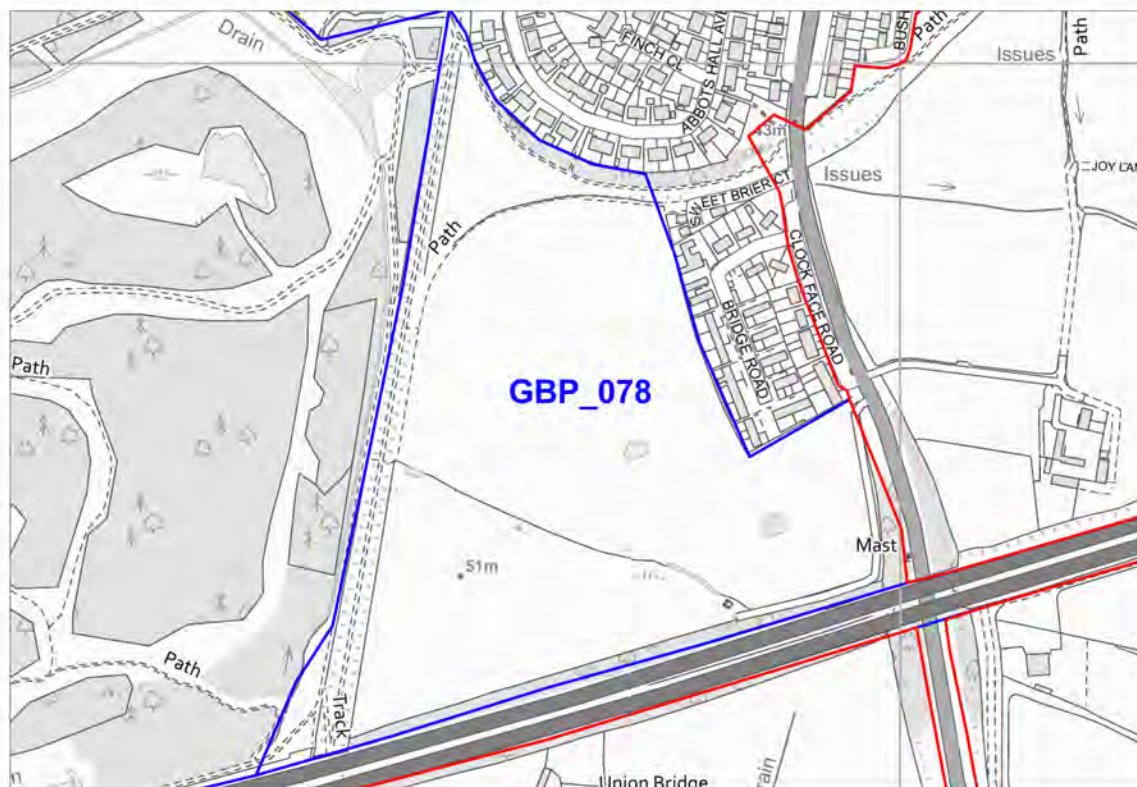
Viability Considerations	<i>Sub-parcels lie within EVA Zone 3. Sub-parcels are considered viable for development.</i>
Gross Developable Area	<i>GBP_076_C = 31.22ha (excluding protected woodland) GBP_076_D = 28.68ha GBP_076_E = 10.29ha</i>
Net Developable Area	<i>As Above</i>
Notional Development Capacity	<i>As Above</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>The sub-parcels have landscape land sensitivity as medium to high. There is a negligible area of protected woodland within sub-parcel GBP_076_C, which would need to be retained, however it would not affect the majority of the site.</i>
Preferred use (to be considered in stage 3)	<i>Employment</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_076_C = 31.22ha GBP_076_D = 28.68ha GBP_076_E = 10.29ha</i>
Developability Score	<i>GBP_076_C - Medium Development Potential GBP_076_D - Limited Development Potential GBP_076_E - Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_078 - Land south of Clock Face, north of the M62
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel - 15.85ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Settled Low Lying Valley and the area is predominantly Clock Face Farming with Sutton to the north. Landscape land and visual sensitivity is mixed with low and low to medium. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel lies adjacent (to the east) of a LWS (Sutton Manor Woodland – LWS120). A buffer zone may need to be incorporated within any scheme to mitigate any potential damage or loss.</i>
Agricultural Land Quality	<i>Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. No known archaeological interest.</i>
Flooding	<i>The parcel lies within flood zone 1. Various amounts of 30, 100 and 1,000-year surface water events recorded but nothing significant.</i>
Trees and Woodland	<i>There are no TPOs or Ancient Woodland.</i>

Open Space and Recreation	A small section of the parcel has a designated semi-natural green space to the north. Due to its location, adjacent to a designated semi-natural green space and LWS, the parcel has the potential to contribute further to the enhancement of the Green Infrastructure network.
Minerals	The entire parcel lies outside a Mineral Safeguarding Area.
Infrastructure	The parcel is not affected by any pipeline easements that would restrict development. UU has advised that there is a water main, sewage pumping mains and easements present on the parcel. These would need to be afforded due consideration should the parcel come forward for development. The parcel is not affected by any known existing or future transport or other infrastructure projects.
Ground conditions	The parcel is not within 250m of an active or former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from mining.
Air, water and noise pollution	Due to its proximity to the M62, the NDA would need to be significantly reduced in order to reduce the impact of noise on any potential development. The site would need noise attenuation measures, in the form of acoustic fencing and/or bund.
Hazardous installations	No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.
Neighbouring uses	Residential development. Creating access to this parcel would not lead to amenity issues for the wider area.
Any other constraints	A number of Public Rights of Way (footpaths) run through the parcel (north and western boundaries). The parcel just falls outside a 1.2km walking distance to a primary school (1.4km). The parcel lies within a 40-minute bus journey of the nearest secondary school.

TRANSPORT ACCESSIBILITY

Walking	The parcel is not within an 800m safe and convenient walking distance of a district or local centre (approx. 1.6km from Marshalls Cross Local Centre). However, the parcel is within an 800m walking distance of a convenience store and a post office.
Cycling	The parcel is not within a 1 mile safe and convenient cycling distance of a district or local centre.
Public Transport	The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.
Vehicular Traffic	Access would be possible off Clock Face Road but would need to be supported by the extension of the 30mph speed limit past the access junction. If allocated for development, it is likely that a ghost island, right turn into site would be required; the highway is of sufficient width to provide this. However, development may be restricted due to acceptable cul-de-sac

	lengths if only one access could be provided. None of the junctions surrounding the site appear to experience congestion issues.
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AVAILABILITY

Ownership	<i>Alexander Critchley (Call for Sites form 2011_015)</i>
Existing use	<i>Agricultural Land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

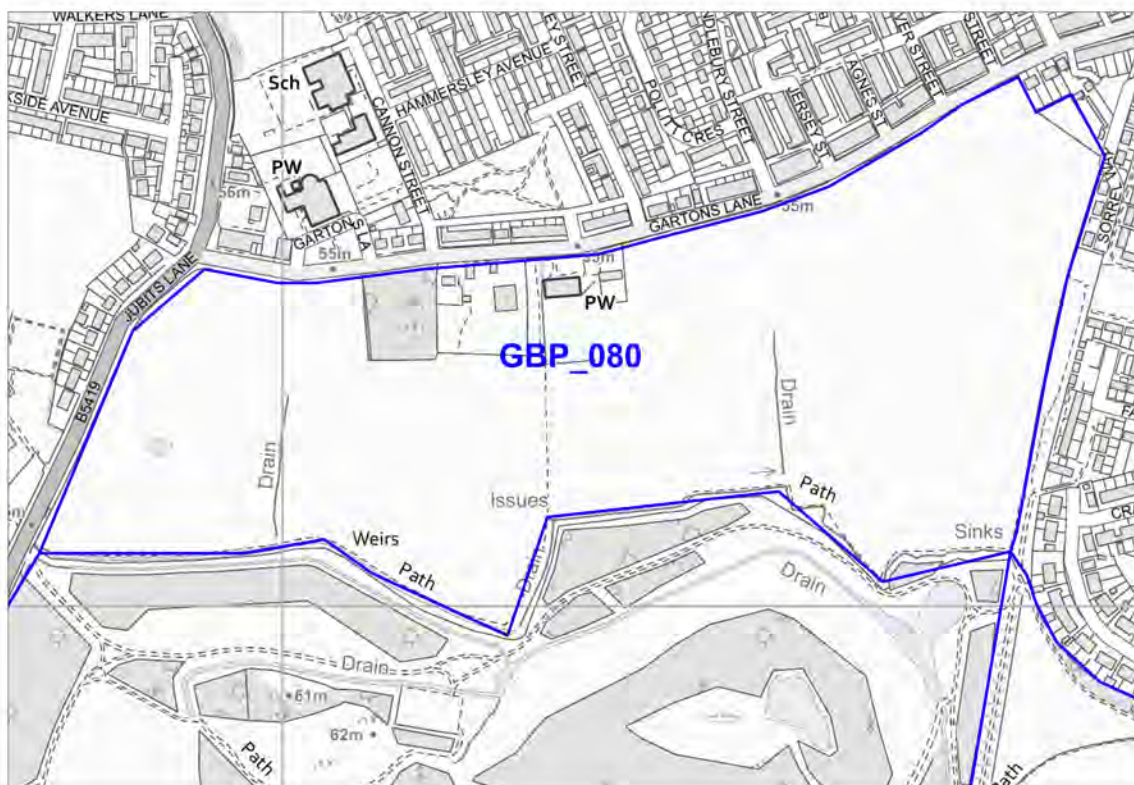
Viability Considerations	<i>The parcel lies within EVA Zone 3. The parcel is considered viable for development. However, due to its proximity with the M62 there could be costs involved in regard to noise attenuation measures.</i>
Gross Developable Area	<i>GBP_078 = 5ha (excluding designated open space and noise buffer from M62)</i>
Net Developable Area	<i>GBP_078 = 3.75ha (75%)</i>
Notional Development Capacity	<i>GBP_078 = 113 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>A buffer zone would be required around the adjacent LWS. Additionally, the designated semi-natural green space to the north would also need to be retained.</i> <i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre.</i> <i>Similarly, the parcel is approximately 1.4km from the nearest primary school.</i> <i>A water main, sewage pumping mains and easements are present within parcel, which would need to be taken into consideration at planning application stage should the parcel come forward as an allocation.</i> <i>The NDA has been significantly reduced due to the proximity of the M62 and the need for noise attenuation in this location.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_078 = 113 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_080 - Land South of Gartons Lane and former St. Theresa's Social Club, Gartons Lane, Bold
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel - 22.32ha



SUITABILITY

Landscape and visual character	The landscape character type is Raised Fringe Settlement (including a small strip of Raised Spoil Heap on the southern boundary) and the area is Sutton. Landscape land sensitivity is low to medium, with a medium for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.
Ecology	The parcel lies adjacent (to the north) of an LWS (Sutton Manor Woodland – LWS120). A buffer zone may need to be incorporated within any scheme to mitigate any potential damage or loss. The Sankey Catchment Partnership advised that should development take place on this parcel then development should seek to include reed beds to protect and enhance the water vole population and look to optimise the existing wetland to the south of the site.
Agricultural Land Quality	Grade 3: good to moderate agricultural land.
Heritage Assets	Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. MEAS advises that this parcel can be allocated with no archaeological work considered necessary.

Flooding	<i>The parcel lies within flood zone 1. Small amounts of 30, 100 and 1,000-year surface water events are recorded but nothing significant, other than the south-eastern corner of the parcel adjacent to the LWS.</i>
Trees and Woodland	<i>No TPOs or Ancient Woodland within the parcel.</i>
Open Space and Recreation	<i>The parcel adjoins a semi-natural green space to the south and an outdoor sports facility to the west. There would be opportunities for the parcel to contribute to the enhancement of the Green Infrastructure network.</i>
Minerals	<i>The majority of the parcel lies within a proposed coal and clay Mineral Safeguarding Area, with only a small section to the south-east of the parcel lying outside of the proposed mineral safeguarding area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development. UU has advised that watercourses lie to the south of the site - discharge to these should be considered before mains sewer if the parcel were to be removed from the Green Belt and allocated for development. The parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The parcel is not within 250m of an active or former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from mining.</i>
Air, water and noise pollution	<i>No identified issues.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Residential development would be preferable within this parcel, in keeping with surrounding development. Creating access to this parcel would not lead to amenity issues for the wider area.</i>
Any other constraints	<i>A Public Right of Way (footpath) runs through the centre of the parcel with a bridleway on the southern boundary. The majority of the parcel is within an 800m walking distance of a primary school, and within a 40-minute bus journey to the nearest secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is just within an 800m safe and convenient walking distance of a district or local centre.</i>
Cycling	<i>The parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Clock Face).</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Safe vehicular access could be provided from Gartons Lane and the B5419. Development of the site could help to better access the Bold Forest</i>

	<i>Park.</i>
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AVAILABILITY

Ownership	<i>Taylor Wimpey, represented by Lichfields (Call for Sites form 2013_067, 2016_023)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential Use</i>

ACHIEVABILITY

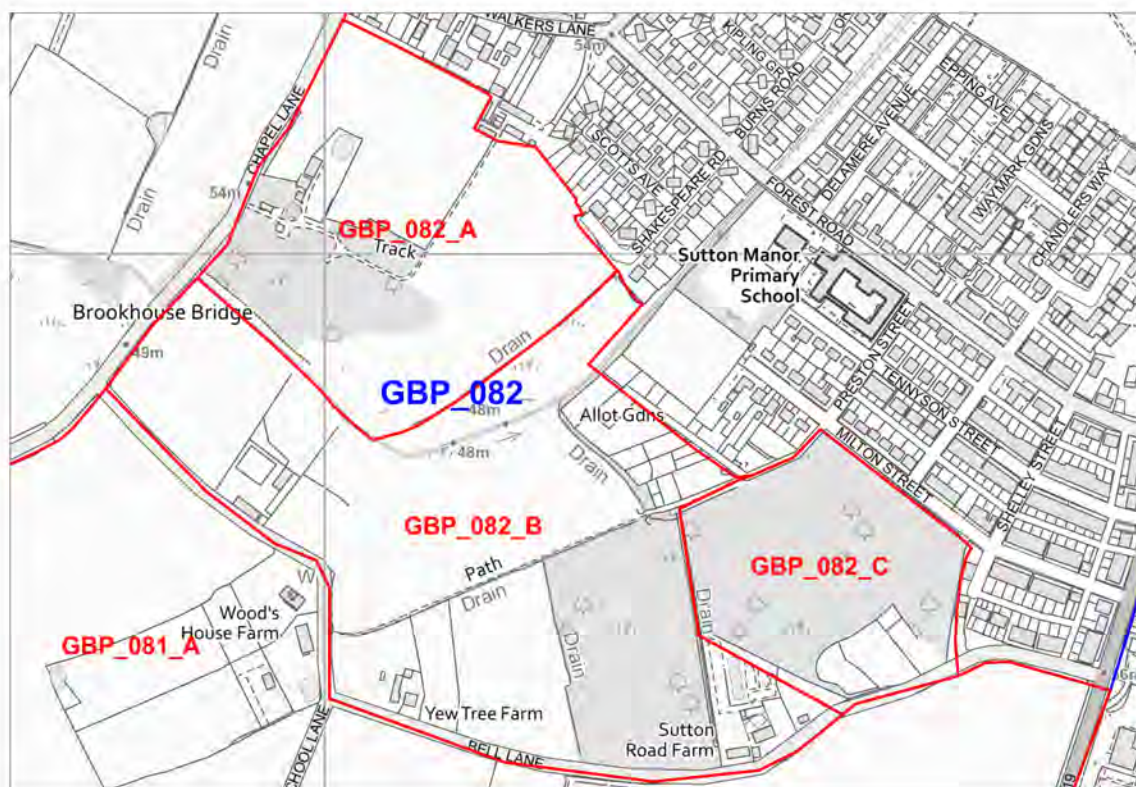
Viability Considerations	<i>Parcel lies within EVA Zone 3. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_080 = 21.67ha (excluding St. Michael & All Angels Church)</i>
Net Developable Area	<i>GBP_080 = 16.25ha (75%)</i>
Notional Development Capacity	<i>GBP_080 = 569 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>A buffer zone may need to be incorporated within any scheme to mitigate any potential damage or loss to the adjacent LWS. Some surface water flooding which may need additional work.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_080 = 556 units</i>
Developability Score	<i>Good Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_082 - Land south of Sutton Manor, east of Chapel Lane
Sub-parcels discounted at stages 1B or 2A	None
Area covered by stage 2B assessment	GBP_082_A – 7.33ha GBP_082_B – 13.64ha GBP_082_C – 4.1ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Floodplain Farmland and the area is Sutton Manor Fringe. Landscape land and visual sensitivity is low to medium. Development on these sub-parcels would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>Pendlebury Brook (LWS112) a designated LWS, divides sub-parcels GBP_082_A and GBP_082_B. MEAS have advised that the woodland / scrub area within sub-parcel GBP_082_A should be retained as it provides a habitat corridor to LWS (Pendlebury Brook). MEAS also commented that the parcel is currently regenerating willow scrub and grassland which may have botanical and invertebrate value and provide breeding bird habitat. An Ecological Appraisal would be required with any future planning application should the parcel come forward for development.</i>
Agricultural Land Quality	<i>Grade 3: good to moderate agricultural land (approximately 10% not recorded).</i>
Heritage Assets	<i>There is a heritage asset (listed building) to the south of sub-parcel GBP_082_B, development of the sub-parcel may lead to harm to the character, appearance or setting of the building.</i>

	<i>In addition, sub-parcel GBP_082_A falls within an Ancient Schedule Monument (ASM) buffer zone, and similarly any development of the sub-parcel, would have to take this heritage asset into consideration. However, due to the distance involved and the built development between this sub-parcel and the ASM it is not considered to be a potential problem. MEAS advises that this parcel can be allocated with no archaeological work considered necessary.</i>
Flooding	<i>Only 3.5% of sub-parcel GBP_082_B lies within flood zone 2 and 2.6% lies within flood zone 3. Small parts of the parcel fall within 30, 100 and 1,000-year surface water areas, with the most significant surface water flooding event experienced in sub-parcel GBP_082_C and GBP_082_B adjacent to Bell Lane. Due to flooding issues in the past the Council have carried out extensive flood attenuation schemes in that area, therefore any development coming forward would have to retain surface water.</i> <i>LLFA Comments:</i> <i>All sites would require full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. Easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery. Currently on sub-parcel GBP_082_A there are storage attenuation and drainage lines to the east of the development which links to another development, this must not be altered or connected to for the new development. No housing should be built on the existing drainage scheme and it should be accessible for maintenance.</i>
Trees and Woodland	<i>Small strip of protected woodland on the north-western boundary within sub-parcel GBP_082_A. No Ancient Woodland.</i>
Open Space and Recreation	<i>Sub-parcel GBP_082_B contains a small area designated as allotments, mid-north of the sub-parcel.</i> <i>The Open Space Assessment Report (June 2016) states that although the provision of allotments for the borough is above the national average, waiting list numbers suggest that continuing measures should be made to provide additional plots in the future where possible.</i> <i>Therefore, if this sub-parcel were to come forward as an allocation for development, the allotments should be retained, or replacement provision should be made.</i>
Minerals	<i>The entire parcel lies within a proposed coal and clay Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development.</i> <i>UU has advised that as Sankey Brook lies to the south east and south west of the parcel discharge to the watercourse would be expected before a mains sewer, should any of these sub-parcels come forward for development. A combined sewer also runs through the parcel.</i> <i>The parcel as a whole is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The parcel as a whole is not within 250m of an active or former landfill site.</i> <i>The parcel as a whole is not affected by any known sources of contamination.</i> <i>The majority of the parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from mining, however a small area in the western corner falls within the Coal Authority's 'High Risk' area.</i>

Air, water and noise pollution	<i>There are no identified issues.</i>
Hazardous installations	<i>There are no identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Residential development. Creating access to these sub-parcels would not lead to amenity issues for the wider area.</i>
Any other constraints	<i>A Public Right of Way (footpath) runs through the centre of sub-parcel GBP_082_B, and to the north of sub-parcel GBP_082_C. Sub-parcels GBP_082_A and GBP_082_B lie within 1.2km walking distance of the nearest primary school, and sub-parcel GBP_082_C is within a 400m walking distance of a primary school. The parcel is within a 40-minute bus drive to the nearest secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel as a whole is not within an 800m safe and convenient walking distance of a district or local centre (approx. 1.6km from Marshalls Cross Local Centre). However, the parcel lies within 800m walking distance of a convenience store.</i>
Cycling	<i>Majority of the parcel is not within a 1 mile safe and convenient cycling distance of a district or local centre, only the south-eastern side is within the radius of Clock Face local centre.</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>GBP_082_A – this sub-parcel could be accessed via either Chapel Lane or Shakespeare Road. There could possibly be a ransom strip on Shakespeare Road. Shakespeare Road is 5.5m in width with 2m footways on either side, but the existing cul-de-sac is 141m in length, leaving only 80m for a potential new road. Chapel Lane is 5m in width and has a footway on only one side, both of which would likely need widening. Chapel Lane is adopted along its length and would be considered suitable to access a limited number of dwellings.</i> <i>GBP_082_B - has highway frontage with Chapel Lane and the farm access track. The farm access track is unadopted and unlikely to be built to adoptable standards, so wouldn't be considered suitable for access. Access could possibly be obtained via Chapel Lane but would also be restricted by the maximum cul-de-sac length, which may restrict the number of dwellings that could be accessed.</i> <i>For GBP_082_A and GBP_082_B, it would be worth looking at pedestrian links across the Linkway to connect to Rainhill High School.</i> <i>GBP_082_C - if the sub-parcel were to be designated only a single access would be required. Bell Lane is very narrow and only wide enough for one vehicle so without improvement wouldn't be acceptable for anything more than an emergency access.</i> <i>Alternative access to the sub-parcel would be off Milton Street, which is more appropriate. Adequate separation distances could be achieved</i>

	<i>between junctions to enable access and good visibility splays, provided it is planned properly.</i>
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AVAILABILITY

Ownership	<i>Mixed Ownership:</i> <i>GBP_082_A - Mr George Haslam, represented by Kingsland Strategic Estates Ltd (Call for Sites Form 2016_052)</i> <i>GBP_082_B – part Mr F. McMahon, represented by Nathaniel Lichfields & Partners (Call for Sites form 2013_052)</i> <i>GBP_082_C - Bell Lane Plots - numerous ownerships</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential</i> <i>Some land has not been promoted by landowners</i>

ACHIEVABILITY

Viability Considerations	<i>The sub-parcels lie within EVA Zone 3, therefore are considered viable for development.</i>
Gross Developable Area	<i>GBP_082_A – 5.04ha (excluding protected woodland)</i> <i>GBP_082_B – 13ha (excluding flood zone 3)</i> <i>GBP_082_C – 4.1ha</i>
Net Developable Area	<i>GBP_082_A – 3.78ha (75%)</i> <i>GBP_082_B – 9.8ha (75%)</i> <i>GBP_082_C – 3ha (75%)</i>
Notional Development Capacity	<i>GBP_082_A – 113 units (75% net developable area and 30dph)</i> <i>GBP_082_B – 293 units (75% net developable area and 30dph)</i> <i>GBP_082_C – 92 units (75% net developable area and 30dph)</i>

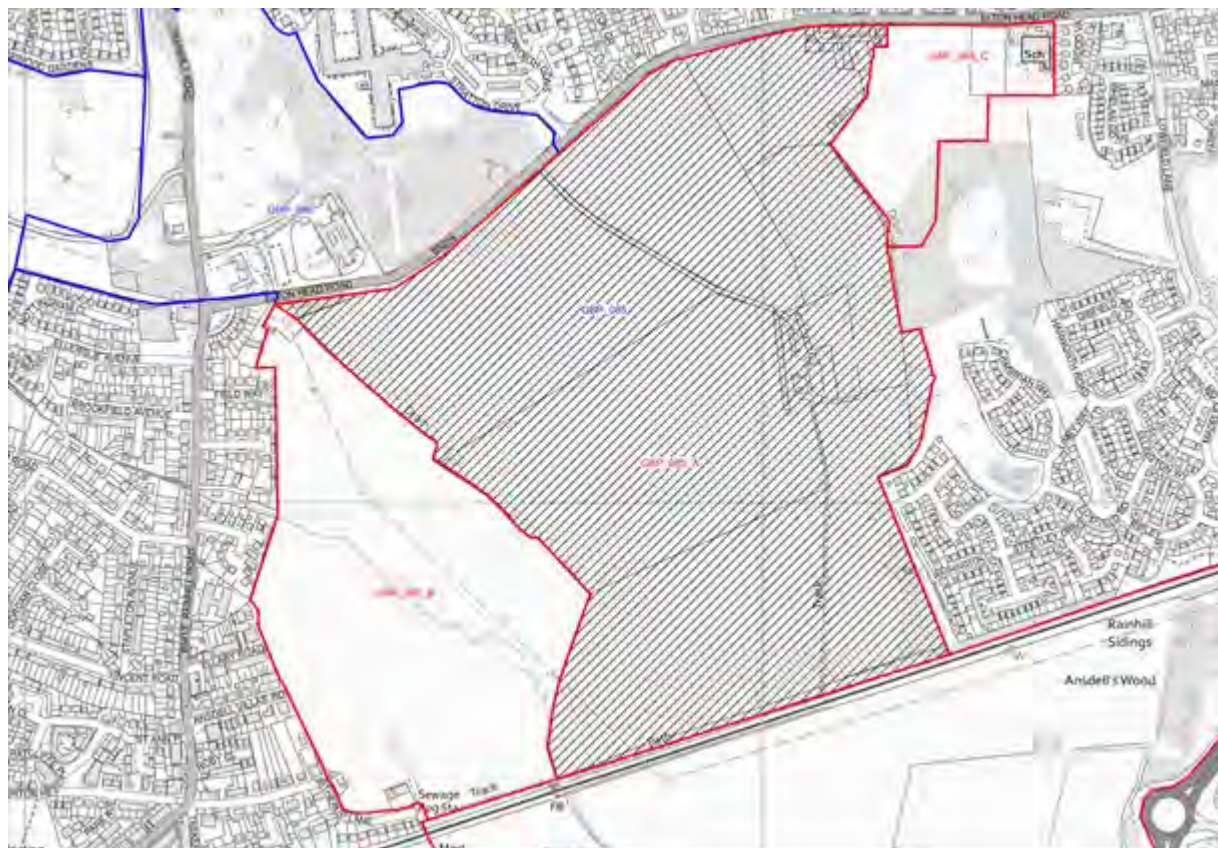
CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<u><i>GBP_082_A</i></u> <i>The sub-parcel lies within a Schedule Ancient Monument buffer zone, however MEAS nor the Council's Conservation Officer have raised no concerns regarding the proximity of this site with the ancient scheduled monument. There is an area of protected woodland which would need to be taken into consideration should the sub-parcel be designated for development, including an appropriate buffer.</i> <i>Highways to access the site would need widening to facilitate development.</i> <u><i>GBP_082_B</i></u> <i>Only a small section of the sub-parcel has been promoted by the landowner and could potentially be in the ownership of a number of</i>
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	landowners. The existing allotments within the sub-parcel would have to be retained or replaced. Significant works have been carried out in this area by the Council's Flood Risk Engineers, and therefore any development would need to ensure that this work is not compromised. <u>GBP_082_C</u> The sub-parcel is in the ownership of a number of landowners that may lead to a time delay in the sub-parcel coming forward, if at all. A masterplan would be required for the whole site to ensure development came through as one and not piecemeal development here and there. An Ecological Appraisal would be required with any future planning application, as an LWS runs through the parcel, which would also require protection and a buffer zone. A combined sewer passes through the parcel. The parcel is not within an 800m walking distance of a local or district centre.
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	GBP_082_A – 113 units GBP_082_B – 293 units GBP_082_C – 92 units
Developability Score	GBP_082_A – Medium Development Potential GBP_082_B – Limited Development Potential GBP_082_C – Limited Development Potential

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_085 – Land to the east of Rainhill Road, Rainhill.
Sub-parcels discounted at stages 1B or 2A	GBP_085_A, discounted at stage 1b
Area covered by stage 2B assessment	Sub-parcel GBP_085_B (carried out on a separate proforma to sub-parcel GBP_085_C as they no longer adjoin each other) – 19.22ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Edge Farmland and the area is Elton Head Hall Farm. Landscape land sensitivity is medium, with a medium to high for landscape visual sensitivity. Development on this sub-parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>Pendlebury Brook (LWS112) a designated LWS runs through the sub-parcel. MEAS have advised that as water voles are present within the brook a minimum 5m buffer from top of brook banks would need to be maintained. Methods to enhance the brook corridor and implementation of SUDS to provide wetland features to complement the LWS would need to be investigated and form part of any development proposal.</i>
Agricultural Land Quality	<i>Mixed including Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>Development of the sub-parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. No known archaeological interest.</i>
Flooding	<i>19.75% of the sub-parcel falls within flood zone 2, and 7.65% falls within flood zone 3.</i>

	<i>Sections of the sub-parcel fall within 30, 100 and 1,000-year surface water areas, with the most significant surface water recorded as 30 and 1,000-year flooding experienced along Pendlebury Brook.</i>
Trees and Woodland	<i>There are no TPOs or Ancient Woodland.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within or immediately adjacent to the sub-parcel.</i>
Minerals	<i>The entire sub-parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	<i>The sub-parcel is not affected by any pipeline easements that would restrict development. UU has advised that there are surface water sewers, pressurised trunk mains, the Norton Prescott Aqueduct, and the Vyrnwy Aqueduct (large pressurised treated water mains) and associated easements running through the sub-parcel, which would need to be considered if the sub-parcel were to be removed from Green Belt and allocated for development. The Sankey Brook passes through the site and UU would expect any potential developer to explore options to discharge to this before agreeing discharge to the public sewer. The sub-parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The sub-parcel is within 250m (approximately 195m) of a former landfill site. The sub-parcel is not affected by any known sources of contamination. The sub-parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from mining.</i>
Air, water and noise pollution	<i>The sub-parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>No identified issues. The sub-parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Residential development would be preferable within this sub-parcel, in keeping with surrounding development. Creating access to this sub-parcel may lead to amenity issues for the wider area as there are congestion concerns in the surrounding locality.</i>
Any other constraints	<i>A Public Right of Way (footpath) runs to the south of the sub-parcel. The sub-parcel is within a 1.2km walking distance of the nearest primary school, and a 40-minute bus journey to the nearest secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The south-western section of the sub-parcel is within an 800m safe and convenient walking distance of a district or local centre.</i>
Cycling	<i>The sub-parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Rainhill).</i>
Public Transport	<i>The sub-parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 services an hour in this location, predominantly to and from St. Helens Town Centre. The south-western side of the sub-parcel is within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Issues with vehicular access should the whole sub-parcel be allocated for development. For a sub-parcel this size two access would have to be provided. Ritherup Road is not fully adopted, so no access could be provided off here. Ansdell Villas Road appears to have a ransom strip which would restrict access off here. Therefore, the only suitable access would be from Ellaby Road, which would restrict the number of dwellings that could be brought forward on the site. There are also concerns regarding highway congestion. Rainhill experiences junction capacity issues in a number of locations, including Rainhill Road / Warrington Road junction, and there is no scope for</i>

	<i>improvement at this junction.</i>
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AVAILABILITY

Ownership	<i>Mixed Ownership:</i> <i>Truchot Trustees Ltd. represented by Meller Braggins (Call for Sites form 2013_074)</i> <i>St. Helens Council own a strip of land off Elton Road (providing potential access)</i>
Existing use	<i>Agricultural Land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

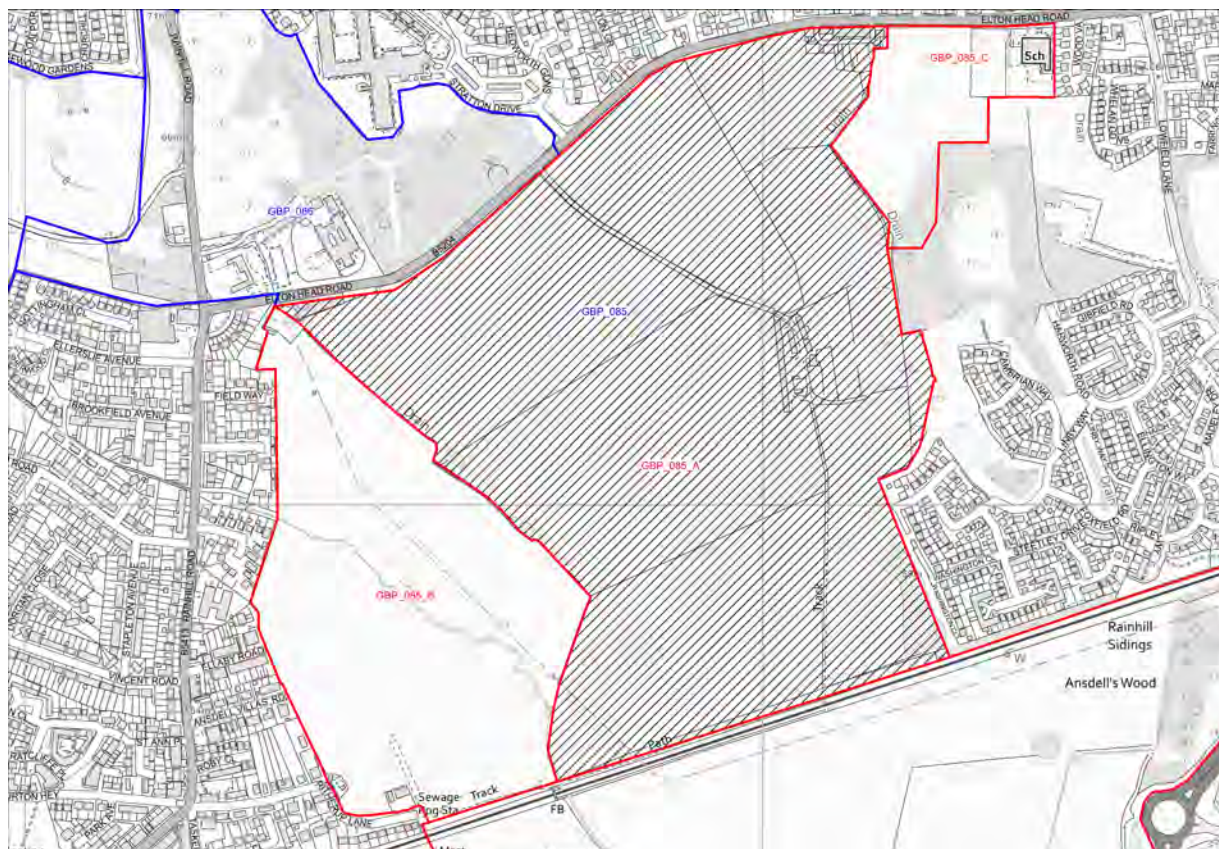
Viability Considerations	<i>The sub-parcel lies within EVA Zone 4. The sub-parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_085_B = 17.94ha (excluding flood zone 3)</i>
Net Developable Area	<i>GBP_085_B = 13.5ha (75%)</i>
Notional Development Capacity	<i>GBP_085_B = 404 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>The sub-parcel scores a medium to high on landscape visual sensitivity.</i> <i>Pendlebury Brook a designated LWS runs through the centre of the sub-parcel. Methods to enhance the brook corridor and implementation of SUDS to provide wetland features to complement the LWS would need to be investigated and form part of any development proposal.</i> <i>There are surface water sewers, pressurised trunk mains, the Norton Prescott Aqueduct, and the Vyrnwy Aqueduct (large pressurised treated water mains) and associated easements running through the sub-parcel, which would need to be considered at planning application stage.</i> <i>Various highway and access issues with this sub-parcel. Two accesses would need to be provided and there is little scope to bring these access points forward. In order to allow any development of this sub-parcel the area would need to be reduced considerably.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_085_B = 404 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	<i>GBP_085 – Land south of Elton Head Road, adjacent to St. John Vianney Catholic Primary School.</i>
Sub-parcels discounted at stages 1B or 2A	<i>GBP_085_A, discounted at stage 1b</i>
Area covered by stage 2B assessment	<i>Sub-parcel GBP_085_C</i> (carried out on a separate proforma from sub-parcel GBP_085_B as they no longer adjoin each other) – 4.82ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is predominantly Edge Farmland and the area is Elton Head Hall Farm. Landscape land sensitivity is medium, with a Medium to High for landscape visual sensitivity. Development on this sub-parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The sub-parcel is not adjacent to an allocated ecological site. However, MEAS have commented that any development should retain S41 Priority Habitats woodland and grassland, south of this sub-parcel.</i>
Agricultural Land Quality	<i>Mixed including Grade 3: good to moderate agricultural land (excluding school).</i>
Heritage Assets	<i>Development of the sub-parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. No known archaeological interest.</i>
Flooding	<i>The sub-parcel lies within flood zone 1. Small amounts of 30, 100 and 1,000-</i>

	<i>year surface water events are recorded but nothing significant.</i>
Trees and Woodland	<i>There are no TPOs or Ancient Woodland.</i>
Open Space and Recreation	<i>Part of the sub-parcel encompasses a designated outdoor sports area which is associated with the primary school within the sub-parcel.</i>
Minerals	<i>The entire sub-parcel lies within a proposed coal and clay Mineral Safeguarding Area.</i>
Infrastructure	<i>The sub-parcel is not affected by any pipeline easements that would restrict development. UU has advised that gravity surface water sewers run along the western side of the site which would need to be considered as part of any masterplanning for the sub-parcel, should this parcel come forward for development. The sub-parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The sub-parcel is within 250m (approximately 230m) of a former landfill site. The sub-parcel is not affected by any known sources of contamination. The sub-parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from mining.</i>
Air, water and noise pollution	<i>There are no identified issues.</i>
Hazardous installations	<i>There are no identified issues. The sub-parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Residential development would be preferable within this sub-parcel, in keeping with surrounding development. Creating access to this sub-parcel would not lead to amenity issues for the wider area.</i>
Any other constraints	<i>There is a primary school within the sub-parcel and a further primary school within 800m walking distance. The sub-parcel is also within a 40-minute bus journey to the nearest secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcel is not within an 800m safe and convenient walking distance of a district or local centre. Approx. 1.10km walking distance to nearest shops (being Thatto Heath). However, there is a Co-op convenience store within 250m walking distance of the sub-parcel for day to day supplies.</i>
Cycling	<i>The majority of the sub-parcel (to the north) falls within a 1 mile safe and convenient cycling radius of a local centre (Sutton Heath).</i>
Public Transport	<i>The sub-parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The sub-parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Any potential development of this sub-parcel would require a single point of access, which could be provided off Elton Heath Road. Access off Elton Head Road is likely to be within a 20mph speed limit, with good width of</i>

	highway and visibility provided. The Transport Statement for the housing site off Elton Head Road identifies significant spare capacity on the surrounding highway network. There are no congestion issues identified.
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AVAILABILITY

Ownership	Mixed Ownership: - The Jones Family, represented by Cassidy + Ashton (Call for Sites form 2015_002) - Morris Homes (Call for Sites 2008_064)
Existing use	School, Agricultural land
Current planning status	Green Belt – No relevant planning history
Use(s) promoted by landowner(s)	Residential

ACHIEVABILITY

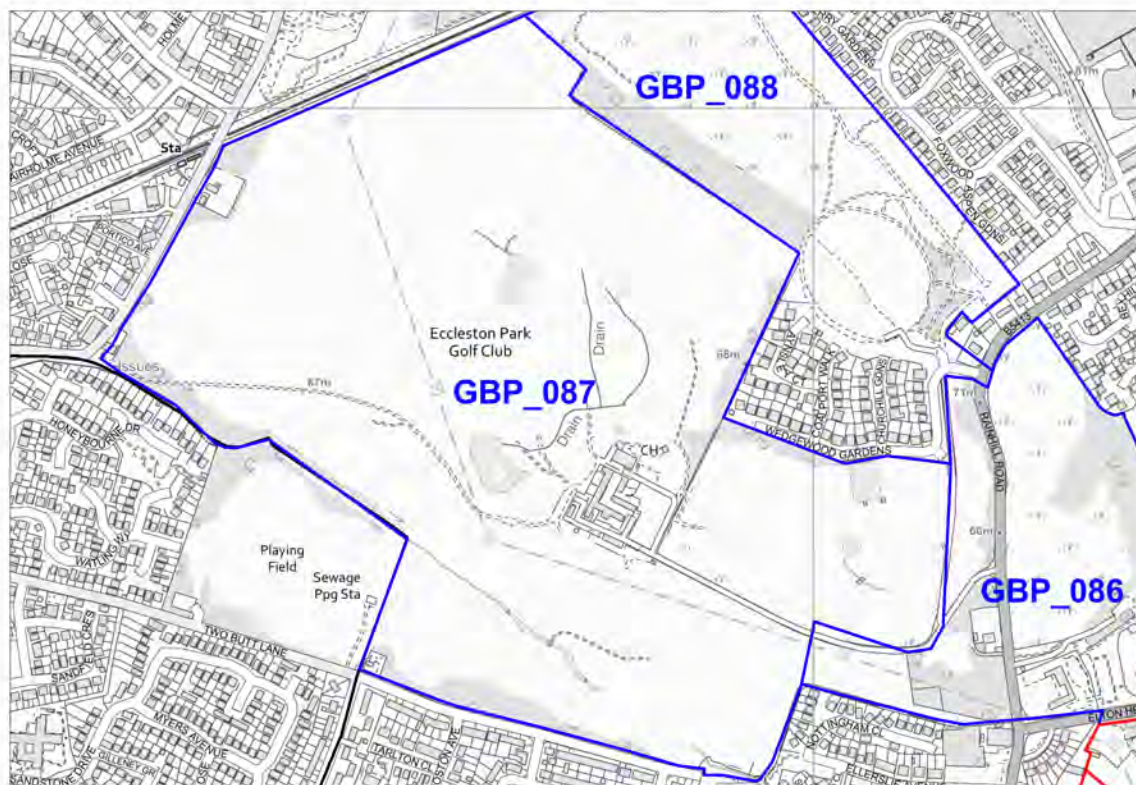
Viability Considerations	The sub-parcel lies within EVA Zone 4. Parcel is considered viable for development.
Gross Developable Area	GBP_085_C = 3.72ha (not including school & playing field, existing built development, existing woodland and marsh reed area).
Net Developable Area	GBP_085_C = 2.79ha (75%)
Notional Development Capacity	GBP_085_C = 84 units (75% net developable area and 30dph)

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	The sub-parcel scores medium to high for landscape visual sensitivity, however, it is heavily affected by urban influences on 3 of its sides. Gravity surface water sewers run through the western side of the sub-parcel which would need to be considered as part of any planning application. The sub-parcel is in multiple ownership which potentially could lead to a delay in bringing the site forward.
Preferred use (to be considered in stage 3)	Residential
Notional development capacity (to be considered in stage 3)	GBP_085_C = 84 units
Developability Score	Medium Development Potential

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_087 – Former Eccleston Park Golf Club
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole parcel - 49.37ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Urban Greenspace and the area is Rainhill Golf Club. Landscape land and visual sensitivity is low to medium. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel does not lie close to or contain a SSSI, LWS, Local Geological Site or Nature Reserve. No comments from MEAS in terms of protected species etc. However, the Sankey Catchment Partnership have advised that should this parcel come forward for development then it should seek to include attenuation features to help manage surface water run-off and create new habitat. Reed beds should be included to protect and enhance the water vole population. Where possible, opportunities to re-naturalise the brook such as de-culverting should be taken.</i>
Agricultural Land Quality	<i>Parcel is not recorded.</i>
Heritage Assets	<i>Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. MEAS commented that the parcel contains the following non-designated heritage assets recorded on the Merseyside Historic Environment:</i> • MME 7183 – the former site of a house, mid-19th century

	• MME 7184 – the former site of Plumb's House, c. 1840 • MME 9880 – Vyrnwy Aqueduct, built 1891 The Township boundary between Eccleston and Rainhill runs through the site. There is a potential for buried archaeological remains associated with settlement of the early-mid 19th century, as well as evidence for the former Township boundary, to be encountered by development.
Flooding	The parcel lies within flood zone 1. Sizeable amounts of 30, 100 and 1,000-year t surface water events are recorded largely within the centre of the parcel and along the Pendlebury Brook that runs to the south of the site.
Trees and Woodland	No TPOs or Ancient Woodland.
Open Space and Recreation	The entire parcel is a designated Outdoor Sports Area (Golf Course). Data from the 'Indoor and Built Sports Facilities Needs Assessment – Golf Course Addendum' (June 2016), concluded that St. Helens on the whole is well served by Golf Courses and in the event of an 18 hole course closing due to the current pressures it would still be well served (on a basis of 1 course per 18,394 adults, compared to neighbouring local authorities which average 1 course per 17,311 to 44,093). It also states that there had been a steady decline in golf membership and although there is a projected rise in population it is unlikely to lead to a rise in the demand for more courses, but rather current courses would be able to accommodate it. Consultation with local golf clubs within the borough indicated that they all had spare capacity for all types of new members. However, at Preferred Options stage, Sport England objected to the allocation of the site for housing (proposed at that stage) on the basis that insufficient evidence concerning sporting needs had been provided. Whilst the closure of the golf course was announced in summer 2018, and there are a number of other Golf Courses in St Helens, these points do not preclude the need for further evidence to be brought forward to meet the requirements of Sport England.
Minerals	The entire parcel lies outside a Mineral Safeguarding Area.
Infrastructure	The parcel is not affected by any pipeline easements that would restrict development. UU has advised that a significant amount of UU infrastructure runs through this parcel with several easements, combined sewers, trunk main, North Prescott Aqueduct, Vyrnwy Aqueduct, pumping station. Small sections of land are also within UU ownership. Part of the site also falls within groundwater SPZ2. Adequate mitigation would need to be put in place to ensure protection of the groundwater. The above may result in sections of the land becoming undevelopable. The parcel is not affected by any known existing or future transport or other infrastructure projects.
Ground conditions	The parcel is not within 250m of an active or former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from mining.
Air, water and noise pollution	The parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.
Hazardous installations	No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.
Neighbouring uses	Residential development would be preferable within this parcel, in keeping

	<i>with surrounding development. Creating access to this parcel may lead to amenity issues for the wider area.</i>
Any other constraints	<i>A Public Right of Way (footpath) runs along the southern boundary of the parcel. The majority of the parcel falls outside a 1.2km walking distance of a primary school or 40-minute bus journey to a secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre (approx. 1.79km from St. Helens Town Centre). However, the parcel is within an 800m walking distance of 3 convenience stores.</i>
Cycling	<i>Only a small section of the south-eastern part of the parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Sutton Heath and Rainhill).</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 services an hour in this location, predominantly to and from St. Helens Town Centre. The western section of the parcel is within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Existing access into golf course is provided via Rainhill Road. However, this would need to be increased in size to support any further development of the parcel should it be allocated. It may require third party land to achieve this, and potentially cause issues with trees and the sandstone wall surrounding the existing access. Possible second access could be achieved off Portico Lane, but it is narrow and would need to be carefully managed / planned. Two Butt Lane / Holt Lane / Wedgewood Gardens are also narrow. Therefore, the best options would be for a primary access from the B5413 Rainhill Road and secondary access at Portico Lane. Consideration for a possible access for a limited number of properties from Two Butt Lane subject to detailed assessment and consultation with Knowsley Highways Authority. However, there are significant highway congestion issues in and around Rainhill which would be exasperated if the parcel were to be developed. As a result, the number of units for the parcel would need to be significantly reduced should it be brought forward for allocation. Modelling work is being carried out on at least 10 local road junctions as part of the Council's Transport Impact Assessment. Knowsley Council have also raised concerns regarding highway congestion in this area.</i>

AVAILABILITY

Ownership	<i>Crown Golf, represented by Savills (Call for Sites form 2016_027) However, the Council now understand that the parcel has been purchased by a housing company – Mulberry Homes.</i>
Existing use	<i>Sui Generis (Use Class D2 – Golf Course)</i>

Current planning status	<i>Planning History -</i> <i>P/2004/1631 – Re-design of golf course – Approved 17/11/2004</i> <i>P/2005/0263 – Regrading of golf course – Approved 07/09/2005</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

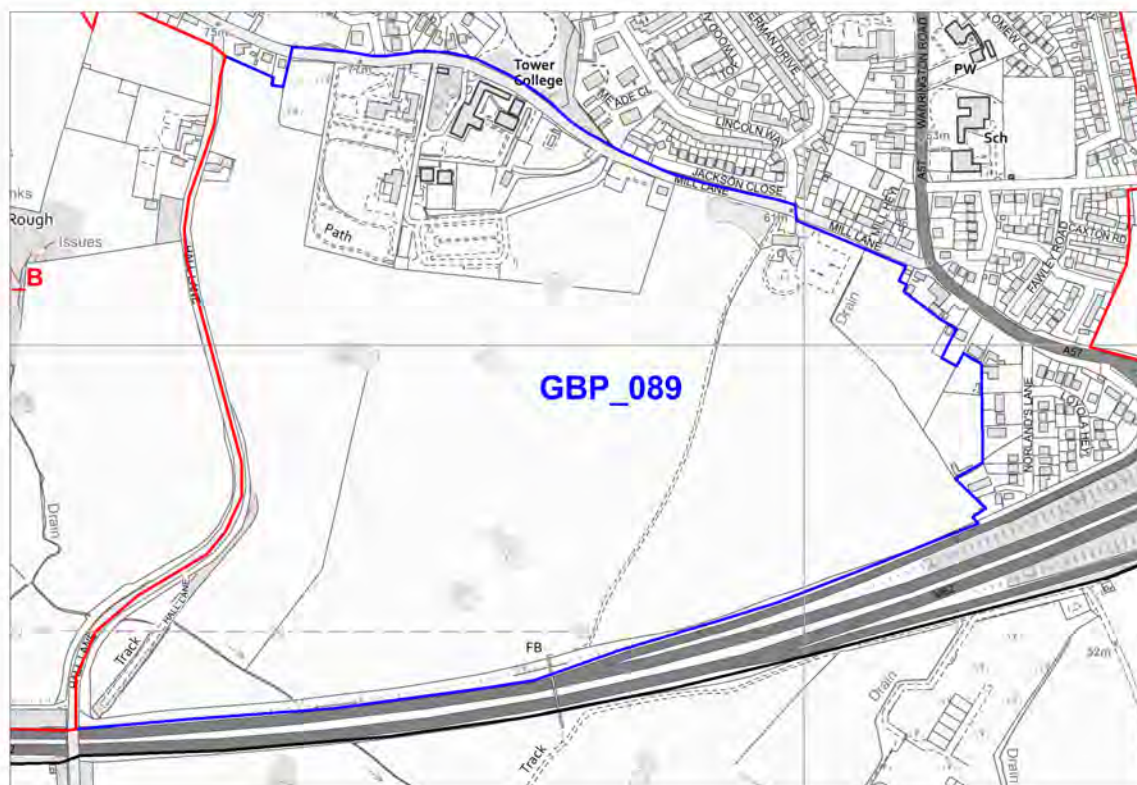
Viability Considerations	<i>Parcel lies within EVA Zone 4. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_087 = 49ha (excluding existing properties and land in parcel not submitted to Council in Call for Sites).</i>
Net Developable Area	<i>GBP_087 = 31.85ha (65% - multiple constraints on site)</i>
Notional Development Capacity	<i>GBP_087 = 956 units (65% net developable area and 30dph)</i> <i>However, due to the significant highway concerns the notional development capacity for the parcel has been reduced to 500 units.</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>There are significant highway issues in terms of potential congestion impact this parcel would have on the surrounding road networks. Access is achievable; however, it may require the purchase of third-party land.</i> <i>UU has advised that a significant amount of UU infrastructure runs through this parcel, which would result in a considerable amount of land within the parcel being unable to be developed.</i> <i>Sport England object to the parcel being allocated on the basis that insufficient evidence concerning sporting needs have been provided.</i> <i>Significant surface water recordings within the parcel, that would need due consideration at planning application stage.</i> <i>Archaeological mitigation could be required (which might require pre-commencement archaeological works) and would need to be secured by means of a planning condition for any future planning permission.</i> <i>The parcel is not within an 800m walking distance to a local or district centre. However, for a parcel this size it would be presumed a community and retail facilities would also be developed as part of the overall masterplan for the parcel.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_087 = 956 units (however the capacity may be capped in the region of 500 units, as there are several highway issues in the local area)</i>
Developability Score	<i>Medium Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_089 – Land north of the M62 and south of Mill Lane
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole parcel - 51.41ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Broad Rural Slopes and the area is Rainhill Slopes. Landscape land sensitivity is medium, with a medium to high for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel does not lie close to or contain a SSSI, LWS, Local Geological Site or Nature Reserve. No comments from MEAS in terms of protected species etc.</i>
Agricultural Land Quality	<i>Majority of the parcel is classed as mixed including Grade 2: very good agricultural land.</i>
Heritage Assets	<i>Following an objection from HE at LPPO consultation stage, a HIA was carried out of the parcel (Ref: GBP_089), the conclusions of which were that this parcel should not be allocated for any development, due to its potential impact on a number of listed buildings, and due to their location and associated individual settings make it impossible to address the concerns in any application.</i> <i>MEAS have commented that the parcel contains the following non-designated</i>

	heritage assets recorded on the Merseyside Historic Environment: • MME 7405 – Manor Farm, said to be 14th century but dated 1662 (Grade II* Listed Building), • MME 7408 – possible moated site • MME 14780 – former site of outbuildings, early 19th century There is a potential that buried archaeological remains associated with settlement of the medieval and/or post-medieval periods might be encountered by the development.
Flooding	The parcel lies within flood zone 1, with negligible surface water flooding recorded. LLFA Comments: At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting.
Trees and Woodland	Significant number of individual protected trees to the north of the parcel. No Ancient Woodland.
Open Space and Recreation	There is an Open Space/Recreation Area within the parcel identified as an outdoor sports area. This facility is associated with Tower College, and therefore should be considered should the parcel be allocated for development.
Minerals	The parcel lies outside any proposed Mineral Safeguarding Area.
Infrastructure	The parcel is not affected by any pipeline easements that would restrict development. UU has advised that there are several surface water bodies in the form of ponds on the parcel. Should the parcel be allocated UU would expect any developer to explore options to discharge surface water to these water bodies.
Ground conditions	The parcel is sited adjacent to two former landfill sites. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.
Air, water and noise pollution	The parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.
Hazardous installations	No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.
Neighbouring uses	Residential development would be preferable within this parcel, in keeping with surrounding development. Creating access to this parcel may lead to amenity issues in terms of highways, for the wider area.
Any other constraints	A Public Right of Way (footpath) runs through the centre of the parcel. Most of the parcel is within 1.2km walking distance of a primary school and lies within a 40minute bus drive to the nearest secondary school.

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre (approx. 1.53km from Rainhill District Centre). However, the parcel is within a mile radius of a convenience store.</i>
Cycling	<i>Only a small section of the northern part of the parcel is within a 1 mile safe and convenient cycling distance of a district or local centre.</i>
Public Transport	<i>Most of the parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre.</i> <i>The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>If the whole parcel were to be allocated for development, then it would require two access junctions.</i> <i>There are existing rat-running issues along Mill Lane. Mill Lane is narrow and existing capacity and junction layout issues have been identified at the junction with Warrington Road. Hall Lane is also very narrow and wouldn't provide a suitable access, therefore access would have to be provided from Mill Lane.</i> <i>Two access points would be required, but frontage with Mill Lane is limited so they may be too close to each other to be acceptable. There is also a lack of pedestrian facilities on southern side of Mill Lane. Therefore, further discussions with the Council's highway department would be required. Should a dedicated access be required, 50m distance between the access junction and Warrington Road could be achieved. However, the Council would not want to see a crossroads junction formed with Mill Hey.</i>

AVAILABILITY

Ownership	<i>Mixed Ownership:</i> <i>Part unknown as not promoted</i> <i>Mr David Beattie, represented by Berrys (Call for Sites form 2014_016)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt - no relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

Viability Considerations	<i>Parcel lies within EVA Zone 4. Parcel is considered viable for development. Would require highway improvements and significant infrastructure.</i>
Gross Developable Area	<i>GBP_089 = 26.9ha (excluding protected trees, Schedule Ancient Monument buffer and noise buffer from M62)</i>
Net Developable Area	<i>GBP_089 = 20.2ha (75%)</i>
Notional Development	<i>GBP_089 = 605 (75% net developable area and 30dph)</i>

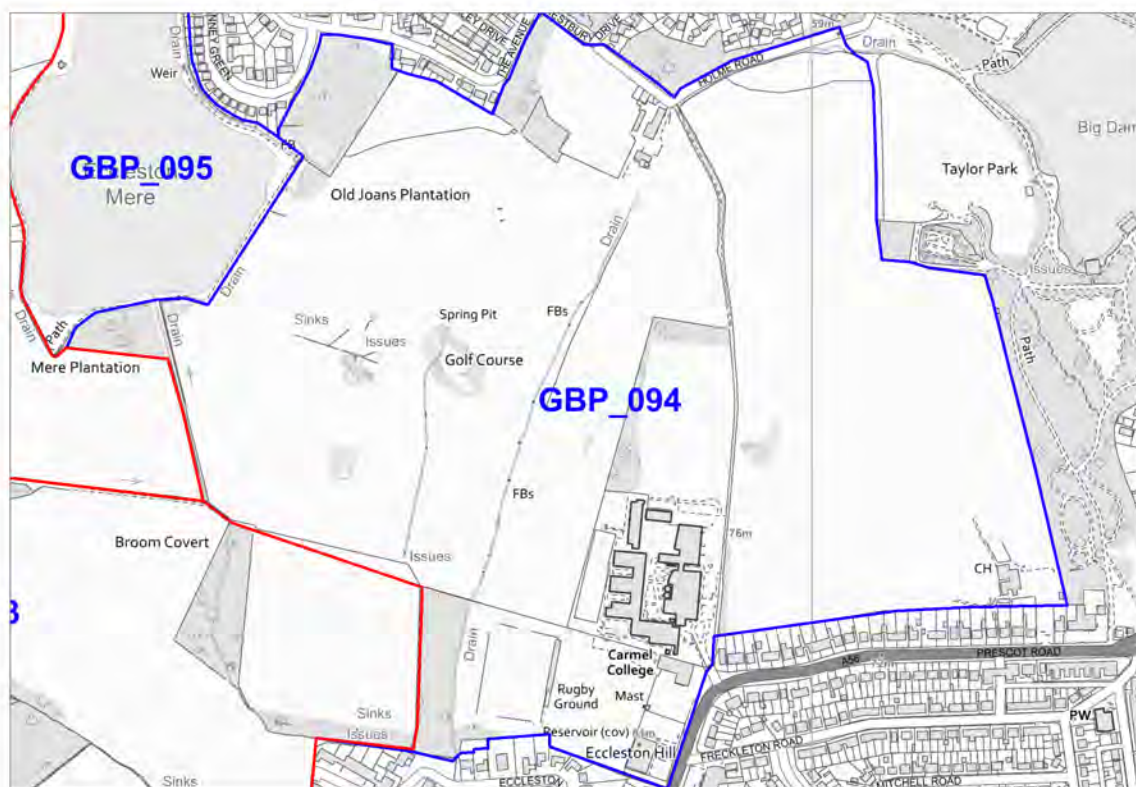
Capacity	
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CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>Impact on Heritage Assets, the Council's Conservation Officer has objected to this location coming forward for development due to its impact on nearby heritage assets.</i> <i>There are protected trees to the north of the parcel, which would need to be protected from development.</i> <i>The parcel has a medium to high for landscape visual sensitivity, and due to its high position, any development of the site would have a large impact visually, especially when viewed from the M62.</i> <i>Due to its proximity to the M62, significant acoustic/noise attenuation measures would need to be carried out; in turn these could have a further impact on the setting of the nearby Heritage Assets and the landscape value of the land.</i> <i>There are potential highway issues. Access is only achievable through 3rd party land, however there is the potential for development of this parcel to help solve the existing 'rat running' problems experienced on Mill Lane.</i> <i>The parcel is in multiple ownership, and as such may hinder the parcel coming forward for development.</i> <i>Majority of parcel is classed as mixed including Grade 2: very good agricultural land.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_089 = 605 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_094 - Grange Park Golf Club
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole parcel - 64.66ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Urban Greenspace and the area is Big Dam. Landscape land sensitivity is medium to high, with a predominantly medium to high for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel contains two separate LWSs (Eccleston Golf Course West pond, which takes up approximately 4.5% of the parcel) and Old Jones Plantation to the north west of the parcel. The parcel also adjoins Eccleston Mere to the north. Any development would have to have consideration for these sites and include buffer zones.</i>
Agricultural Land Quality	<i>Parcel is not recorded.</i>
Heritage Assets	<i>Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. No known archaeological interest.</i>
Flooding	<i>The parcel lies within flood zone 1. Small amounts of 30 and 1,000-year surface water events are recorded with the most significant surface water 30-year flooding event experienced in the north-western section of the parcel.</i>

Trees and Woodland	<i>Small section of protected woodland to the north-west of the parcel (Old Jones Plantation). No Ancient Woodland.</i>
Open Space and Recreation	<i>The entire parcel is a designated Outdoor Sports Area (Golf Course). Data from the 'Indoor and Built Sports Facilities Needs Assessment – Golf Course Addendum' (June 2016), concluded that St. Helens on the whole is well served by Golf Courses and in the event of an 18 hole course closing due to the current pressures it would still be well served (on a basis of 1 course per 18,394 adults, compared to neighbouring local authorities which average 1 course per 17,311 to 44,093). It also states that there had been a steady decline in golf membership and although there is a projected rise in population it is unlikely to lead to a rise in the demand for more courses, but rather current courses would be able to accommodate it. Consultation with local golf clubs within the borough indicated that they all had spare capacity for all types of new members.</i>
Minerals	<i>The entire parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel lies within a Water Pipe Area and Buffer Zone. UU has advised that as part of the parcel falls within groundwater SPZ1, SPZ2 and SPZ3 adequate mitigation would need to be put in place to ensure protection of groundwater in this location, should this parcel come forward for development. The parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The parcel is not within 250m of an active or former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from mining.</i>
Air, water and noise pollution	<i>The mid-southern boundary is located within an Inner Zone (Zone 1) Groundwater Source Protection Zone. With the remainder of the site divided evenly between an Outer Zone (Zone 2) and Total Catchment (Zone 3) classification of Groundwater Source Protection Zones.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Residential development would be preferable within this parcel, in keeping with surrounding development. Creating access to this parcel would not lead to amenity issues for the wider area.</i>
Any other constraints	<i>A Public Right of Way (bridleway) runs through the centre of the parcel. Part of the parcel is within a 1.2km walking distance of a primary school, the entire parcel is within a 40minute bus journey to a secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre. Approx. 1.64km walking distance to nearest shops (being Thatto Heath).</i>
Cycling	<i>Parts of the parcel (south-eastern side) are within a 1 mile safe and convenient cycling distance of a district or local centre (Thatto Heath).</i>

Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Should this parcel be allocated for development, due to its size and potential yield it would require two access points, joined in a loop which could be achieved by one at Carmel College and one via the golf club car park access.</i>

AVAILABILITY

Ownership	<i>Unknown - land not promoted</i>
Existing use	<i>Sui Generis (Use Class D2 – Golf Course)</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Parcel not promoted by landowner</i>

ACHIEVABILITY

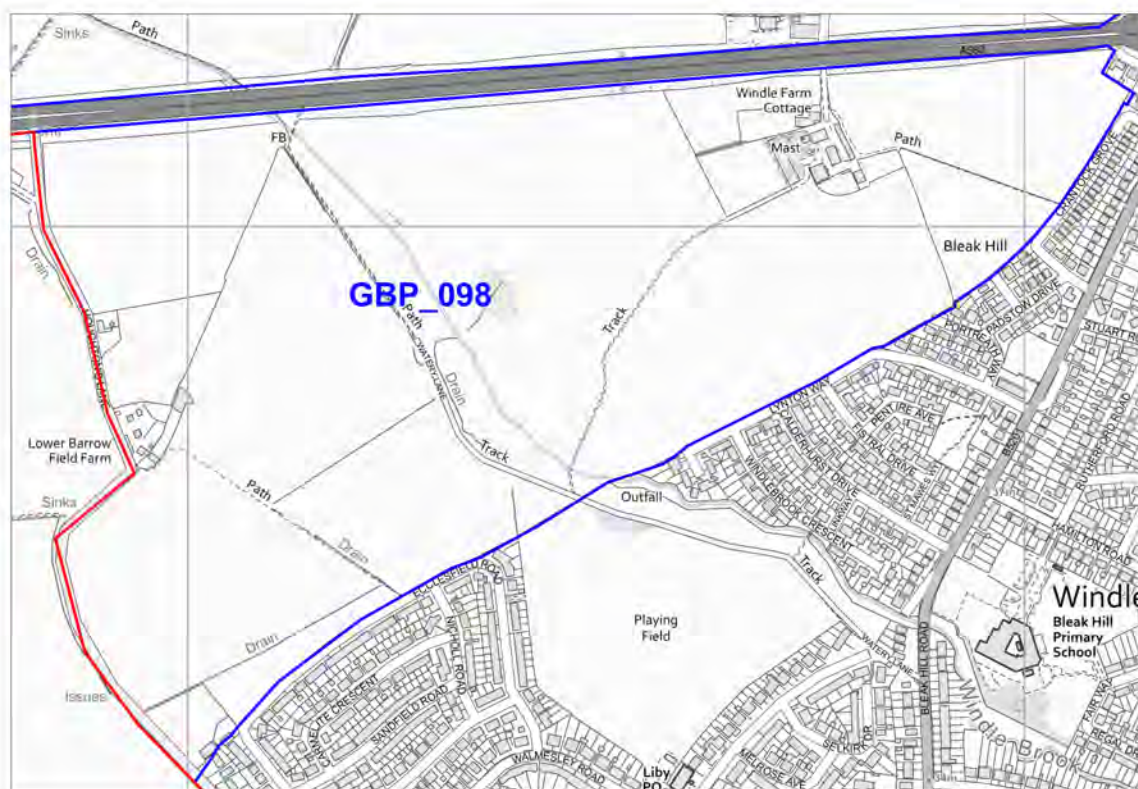
Viability Considerations	<i>Parcel lies within EVA Zone 3. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_094 = 64.66ha</i>
Net Developable Area	<i>GBP_094 = 49.5ha (75%)</i>
Notional Development Capacity	<i>GBP_094 = 1,485 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>The parcel has not been promoted by landowner and is currently an operational golf course.</i> <i>Landscape land sensitivity and visual sensitivity is Medium to High.</i> <i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre.</i> <i>The parcel has two designated LWSs and as such appropriate buffer zones would be required around these.</i> <i>UU has advised that as part of the parcel falls within groundwater SPZ1, SPZ2 and SPZ3 adequate mitigation would need to be put in place to ensure protection of groundwater in this location.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_094 = 1,485 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_098 – Land south of A580 East Lancashire Road and east of Houghtons Lane, Windle
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole parcel - 59.79ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Undulating Farmland with Woodland and the area is Agricultural Mossborough. Landscape land sensitivity is medium to high, with a medium for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel has a LWS (Windle Brook LWS50) running through the centre of the parcel. MEAS have commented that the HRA report identifies that this area is used by qualifying bird species. Therefore, should the parcel be designated for development then a wintering bird survey would be required with any future planning application.</i>
Agricultural Land Quality	<i>The parcel contains both Grade 1: excellent agricultural land and mixed agricultural land including Grade 1.</i>
Heritage Assets	<i>MEAS have commented that the parcel contains the following non-designated heritage assets recorded on the Merseyside Historic Environment:</i> • MME 7273 – the former site of a house, late 18th century • MME 7275 – Site of Windle Colliery, late 19th century • MME 14956 – the former site of a house, 18th century • MME 15005 – the former route of Windle Colliery railway, 19th century

	The Township boundary between Windle and Eccleston runs through the parcel. There is a potential for buried archaeological remains associated with settlement of the late 18th century, and coal mining of the late 19th century, as well as evidence of the former Township boundary, to be encountered by development.
Flooding	Most of the parcel lies within flood zone 1, with 4.5% of the parcel lying within flood zone 3 (Windle Brook line). There is some significant surface water flooding identified/recorded as a 30-year event within the centre and west of the parcel. LLFA Comments: At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Infiltration main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting.
Trees and Woodland	There are no TPOs or Ancient Woodland within or adjacent to the site.
Open Space and Recreation	No Open Space or Recreation Areas within the parcel. An outdoor sports area adjoins the parcel to the south.
Minerals	The entire parcel lies within a proposed coal and clay Mineral Safeguarding Area.
Infrastructure	A natural gas pipeline operated by Cadent runs along the northern boundary (adjacent to the A580), and a sufficient stand-off distance will be required. Two major water aqueducts run through parcel, parallel to the southern boundary, which cannot be built over. Roads could cross them but need to be carefully designed. UU has advised that there is a main combined sewer within the site which would need considering as part of the site masterplanning process. The parcel is not affected by any known existing or future transport or other infrastructure projects.
Ground conditions	The parcel is not within 250m of an active or former landfill site. The parcel is not affected by any known sources of contamination. The parcel is mixed and has sections that fall within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations, and areas that fall within the Coal Authority's 'High Risk'.
Air, water and noise pollution	No identified issues.
Hazardous installations	No identified issues. The parcel is not located within a Health and Safety Executive (HSE) consultation zone. However, as the Cadent Gas Pipeline runs along the northern boundary, HSE have advised that the parcel lies within a consultation distance of a major hazard pipeline and the operator (Cadent Gas Ltd.) should be consulted should the parcel be put forward for allocation.
Neighbouring uses	Residential development would be preferable within this parcel, in keeping with surrounding development. Creating access to this parcel would not lead to amenity issues for the wider area.
Any other constraints	Several Public Rights of Way (footpaths) run through the parcel. The parcel is within a mile radius of a convenience store or supermarket. The southern section of the parcel is within a 1.2km walking distance of a

	<i>primary school, and a 40minute bus journey to the nearest secondary school.</i>
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TRANSPORT ACCESSIBILITY

Walking	<i>The southern section of the parcel is within an 800m safe and convenient walking distance of Eccleston Local Centre.</i>
Cycling	<i>Most of the parcel falls within a 1 mile safe and convenient cycling radius of a local centre.</i>
Public Transport	<i>Most of the parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>There are several potential issues regarding the local highway network in this locality. Lynton Way and Ecclesfield Road are both narrow roads and would only be suitable to serve a limited number of dwellings and wouldn't be considered suitable for bus use. The Bleak Hill Road / Rainford Road junction is known to experience queuing and an improvement scheme may be required at this junction should this parcel come forward for allocation.</i> <i>Houghtons Lane is also narrow, and a revised highway layout would need to be provided within the parcel to divert the existing Houghtons Lane. A new junction would need to be provided at the Houghtons Lane / A580 East Lancashire Road junction. The local highways approaching Houghtons Lane are residential roads and improvements may also be required on these highways should the parcel be allocated.</i> <i>A highway loop would likely be required, both connecting to Houghtons Lane, to enable the entire parcel to be brought forward. However, this wouldn't be ideal, but given the constraints on the neighbouring highways, it is likely to be the only way of achieving full build-out of the parcel.</i> <i>Windle Island has recently experienced an improvement scheme to increase capacity at the junction. The proposed development would add traffic onto this junction and may require further work.</i> <i>A new access from the A580 East Lancashire Road at Houghtons Lane junction would have to be provided during initial phases of development to in order to link a new primary access road into the site.</i>

AVAILABILITY

Ownership	<i>Story Homes, represented by Turley (Call for Sites form 2016_034), have agreements with the landowners</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – no planning history</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

Viability Considerations	<i>Parcel lies within EVA Zone 3. Parcel is considered viable for development. Would require highway improvements and significant infrastructure within the parcel.</i>
Gross Developable Area	<i>GBP_098 = 52.69ha (excluding roads or land that has homes or business buildings on which have not been suggested through Call for Sites)</i>
Net Developable Area	<i>GBP_098 = 34.25ha (65% - lower than 75% NDA due to water & gas pipelines, A580 and other landscape buffers likely to be required)</i>
Notional Development Capacity	<i>GBP_098 = 1,027 units (65% net developable area and 30dph)</i>

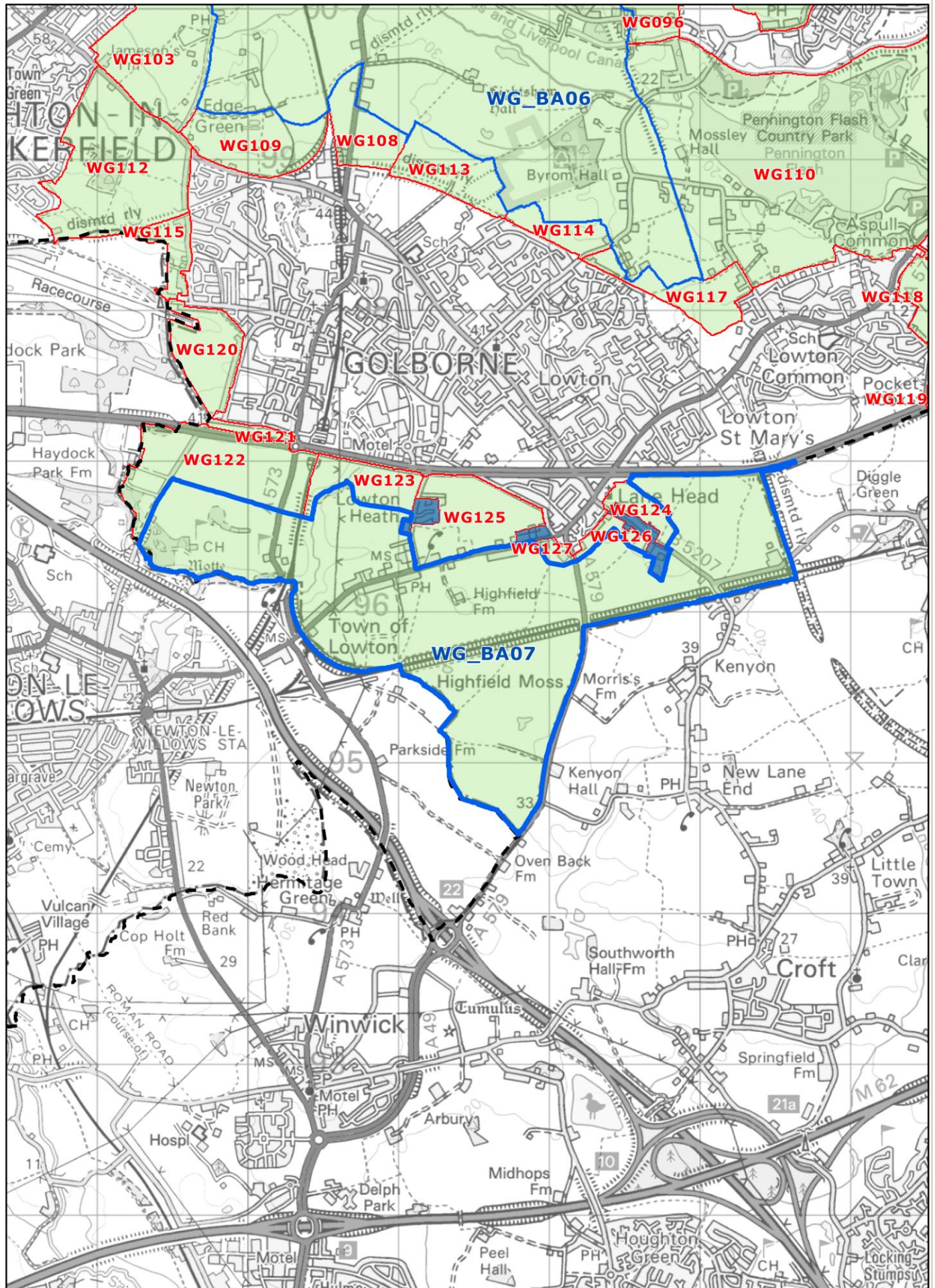
CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>The parcel contains both, Grade 1: excellent agricultural land and mixed agricultural land including Grade 1.</i> <i>There are two UU water aqueducts (pipelines) that run through the parcel reducing the NDA as they cannot be developed over.</i> <i>The parcel has landscape land sensitivity rated Medium to High.</i> <i>There is a significant LWS (Windle Brook) that runs through the parcel and an area of flood zone 3, both of which would require buffers and due consideration should the parcel be designated for development.</i> <i>Should the parcel come forward for allocation then as part of a masterplan exercise, highways issues would need to be addressed, including impact on surrounding and existing development, all of which could be mitigated for, with local bus routes extended and accommodated within the development.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_098 = 1,027 units</i>
Developability Score	<i>Medium Development Potential</i>

APPENDIX 2 – Plan showing the land within the Green Belt in Wigan Borough forms part of a larger parcel of land (Ref: WG_BA07)

Land Parcel Ref: WG_BA07
Parcel Type: Broad area

Local Authority 1: Wigan
Local Authority 2:



Land Parcel Ref: WG_BA07
Parcel Type: Broad area

Local Authority 1: Wigan
Local Authority 2:

Parcel Description

This Broad Area lies to the south of the settlement of Golborne in the south-western part of Wigan Metropolitan Borough area. It comprises mostly flat lower lying pastoral arable fields through which a number of footpaths and narrow lanes pass. Highfield Moss, a valley mire containing multiple mossland habitats is located towards the southern part of the area. The significant routes through the area are the A572, A573 and A579. These routes are linked to each other and to the A580 which forms the northern boundary of the parcel by narrower lanes. A number of public footpaths cross the parcel across the farmland as does a railway line towards the south. Haydock Park Golf Club is located in the western portion of the area. There are some farmsteads within the area as well as a limited number of residential properties. These are located mostly in the western part of the area with a number found on the A572 on the approach to Newton-Le-Willows towards the south-west. Millingford Brook is the largest water body to pass into the area and a valley with some tree cover is formed around much of its course.

Purpose 1 - Check the unrestricted sprawl of large built up areas

1a - Does the parcel exhibit evidence of existing urban sprawl and consequent loss of openness?

Rating: Not Applicable

Notes:

This parcel is a Broad Area which is not adjacent to the urban edge as it is separated by intervening parcels. As the parcel does not lie adjacent to the urban edge, it does not play a role in checking the unrestricted sprawl of the large built up area.

1b - Does the parcel protect open land from the potential for urban sprawl to occur?

Rating: Not Applicable

Notes:

This parcel is a Broad Area which is not adjacent to the urban edge as it is separated by intervening parcels. As the parcel does not lie adjacent to the urban edge, it does not play a role in checking the unrestricted sprawl of the large built up area.

Purpose 2 - To prevent neighbouring towns merging into one another

2a - Does the parcel prevent the merging or erosion of the visual or physical gap between neighbouring settlements?

Rating: Strong

Notes:

The Broad Area lies between the settlements of Golborne / Lowton to the north, Newton-le-Willows to the south-west and Culceth to the south-east. The parcel plays an essential role in preventing the merging or erosion of the visual and physical gap between these settlements particularly between Golborne / Lowton and Newton-le-Willows although it is recognised that the parcels WG122, WG123, WG124, WG125, WG126 and WG127 also contribute to this gap. The Broad Area plays a less significant role in preventing the erosion of the gap between Culceth and Golborne/Lowton and Culceth and Newton -le-Willows as there is other Green Belt land (outside of the Greater Manchester Area) that prevents the erosion of the gap between these settlements.

Land Parcel Ref: WG_BA07

Local Authority 1: Wigan

Parcel Type: Broad area

Local Authority 2:

Purpose 3 - To assist in safeguarding the countryside from encroachment

3a - Does the parcel have the characteristics of countryside and/or connect to land with the characteristics of countryside?

Has the parcel already been affected by encroachment of urbanised built development?

Rating: Strong

Notes:

There is limited/no sense of encroachment with the parcel being generally free of urbanised built development. The landscape within this parcel remains largely unspoilt by urbanising influences located outside its boundaries. The parcel also contains Highfield Moss SSSI and the mossland habitats. As such the parcel is mostly open in character with a limited amount of residential and farmstead development as well as a golf course. Residential development outside of parcel is contained by a uniform edge of well-established hedgerow and as such the character of parcel is not adversely affected by surrounding development (i.e. to the north by Lowton).

Purpose 4 - To preserve the setting and special character of historic towns

4a - Does the parcel contribute to the setting and 'special character' of a historic town(s)?

Rating: Moderate

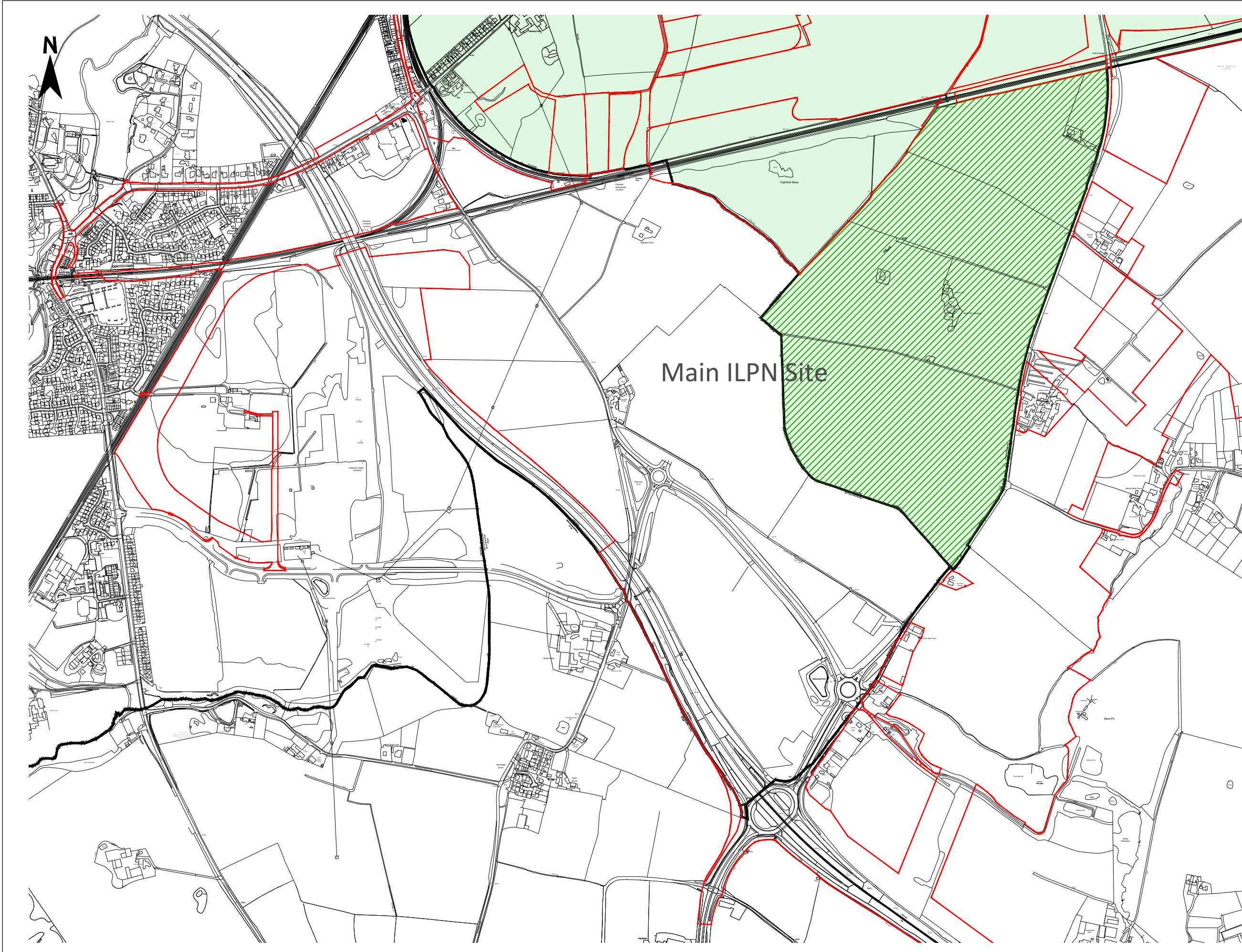
Notes:

Digital analysis, based on bare earth height data, indicates that this parcel is theoretically visible from the historic settlements of Ashton-under-Lyne in Makerfield, Golborne, Leigh (Bridgewater Canal), Leigh (Town Centre) and Pennington. In practice, this parcel has intervisibility with the historic settlement of Golborne, specifically the Park Road Conservation Area located on the southern edge of the settlement. Though, this intervisibility is reduced due to the flat nature of the area and intervening screening features. The parcel is considered to play a role in setting of this historic settlement, but it is unlikely to be significant. Additionally, the High Street & Willow Park Conservation Area, located in St Helens, is separated from parcel WG_BA7 by an elevated section of the M6. The area makes little contribution to the setting of the CA. The Culcheth (Newchurch) Conservation Area, located in Warrington, comprises a grouping of buildings forming part of a former residential hospital. It is separated from WG_BA7 to the north-west by woodland, golf course and open fields. This area makes no contribution to its setting.

Purpose 5 - Assist in urban regeneration by encouraging the recycling of derelict and other urban land

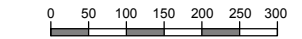
Green Belt has the potential to make a strategic contribution to urban regeneration by restricting the land available for development and encouraging developers to seek out and recycle derelict / urban sites. It is difficult to distinguish the extent to which each Green Belt parcels delivers against this purpose and therefore this study will not undertake a parcel by parcel assessment of the contribution made in relation to Purpose 5.

APPENDIX 3 – plan identifying Green Belt within Wigan Borough and the proposed use of Green Belt land for ILPN (the Main Site)



**INTERMODAL LOGISTICS
PARK (ILP) NORTH**

Date: 02.10.25
Paper Size: A3
Scale: 1:10000



- Key:
- Draft Order Limits
 - Green Belt within Wigan Local Plan
 - Green Belt within Wigan Local Plan and the Main Site of the DCO Site



**PLANNING STATEMENT
Green Belt within
Wigan Local Plan**

APFP Regulation: N/A
Document Ref: N/A
Drawing Number: 7275 - 098
Drawing Status: Statutory Consultation
Revision: V1
Drawn By: nn
Approved By: mjl