ST HELENS
BOROUGH COUNCIL

BOLD FOREST GARDEN VILLAGE

MASTERPLAN FRAMEWORK
CONSULTATION DRAFT

NOVEMBER 2025

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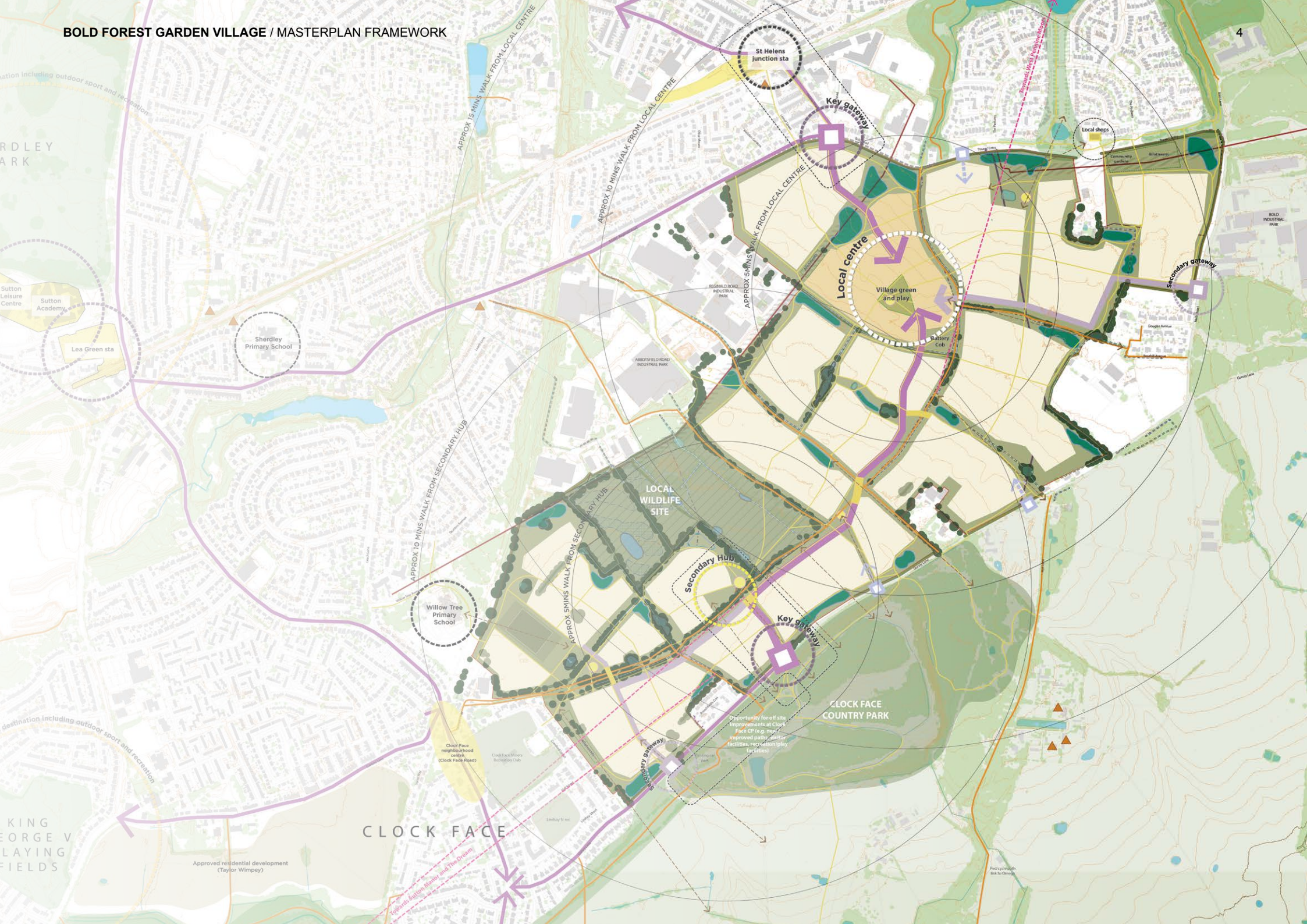
BOLD FOREST GARDEN VILLAGE


St Helens junction sta
Key gateway
APPROX 15 MINS WALK FROM LOCAL CENTRE
APPROX 10 MINS WALK FROM LOCAL CENTRE
APPROX 5MINS WALK FROM LOCAL CENTRE
Towards Moore
Local shops
Community garden
Allotments
Local centre
Village green and play
Battery Cob
Secondary gateway
BOLD INDUSTRIAL PARK
REGINALD ROAD INDUSTRIAL PARK
ABBOTSFIELD ROAD INDUSTRIAL PARK
Douglas Avenue
Gorsey Lane
Sutton Leisure Centre
Sutton Academy
Lea Green sta
Sherdley Primary School
APPROX 10 MINS WALK FROM SECONDARY HUB
APPROX 5MINS WALK FROM SECONDARY HUB
LOCAL WILDLIFE SITE
Secondary Hub
Key gateway
Willow Tree Primary School
Clock Face neighbourhood centre (Clock Face Road)
Secondary gateway
Opportunity for off site improvements at Clock Face CP (e.g. new/improved paths, visitor facilities, recreation/play facilities)
CLOCK FACE COUNTRY PARK
CLOCK FACE
Approved residential development (Taylor Wimpey)
Towards Sutton Manor and The Dream
Ped/cycle path link to Omega
destination including outdoor sport and recreation

CONTENTS

APPENDED SEPARATELY

- Non-technical summary of baseline assessments
- Spring Consultation Summary Report
- Surface Water Drainage Strategy Overview, and Sustainable Drainage Design Brief
- Transport Technical Note
- Heritage Significance: Opportunities and Constraints
- Landscape Assessment: Spatial Opportunities
- Ecological Impact Assessment
- Utilities Assessment

1 INTRODUCTION

This Masterplan Framework has been prepared to guide development proposals within Bold Forest Garden Village.

INTRODUCTION

Background

1.1 Bold Forest Garden Village (BFGV) will be a new and exciting neighbourhood, delivering housing and infrastructure to support the growth of St Helens Borough and the wider Liverpool City Region. It is one of the largest housing allocations in the North West of England and a strategically important site to bring forward.

1.2 The St Helens Borough Local Plan (2022) (the Local Plan) site allocation (Site 4HA and referred to as Bold Forest Garden Suburb, but now known as BFGV), identifies an indicative site capacity of 2,988 dwellings, of which a minimum of 510 dwellings should be delivered during the plan period. This Masterplan Framework has been prepared on behalf of St Helens Borough Council (the Council) to provide guidance to shape development that will come forward at the BFGV site.

1.3 The Masterplan Framework reflects the red line boundary established by the BFGV site allocation with the addition of the adjacent Local Wildlife Site (LWS), as illustrated in Figure 1.1. The LWS has been included not for the purpose of development, but to ensure opportunities around placemaking, connectivity and biodiversity uplift within and around it are explored through the Masterplan Framework process.

For illustration
Not to scale

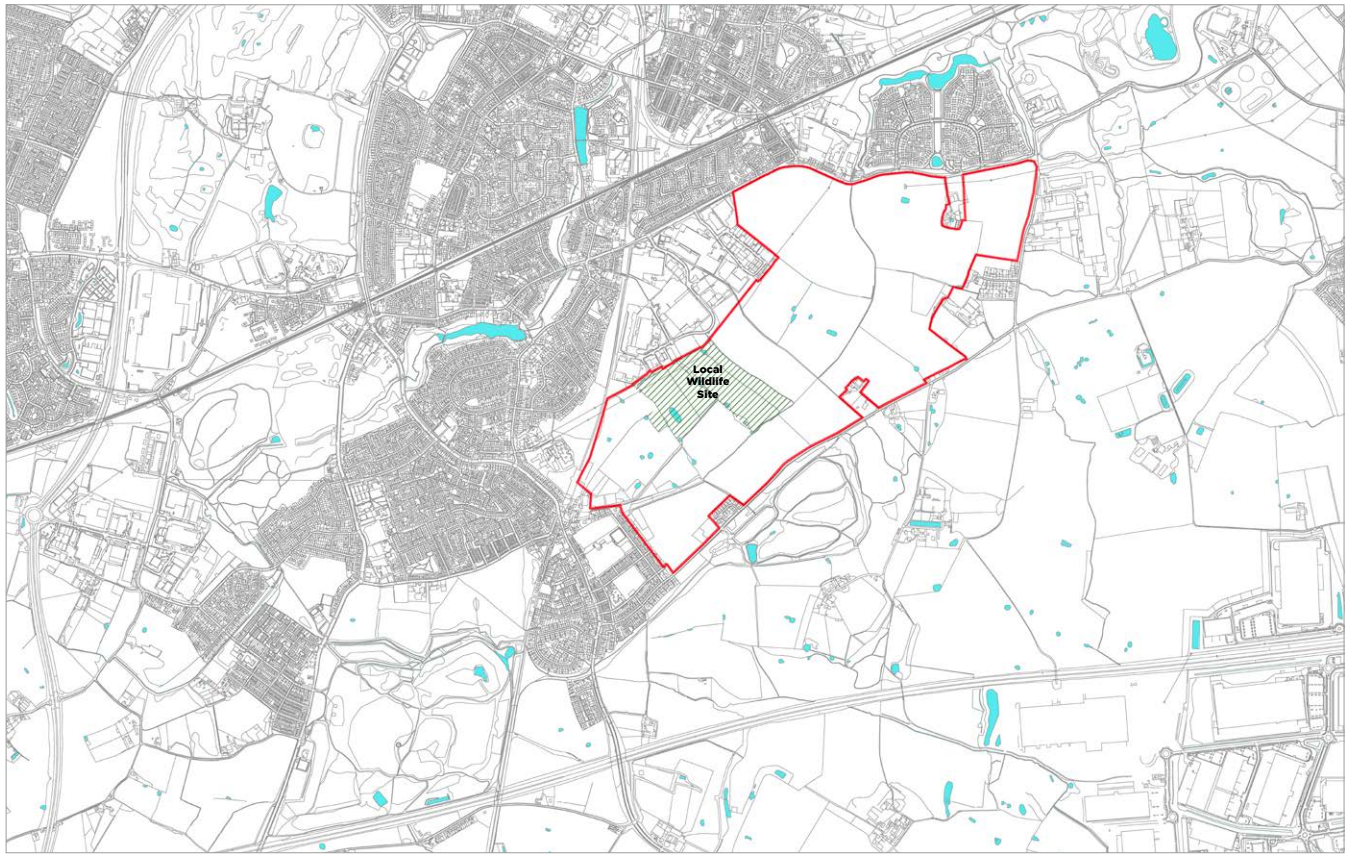


Figure 1.1 Masterplan Framework project area

Masterplan Framework project area boundary (147ha)

Tunstalls Farm and Field North of Gorsey Lane Local Wildlife Site

1.4 The Masterplan Framework process has also had regard to adjacent land, not included within the allocation but recognised within the planning process to constitute 'white land'. The Masterplan Framework highlights where there are potential key interfaces between the BFGV and adjacent sites that could be the subject of future planning applications for development.

1.5 The BFGV site is allocated in the Local Plan to provide residential development to support the Council in meeting its housing targets. Policy LPA04 in the Local Plan states an average of 486 new homes per annum should be delivered over the Local Plan period up to 2037.

1.6 In accordance with Local Plan Policy LPA04.1 (Section 2), any planning application for development within BFGV will need to accord with a single comprehensive masterplan covering the whole of the site allocation. This Masterplan Framework constitutes that single comprehensive masterplan and has been produced with input from landowners with interests within the area, members of the local and wider community and other key stakeholders.

1.7 More detail on proposals for BFGV are set out in the Local Plan Policy LPA11 which relates specifically to Bold Forest Garden Suburb, and provides detail around expectation around housing delivery, design and layout, social infrastructure, play, open space and green infrastructure, landscape and biodiversity and access and highways. These policy requirements have been factored into the development of the Masterplan Framework.

1.8 The Masterplan Framework has also taken into consideration the Bold Forest Area Action Plan (AAP) adopted in 2017, which sets out a vision to transform the area into an economically diverse, prosperous and high-quality environment. Principles from the AAP including sustainable development, connecting and ensuring the positive use of green space and enhancing the natural environment are all key considerations within the development of the Masterplan Framework.

1.9 It is of note that the AAP boundary is larger than the Masterplan Framework boundary (see Figure 1.2) and, therefore, a key consideration has been to ensure how the BFGV masterplan integrates within the wider context.

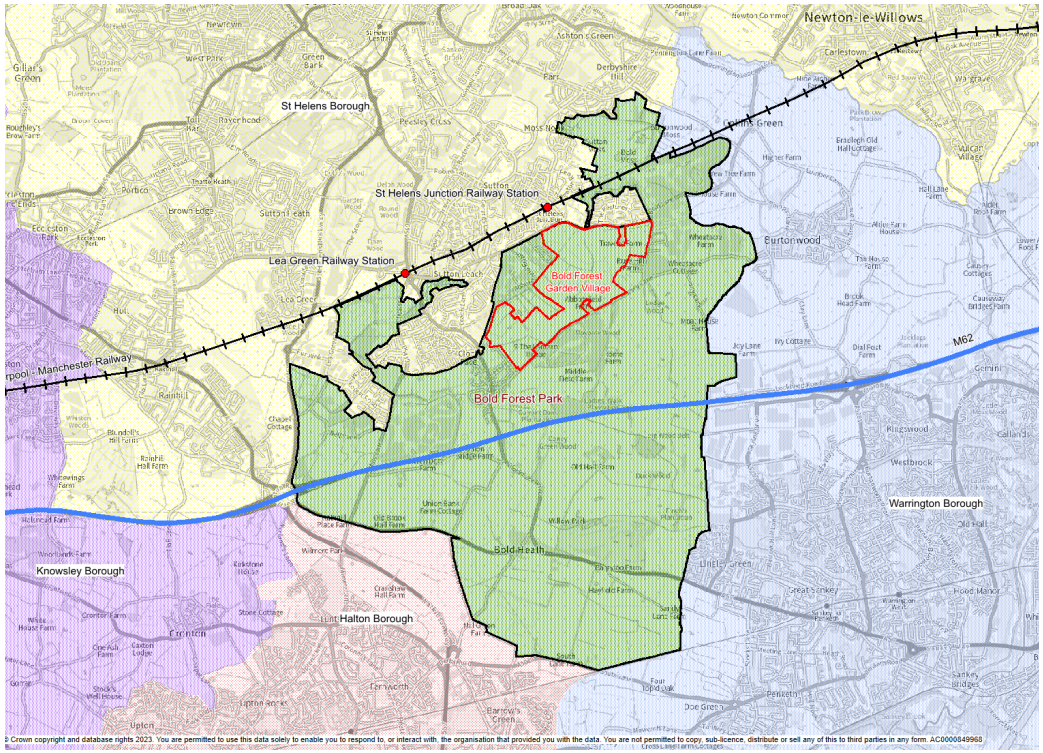


Figure 1.2 Site location in the context of Bold Forest Park (source: St Helens Borough Council)

Status

1.10 The Masterplan Framework is currently in draft format – subject to change resulting from public consultation to be held in November 2025. Comments received during the consultation period will be considered by the Council and, where appropriate, necessary changes will be made to the Masterplan Framework.

1.11 The outcome of the consultation will be documented and presented to the Council in the form of a Consultation Statement, alongside the final Masterplan Framework, for formal approval.

Purpose

1.12 Once approved by the Council, the BFGV Masterplan Framework will be a material consideration in the determination of planning applications that come forward within the area.

1.13 The Masterplan Framework establishes a vision, and design and development principles that should be adhered to by future planning applications within the area. By according with the established vision and principles, development will be brought forward in a co-ordinated and integrated manner, with a consistent approach to high-quality design and stewardship of place, supported by necessary and timely infrastructure delivery.

1.14 The Masterplan Framework seeks to:

- Establish principles that provide an overarching framework for development whilst allowing flexibility on delivery.
- Establish a delivery strategy for infrastructure required to unlock development on the site.
- Provide confidence to landowners and developers regarding the future of development in the area.
- Provide clarity for developers on potential requirements for future planning applications alongside policies within the St Helens Local Plan.
- Support the Council in making informed decisions regarding future planning applications and engagement around the delivery of BFGV.

1.15 On an area-wide and plot specific basis (where relevant), the Masterplan Framework establishes development principles across the BFGV site. This includes integration of key spatial strategies associated with access and movement, drainage, ecology, landscaping and public realm, community infrastructure, and residential development.

1.16 The Masterplan Framework has sought to balance the need for a co-ordinated approach to delivering a sustainable, high-quality and well-designed and functioning place with minimising the need for interdependence between land ownerships. It is recognised that in instances minimising interdependence will be challenging and, therefore, the Council is separately progressing with landowner engagement to put necessary agreements in place to support delivery of the overall ambition for BFGV.

1.17 The guidance documented within this Masterplan Framework is not intended to be prescriptive in its nature – rather, it reflects a spatial manifestation of the various strategic principles included. The Council recognises that alternative design solutions may be subsequently put forward through planning applications, which seek to meet the required strategy and guidance via suitable alternative approaches. The Council is supportive to maximising the development potential of BFGV where it does not undermine the overarching vision and principles established by the Masterplan Framework.

1.18 The Masterplan Framework is supported by key technical documents including:

- Suite of baseline documents
- Non-technical summary of baseline assessments
- Spring Consultation – Summary Report
- Surface Water Drainage Strategy Overview, and Sustainable Drainage Design Brief
- Transport Technical Note
- Heritage Significance: Opportunities and Constraints
- Landscape Assessment: Spatial Opportunities
- Ecological Impact Assessment
- Utilities Assessment

Structure

1.19 The remainder of this document is structured as follows:

- **Section 2**: Understanding the Place – summarising the key findings of the baseline evidence prepared in support of and to inform the Masterplan Framework.
- **Section 3**: Vision and Objectives – establishing the vision for Bold Forest Garden Village, supported by placemaking and delivery objectives.
- **Section 4**: Spatial Framework – presenting the overarching Framework Masterplan.
- **Section 5**: Spatial Framework Layers – the key strategies informing the spatial framework including:
  - Land Use and Capacity
  - Landscape Framework
  - Movement and Street Framework
  - Urban Design Framework
  - Healthy Placemaking Strategy
  - Sustainability and Energy Framework
- **Section 6**: Framework Character Area Design Guidance – recommendations relating to key character areas within the Framework Masterplan.
- **Section 7**: Approach to Delivery and Infrastructure – documenting all identified key infrastructure requirements associated with the spatial framework, alongside a plan for delivery.

Figure 1.3 Photograph of existing site

2 UNDERSTANDING THE PLACE

Comprehensive analysis underpins the Masterplan Framework

UNDERSTANDING THE PLACE

Baseline evidence

2.1 A comprehensive baseline analysis of the BFGV site and its surrounding context has been undertaken to underpin the Masterplan Framework. Developed in the context of a review of planning policy, objectives and requirements, the baseline analysis has been structured to address:

- People: Social infrastructure and housing need
- Place: Local context and characteristics, including landscape, heritage, and transport
- Environment: Ecological considerations, flood risk and drainage, land, air and noise quality, and utilities

2.2 A non-technical summary of the baseline analysis and key technical reports are published alongside this Masterplan Framework.

2.3 The baseline analysis culminated in a Strengths-Weaknesses-Opportunities-Threats (SWOT) analysis – summarised in the Tables 2.1 - 2.3, and Figures 2.3 and 2.4.

2.4 The Constraints Plan has informed the assumed net developable areas reflected in the Masterplan Framework, along with the appropriate distribution of social infrastructure and public realm. It is recognised that site-specific surveys in support of subsequent planning applications may result in changes to the net developable areas and therefore housing numbers identified in this Masterplan Framework.

People overview: SWOT summary

Strengths

- BFGV is helping St Helens Borough Council to achieve its Local Plan housing requirements via the delivery of circa 3,000 homes.
- The site is allocated as 'Bold Forest Garden Suburb (4HA)' (Policies LPA04, LPA04.1, LPA11) in the Local Plan Policies Map. Additionally, it is classed as a housing allocation within the Bold Forest Area Action Plan, which should help with delivery and taking the development through the planning process.
- Specific requirement for any planning application for development within the site to accord with a single comprehensive masterplan covering the whole of the site gives the Council a good level of control on what development comes forward on the site.
- There are numerous relevant policies and strategies that development can lean on which will inform overall development and active design proposals. This in turn should help deliver the overarching aim the council and local area want.
- There is strong activity in the surrounding area suggesting strong market demand.
- BFGV is well situated to the M62 motorway and in turn the M6, this derives value and opportunity. Additionally, the access to St Helens Junction and Lea Green Railway station is attractive to prospective residents.
- Policy compliant position would be 30% of housing as affordable across the whole scheme. This will help the Council address housing challenges across the borough.
- The site is of significant scale to deliver social infrastructure alongside the development to support the local community.
- Existing natural and semi-natural green space in the surrounding area can be drawn on to limit the amount needed on-site and provide a strong connection to BFGV.
- Significant Officer engagement has aided the design team regarding the requirements of the masterplan.

Table 2.1 'People' theme SWOT summary

Weaknesses

- There is limited data on apartments, which in turn makes it difficult to understand if there is demand for new build apartment stock within BFGV. Additionally, there are no new build terraced accommodation brought forward in any recently delivered local schemes. This suggests a lack of demand in the local area, reflecting the large amount of terraced housing already available in St Helens.
- A lack of community infrastructure in the local area has been identified indicating the need to incorporate social infrastructure on-site in particular around health, education, public open space and community facilities.

Opportunities

- Significant opportunity to help St Helens Borough Council meet their Local Plan housing targets through delivery of the masterplan.
- Planning policy requirements including the need for a masterplan allows St Helens to ensure high quality development comes forward on the site.
- Market engagement with housebuilders suggests there is strong appetite to deliver development in this area.
- Potential to increase density in certain locations given the scale of the development but also recognise the housebuilder desire to deliver homes at 35 -40 dph in areas of the scheme.
- BFGV is located in a relatively high value area from a residential sales perspective.
- BFGV is the largest housing allocation within St Helen's and the Liverpool City Region.
- BFGV is of a scale to deliver significant on-site infrastructure to benefit the local community.
- There are also wider opportunities to improve off-site leisure facilities to provide further and wider benefit to the community.

Threats

- If new planning policies are brought forward (such as Local Plan Review and the LCR Spatial Development Strategy), there could be additional obligations that are currently unaccounted for.
- The masterplan will be delivered over a prolonged period. Therefore, there is significant scope for changes in market forces over time.
- Multiple landowners could lead to delivery challenges relating to sites coming forward and equalisation.
- Cost analysis is currently based on BCIS, the leading database of cost and price data within the construction industry. For more specific costings, it might be appropriate to acquire the services of a quantity surveyor.
- Abnormal costs are unknown at this stage of the process.
- Whilst a health centre is an established up-front requirement the demand will develop over time and there is a risk of upfront under-utilisation if all delivered upfront.
- Local schools being Academies means lower level of Council control and may limit the ability to expand them as required.

Place overview: SWOT summary

Strengths

- Relatively flat previously undeveloped site that is generally well screened in the wider landscape.
- Site lies in proximity / adjacent to established communities / mixed neighbourhoods for new residents to access and help sustain local services and facilities.
- Site is well located in terms of employment areas, road and rail transport, enabling new residents to access employment opportunities and support the local economy. The site is particularly well connected by rail, with Lea Green and St Helens Junction stations in close proximity.
- Local highway network provides strong connections to St Helens town centre, as well as the strategic network at M62 junctions 7 and 8.
- Urban characteristics representative of St Helens as a place strongly shaped by industrial history with patterns of urban growth giving a distinctive sense of place.
- Local highway routes have historic origins including routes that define the boundaries of the site contributing to a sense of place and appreciation of historic growth.
- Established on-site Public Right of Way and Bridleway network.
- Local urban character and sense of place strongly influenced by the relationship between residential development, significant green corridors and open spaces and local industrial heritage.
- Wide-ranging views across the landscape, especially to the north where hills can be viewed on the distant horizon.
- Several designated landscapes (AAP area) and notable recreational and amenity parks and open spaces within 1,600m of the site including Sherdley Park, Sutton Brook / Sutton Mill Brook and Thatto Heath Meadows.
- Bold Forest AAP sets a broad framework of objectives that BFGV can respond to.

Weaknesses

- Access to the north-west / north is restricted (severance of disused railway and large scale industrial).
- Urban area punctuated by infrastructure corridors giving a fragmented urban structure, with residential areas interspersed with employment areas and infrastructure corridors.
- Routes of connection towards important open spaces to the west and north west (Sherdley Park, Sutton Park and King George V Playing Fields) are relatively lengthy, with some sections that are not currently pedestrian-friendly and/or difficult to navigate.
- Existing congestion at M62 Junctions 7 and 8 junctions at peak times.

Table 2.2 ‘Place’ theme SWOT summary

Figure 2.1 Site photograph illustrating topographic characteristics and example of longer distance views

Opportunities

- Inherent opportunity to incorporate measures to promote walking, cycling and public transport.
- Allow existing Green Infrastructure (GI) connections to be reinforced and new connections to be formed – especially fragmented habitats in the centre of the site through the vegetated landscape and ecology corridors, and open spaces.
- Reinforce pattern of site landscape features including the LWS, PRoW links, ditches and ponds, and work with local landscape character.
- Incorporate landscape management recommendations (e.g. reinforcement of existing gappy hedgerows, reintroduction of lost hedgerows where possible, management of drainage features and wetland areas).
- Enhance key PRoW connections as amenity and ecological GI corridors.
- Help to create and promote clear, connected local links that help to overcome perceptions of urban fragmentation.
- Approach to transport and mobility to positively contribute to climate emergency response (lowering carbon emissions, reducing car usage), and Healthy Streets (improved air quality, lower noise disturbance, increased number of people who travel by active modes).
- Distinctive neighbourhood character areas immediately adjacent to the site provide potential design cues.
- Enhanced connections with Clock Face Country Park and Bold Moss via established PRoW and new pedestrian and cycle links. Connect to and enhance existing longer links to Sutton Manor.
- Support delivery of Bold Forest AAP objectives including; creating new economic opportunities; create easily understood and accessible network of linked open spaces; create quality outdoor space for physical activities and to improve mental health and wellbeing; enhance connectivity between the urban area and Forest Park

Threats

- Development highly visible from local network of PRoWs and bridleways, and some specific high-sensitivity local views from other vantage points.
- Potential loss of existing landscape features within the site, potential for existing infrastructure to restrict new woodland and tree planting.
- Late 20th century growth strongly influenced by creation of M62, accelerating development to the south of St Helens and north of Warrington. Southern areas of St Helens have seen proliferation of commercial and industrial development – creating anonymous, car-centric modern development.

Environment overview: SWOT summary

Strengths

- Site comprises predominantly undeveloped agricultural land.
- Recent site-wide Preliminary Ecological Appraisal (The Mersey Forest, 2024) has enabled a robust BNG baseline position.
- Located wholly within Flood Zone 1 (Low Probability) for fluvial flood risk. Risk of surface water flooding is predominantly very low but there are some higher risk areas.

Weaknesses

- Existing low-permeability shallow geology means that opportunities for infiltration in SuDS will be limited.
- Existing surface water drainage / flood risk issues along Gorsey Lane (to south) and along the B5204 (to north) with multiple recent flood incidents reported.
- Potential local emissions sources (air quality) have been identified that could potentially constitute design constraints.

Opportunities

- LWS considered to be in 'moderate' condition, with modified grassland and dry / drying ponds and ditches; therefore potential for habitat enhancement to contribute to BNG.
- Ground levels slope down towards site boundaries to the north, south and east with existing points of discharge to local water courses.
- Residential development to be suitably mitigated against commercial uses, to support the coexistence of noise-sensitive and noise-generating uses.
- Site-wide SuDS network to manage surface water run off and help alleviate existing local flood risk issues.

Threats

- GCN are present, and that the masterplan will need to demonstrate that they can be mitigated for appropriately.
- Existing site surface water run off drains either to Sutton Brook or Whittle Brook but routing of some ditches / discharge points and off-site connections to the water courses is unclear.
- Some specific parts of the site (particularly along the ditch network) are vulnerable to surface water flooding and more detailed consideration is needed on related constraints.
- Potential on-site sources of contamination e.g. made ground.
- Future ground investigation needed for targeted investigation.
- The site is located within a mixed use area that includes industrial activity adjacent to the site boundary. Noise generating uses are located at Abbotsfield Road, Brindley Road, North of Bold Road and Neills Road. Reginald Road Industrial Estate and Bold Industrial Estate are considered to have the potential to release pollutant materials and/or odours.

Table 2.3 'Environment' theme SWOT summary

Figure 2.2 Site photographs illustrating existing environmental features within the site

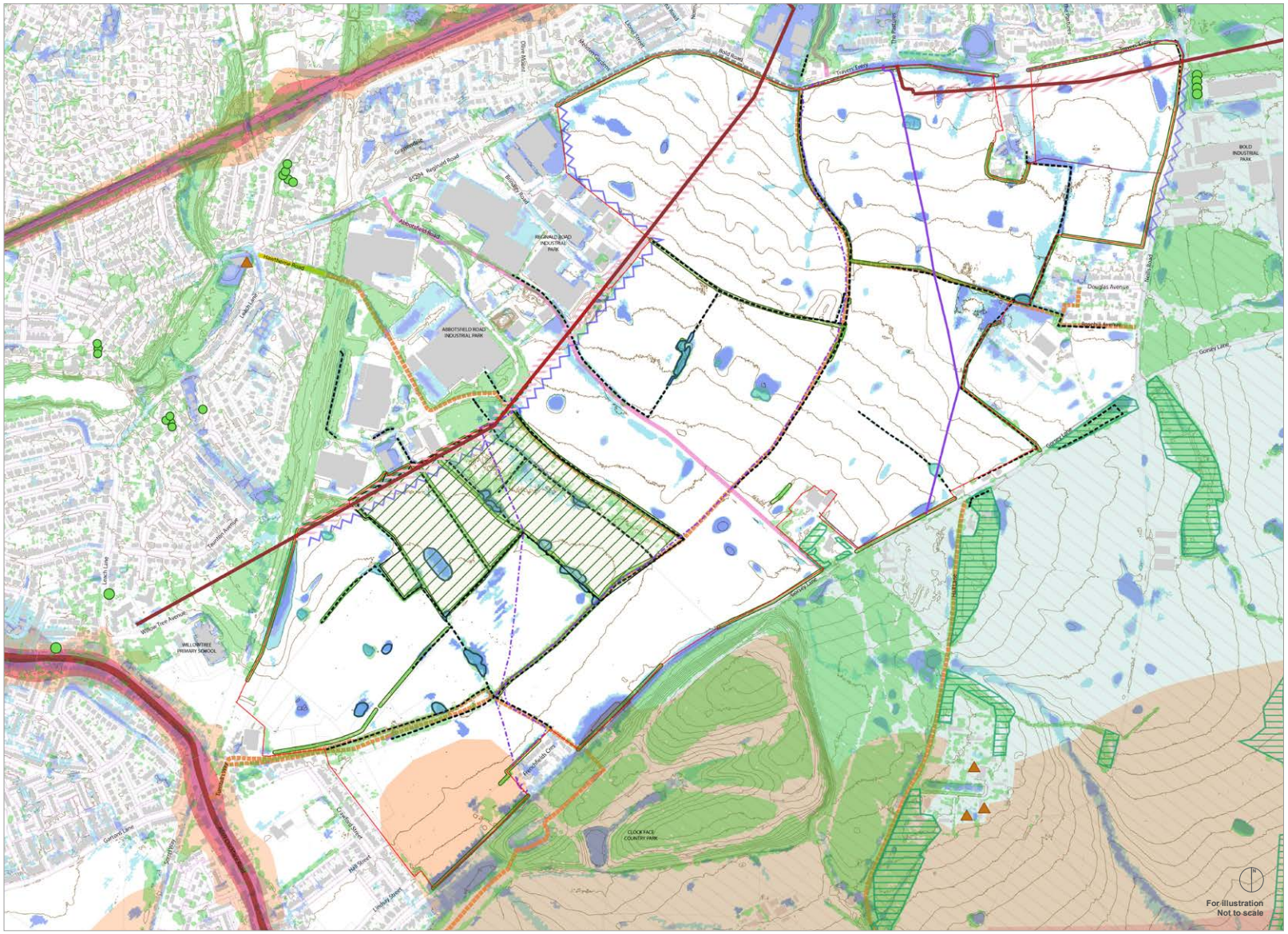


Figure 2.3 Non-technical site constraints summary

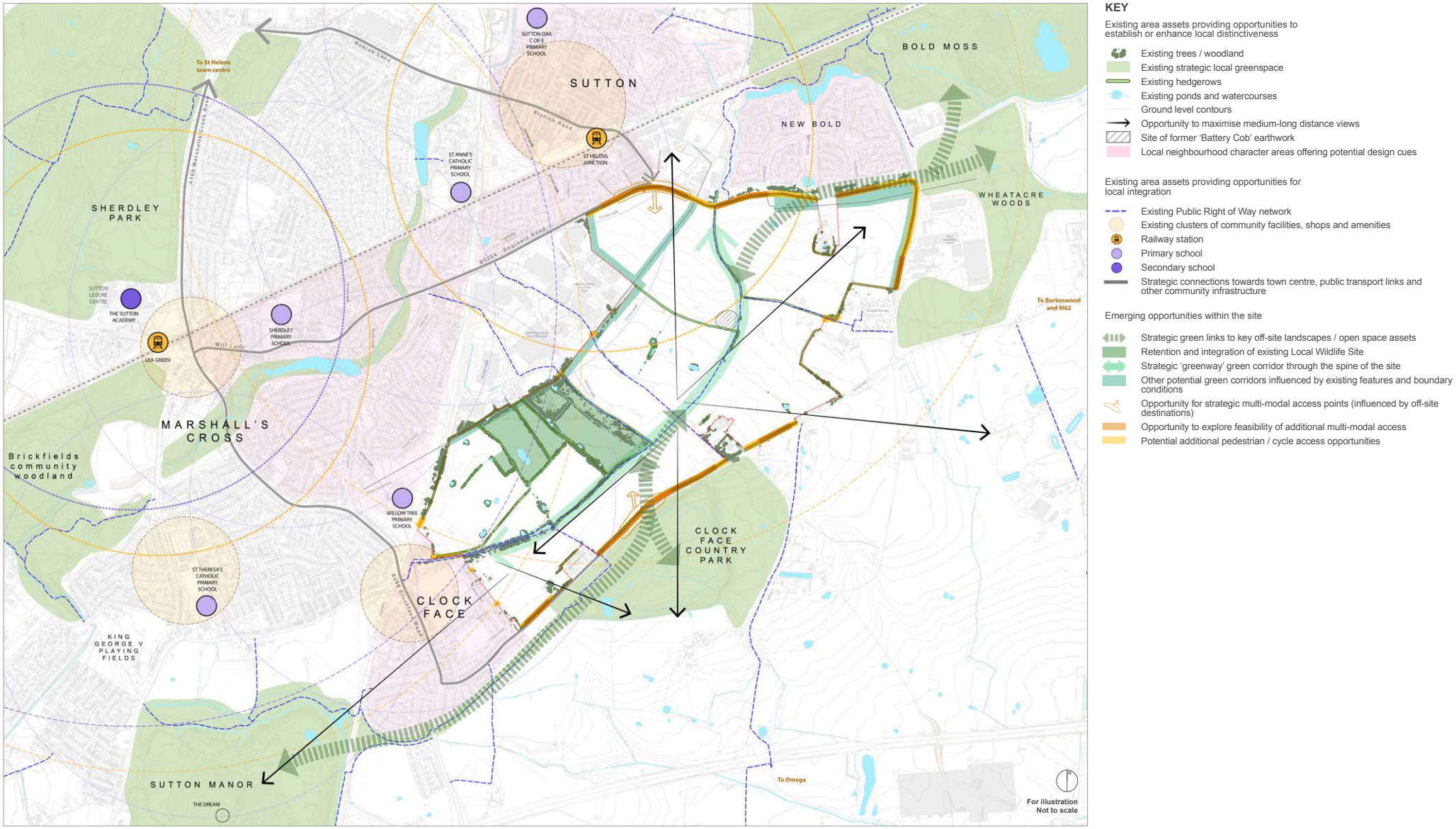


Figure 2.4 Non-technical site opportunities summary

Stakeholder and community engagement

2.5 The development of the Masterplan Framework has included considerable engagement with key stakeholders and members of the local community. This has included:

- Regular structured engagement with landowners: including meetings held at key stages to help gain an understanding of the place and to develop strategic approach options, ultimately informing this Masterplan Framework.
- Stakeholder engagement: a programme of stakeholder engagement (including local ward councillors, the local Member of Parliament, Cabinet Members of the Council, local Parish Councils, the adjoining local authority of Warrington Borough Council, schools and community organisations) in advance of community engagement.
- Local community engagement: a public consultation programme that ran from 14 April to 2 May 2025 and included two public drop-in events and a dedicated consultation website.
- During the masterplan development process the masterplan team has continued to engage with the local community including regular engagement with Bold Parish Council and local schools engagement with a Planning Committee session undertaken at Willow Tree Primary School and a Net Zero Workshop undertaken at Sutton Oak C of E Primary School.

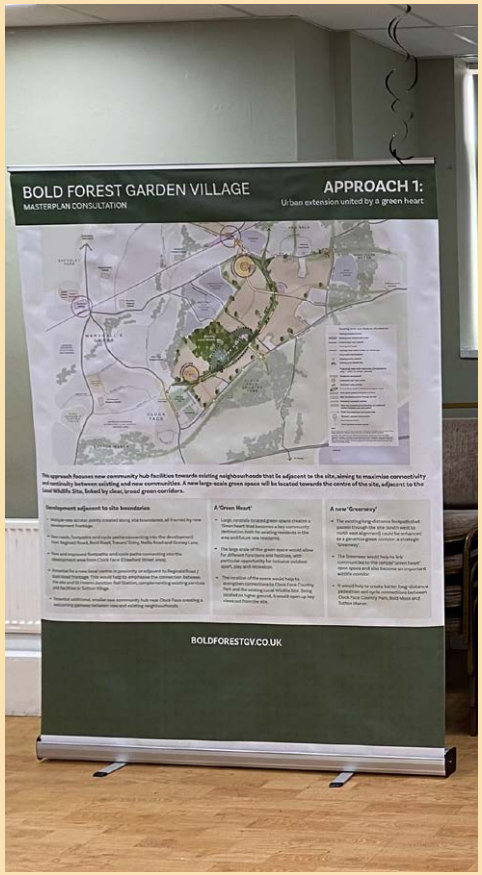
2.6 Key themes identified through the consultation have included:

- Traffic and Transport – concerns were raised over existing congestion, particularly around Burtonwood, the M62, and Clay Lane. In addition, attendees felt the condition of local roads, including Gorsey Lane, are unsuitable for increased traffic. Existing problems identified included speeding and the volume of HGVs in the area.
- Drainage and Flooding – it was noted that regular flooding on key roads not only disrupts traffic but is becoming a consistent safety concern. Fears that the development will worsen flood risks through increased run-off led to a volume of questions about infrastructure capacity.
- Community Infrastructure – desire for an on-site GP or healthcare provision, in addition to need for clarity on plans for primary and secondary schools, reflecting the feeling of existing strain on local services. There was also a strong preference for accessible, well-integrated retail and community hubs.
- Environment and Ecology – questions about the impact on local wildlife, especially the loss of protected species (like Lapwings and Skylarks) were presented to the team and reflected a general scepticism around the effectiveness of biodiversity and biodiversity net gain strategies.

2.7 Key findings from the consultation and engagement undertaken has been factored into the Masterplan Framework.

2.8 More detail of the outcomes of the April 2025 community consultation can be found in the Community Consultation Statement included alongside the Masterplan Framework.

2.9 This Masterplan Framework report will be the subject of additional community engagement during November 2025.



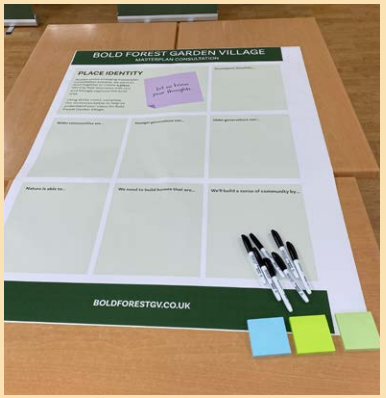
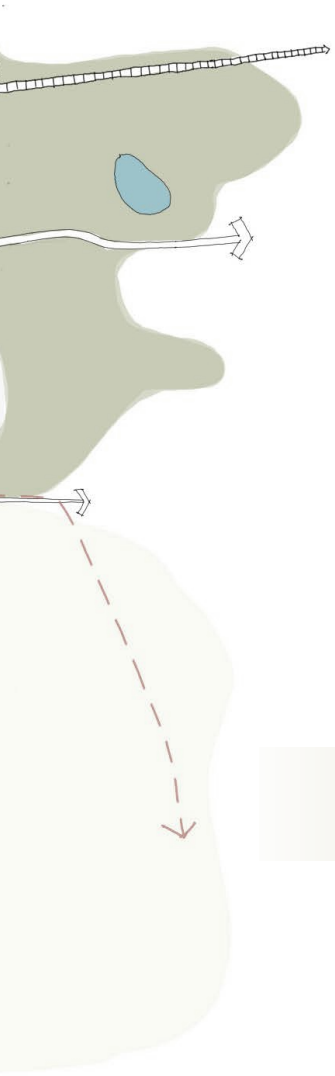


Figure 2.5 Photographs of community consultation materials, April 2025


TO ST HELENS CENTRE
BOLD MOSS
SUTTON
ST HELENS JUNCTION
LEA GREEN
NEW BOLD
SUTTON LEACH
WILLOW TREE PRIMARY SCHOOL
SUTTON MANOR
CLOCK FACE
CLOCK FACE COUNTRY PARK
TO LIVERPOOL
TO MANCHESTER
M62



3 VISION AND OBJECTIVES

Establishing the vision for Bold Forest Garden Village, supported by placemaking and delivery objectives

VISION AND OBJECTIVES

Approach

3.1 The vision and objectives for BFGV have been developed through extensive collaboration to establish a locally relevant approach. They define a commitment to creating a distinctive, responsive and people-friendly place.

3.2 The vision and objectives stem from the key drivers behind the Masterplan Framework, shaped and endorsed through the options consultation process.

Baseline and background

↓

Key drivers

↓ Leads to…

3x Strategic approaches (options)

↓

Consultation / engagement

↓ Leads to…

Vision

+

Strategic objectives

In this context, the vision and objectives:

- Are based on, and further develop, the Local Plan policy objectives and site allocation evidence base.
- Are responsive to established local characteristics.
- Are inclusive of existing local communities (a vision that aims to be meaningful and relevant to existing residents as much as being about a new place).
- Reflect feedback and sentiment from all engagement and consultation work.
- Capture a balance of all issues and ideas explored through the options process.
- Are practical and achievable, as well as being ambitious and inspiring.
- Shape Garden City principles into something relevant for BFGV.

Figure 3.1 Letchworth Garden City illustrating spatial characteristics of applied Garden City principles

Key drivers

3.3 The key drivers reflect overarching ambitions to deliver a sustainable and deliverable Garden Village.

1. Landscape-led

A distinctive, sustainable, attractive and healthy place to live

Development that:

- Responds to and enhances established local landscape assets and character.
- Addresses wider Garden City principles and sustainable development objectives.
- Embeds accessible and varied green spaces and landscapes that bring benefits for all local communities.

2. Locally integrated

A new place that integrates and enhances established communities

Development that:

- Is not isolated from existing neighbourhoods, but enhances local connections and maximises benefits for all.
- Enables and promotes high levels of mobility and active travel opportunities.
- Creates shared amenity and accessible social infrastructure.

3. Comprehensive

A coordinated site-wide approach to delivery and infrastructure

Development that:

- Efficiently distributes infrastructure whilst maximising placemaking and connectivity benefits for the Garden Village and wider area.
- Coordinates shared responsibility for delivery of infrastructure.
- Considers area-wide management framework and agreements to ensure principles around infrastructure delivery and management are protected and implemented.

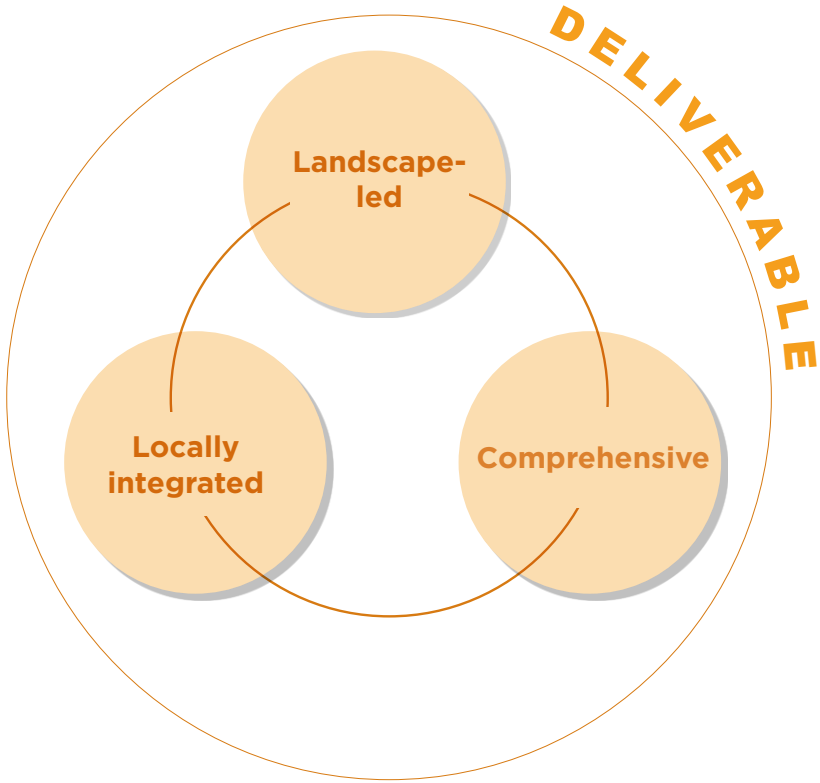


Figure 3.2 The 'key drivers' of the project, capturing background and baseline analysis

VISION

Bold Forest Garden Village will be an inclusive place that brings diverse residential neighbourhoods together around an attractive, locally distinctive green space network with outstanding Country Parks on the doorstep.

The Garden Village will create walkable environments with vibrant community infrastructure and extensive connections into surrounding neighbourhoods. It will optimise its unique location within the Bold Forest Park, enhancing wider accessibility.

The Garden Village will be uniquely set within Bold's semi-natural environment combining the best of rural and urban life. This will be a place of richness and diversity, both in the green spaces it provides and in the communities it supports.

The Garden Village will be a place which supports and inspires active and healthy lifestyles, for young and old alike including intergenerational community activities.

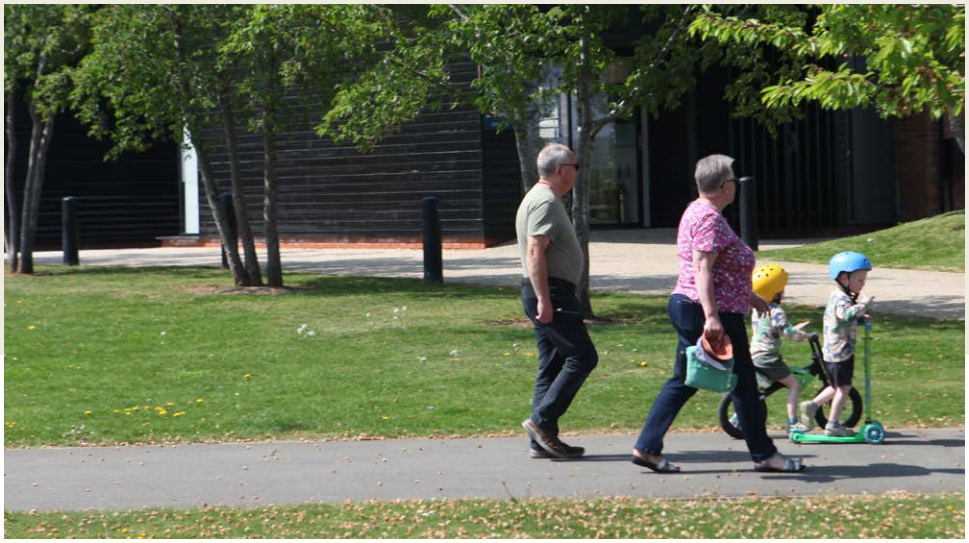


Figure 3.3 Examples of environments that reflect the vision for Bold Forest Garden Village

Landscape-led

Landscape-led

3.4 New high quality homes will be nestled amongst the expansive Country Park network and local woodlands. Varied environments and experiences will provide a great place to live, explore and learn about nature, including links with the Local Wildlife Site.

3.5 Green spaces will bring people and wildlife together but development will respect and enhance habitats where wildlife can flourish. Development will sensitively integrate and strengthen ecological assets, protected species and priority habitats, existing hedgerows and ponds.

3.6 The Garden Village will be enhanced by the site's gentle slopes, open views and sense of light and air. This will be a place that is a pleasure to walk or cycle through: attractive green spaces that support health and wellbeing, allow community food production and create nature trails, walking, cycling and equestrian routes for fun, exercise and commuting.

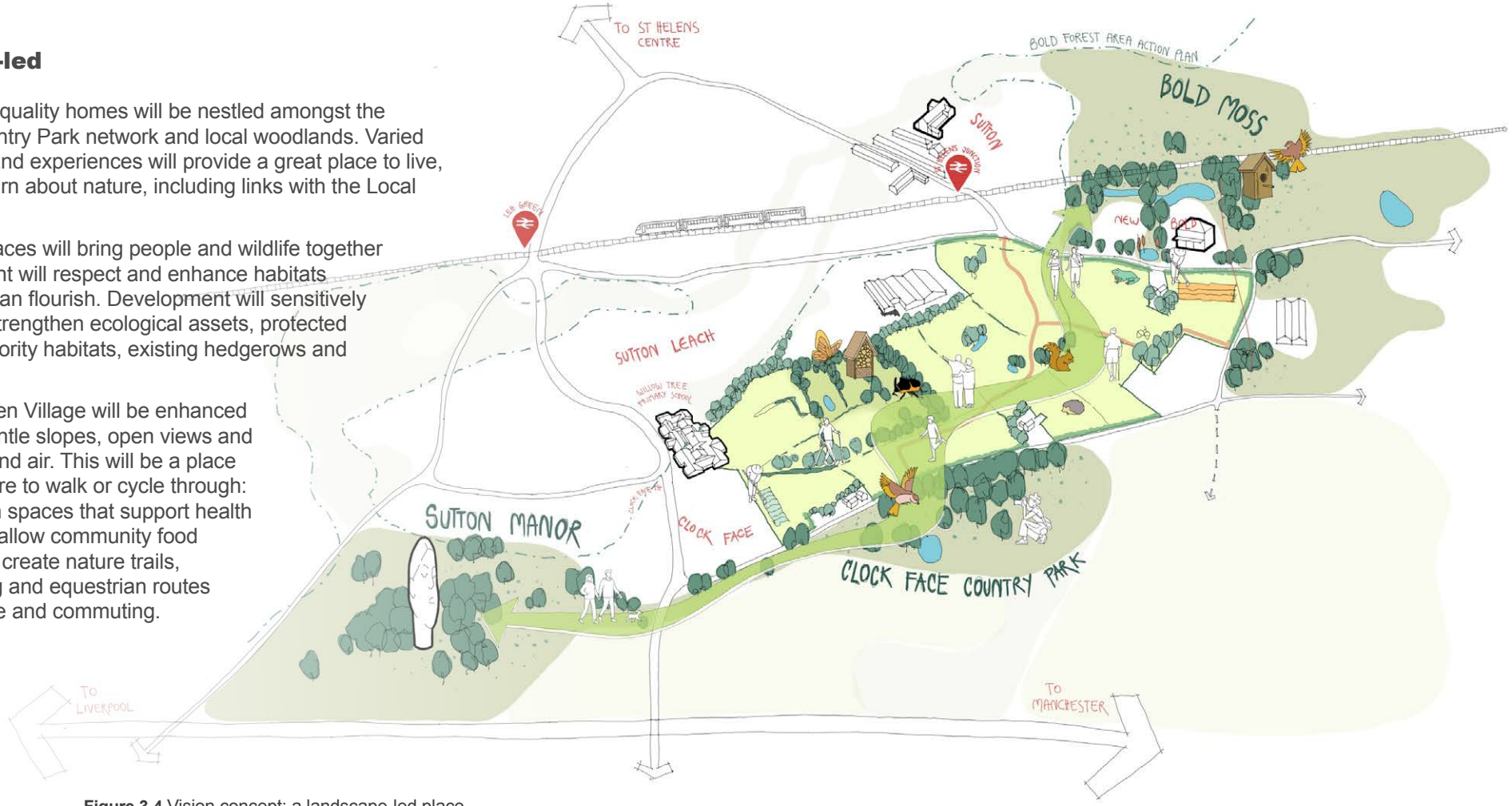


Figure 3.4 Vision concept: a landscape-led place

Locally integrated

Locally integrated

3.7 Development will form a key part of the wider St Helens community, connecting to Bold, Clock Face, Sutton, Bold Forest Park and the town centre. This will be a linked, accessible, everyday place, integrating new and existing facilities that anchor communities, creating destinations and serving daily needs. Development will minimise the need to travel by car and support sustainable live-work lifestyles.

3.8 Residents will enjoy easy access to St Helens Junction and Lea Green rail stations and be connected more widely across the region, to all its employment, transport, recreational and place assets.

3.9 The Garden Village will be connected with its distinctive industrial heritage including visually through views towards the former collieries at Sutton Manor (including The Dream) and Clock Face Country Park. St Helens has always been an industrious place, where heroic engineering achievements, effort and work ethic brought people together. Development will create a productive place – a productive landscape - where people come together in communal activity including food production, play, sport and recreation.

Figure 3.5 Vision concept: a locally integrated place

Comprehensive

Comprehensive

3.10 Although a connected and integrated part of St Helens, the Garden Village will be somewhere new, with its own unique identity. New high quality homes and spaces will create coordinated townscape moments, meeting places and streetscape characters: from vibrant busy hubs to quiet, contemplative green spaces away from it all.

3.11 This will become a memorable place, capitalising on a special setting and wonderful views, and made more distinctive by the prominent watercourses and wetlands that have characterised this area for generations.

3.12 This will be an environment that matures and grows across seasons and time. The Garden Village will come together as a coordinated whole, phased but with a clear end goal. Local people will be engaged in the process of change, developing a sense of ownership over outcomes.

3.13 Development will align site-wide and building scale climate mitigation strategies to reduce energy consumption and bolster the resilience and health of its residents. A site-wide drainage solution will manage surface water in a network that manages water quantity, supports biodiversity, and delivers amenity benefits.

3.14 The Garden Village will have education at the heart – not just a potential new primary school but opportunities for broader learning and development – opening up the LWS linking outdoor spaces and supporting outdoor learning and forest schools.

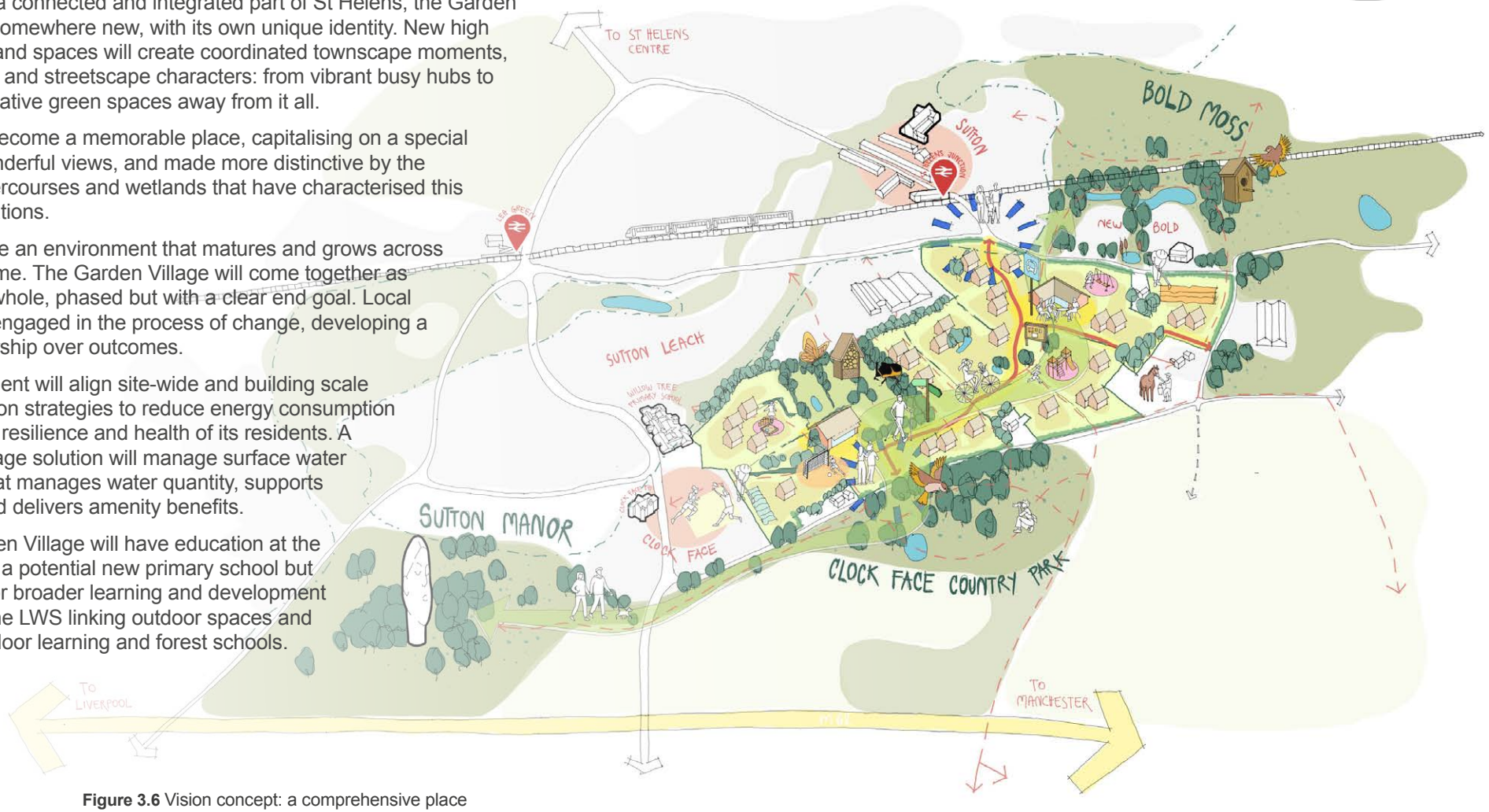


Figure 3.6 Vision concept: a comprehensive place

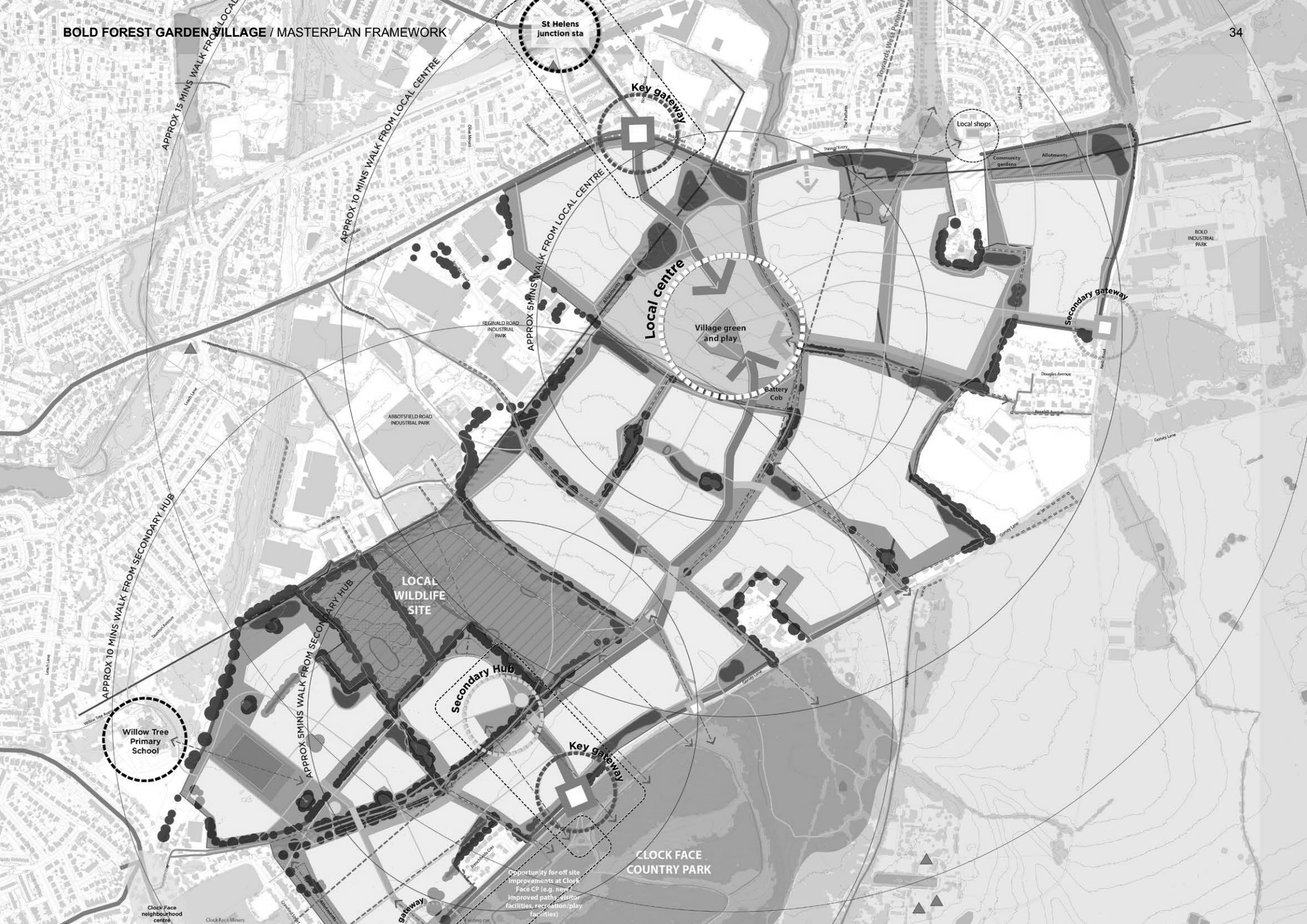
Strategic objectives

3.15 The strategic objectives set meaningful, achievable goals for future development across the Masterplan Framework area, inspired by the vision.

Key Driver	Strategic objective	
Landscape-led A distinctive, sustainable, attractive and healthy place to live	**1. Landscapes for people**	Green corridors and spaces to create continuous routes to explore and enjoy, which enhance quality of life, sense of place and support health and wellbeing.
	2. Landscapes for wildlife	Connected habitats, that retain and integrate existing landscape features and create spaces where wildlife can thrive, and people benefit from access to and learning from nature.
	3. Strategic connectivity	Maximising the role BFGV can play in delivering Bold Forest Park AAP objectives, transforming local and wider connectivity and legibility of existing strategic assets, whilst contributing towards enhanced recreation opportunities, and the diversity and economic potential of green assets.
Integrated A new place that integrates and enhances established communities	**4. Welcoming and permeable**	Positive and welcoming gateways including direct, clear points of access / interface, along with routes that bring people in and through the site, creating an attractive and accessible place for both existing and new communities.
	5. Inclusive communities	A place that caters for the diverse community being created, including the delivery of infrastructure to support new homes and a diverse variety of landscapes and other spaces to benefit all.
	6. Active travel and healthy choices	A movement network that is naturally conducive to walking and cycling, and which facilitates public transport connectivity, supporting a range of daily needs within convenient walking/cycling times and via attractive people-friendly routes
Comprehensive A coordinated site-wide approach to delivery and infrastructure	**7. A place formed over time**	A development that will evolve over time whilst ensuring early phases are coherent and convivial to create a place that is attractive, liveable and sustainable across all phases.
	8. Coordinated infrastructure	Delivery of social infrastructure in a co-ordinated manner with consideration of phasing and landownership. Meeting need as the community grows, and ensuring a sustainable place is created.
	9. Inclusive process	Communicative and collaborative planning and delivery, where stakeholders and communities are informed, included and engaged in accessible ways, and where development and design decisions are informed and shaped by local knowledge and aspirations as much as by technical and procedural essentials.

Table 3.1 Strategic objectives

Figure 3.7 Example of new development creating an environment that aligns with the strategic objectives for Bold Forest Garden Village (Countesswells, Aberdeen)


St Helens junction sta
Key gateway
APPROX 15 MINS WALK FROM LOCAL CENTRE
APPROX 10 MINS WALK FROM LOCAL CENTRE
APPROX 5MINS WALK FROM LOCAL CENTRE
Local centre
Village green and play
Battery Cob
Local shops
Community gardens
Allotments
Secondary gateway
BOLD INDUSTRIAL PARK
REGINALD ROAD INDUSTRIAL PARK
ABBOTSFIELD ROAD INDUSTRIAL PARK
APPROX 10 MINS WALK FROM SECONDARY HUB
APPROX 5MINS WALK FROM SECONDARY HUB
LOCAL WILDLIFE SITE
Secondary Hub
Willow Tree Primary School
Key gateway
CLOCK FACE COUNTRY PARK
Opportunity for off site improvements at Clock Face CP (e.g. new/ improved paths, visitor facilities, recreation/play facilities)
Clock Face neighbourhood centre
Towards West Pennine
Gorsey Lane
Douglas Avenue
Bostock Avenue
Travers' Entry
Willow Tree Avenue
Thornton Avenue
Leach Lane
Rainford Gdns
Clock Face Miners

4 SPATIAL FRAMEWORK

A response to context and vision: a wider strategy and a site-specific framework plan

SPATIAL FRAMEWORK

Overall approach

4.1 The **Spatial Framework Plan** for BFGV (Figure 4.13) applies the vision and objectives for the area, balanced against constraints, opportunities and local context, to articulate a spatial strategy to guide future development in the area.

4.2 The Spatial Framework has been:

- Directly influenced by consultation and engagement that has built an understanding of key local issues, opportunities and preferences.
- Developed alongside a suite of assessments covering ecology, drainage, transport, landscape, sustainability and utilities.
- Developed and informed by assessments of property market, viability and delivery.
- Developed in tandem with the consideration of infrastructure delivery.
- Guided by the site allocation process and the objectives of the Local Plan.
- Guided by national design guidance in particular the National Design Guide, Manual for Streets and LTN1/20.

4.3 It captures a series of **Spatial Principles** that are borne out of this contextual analysis.

4.4 Building on the spatial principles, the Spatial Framework Plan is directly informed by two **Strategic Framework Diagrams** (Figures 4.8 and 4.12) – which articulate the fundamental spatial structure anticipated across the BFGV. These diagrams articulate the overarching concepts around movement and creation of community destinations, and around green infrastructure. The intersection of these two key strategies are fundamental underpinning principles of the Spatial Framework Plan.

Spatial principles

Spatial principle 1: Driven by wider, strategic connections

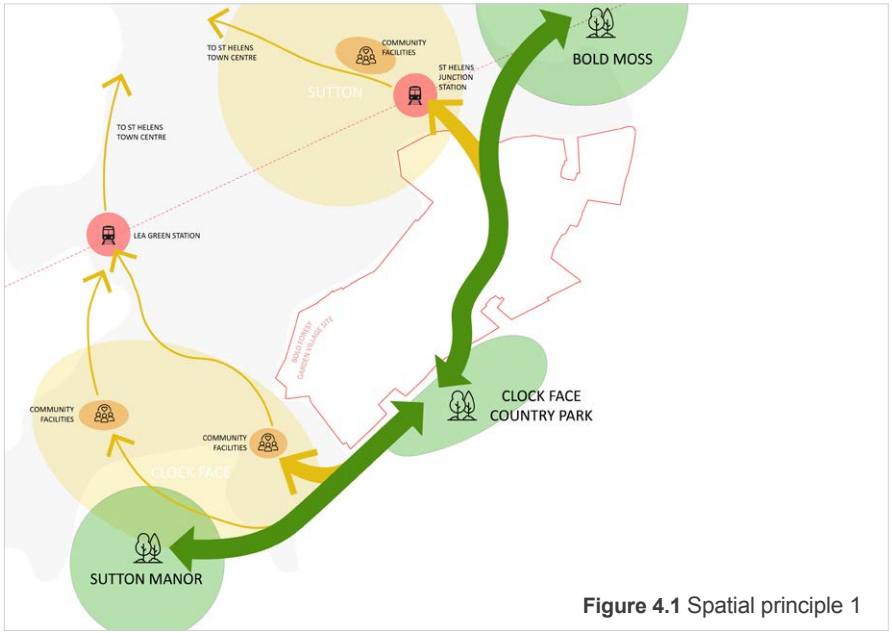


Figure 4.1 Spatial principle 1

- Connect and combine strategic Green Infrastructure assets across wider Bold Forest Park area**.**
- Permeable and welcoming site boundaries that enable links and help bind existing neighbourhoods to the north and south.
- Create and enhance clear key gateways and corridors that connect:
  - » Clock Face Country Park, Bold Moss, Sutton Manor.
  - » Existing communities and infrastructure in Sutton and Clock Face.

Spatial principle 2: Maximising local links ‘into and through’

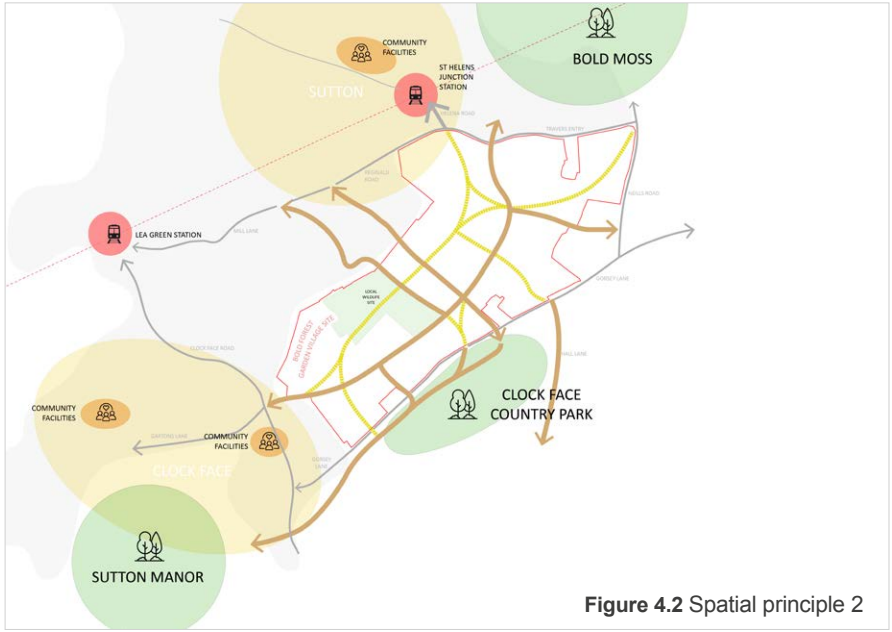


Figure 4.2 Spatial principle 2

- Complement wider strategic connections with accessible local sustainable links.
- Reinforce and enhance the pre-existing PRoW network that already provides multiple points and routes of connection.
- Create additional connections to enhance key desire lines to local facilities and destinations.

Spatial principle 3: Working with existing site landscape characteristics

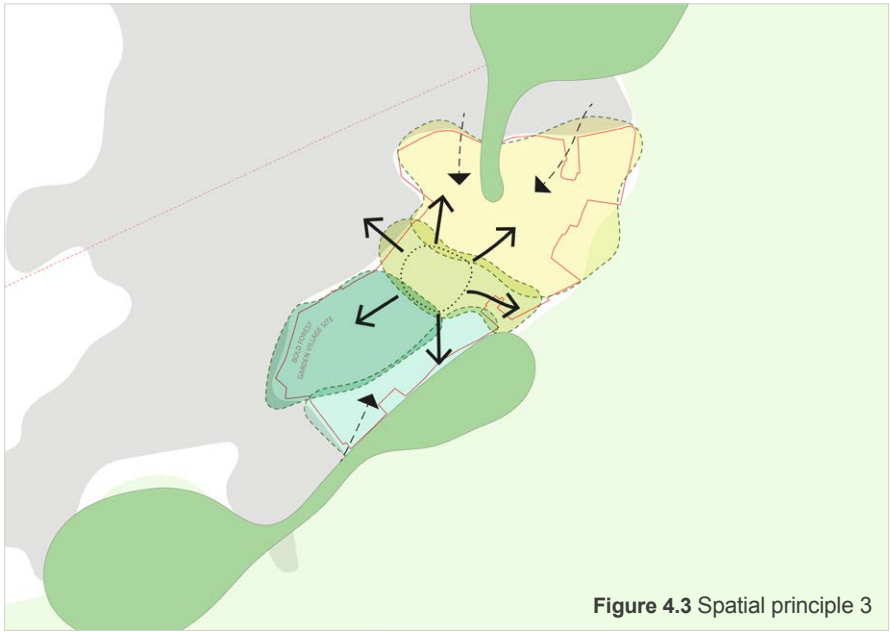


Figure 4.3 Spatial principle 3

- Work with the existing topography, landscape features, vegetation and local views which create an established patchwork of landscape character areas.
- Establish character areas within the site to positively influence the structure, legibility and form of future development.

Spatial principle 4: Reinforcing the established 'greenway'

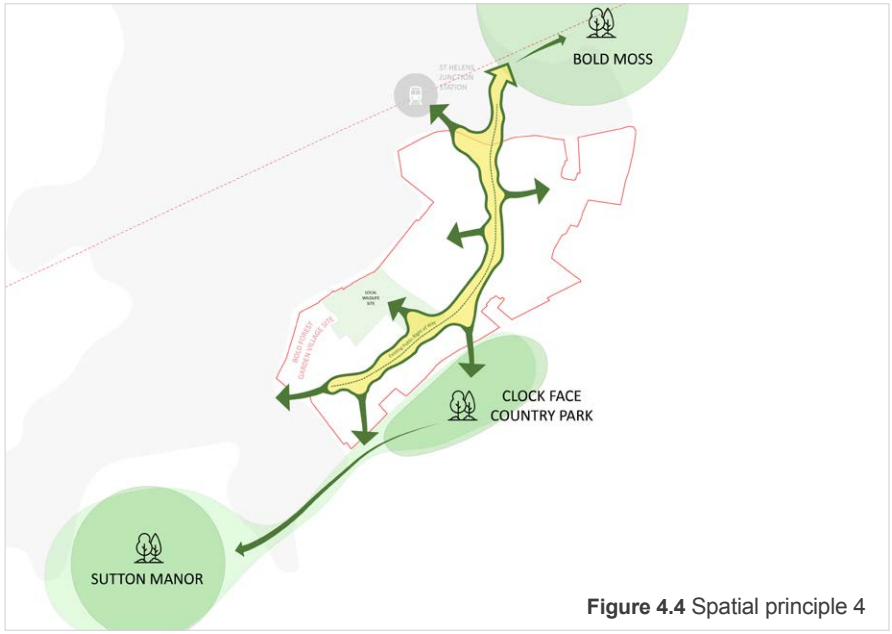


Figure 4.4 Spatial principle 4

- Utilise the highly distinctive and historic feature of the long-distance PRoW running east-west and enhance it by expanding into a series of distinctive landscapes and environments.
- Enable long-distance connectivity across green assets within the wider Bold Forest Park.
- Design The Greenway to be a strong and valuable feature integrated within the Garden Village layout and become one of 3 strategically influential spaces, alongside the LWS and Clock Face Country Park.

Spatial principle 5: Points of convergence

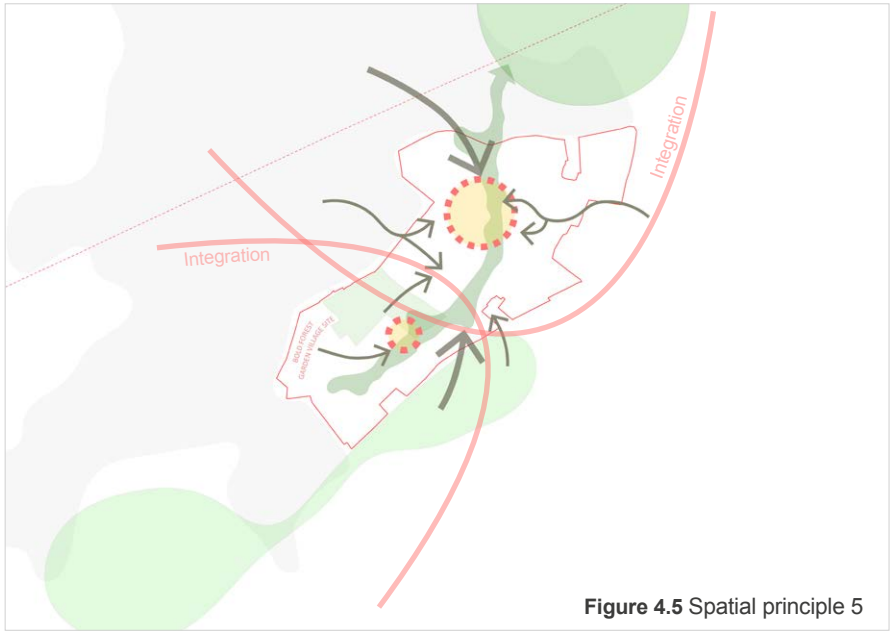


Figure 4.5 Spatial principle 5

- Capitalise on the distinct and significant parts of the site where there are existing distinctive assets (e.g. LWS) characteristics and features; and where existing PRoW routes converge, creating natural nodal points.
- Cluster new community facilities and key public spaces in accessible high-profile parts of the site to create a legible Local Centre, influenced by a combination of existing assets, and objectives to integrate existing and future new communities.
- Clustering other key community facilities with an outdoor focus in complementary locations, including the LWS and Clock Face Country Park.

Figure 4.6 Photograph of existing site - looking south towards Clock Face Country Park

Community destinations and movement

4.5 Strategic Framework Diagram 1 (Figure 4.8) sets a broad spatial structure for community destinations and movement.

4.6 Development across BFGV will create well-connected, integrated residential neighbourhoods with a network of accessible connections to local services, education and employment destinations. Development will tie-in with the established urban area, local communities and wider green infrastructure network.

Key opportunities: community destinations

4.7 Mixed use development and key community spaces will create high profile, accessible, distinctive locations within the Garden Village. These locations will become definitive focal points and hubs of activity, playing a key role promoting and enabling active travel by clustering facilities within easy walking distance; embedding a '20-minute neighbourhood' philosophy.

4.8 The two key locations to the north (Local Centre) and south (Secondary Hub), each have a clear purpose and role as strategic destinations within the Garden Village. These locations shape the orientation and hierarchy of movement routes.

The Local Centre

4.9 A cluster of mixed-use development and community infrastructure orientated to the north to maximise accessibility of facilities and enable local integration with existing facilities and neighbourhoods. In line with Spatial Principles 2 and 5, the Local Centre is located where key links are strongest to key infrastructure such as St Helens Junction Rail Station and where existing community provision is currently limited (e.g. New Bold area).

4.10 The spatial strategy allows for a flexible approach to land use mix in the Local Centre, allowing for changes in demand and requirements over time.

4.11 The Local Centre has also considered flexibility on infrastructure delivery allowing for a larger on-site school to be delivered if expansion of existing schools in the local area proves to be infeasible.

The Secondary Hub

4.12 The Secondary hub towards the south is anticipated to provide a cluster of outdoor community space accommodating a range of outdoor activities.

4.13 In line with the Spatial Principles 1, 3 and 4 this would help integrate the environment of the LWS and form part of a coordinated 'green gateway' entrance to the Garden Village from Gorsey Lane. This location also acts as an important stepping stone space between the existing Clock Face neighbourhood and the proposed Local Centre located on The Greenway.

4.14 The Secondary Hub will complement Clock Face Country Park by providing direct visual and physical connections between the two locations. This connection will allow the Secondary Hub to potentially accommodate facilities linked to the country park.

4.15 The form and character of the Secondary Hub will be designed to complement the informal, semi-natural landscape character in and around the LWS and Country Park and include features such as natural play, and educational facilities linked with the natural environment and food production.

Figure 4.7 (right) Examples of environments that could characterise the Local Centre and Secondary Hub

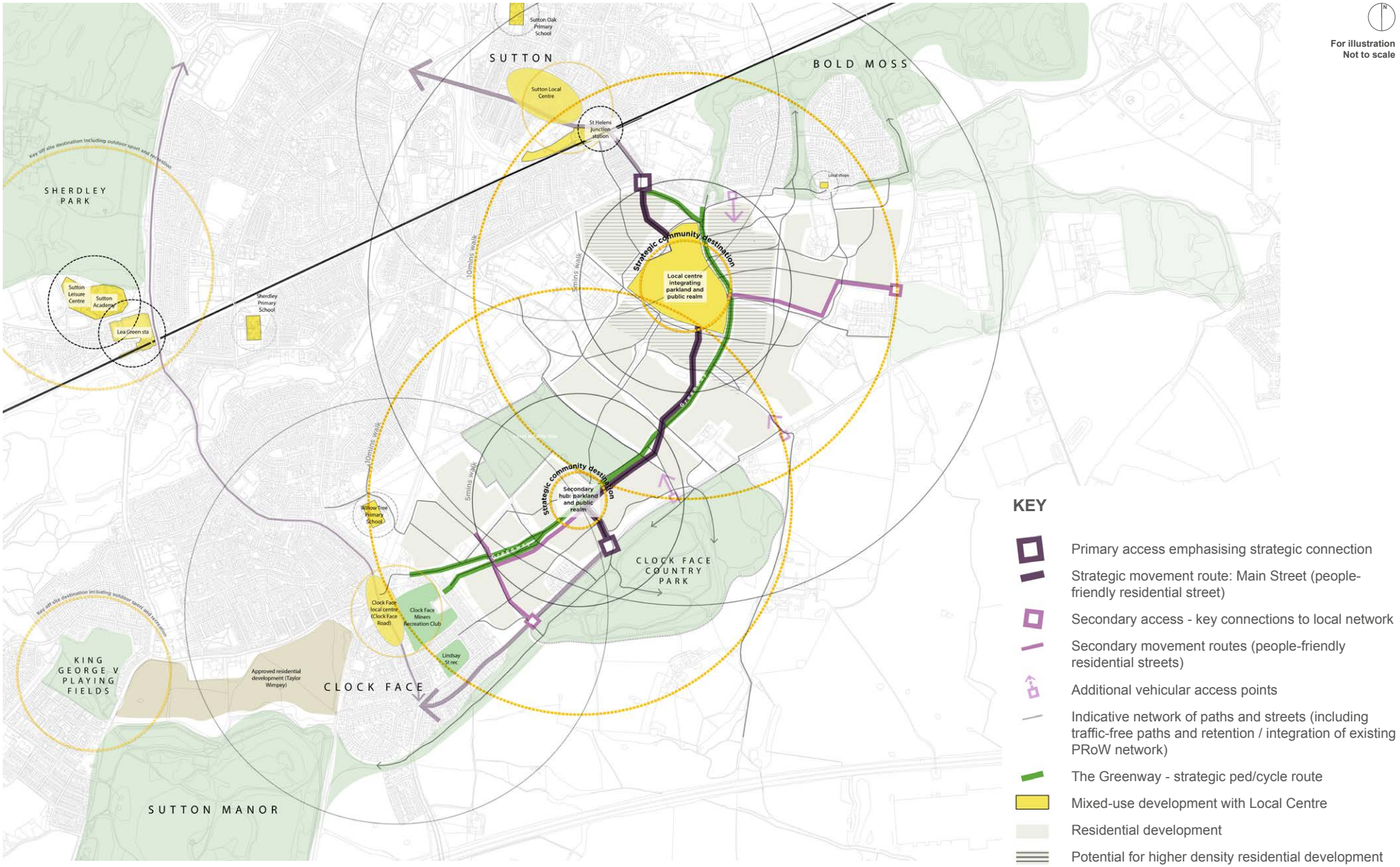


Figure 4.8 Strategic Framework Diagram 1: Community destinations and movement

Key opportunities: movement network

1. A clear central route linking strategic off-site assets and destinations

- A Main Street and Greenway combining to create a clear central route between St Helens Junction Rail Station and Clock Face Country Park.
- Movement routes reinforcing associations between different parts of the site and high streets within the local area (North: an integrated part of Sutton; West: linked into Clock Face).

2. Strategic active travel links

- Connectivity for people walking, wheeling, cycling and horse-riding, building on and enhancing the existing PRoW and bridleway network.
- Connections for people walking, wheeling, cycling and horse riding will be maximised with enhanced integration with the Clock Face neighbourhood, where existing options are limited.

3. Supporting sustainable modes

- Local Centre and Secondary Hub are located with optimal accessibility to promote walking, wheeling and cycling.
- Mobility hubs could be a key feature in the Local Centre and Secondary Hub.
- A Main Street will provide opportunity for a feasible bus route through the centre of the site.

4. Multiple points of vehicular access, but with a clear hierarchy

- Different points of vehicular access to enable permeability, development phasing and flexibility.
- Clarity between key strategic, primary gateways into the Garden Village, and secondary or tertiary access points that predominantly have a localised role within residential areas.

Figure 4.9 Example of new development creating environments that support active travel

Figure 4.10 Example of green spaces creating environments that support active travel

Green Infrastructure

4.16 Strategic Framework Diagram 2 (Figure 4.12) sets a broad spatial structure for green infrastructure.

4.17 On site Green Infrastructure (GI) will respond to established site landscape character areas identified in the baseline study, integrate existing features and allow development to accommodate and enhance key views.

4.18 The landscape-led approach will bring a broad range of strategic environmental, social, and economic benefits, contributing to strong communities by supporting health and well-being. This approach is consistent with the vision, aims, objectives and policies of the Bold Forest Park AAP.

Figure 4.11 Example of a linear green corridor

Key opportunities:

1. A connected network of green corridors

- High profile, linear green corridors will be highly influential on the urban structure across the site.
- Coordination of the surface water drainage network.
- The Greenway will be maximised at the heart of the GI network - a continuous long distance green corridor integrating the existing PRoW, new infrastructure and facilities such as play spaces.

2. Wildlife connectivity

- Existing features will be retained in line with the Masterplan Framework Plan, with green corridors functioning as wildlife corridors and connections to support and sustain existing and new populations.
- A mix of environments will be retained and created for wildlife and people.
- Consideration for Great Crested Newt and bat connectivity in response to baseline conditions.

3. Local Wildlife Site (LWS)

- Visually integrated as part of the Garden Village, including green spaces along LWS boundaries to create reveals.
- Coordinated with location, form and function of Secondary Hub.
- Potential for pedestrian routes through the southern part of the LWS enhancing The Greenway and creating strategic connections (subject to BNG testing and the appropriate environmental controls).
- Development overlooking and fronting onto the LWS over public spaces and highways that create connections between the LWS, The Greenway and Clock Face Country Park.
- Development to enable ecological enhancements within the LWS where possible.

4. Key focal spaces

- A network of parklands, amenity and recreation space along The Greenway corridor.
- An accessible, central ‘village green’ space associated within the Local Centre that is a clear focal point for communities.
- A Secondary Hub green space located at the junction between The Greenway and LWS, north of the connection from Gorsey Lane

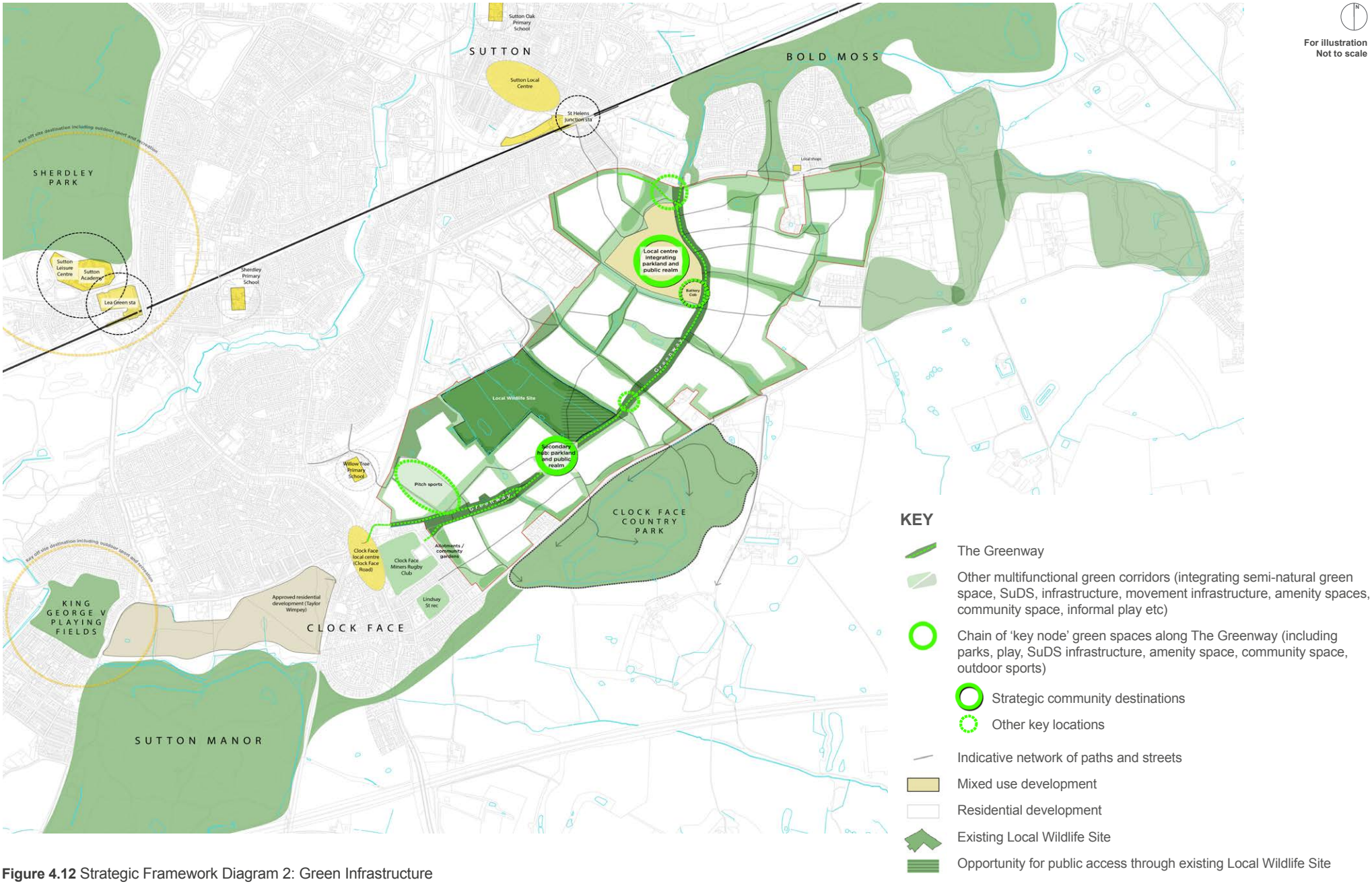


Figure 4.12 Strategic Framework Diagram 2: Green Infrastructure

Spatial Framework Plan

4.19 The Spatial Framework Plan (Figure 4.13) combines the strategic framework diagrams into a coordinated site plan for a landscape-led, integrated and comprehensive Garden Village.

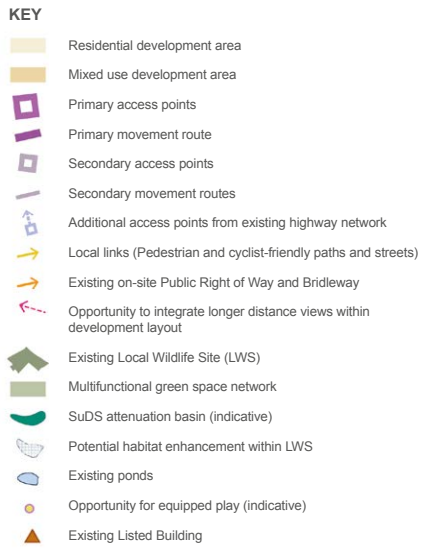
4.20 The plan is built up as a series of thematic strategy layers, documented in Section 5, including:

- Land Use and Capacity
- Landscape, Green and Blue Infrastructure
- Movement and Streets
- Urban Design Framework
- Healthy Placemaking Strategy
- Sustainability and Energy Strategy

4.21 The Spatial Framework Plan is also underpinned by character area guidance set out in Section 6.

4.22 The Spatial Framework Plan sits at the core of this Masterplan Framework document. It will inform the design and layout of all future development proposals across BFGV. Where appropriate, future design guidance and/or design coding may develop elements of the Site Framework Plan in more detail.

1. Urban structure emphasising strong strategic connectivity, centred on a clearly defined central 'Main Street' corridor.
2. The Greenway - central, multifunctional green corridor connecting across the site, into and through the wider area.
3. Green corridor network punctuating the development areas.
4. Development towards northern boundary (Reginald Road / Bold Road) defining and overlooking key connections to/from the St Helens Junction Station area: a key gateway location collecting and drawing movement towards the core.
5. Development towards south western boundary (Clock Face) providing a strong sense of integration and connectivity, drawing movement towards and along The Greenway.
6. Green space at site edges providing positive transition between new and existing communities, creating valuable GI for people and wildlife.
7. Green space at site edges responding to sensitive landscape character of adjacent environments.
8. Local Centre (to the north) and Secondary Hub (to the south) creating strategic focal points and clusters of activity that play a key role in the identity of the Garden Village.



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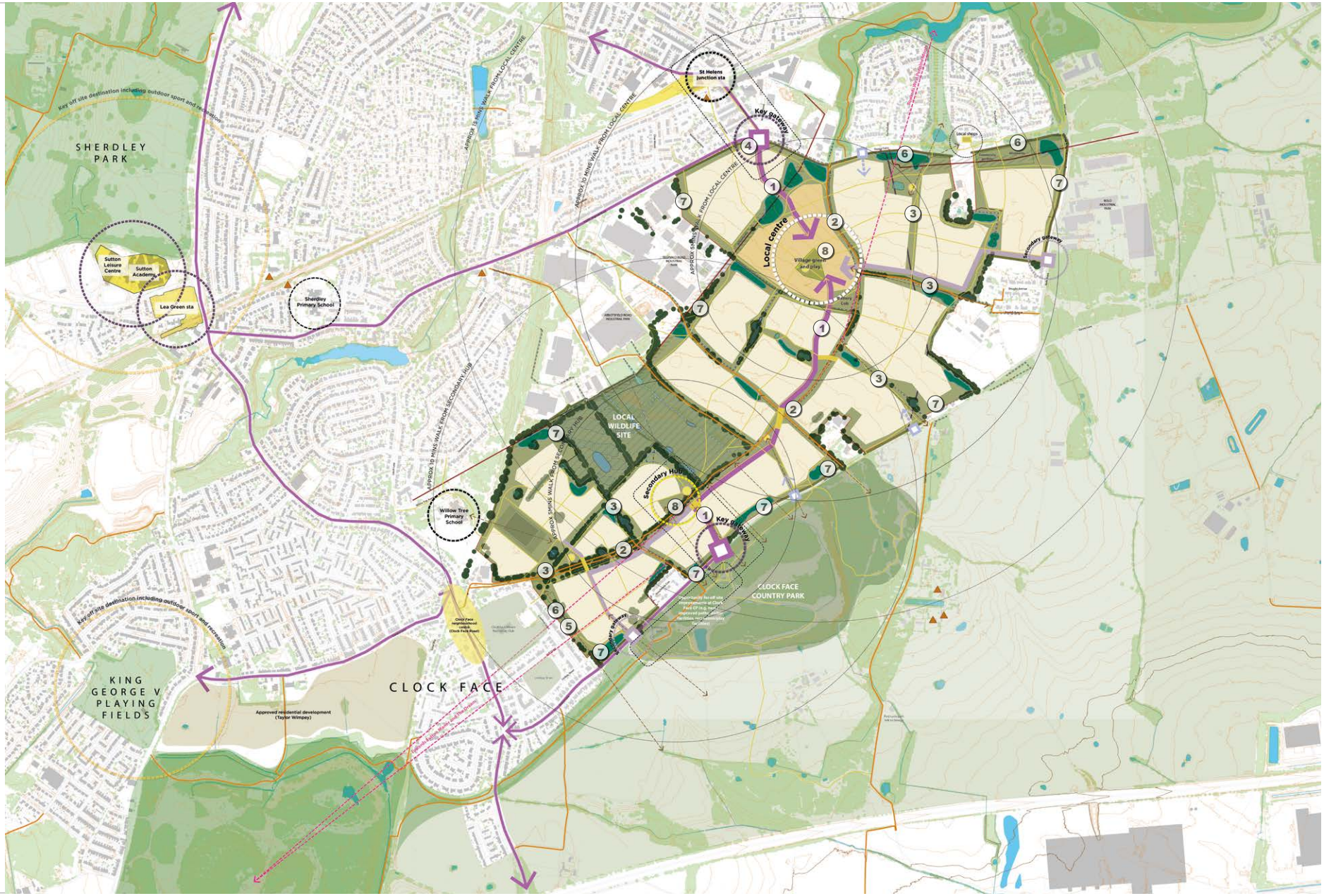


Figure 4.13 Spatial Framework Plan

5 SPATIAL FRAMEWORK LAYERS

The Spatial Framework Plan incorporates multiple components that respond to strategic and site-specific constraints and opportunities

LAND USE AND CAPACITY

Overall approach

5.1 The **Development Areas Plan** and **Land Use Plan** clarify the extents of development and land use distribution illustrated in the Site Framework Plan.

5.2 Residential development forms the majority of the Garden Village, with opportunities for appropriate non-residential uses within the Local Centre and Secondary Hub. The approach builds on previous studies, including the Housing Market Demand Analysis (May 2025), and baseline analysis undertaken specifically as part of the masterplan framework process.

5.3 This analysis showed that BFGV has potential for a range of residential development types and sizes to create a mixed and varied community, catering to all ages and demographics. A range of housing types here will help meet housing requirements and demand in St Helens Borough.

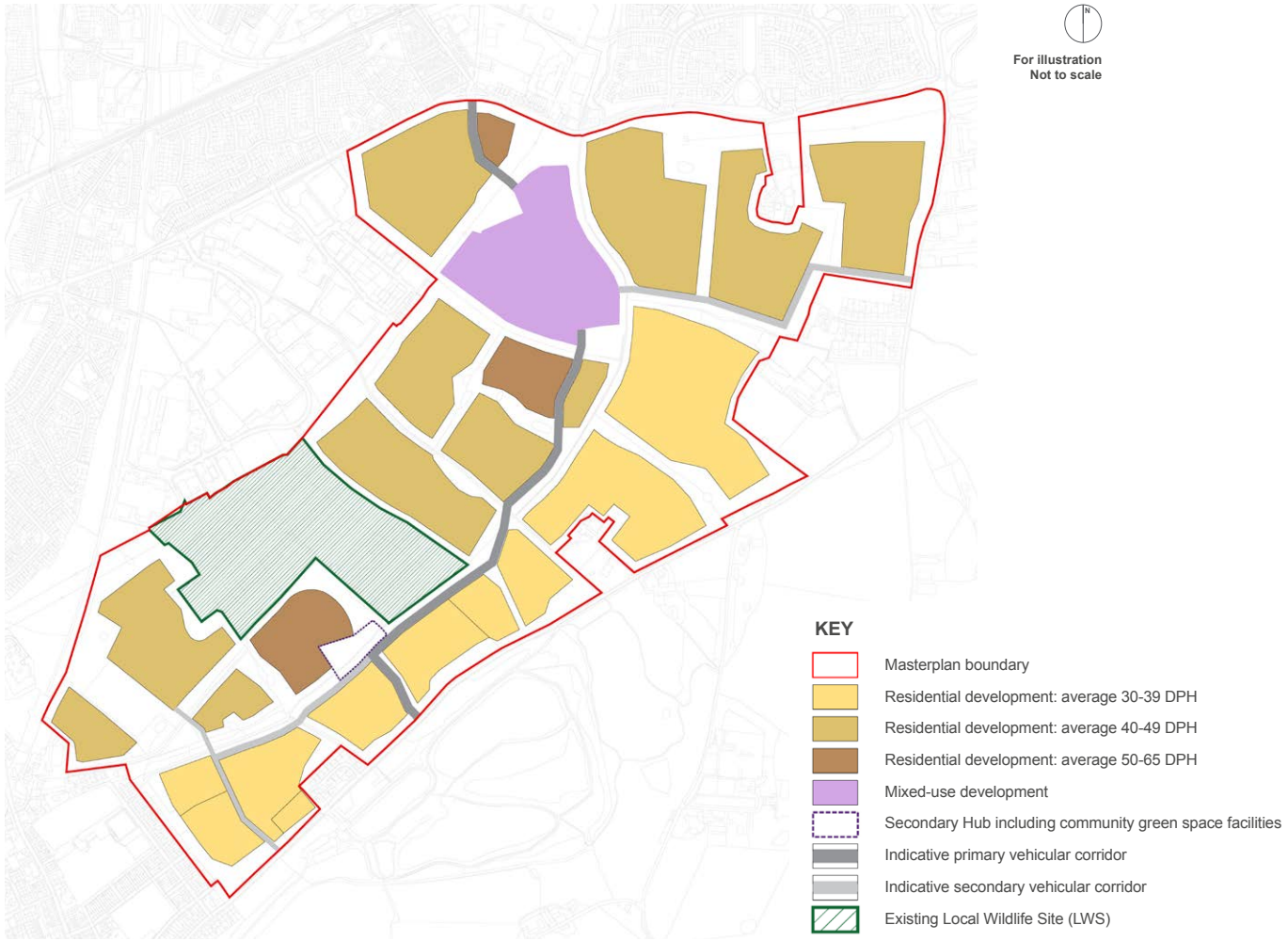
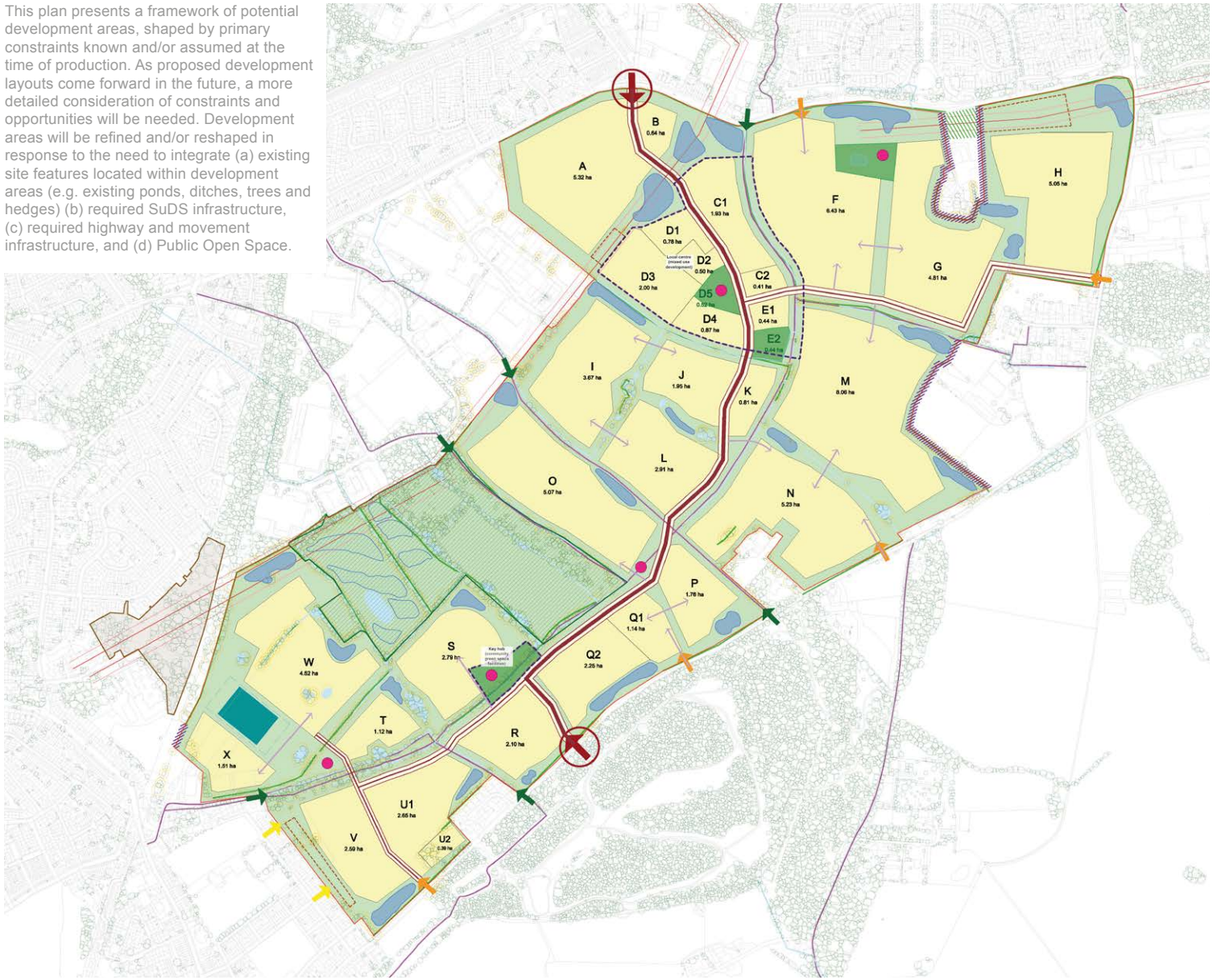


Figure 5.1 Land Use Plan

This plan presents a framework of potential development areas, shaped by primary constraints known and/or assumed at the time of production. As proposed development layouts come forward in the future, a more detailed consideration of constraints and opportunities will be needed. Development areas will be refined and/or reshaped in response to the need to integrate (a) existing site features located within development areas (e.g. existing ponds, ditches, trees and hedges) (b) required SuDS infrastructure, (c) required highway and movement infrastructure, and (d) Public Open Space.



KEY

For illustration
Not to scale

- Masterplan boundary
- Proposed development areas (79.7 ha)
- Existing Local Wildlife Site (LWS)

Access

- Indicative primary vehicular access point (including buses)
- Indicative primary multi-modal vehicular corridor (including buses)
- Indicative additional vehicular access point
- Indicative secondary vehicular corridor
- Indicative tertiary vehicular access
- Existing Public Right of Way (PRoW) and Bridleway
- Existing site access point via existing PRoW and Bridleway
- Existing additional informal pedestrian / cyclist site access point

Green and Blue Infrastructure

- Proposed multifunctional green space network
- Opportunity for focal point green space (e.g. parks)
- Potential location for sports pitch
- Potential space for community food production (e.g. allotments, community garden, community orchard)
- Opportunity for equipped play
- Indicative location of SuDS attenuation features
- Opportunity to create shallow depressions to enhance LWS habitat
- Existing trees / tree groups / woodland
- Indicative offset from trees
- Existing hedgerows
- Existing drainage ditch network
- Existing ponds

Other

- Potential for future integration with adjoining land including access and connectivity
- Potential future green space on adjoining land
- SHLAA030 site

Figure 5.2 Development Areas Plan

Key components

Residential development

5.4 The Masterplan Framework requires a sustainable mix of housing development to be delivered across BFGV. This should include:

1.Suburban Living

5.5 The edge of town location of BFGV makes it a natural location for family style suburban housing. Local developments coming forward show a particular focus on 3-bedroom housing with a mix of 2- and 4- bed intermixed (Bold Forest Market and Viability Baseline, 2025). This suggests strong demand for this type of housing within the market and that this would be a successful form of development going forward.

2.Need for larger aspirational housing

5.6 The location of BFGV has shown the potential to provide a greater proportion of larger 4+ bedroom aspirational housing (refer to baseline doc). These larger dwellings are identified as a requirement across the Liverpool City Region to support the attraction and retention of economically active higher earners. The site's location with good access to green space and motorway access would support these larger dwellings, particularly on the southern end of the site.

3. Affordable Housing

5.7 Affordable housing should form a significant part of the overall mix within BFGV. It is expected that all development parcels provide a policy compliant mix of 30% affordable housing provision. There are opportunities for specific affordable housing development to come forward led by Registered Providers in strategic locations such as to the north of the site and close to the Local Centre. Whilst the suburban nature of the overall development is anticipated, the specific needs of the borough from an affordable provision perspective would need to be considered as part of the overall approach to affordable housing allocation and delivery.

4. Apartment Living

5.8 Apartments could provide a small proportion of the overall mix within the development. Around the Local Centre elements of higher density apartment development could support the overall housing targets, to complement the social infrastructure, and amenity uses in this location.

5. Build to Rent

5.9 Analysis of the potential for alternative tenures has identified the potential for Build to Rent accommodation particularly in the northern end of the site closer to existing and proposed amenity provision. This is seen as another way to accelerate delivery across the site, with the end user identified.

6. Elderly Living

5.10 The potential for elderly living is set out as a consideration in Local Plan Policy LPC01 (Housing Mix). Sites around the Local Centre are seen as the most appropriate for small elderly living development, given its proximity to green space and amenity in terms of social infrastructure, new retail and public transport provision.

7. Self-Build

5.11 Self-build development has come forward successfully in the vicinity of the BFGV site and if deliverability and demand can be evidenced and wider BFGV principles can be achieved, then a small amount of self-build development could complement the wider development as a whole.

Approach to density

5.12 The preparation of the Masterplan Framework has considered how and where different development typologies might come forward. This is illustrated in the residential density profile shown on the Land Use Plan (Figure 5.1) and further illustrated through the character area descriptions at Section 6.

5.13 The approach to density set out seeks to balance the need to:

a. Enable sustainable development through efficient use of land, delivering low-carbon forms of development, managing environmental impacts, promoting travel by non-car modes, maximising key transport links and nodes, and facilitating active travel.

b. Create a character of development that responds to local context in different parts of the site, including visual and landscape considerations, contributing to legibility and experience across the neighbourhood in the future.

c. Consider deliverability/viability, including infrastructure delivery.

5.14 The approach to density outlined here establishes an anticipated approach for how development may come forward.

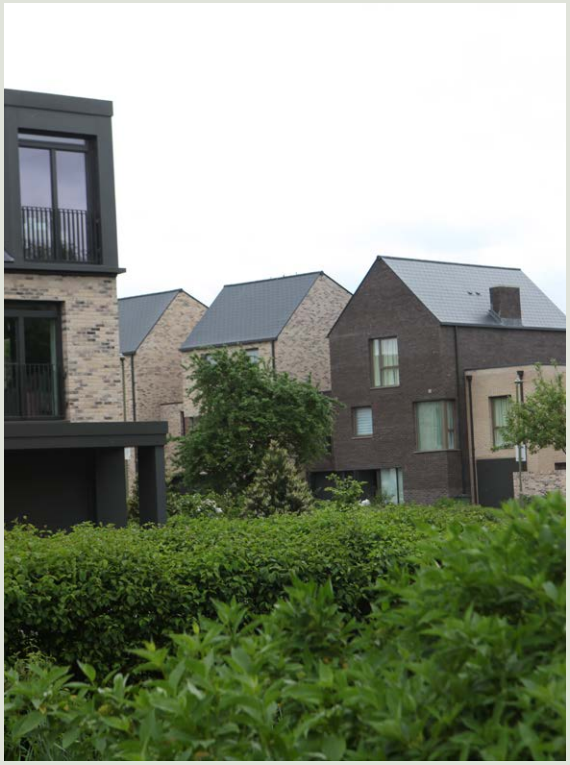
- **Lower Density (30 – 39 dwellings per hectare)** – Low density family housing is focused on the southern edge of the site fronting onto Gorsey Lane. Benefiting from access to the green space at Clock Face Country Park and providing positive development benefiting from high quality green space.

Example
Countesswells, Aberdeen

Example
Beaulieu Park Chelmsford, Essex

- **Medium Density (40 – 49 dwellings per hectare)** - These areas provide a blend between low and high density. This looks at northern parts of the site and sites in close proximity to existing housing. This mirrors much of the density in surrounding housing development and therefore complements the surrounding area.

Example
Elmsbrook, Bicester



Example
Barton Park, Oxford

- **Higher Density (50 – 65 dwellings per hectare)** – There is the potential to push density close to the Local Centre / Secondary Hub. The close proximity to amenity provides opportunity for higher density and a degree of apartment development.
- **Elderly Living (110 – 130 dwellings per hectare)** – The Local Centre also provides opportunity to deliver high density elderly living which complements the other uses in this part of the site.

Example
Goldsmith Street, Norwich

Example
Rowanbank Gardens, Edinburgh

On-site social infrastructure

5.15 The Local Centre will provide key social infrastructure defined by baseline analysis and stakeholder engagement as being imperative for creating a sense of place and community within BFGV.

5.16 Non-residential uses within the Local Centre remain subject to further feasibility / delivery assessments, as part of a detailed design and planning application(s) for the Local Centre. However, for the purposes of developing a comprehensive and holistic Masterplan Framework, the following uses within the Local Centre have been assumed through discussions with key stakeholders:

- A new health centre on-site, or alternatively financial contributions towards existing practices should on-site provision not be feasible for the NHS or other health provider.
- A 2 form-entry (FE) Primary School with potential to expand to 3FE (and assumed to integrate early years provision / day nursery) if expansion of existing education provision is not possible.
- A mix of typical 'Local Centre' uses e.g.
  - » Local retail
  - » Food and beverage
  - » Leisure and recreation
  - » Small scale employment space (e.g. co-working space / similar)
  - » Mobility hub
  - » Community space
- Public realm and 'village green' to accommodate community activity and events
- Residential development (assumed to offer potential for higher density and/or specialist formats such as Extra Care or similar).

5.17 Further important infrastructure elements are expected to be delivered outside of the Local Centre, specifically:

- Delivery of an outdoor, community-focused Secondary Hub in close proximity to the LWS integrating play, food production and nature.
- Creation of a full-sized playing pitch (sized to facilitate use for rugby league) towards the west of the site.

Example
Countesswells, Aberdeen

Example
Chesterwell, Colchester

Indicative development capacity

5.18 The Outline Development Schedule (Table 5.1) provides an estimates potential development capacity across BFGV, based on stated density assumptions and allowing for non-residential development within the Local Centre. Figure 5.3 provides a parcel reference plan.

5.19 These figures are an approximate evidence-based guide to expectations of development and appropriate capacity and should not be seen as caps on development across the Masterplan Framework area; however, they do provide an approximate guide to expectations of development across the BFGV. Higher capacity numbers may be considered by the Local Planning Authority for individual sites, alongside a clear demonstration that the vision, objectives and strategic spatial principles for BFGV are also being successfully delivered.

5.20 Parcel D4 is noted as a possible 'swing plot' if the previously mentioned 3FE education requirement is needed to be fully delivered on-site (rather than the current assumption of 2FE on-site and 1FE through the expansion of an existing school). If this is required, then the potential residential capacity of 35 – 50 homes for this plot would fall away.

Parcel	Gross Area (ha)	Assumed Net Area (ha)	Assumed Density Range (dph)	Potential Residential Capacity
A	5.32	4.52	40 - 49	180 - 220
B	0.64	0.54	50 - 65	25 - 35
C1	1.93	1.64	50 - 65	80 - 110
C2	0.41	0.35	N/A – Medical centre	0
D1	0.78	0.67	50 - 65	30 - 45
D2	0.50	0.43	N/A – Retail and community uses	0
D3	2.00	1.70	N/A – 2FE Primary school and nursery provision	0
D4	0.87	0.74	50 – 65	35 - 50
D5	0.52	0.44	N/A – Village green public space	0
E1	0.44	0.38	110 – 130	40 - 50
E2	0.44	0.37	N/A – Informal green space (Battery Cob heritage asset)	0
F	6.43	5.46	40 - 49	215 - 270
G	4.81	4.09	40 - 49	160 - 200
H	5.05	4.30	40 - 49	170 - 210
I	3.67	3.12	40 - 49	125 - 155
J	1.95	1.66	50 - 65	80 - 110
K	0.81	0.69	40 - 49	25 - 35
L	2.91	2.47	40 - 49	95 - 125
M	8.06	6.85	30 - 39	205 - 270
N	5.23	4.45	30 - 39	130 - 175
O	5.07	4.31	40 - 49	175 - 210
P	1.76	1.50	30 - 39	45 - 60
Q1	1.14	0.97	30 - 39	25 - 40
Q2	2.25	1.91	30 - 39	55 - 75
R	2.10	1.78	30 - 39	50 - 70
S	2.79	2.37	50 - 65	115 - 155
T	1.12	0.95	40 - 49	35 - 50
U1	2.65	2.25	30 - 39	65 - 90
U2	0.39	0.33	30 - 39	"10 - 15"
V	2.59	2.20	30 - 39	65 - 90
W	4.52	3.84	40 - 49	150 - 190
X	1.51	1.28	40 - 49	50 - 65
TOTAL	**80.67**	**68.57**		**2500 - 3,200**

Table 5.1 Outline Development Schedule

Figure 5.3 Parcel Reference Plan

Figure 5.4 Residential development example (Elmsbrook, Bicester)

LANDSCAPE, GREEN AND BLUE INFRASTRUCTURE

Overall approach

5.21 The Landscape Framework Plan (Figure 5.5) illustrates the key Green and Blue Infrastructure (GBI) components of the Site Framework Plan.

5.22 The structure and function of site landscape presented responds to existing landscape, visual and ecological characteristics, helping development to integrate strategic and local landscape assets and opportunities. Development can be positively influenced by the established landscape and visual context.

5.23 As part of an integrated approach the strategy includes a Public Open Space Framework and a Surface Water Drainage Framework. The approach is also driven by the need to respond to and enhance ecological assets in a way that achieves Biodiversity Net Gain (BNG), as described in the accompanying ecological assessment published alongside this Masterplan Framework.

Key components

1. Integration and enhancement of existing landscape features.

5.24 Built development will be structured around existing landscape features, to aid legibility in movement and enhance sense of place. Development will retain and enhance the best of what is already there, giving instant maturity and distinctiveness to the Garden Village and accommodating suitable stand-offs around retained features (including specific recognition of BNG objectives).

5.25 Specifically, the following are retained and enhanced:

- LWS
- Tree groups and individual trees (where possible)
- Hedges
- Woodland
- Ditches, watercourses and ponds

2. Green corridors maximising public access and enabling access to nature.

5.26 Green gateways and corridors are aligned to help connect strategic assets across Bold Forest Park area with new and existing communities and social infrastructure in Sutton and Clock Face.

5.27 The Greenway maximises the potential of the existing long-distance PRoW, creating clear pedestrian / cycle connection to open spaces and community facilities. Other corridors form 'secondary greenways' connecting existing and new features around the site and enabling pedestrian, cyclist and equestrian movement - including the LWS, retained trees and ponds, retained PRoWs and Bridleway, open spaces and community facilities at the Local Centre and other hub locations. These secondary greenways will include;

- Opportunity for controlled public access through the LWS, segregated from valuable habitats to minimise harm to wildlife and ecology.
- Green corridors under overhead cables maximised as multifunctional, valued spaces. These spaces will further enhance active movement, and design should ensure that the linearity of the route is broken down by limiting elements that run parallel to the cables (e.g. meandering routes)[1].

3. Permeable green edges that unify environments and communities

5.28 Different types and functions of spaces at boundaries that respond to specific context, constraints and opportunities, including sensitivity to existing residential properties and local heritage assets. Many spaces have a community focus, including community gardens, orchards and outdoor sport that can bring people together through communal activities and interest.

[1] Future design of these spaces will be in accordance with National Grid Guidelines, which include limitations on tree planting and certain land uses or activities.

KEY

- Masterplan boundary
- Proposed development area
- Mixed-use development including Local Centre and Secondary Hub
- Proposed multifunctional green space network
- The Greenway - multifunctional central green corridor
- Strategic public space destinations (Local Centre and Secondary Hub)
- Opportunity for focal point green spaces (e.g. parks)
- Potential space for community food production (e.g. allotments, community garden, community orchard)
- Potential location for outdoor sports pitch
- Potential location for play: NEAP
- Potential location for play: LEAP
- 800m walking distance from play areas
- Indicative location of SuDS attenuation features
- Opportunity to create shallow depressions to enhance LWS habitat
- Indicative primary and secondary vehicular corridors integrating avenue tree planting and planted verges
- Indicative traffic-free pedestrian/cycle routes within strategic green space
- Indicative strategic pedestrian and cyclist movement routes within strategic green space
- Indicative strategic pedestrian and cyclist movement routes within development areas
- Existing Local Wildlife Site (LWS)
- Existing trees / tree groups / woodland
- Existing Public Right of Way (PRoW) and Bridleway
- Existing PRoW integrated within The Greenway
- Existing hedgerows
- Existing drainage ditch network
- Existing pond retained
- Naturalistic green spaces in peripheral areas

N

For illustration
Not to scale

Figure 5.5 Landscape Framework plan

5.29 Green edges work with the topography of the site to accommodate SuDS features at the boundaries (often the lowest parts of the site), with potential for these to positively contribute to the perceived character and quality of green spaces and development as a whole (whilst ensuring drainage features link to existing outfalls to watercourses beyond the site).

5.30 Green edges help to meet broader Bold Forest AAP and St Helens Local Plan objectives by helping development to blend with the local landscape setting and Green Belt countryside. The green edge to Gorsey Lane will allow the woodland character of Clock Face Country Park to be integrated with the development. The green edge to Neills Road helps to integrate Wheatacre Woods and onward connections towards Burtonwood.

4. Green spaces contributing to improved biodiversity

5.31 Connected multifunctional spaces and corridors around identified high value habitats (including protected species), watercourses/ditches and hedgerows to ensure connectivity and help manage the impacts of development/human activity. New green spaces and corridors will integrate semi-natural landscape characteristics with enhanced native trees and scrub planting (and appropriate management) to maximise wildlife value by linking existing disconnected habitats, such as groups of trees and field ponds.

5.32 To the western boundary, where the topography falls towards the former railway line, new development is set back to help create an enhanced linear wetland.

5.33 Opportunities for habitat creation along the alignment of the overhead cables (low-level naturalistic planting and management) in line with National Grid Guidelines.

5. An integrated and enhanced LWS

5.34 The LWS contains areas of distinctive 'wet grassland' but with variable condition due to drying out over time. Development offers opportunities to direct water into the LWS - to reintroduce / enhance biodiverse wetland habitat – via a SuDS strategy that integrates discharge of pollutant-free flows[2]. This could include creating wet depressions and enable 're-wetting' generally - with a potential mix of seasonally wet and/or permanently wet areas, and marginal habitats, which enhance the existing baseline conditions. However, the LWS is not expected to hold the SuDS storm water attenuation requirements.

5.35 New green corridors will extend from the LWS through the development areas to maintain connectivity with surrounding assets, creating naturalised routes that permeate throughout the site and into the surrounding area. A public route of access is envisaged to run through the LWS, respecting areas that need to be controlled / have limited access, but ultimately seeking to ensure greater public engagement with the asset as part of the wider Secondary Hub and as an area for community amenity and local benefit.

6. Respect local landscape character and visual influences

5.36 Development should reinforce site landscape character through the retained pattern of existing elements, and landscape edges helping to mitigate for changes to the established visual baseline (e.g. to aid future LVIA studies).

5.37 Short-range views into the site can be filtered by landscape and planted green corridors that diffuse visual impact. Visual connections out from the site toward the wooded skylines associated with Bold Moss, Billinge Wood and Pennine Moors to the north and Clock Face Country Park and Sutton Manor to the south are retained as far as possible, with opportunities to create framed vistas within the proposed development.

5.38 Allowance is made for landscape buffers at less positive interfaces or edges – i.e. industrial uses to the north / north-west.

[2] Refer to drainage strategy. Any flow or detention of water would not function as SuDS infrastructure for the development, but could source from that infrastructure. Future design will consider how the wider drainage strategy interacts with the LWS and explore opportunities for appropriate, low impact earthworks within the LWS that will allow run-off (free from pollutants) to be conveyed though the site.

Public Open Space (POS) and outdoor sport

5.39 Public Open Space is an integrated part of the strategy, to ensure that high quality, accessible, multifunctional spaces create a setting for new homes and active daily lives.

5.40 All development across the Garden Village must integrate a strong, high-profile POS offer, with particular emphasis on parkland, recreation and play to encourage active outdoor life.

5.41 POS will be accessible by active travel routes and will complement adjacent community use and social infrastructure to maximise opportunities for community integration in areas that are well-used and overlooked.

5.42 The aim is to accommodate the majority of POS requirements, from the Open Space Provision and Enhancement SPD (2024) within the masterplan site. However, the Masterplan Framework process has demonstrated that the natural and semi-natural POS typology is not currently considered a key priority for on-site provision, in the context of the established local space network (e.g. Clock Face Country Park). This creates flexibility in the amount of natural and semi-natural POS that would be created within the site; however, there will be contributions required towards off-site improvements to open space within the local area.

Figure 5.6 Examples of existing local POS and outdoor sport provision immediately adjacent to the site in Clock Face

1. Clock Face Miner's Recreation Club - view looking towards the site

2. Lindsay Street Recreation Ground

POS types and quantum

5.43 The Indicative Public Open Space Plan (Figure 5.7) identifies the type and amount of open space that could be delivered on site as an integral part of the implementation of the strategy. The following assumptions have been applied:

- Stated policy requirement is for a projected population aligned with the 3,000 new home policy objective.
- The spatial plan shows 5x key play locations across the masterplan area to align with the requirements, set out in the Council's Open Space SPD, that all homes must be within 800 metres of Provision for Children and Young People, and a desire for larger, quality play spaces across the Borough.
- It is envisaged that these are either NEAPs (2 envisaged in west and northern edges of the site to benefit current and new communities) and LEAPs (3 anticipated spread appropriately across the centre of the site including in conjunction with Local Centre and Secondary Hub).

Figure 5.7 Indicative Public Open Space Plan

Open Space Type	Policy Requirement (ha)	Assumed area (illustrative) (ha)
Parks and Gardens	9.01	9.12
Natural and Semi Natural	22.53	14.81
Amenity Greenspace	11.27	13.25
Provision for young people	1.13	1.13
Allotments	1.55	1.60
TOTAL	**45.49**	**39.91**
Plus outdoor sports	-	1.23

Table 5.2 Indicative Public Open Space provision illustrated by the Indicative Public Open Space Framework Plan

Notes

a) Figures represent POS potential within the strategic green space network outside the development areas. There will be potential for additional POS provision within development areas.

b) All figures are illustrative of potential provision / distribution and are subject to future detailed design and feasibility.

c) 'Park and Garden' typology applied with flexible interpretation focussed primarily along The Greenway.

d) Allotments. Figure represents space anticipated to be put to a range of uses including formal / traditional allotments, community gardens and/or community orchards, subject to future detailed design, feasibility and needs assessments.

- A MUGA is also required within the site to align with the Open Space SPD.
- Consideration could also be given to alternative types of play provision such as skateboard parks as development comes forward.
- Alongside these larger facilities, it is expected that smaller LAPs come forward within development parcels for more localised play. The location for MUGA, NEAPs and LEAPs provision is fixed by the Masterplan Framework.
- Allowance made for allotments is in line with the Council's Open Space SPD policy requirements and could potentially integrate features such as community gardens and community orchards in addition to traditional allotment gardens. The location of food growing spaces / allotments is considered fixed by the Masterplan Framework, with the nature and management of the spaces to be established through detailed design.
- The Masterplan Framework recognises that in the event that development proposals are progressed on the land adjacent to the red line boundary off Travers Entry, it may be possible to deliver an optimised green space solution that sees a continuous green corridor under the pylons running approximately east to west in this location. This would reduce the need for green space delivery as a buffer between the Masterplan Framework and the adjacent land use, subject to an appropriate design being achieved and planning permission secured.
- All SuDS infrastructure, as indicated in the accompanying Drainage Strategy and as brought forward through future detailed design, will not be deemed as contributing to Public Open Space policy requirements. SuDS infrastructure is excluded from the area measurements stated above.

Outdoor sport

5.44 The Masterplan Framework assumes the on-site delivery of a single outdoor sports pitch. The land-take allowed for within the Masterplan Framework assumes space required to accommodate a full-size ruby pitch. This approach is in line with stakeholder engagement suggesting this being the most likely appropriate use based on current demand in the immediate vicinity.

5.45 The Masterplan Framework fixes the location of the outdoor sports pitch within BFGV. The space allocation gives flexibility as the largest potential size requirement for a single pitch, with opportunity to accommodate alternatives such as football or junior sizes if the demand changes. It is expected that the pitch would be operated by a local community group.

5.46 Financial contributions from development are also expected to support the delivery of additional off-site improvements to sports provision within the Borough either through improvement to existing provision or new provision in alignment with Sport England and Council policy. More detail on off-site playing provision can be found in the Infrastructure Delivery Schedule in Section 7.

Biodiversity Net Gain (BNG)

5.47 The Masterplan Framework process has included a BNG feasibility assessment. The assessment is based on assumed distinctiveness and condition of habitats that could potentially be created within the green space network. It tests two potential scenarios with respect to the LWS:

- Scenario 1: LWS included as on-site (included within the BNG baseline score, and assumed enhancements made on-site)
- Scenario 2: LWS classed as off-site (i.e. excluded from the BNG baseline, and assumed enhancements made off-site)

5.48 The outcome of this work is set out in the accompanying ecological impact assessment, and shows that the Spatial Framework Plan (Figure 4.13) presented in this Masterplan Framework has the potential to provide a net biodiversity gain using a recognised metric (i.e. the Statutory Metric, for area, hedgerow and watercourse units).

5.49 The gain assessed at this stage is not above the relevant percentage of 10% for area habitats or watercourses, but it is considered that through detailed design and further site -specific habitat enhancements a 10% gain could be achieved.

5.50 Each plot that comes forward under the masterplan will be required to demonstrate it can achieve a minimum 10% BNG on its own merit to be granted planning permission in accordance with the prevailing legal and policy framework at the time of the planning application.

Sustainable surface water drainage

5.51 A potential SuDS network has been developed as part of the Masterplan Framework process, illustrated by the Surface Water Drainage Framework Plan (Figure 5.8). This shows SuDS features within a network of catchment areas, in locations considered practical relative to the proposed development areas. Where SuDS features serve multiple development parcels as part of pathway flows, these will require careful coordination and phasing as part of the wider infrastructure delivery programme.

5.52 The SuDS network illustrated at this stage remains conceptual and will be subject to more detailed drainage design on a plot-by-plot basis as development comes forward (e.g. as part of future planning applications).

5.53 The drainage strategy that supports the Masterplan Framework includes a SuDS design brief to guide that process. This acknowledges the profile of the site SuDS features and the role they will play in defining not only the landscape quality of the site's green infrastructure network, but the setting and sense of place of the Garden Village as a whole.

5.54 The SuDS design brief describes principles for conveyance and attenuation features, summarised below. In all instances, the discharge of surface water will need to follow national and local guidance and established SuDS hiearchy[3].

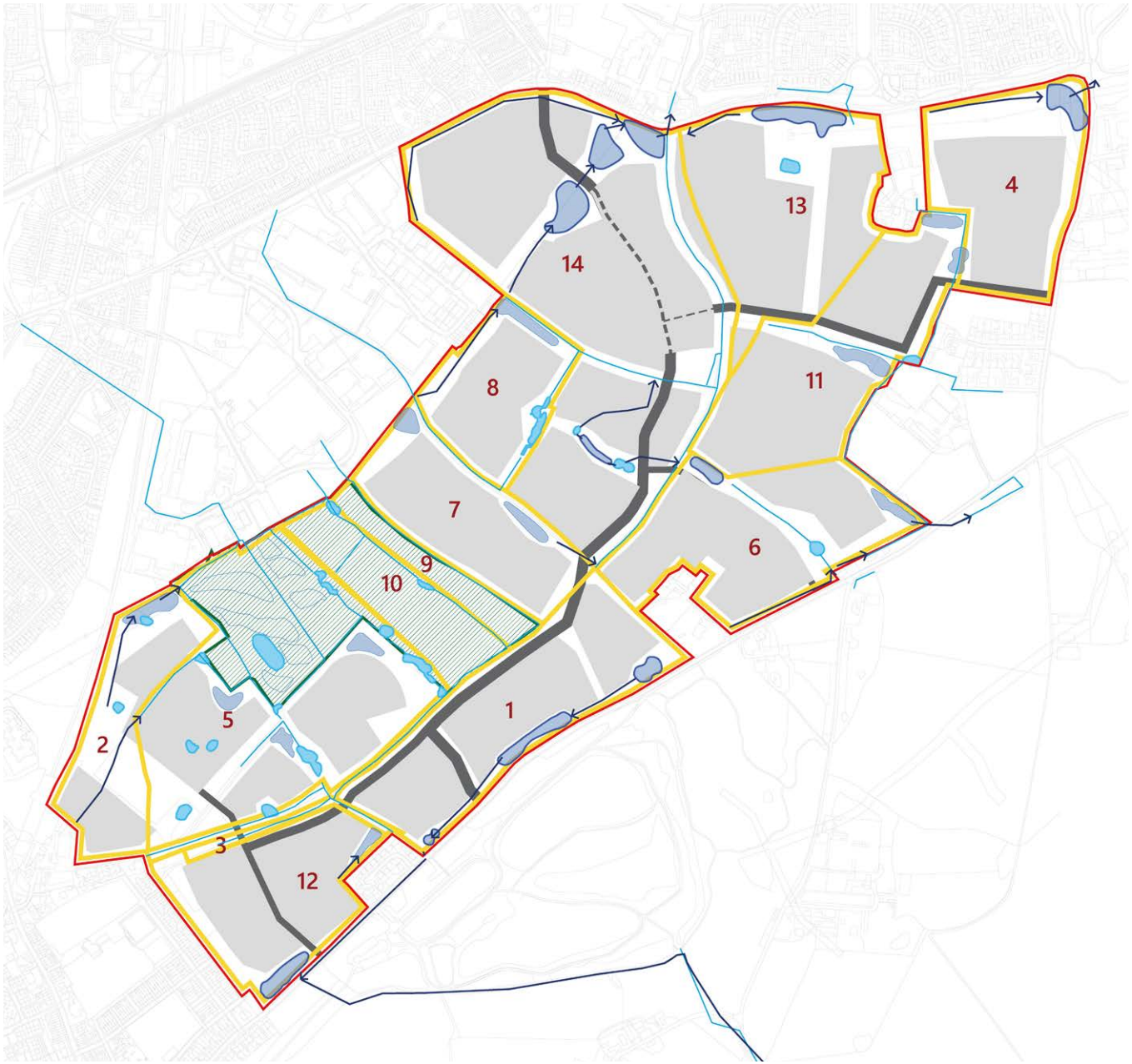
[3] https://www.gov.uk/government/publications/national-standards-for-sustainable-drainage-systems/national-standards-for-sustainable-drainage-systems-suds)

Conveyance

- Water will be transported via the existing on-site ditch network.
- Where it is not possible to convey flows within existing ditches, flows will be transferred through new swales that will provide new wetland habitat and clean water.
- Swales should be designed with variety in their course and profile where possible to replicate natural channels.
- Opportunities should be taken where possible to create wider and more open areas that are normally wet and slightly deeper than the swale itself. These wetland areas should be planted with reeds or other wetland planting of local origin.
- Easements along swale features should be allowed for access.
- Routing of SuDS should be integrated where possible into public highways / spaces.

Attenuation

- Attenuation basins will avoid hard engineering infrastructure and will reflect details of the final landscaping strategy and the existing landscape character in which it will sit e.g. use of tree planting and/or creation of wetland areas in proximity to the LWS.
- Shallow sections of attenuation areas can be locally lowered to create areas of permanent open water and wetland where required to achieve ecological and amenity objectives.
- Pedestrian and cycle routes into and through the peripheral areas of the basins are encouraged where practical and in agreement with the Lead Local Flood Authority (LLFA) to integrate the basin areas into the adjacent landscape. Where pedestrian and cycle routes are within the areas of attenuation, they should be raised to not compromise volumes requirements and flow pathways.
- Where possible basins will be designed to avoid the use of fencing to allow their visual integration into the wider public open space network.
- Outfalls from basins will seek to minimise hard/concrete infrastructure in favour of naturalised outflow channels with green vegetated finishes.
- Outfall structures should be set back from the existing natural channels with the final discharge towards those channels during storm events achieved using naturalised channels or depressions. Where needed, angled safety screens should be added to stop access within higher diameter pipes.
- Safety equipment and signs should be added to areas of deep water.



KEY

- Masterplan boundary
- Proposed development area
- Existing Local Wildlife Site (LWS)
- Existing ponds
- Existing drainage ditch network
- 1 Indicative surface water drainage catchment areas
- Indicative location of SuDS attenuation features
- SuDS infrastructure in high profile locations with opportunity for landscape design integrating public realm and ped/cycle routes
- Potential SuDS conveyance route where existing ditch network not accessible
- Opportunity to create shallow depressions to enhance LWS habitat
- Potential primary and secondary vehicular corridors

For illustration
Not to scale

Figure 5.8 Surface Water Drainage Framework Plan

MOVEMENT AND STREETS

Overall approach

5.55 The Movement Framework Plan (Figure 5.9) articulates the key movement strategy integrated into the Spatial Framework Plan.

5.56 Building on baseline studies, engagement feedback, and recommendations and opportunities identified in the Transport Assessment report, the movement and streets strategy promotes and accommodates active travel, showing how urban structure can help to maximise mobility across the site and wider area.

5.57 The Movement Framework Plan integrates broader opportunities set out in Manual For Streets, recognising that good street design is key to good placemaking, helping development to:

- Create well-loved accessible public places.
- Promote people walking, wheeling and cycling at the top of the user hierarchy.
- Create a clear and permeable network, providing route choice.
- Animate public spaces – building design and landscape design providing active and overlooking frontage.
- Ensure safety, security and comfort - being well lit, well maintained and inclusive.
- Facilitate practicality and maintenance through clear boundaries, a robust and consistent materials palette.

5.58 The Movement Framework is informed by the Transport & Development SPD (2024), the St Helens Design SPD (2024) and the principles established by Streets for a Healthy Life (Homes England, 2022).

Key components

1. Strategic connection points

5.59 Primary connections are orientated at the northern and south-western site boundaries to optimise integration with existing urban areas, residential communities, public transport, local facilities, education and healthcare facilities.

5.60 The site boundary at Reginald Road/Bold Road is emphasised as a key location where new routes need to create clear connections with St Helens Junction Rail Station, facilities in Sutton (Junction Lane/Peckers Hill Road area) and beyond to St Helens town centre. This strategic accessibility can influence the density of development in proximity to Reginald Road/Bold Road.

5.61 There must be a connection provided between Gorsey Lane as it intersects with Clock Face Country Park and the Secondary Hub adjacent to the LWS. This should be a direct, legible and visible connection between these two community assets.

2. Connected edges

5.62 All junctions and entrance points at site boundaries create clear, well designed, people-friendly thresholds. Design and layout in these locations must combine highway space, green space and development frontages in a high-quality composed arrangement.

5.63 Footpaths and cycle paths feed movement through green spaces and corridors located along site boundaries: new routes integrating, extending and enhancing existing off-site routes that already enter and pass through the site (including PRoW).

3. A Main Street corridor

5.64 The central Main Street combines with The Greenway to create a clear, prominent and efficient key movement corridor, opening access to residential neighbourhoods, social infrastructure (on-site and off-site) and key open spaces.

5.65 The Main Street creates a clear, central axis along which the Local Centre, Secondary Hub and key green spaces are located. It is as a residential street space, not a vehicle-dominated 'highway' space, with new homes defining, fronting onto and directly overlooking the street space. It introduces potential to integrate a central utilities network, e.g. 'spine mains'.

5.66 The Main Street corridor and connected secondary roads and routes of access must connect Clock Face, Gorsey Lane and Neills Road – required for legible connectivity to facilities and destinations both on and off-site.

4. The Greenway and Public Rights of Way at the heart of the network

5.67 The Greenway forms a strong, clear and safe footpath and cycle corridor complementing the existing PRoW routes which will be maintained (with improvements to access point, surfacing and lighting where appropriate). Additional, new routes will adopt a similar, complementary rectilinear structure to the existing network.

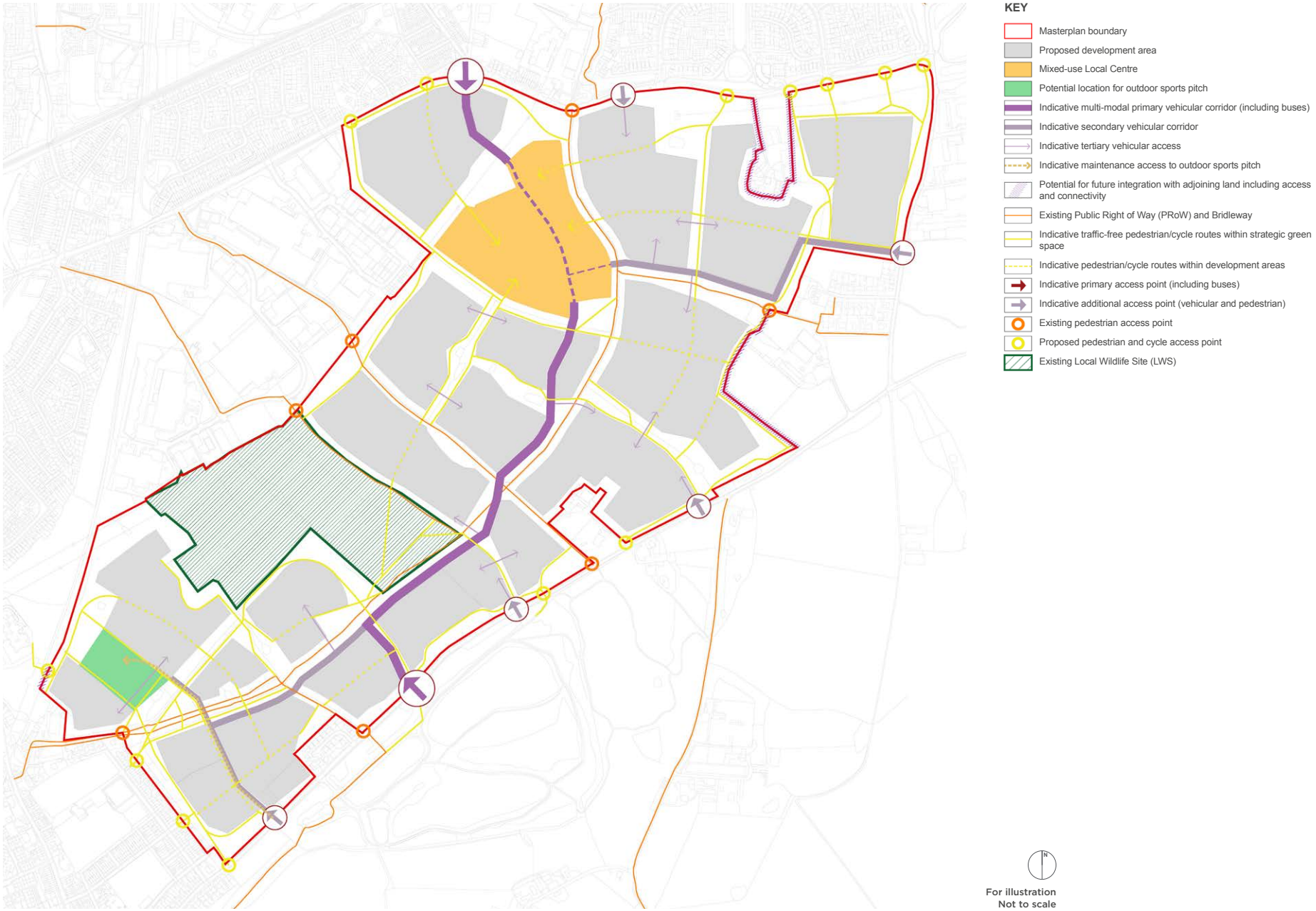


Figure 5.9 Movement Framework Plan

5.68 The network will integrate the existing bridleway, with improvements and localised realignments to help ensure safe integration with vehicular routes (i.e. safe road crossings). There is also potential to include equestrian users within the design of The Greenway.

5.69 The Greenway should converge with the Main Street corridor in the heart of the BFGV to ensure efficiency and activation within this area of the site.

5. Connected spaces

5.70 The movement network connects a sequence of key, memorable spaces, focussing on the Local Centre and Secondary Hub but also integrating other destinations such as community gardens / orchards and play spaces.

5.71 Pedestrian, cycle and vehicular movement networks must connect community facilities delivered across BFGV including recreation and sports provision and the Local Centre and Secondary hub. These connections should be as direct and legible as possible.

5.72 Street spaces will be designed as positive and attractive public spaces (not simply roads), with high quality surface materials and continuous frontages that provide spatial definition and passive surveillance, balancing vehicular movement considerations with infrastructure for people walking, wheeling and cycling. Direct, high quality traffic-free routes will be maximised through green corridors.

6. An integrated Local Centre

5.73 The location and composition of the Local Centre will form a key destination supported by alignment of routes that gravitate towards it, to form a highly accessible, distinctive element of the Garden Village that is key to its overall identity. A diverse mix of uses and spaces in the Local Centre give multiple points of attraction, including work, play and leisure time, not just functional shopping and services.

5.74 The movement network within and immediately around the centre will be designed with pedestrian priority, making it a pleasure to walk, wheel and cycle, taking into consideration the need for natural surveillance, safety and inclusive design. To maximise sustainable movement, the Local Centre can accommodate a mobility hub, and there would be potential for the primary school to be operated in a way that provides facilities that are open for community use.

7. Integrated public transport connectivity

5.75 The movement network will maximise accessibility towards St Helens Junction Rail Station and Lea Green Rail Station as key destinations. Development will enable off-site active travel enhancements that support wider connectivity (refer to Section 7, Approach to Infrastructure and Delivery).

5.76 The Main Street will accommodate bus services, providing an accessible through-route that provides flexibility for operators. There is potential to divert existing bus services, enhance an existing bus service and/or provide a new bus service, and there will be a need to work with Liverpool City Region Combined Authority on bus network provision. Bus stops will be located to maximise accessibility, especially being located at the Local Centre and Secondary Hub.

Figure 5.10 The existing junction at Reginald Road / Helena Road that will become a key link from the site towards St Helens Junction Rail Station

Street Hierarchy

5.77 The Movement Framework Plan (Figure 5.9) illustrates a hierarchy of indicative street types assumed to form part of the movement network across BFGV. The hierarchy, once implemented, will ensure a clear and permeable network of routes that play both a strategic role (connecting wider places) and an important placemaking role at local level. A clear hierarchy aids navigation and elevates pedestrians and cyclists in the user hierarchy.

5.78 The street hierarchy has been developed under the guidance set out in the St Helens Design SPD and Transport & Travel SPD (2024). Going forward, beyond this Masterplan Framework, detailed street design will have to illustrate alignment with these SPDs, and any others that are adopted by the Council that provide guidance to the arrangement of streets.

5.79 The street types described below here are not a definitive, fixed design. Flexibility will be accommodated as each phase of development comes forward. The precise location, geometric characteristics and dimensions of street types may alter from the street hierarchy diagram with the exception of the Main Street that provides a strategic connection through the site.

Assumptions

5.80 Assumptions applicable to all street types at this stage:

- All street design details are to be agreed with the Council.
- Street formats and dimensions are not prescriptive but provide a ‘base’ design concept to be developed as part of future planning applications (and/or design guidance or design coding) within an overall street hierarchy.
- All vehicular routes ‘double up’ as connections that are pleasant people-friendly residential street spaces (not ‘highways’ or ‘roads’).
- All streets will incorporate regular, multiple crossings particularly along primary and secondary streets and at junctions with appropriate designed priority for people walking, wheeling and cycling.
- All streets and traffic free routes will be designed to inclusive design principles, and be legible and safe for use by all.
- Cul-de-sac layouts will be avoided, but well-designed courtyards, located appropriately, are acceptable where these do not affect the flow/ permeability of pedestrian routes and where they create safe, overlooked and attractive spaces fronted by homes.
- Active building frontages to all streets to maximise overlooking and activation.
- All streets will be designed to accommodate trees within verges and/or adjacent open spaces.

Figure 5.11 Example of street design with overlooking frontage and integration of adjacent open space

Primary Streets: THE MAIN STREET

Role and attributes

5.81 This will be a clear, continuous Main Street that links directly through the heart of development, connecting key social and physical infrastructure assets. The Main Street will;

- Be a key threshold for all vehicular and most walking, wheeling and cycling movements arriving from north-east and south-west.
- Become a high quality 'first impression', with street design that sets a benchmark in terms of public realm design, surface materials, street tree provision and urban design composition.
- Direct highest volumes of people through the core of the residential area: an active street at different times of the day.
- Be fronted by development with an element of formality and continuity in building line, boundary treatments and facing materials but passing through different character areas that present different densities and building types.
- Include planted verges with street trees along both sides of the street, emphasising the high profile of the route and framing key views.
- Within the local centre, create an active, low speed 'high street' where people walking, wheeling and cycling are prioritised.
- Converge with The Greenway in the heart of BFGV to ensure efficiency and activation in this area.

Highway space features

5.82 The Main Street will be designed for use by buses and all other vehicle types.

5.83 Infrastructure for people walking, wheeling and cycling may be taken offline, away from the Main Street in some locations (e.g. along The Greenway) to create traffic-free alternative routes but must be designed to ensure natural surveillance, directness and comfort is maintained.

5.84 Street frontage will include a mix of:

- 2-sided development that defines both sides of the highway space to enhance a sense of continuity and enclosure, especially in the north through the Local Centre. These areas will include generous planted verges in key locations (e.g. Greenway and main gateway junctions) and also integrate green corridors.
- Single-sided development with green open spaces (including the LWS) providing an appropriate sense of openness. Views of green spaces and tree groups will be part of the street scene (see Urban Design Framework).

Figure 5.12 Example highway infrastructure

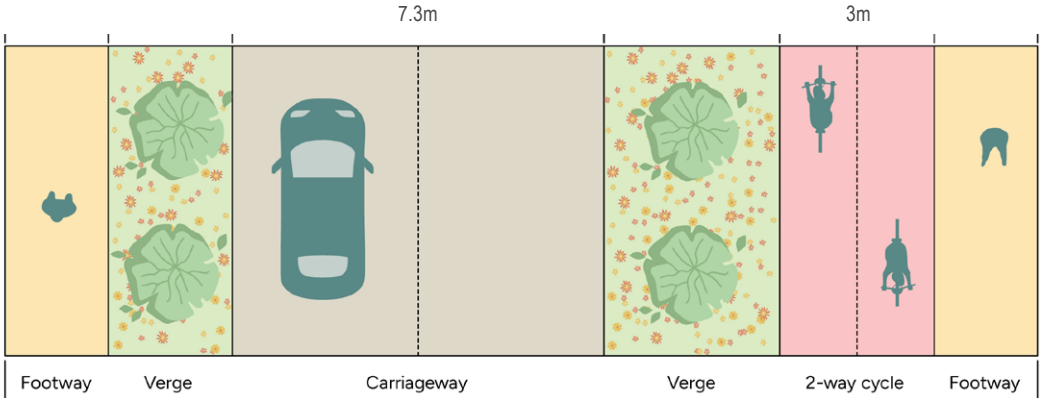


Figure 5.14 Illustrative street section: The Main Street

Carriageway	7.3m (to accommodate bus movements) (note: this carriageway width will require protected cycle infrastructure)
Cycle track	1 x 3.0m two-way (or alternative guided by the requirements of LTN1/20)
Footways	2 x 2.0m
Verge/soft landscape	Wide verges to both sides of carriageway (either symmetrical or asymmetrical widths) including tree planting Avenue street trees to both sides of road (assumed 1 every 8-10m subject to local conditions and proximity of other tree groups)
Integrated SuDS	Verges scaled to have potential to integrate SuDS features where feasible, in line with the surface water drainage strategy. Features could include rain gardens, planted swales and permeable paving (subject to Local Highway Authority adoption requirements to be reviewed at planning application stage).
Parking principles	No on street parking Limited access to on-plot parking / driveways Any on-plot parking will be provided behind the building line. Use of rear parking / parking courts

Table 5.3 Highway space features: The Main Street

Figure 5.13 Example of primary street integrated within a mixed use, Local Centre context

Secondary Streets: RESIDENTIAL AVENUES

Role and attributes

5.85 These will be key residential streets linking important site access points through large development areas and opening up a network of tertiary routes. They will;

- Connect site boundaries and main development areas to/from the Main Street, the Local Centre and other key social infrastructure assets.
- Be fronted by residential development with consistency in building line, boundary treatments and facing materials (secondary streets likely contained within one or two character areas).
- Incorporate planted, well-maintained verges with street trees and high-quality surface materials.

Highway space features

5.86 These streets will be designed for use by all active travel modes and vehicle types except buses.

5.87 Following the Spatial Framework Plan (Figure 4.13), a mix of (i) 2-sided residential frontage providing continuity and enclosure, and (ii) single-sided frontage along key green spaces and corridors.

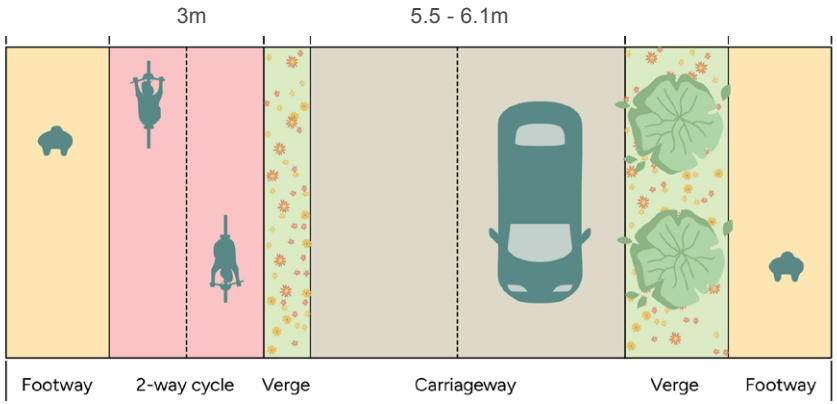


Figure 5.15 Illustrative street section: Residential Avenues

Carriageway	5.5 – 6.1m
Cycle track	1 x 3.0m two-way (or alternative guided by the requirements of LTN1/20)
Footways	2 x 2.0m (to be designed with priority over driveways, minor accesses etc)
Verge/soft landscape	Verges to both sides of carriageway (either symmetrical or asymmetrical widths) including tree planting Street trees to either one or both sides of road subject to local conditions and proximity of other tree groups
Integrated SuDS	One or both verges scaled to have potential to integrate SuDS features where feasible, in line with the surface water drainage strategy. Features could include rain gardens, planted swales and permeable paving (subject to Local Highway Authority adoption criteria)
Parking principles	Some street parking in intermittent parallel bays in controlled locations and no more than 3 spaces per run) Access to on-plot parking / driveways Use of rear parking / parking courts

Table 5.4 Highway space features: Secondary streets

Tertiary streets: LANES, QUIET STREETS AND SINGLE SIDED STREET SPACES

Role and attributes

5.88 There will be opportunities for the design of these lower order, low speed vehicular routes and shared surfaces to incorporate distinctive characteristics and need not be consistent across the whole site (i.e. street format, materials and planting can vary according to character areas).

5.89 These street types can be integrated with adjacent green corridors, delivered as single sided streets.

Highway space features

5.90 Tertiary streets will create small-scale, family-friendly intimate street spaces with an informal and/or organic alignment. Narrowings and deflections in the street will help suppress vehicle speeds through passive design.

5.91 Residential development fronting these streets is likely to be informal, indicating the lower order role and where possible helping to reduce traffic speeds through passive design.

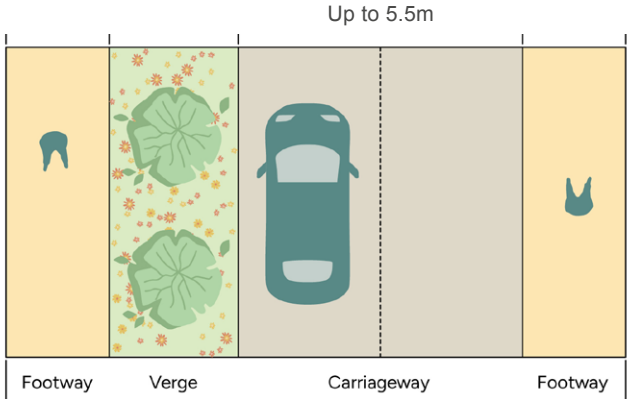


Figure 5.16 Illustrative street section: Tertiary streets

Carriageway	Up to 5.5m
Cycle track	N/A – people cycling accommodated within the carriageway, and nearby integrated traffic-free routes where applicable.
Footways	2 x 2.0m
Verge/soft landscape	Verges to at least one side of carriageway including street tree planting (density and type subject to proximity of existing tree groups)
Integrated SuDS	Verges scaled to have potential to integrate SuDS features where feasible, in line with the surface water drainage strategy. Features could include rain gardens, planted swales and permeable paving (subject to SHBC adoption criteria)
Parking principles	Street parking in intermittent parallel bays in controlled locations Access to on-plot parking / driveways Use of rear parking / parking courts

Table 5.5 Highway space features: Tertiary streets

URBAN DESIGN FRAMEWORK

Overall approach

5.92 The Urban Design Framework Plan (Figure 5. 17) articulates the design principles associated with the urban structure articulated within the Spatial Framework Plan (Figure 4.13). The application of these consistent design principles across the BFGV will bind the area together, enhancing experiential qualities and townscape character of streets and spaces and creating locally distinctive development with a strong identity and sense of place.

5.93 The approach is informed by the St Helens Design SPD (2024) and the National Design Guide (2021). The St Helens Design SPD will continue to be applied beyond this Masterplan Framework stage to guide and assess development proposals.

5.94 The Urban Design Framework establishes a foundation for Character Area Guidance set out in Section 6.

Key components

1. Distinctive, welcoming gateways

5.95 Defined gateway locations will establish distinctive and attractive thresholds to/from the site, creating a welcoming arrival and enhancing the sense of interconnectivity between new development and adjacent areas.

5.96 Gateway locations will be characterised by high quality, coordinated architectural and landscape design where buildings positively front onto, define and overlook the gateway space.

5.97 At these locations the accessibility and legibility of pedestrian and cyclist links into and out of the site will be prioritised and enhanced for all users, including multiple crossing points.

5.98 Gateway locations provide key opportunities for public art and signage that helps to enhance the identity and legibility of the Garden Village, including heritage references.

2. Integrated green corridors

5.99 The network of green corridors will be defined and quality features, a characteristic of the Garden Village as a whole, integrating and enhancing locally distinctive assets. Green corridors will be integral part of both the urban structure and movement network. They will be high profile features that enhance sense of place and quality of life for new and existing residents.

3. Clear pathways combining strategic and local movements

5.100 The urban structure defines (and is defined by) continuous pathways for people walking, wheeling and cycling to and from adjacent neighbourhood and social infrastructure assets. These pathways will maximise the sense of continuity between existing and new urban areas, in particular emphasising and enabling active movements over short, medium and longer distances:

- Strategic pathways will feed in from Sutton/St Helens Junction Rail Station and Clock Face.
- Key local pathways will integrate the established PRoW network and open up clear connections to the Country Park/GBI network, Gorsey Lane and Hall Lane through provision of multiple pedestrian, cyclist and equestrian access points.

4. A structured network of nodes and destinations

5.101 The movement network, land use strategy and key views combine to create a hierarchy of nodal points in the urban structure, where activity will be concentrated and/or marking a convergence of key routes. Nodal point locations will have a key influence over the design of urban structure and built form, and the alignment of green corridors and open spaces. Their location will aid navigation and orientation across the site, and in some instances mark the convergence of different character areas.

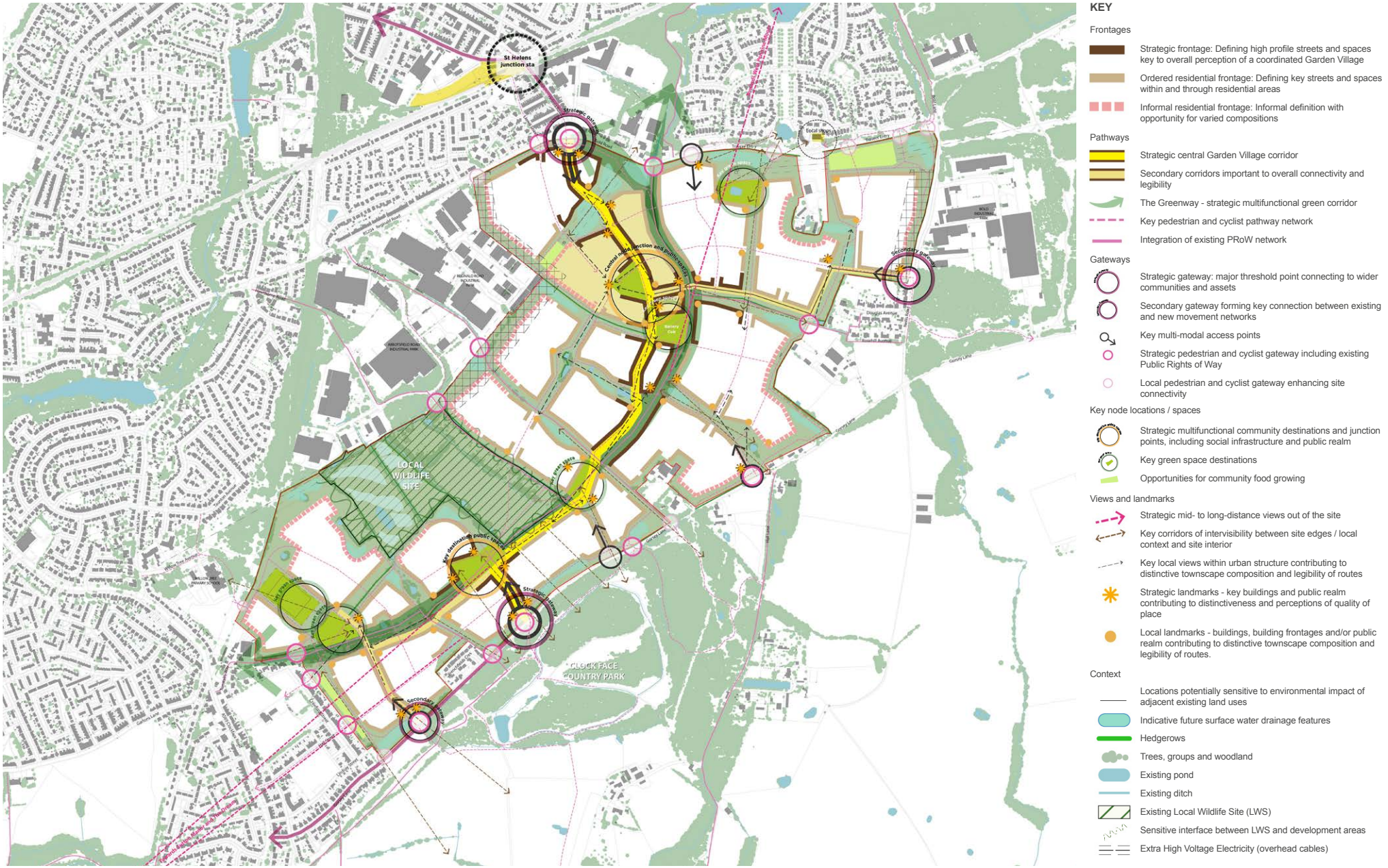


Figure 5.17 Urban Design Framework Plan

5.102 The hierarchy of nodal points includes coordinated groupings of key buildings and key urban spaces, and green spaces that provide key amenity and recreation functions.

5.103 In these locations, open spaces of high community value will be destinations that bring people together. These will require high quality and distinctive landscape design and implementation (consistent surfacing materials and complementary planting), informed by the relevant character area location.

5. Coordinated street frontages

5.104 The legibility and environmental experience of the Garden Village will be enhanced by active frontages to all streets and spaces (with all buildings fronting onto and overlooking them), coordinated building lines and boundary treatments.

5.105 The frontage types shown in the Urban Design Framework Plan (Figure 5.17) reflect the different roles and characters of streets and spaces in the framework, contributing to the distinctiveness of each location.

Frontage types

Strategic frontage

- Defining high profile streets and spaces that are key to the overall perception of a coordinated Garden Village, including along and in close proximity to the Main Street, key gateways and nodal points.
- Predominantly regular, linear arrangements incorporating terraced and semi-detached formats in ordered groups (reflecting local character).
- High level of consistency in building lines, with minimal set back distances and avoiding car parking in front of building lines.
- Careful coordination of residential and non-residential frontage in the Local Centre to achieve continuity.

Ordered residential frontage

- Defining key streets and spaces within and through residential areas, presenting a high degree of control and consistency.
- Regular rhythms in building spacing, façade articulation and roof line.
- Minimal set back distances and avoiding car parking in front of building lines.
- Can be expressed as an urban or semi-urban character according to context and density, mixing terraces, semi-detached and sporadic detached units (for example used strategically as corner-turning or marker buildings in the composition)

Informal residential frontage

- Defining streets and spaces that are more individual and mixed in character, especially adjacent to natural and semi-natural green spaces and corridors.
- Opportunity for eclectic and varied composition, including irregular spacing between buildings allowing soft landscape to be prevalent in the street elevation, punctuating building groups.
- Opportunity to mix orientation of plots and meandering building lines.
- Arrangements incorporating a mix of short terraces, semi-detached and detached homes.

5.106 Developers and their design teams will apply these frontage types within the different density situations identified in the Land Use Plan (Figure 5.1). These frontage types will be developed in more detail to coordinate arrangements in different locations, including frontage-to-frontage dimensions to create well-proportioned streets and spaces with comfortable human scale.

5.107 Frontages within and around the Local Centre will play a particularly important placemaking role, including the need for active frontages that are designed to animate the street frontage. All streets will include breaks in frontage, allowing intermittent open spaces and landscapes to be experienced as part of the street, and to allow for views to permeate the urban structure.

6. Local landmarks

5.108 Local landmarks are buildings and areas of public realm with a visual prominence, role and function in the urban structure that requires particular distinctiveness, for example defined by high quality materiality, detailing and considered architectural form. Local landmark buildings and public realm design will help to enhance the legibility of the urban structure, becoming 'markers' in the movement network that contribute to the mental map of the place, but also creating 'special' buildings in themselves which add to the overall distinctiveness, character and quality of the Garden Village – particularly where they terminate or are seen prominently in key views in to and out of the Garden Village.

5.109 Local landmarks will be linked with nodes and destinations (e.g. key movement junctions, and the Local Centre) where there are clear opportunities for building frontages to occupy prominent locations with clear lines of sight, and/or for buildings to be designed to carefully 'turn the corner' in a way that creates continuity, animation and maximises passive surveillance whilst avoiding blank frontages.

5.110 A collection of local landmarks to be clustered in and around the local centre and its key community infrastructure assets.

7. Key views

5.111 Layout can enhance topographic and landscape characteristics to allow short, medium and longer distance views that contribute to sense of place. The urban structure aims to help reveal, define and frame views along key streets and spaces: designed either to create formal and ordered vistas or more informal and deflected glimpses and views that reveal in forward movement along key streets ("serial vision").

5.112 Towards the centre of the site the higher ground opens up medium to long distance views, and the urban structure will create streets and spaces that are aligned and spaced to help capture these view corridors and aid orientation (in particular towards the north-east and south-west – including views of The Dream sculpture at Sutton Manor).

5.113 Towards the south-west, the Clock Face Country Park frontage is key: it will create a highly distinctive wooded skyline and key community destination. Development will allow views to permeate towards Clock Face Country Park, across Gorsey Lane, specifically from The Greenway and LWS.

5.114 The urban structure will also aim to maximise more localised views within the development areas themselves, especially towards key community assets in the local centres, and other key green spaces. This will influence and be planned in tandem with proposed local landmark buildings.

Figure 5.18 Existing key views: (top) towards West Pennine Moors; and (bottom) Sutton Manor and The Dream sculpture

Illustrative Masterplan

5.115 The Illustrative Masterplan (Figure 5.19) shows how a high-quality design and layout can be achieved on the basis of these urban design components.

For illustration
Not to scale

Figure 5.19 Illustrative Masterplan

Strategic Design Considerations

Higher density development

5.116 The National Design Guide advises that density should respond to its context and contribute to identity and a coherent pattern of built form. It also acknowledges the relationship between density and accessibility, land use mix and building types, where access to services can be enhanced through more compact, higher density forms of development.

5.117 This Masterplan Framework has been developed with acknowledgement that there is no single template for a 21st century garden village, town or city. Whilst it can often be assumed that 'Garden Villages' are inherently defined by low or medium density housing; this should not be a limiting factor in contemporary, progressive application of Garden City principles.

5.118 Instead, the identity of a Garden Village should – as with any development – be informed by specific context and community engagement, with design prioritising creation of high-quality streets, spaces and places, rather than being restrained by preconceptions of notional density.

5.119 In this context, densification can play an important role in creating a vibrant and sustainable Garden Village, and there will be opportunity for higher density forms of residential development with BFGV in a way that helps to support:

- A sustainable Local Centre/community infrastructure offer, by locating more people in close proximity to important everyday amenities and public transport routes.
- A broad mix of housing types and tenures within a varied urban form, mixing provision for different ages and demographics.
- Active, walkable and cycle-friendly streets and spaces, where buildings activate the public realm.

5.120 It follows that higher density development will be orientated mainly towards the north and central areas of the site. Any higher density development must be achieved without compromising liveability, quality of place and the need to create high quality and composed street scenes. Particular care will be needed to avoid proliferation of visually dominant car parking.

5.121 Higher density formats can create family homes through low-rise, street-based urbanism and achieved largely through 2-story development reflecting prevailing local character. In addition, there will be opportunity to introduce apartment typologies in the mix, including specialist formats such as Extra Care which can be delivered as high density development and including higher buildings of 3-4 stories.

5.122 There will be particular opportunities for such an approach in and around the Local Centre and northern edges of the site, near to the Reginald Road and Bold Road frontage. Higher densities in these particular locations could help to maximise the connectivity, animation and activity of this part of the site and create a legible focal point, close to existing community assets and St Helens Junction Rail Station.

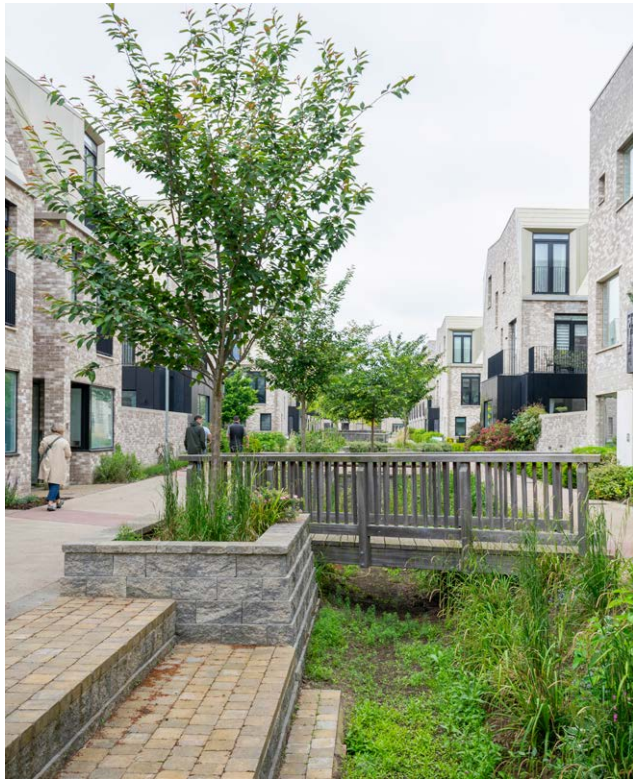


Figure 5.20 Example of higher density residential development within a people-friendly street space (Eddington, Cambridge)

The 'Garden Village corridor': the Main Street as a key placemaking opportunity

5.123 The primary Main Street will play a unifying role across the site, connecting all development to the existing street network and hosting the majority of multi-modal journeys. The 'Main Street' concept is reflective of urban structures associated with organic settlement growth, where development naturally orientates around a clear Main Street that connects directly from the wider area to a central point (e.g. a key junction with other key routes, a public space, and/or key feature or landmark (natural feature or man-made)).

5.124 The Main Street concept also references the locally distinctiveness of this part of St Helens, acknowledging:

- The long linear network of long-distance routes that are prevalent in local historic growth patterns (often with origins as strategic connections to St Helens town centre).
- The 'urban to rural' (or vice versa) character of some of these routes (e.g. Gorsey Lane, Neill's Road, Traver's Entry) where the same route brings the traveller gradually into an urban area transitioning from an open, rural environment.
- The 'broken' or intermittent street frontage where buildings are often interspersed with green spaces, tree groups and water courses, but with some sections that feel more 'urban' and continuous/enclosed often with mixed use frontage.
- The informal alignments evident in this historic street pattern – alignments that flow organically around topographic features and constraints (although linear, historic local roads are rarely straight in horizontal alignment, often curving in a sinuous orientation, giving a deflected forward view).

5.125 As a high profile, distinctive and attractive movement corridor that will significantly influence the character and experience of the Garden Village, it is critical that design of the Main Street expresses a consistent overarching character along its entire length. It must be a continuous, unified street environment that helps to coherently bind the wider development area together.

5.126 However, this must not lead to a uniform or sterile experience. The Main Street will be a street of varied environmental character: a dynamic and distinctive experience that draws from traditional street characteristics, and avoids becoming a mono-functional, 'distributor' highway.

5.127 Within that broader variation there must be consistency in details such as surface materials palette, boundary treatments, street furniture, lighting and tree species, to ensure consistency and continuity. There will be opportunities for variation in highway components within the Main Street responding to specific context, topography and character areas.

Figure 5.21 Example of environments along main streets that creating high profile, attractive movement corridors

Heritage and local distinctiveness

5.128 The urban structure of the Spatial Framework Plan (Figure 4.13) has been developed with acknowledgement of historical development pattern in the way the Main Street integrates a strong reference to historic development characteristics. The Main Street is also aligned – in tandem with The Greenway – to acknowledges and enhance the historic alignment of the PRoW running east-west through the spine of the site, tracing the historic local ward boundary.

5.129 In addition, the accompanying Heritage Assessment sets out (i) the need to respond appropriately to existing local heritage assets, and (ii) opportunities for social history and historical development of Bold to influence identity and placemaking. For the latter, such opportunities include:

- Origin of settlement, prominent historical figures and families – references to heraldry (e.g. the griffin) incorporated into future landscape design, public art and graphic design, area names/ building names/street names.
- Industrial heritage - collieries, glassmaking, rail, iron and power - key views (e.g. The Dream) references in landscape and play design features and materials, public art and graphic design, naming of areas buildings, public spaces and streets, augmented reality innovations and local education initiatives.
- Battery Cob – a significant and well-known local feature that will be retained and incorporated into open space layout and landscape design, including the potential to add a memorial of some form to the 1943 plane crash.
- Farmsteads, historic place names and tithe mapping - references in landscape design and materials, public art and graphic design, naming of areas buildings, public spaces and streets.
- Moated properties (local distinctive historic building formats) – references in landscape and play design feature and materials, public art and graphic design, naming of areas buildings, public spaces and streets.

Figure 5.22 Former Clock Face Public House

Figure 5.23 Photograph of the Battery Cob

Figure 5.24 Examples of existing features in the local area referencing and/ or originating from former collieries (Source: St Helens Borough Council)

HEALTHY PLACEMAKING

Overarching strategy

5.130 Sustainable health and wellbeing rely on having a strong economy and a healthy environment. This is contributed to through the offer of good quality housing in a safe place with access to education, skills and job opportunities which build positive social networks. These 'social determinants' of health and wellbeing are thought to determine around 50% of health outcomes.

5.131 The landscape-led, integrated approach of the masterplan aims to positively contribute to these social determinants for the benefit of new and existing residents, including through provision of a high quality green space network.

Key opportunities

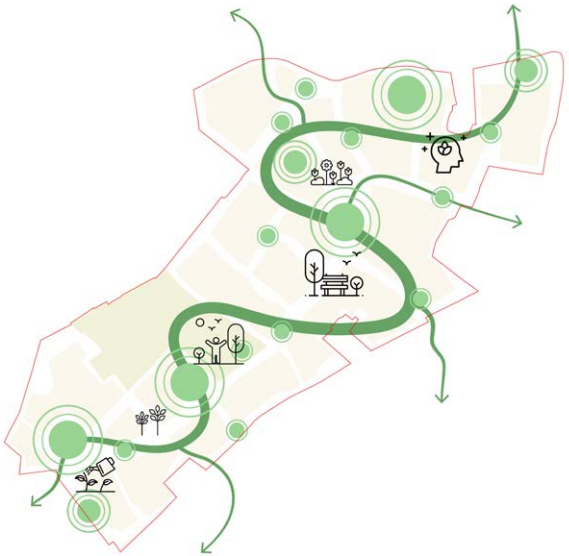
5.132 The Healthy Placemaking opportunities described below present a site-specific response to the above objectives and will be used to guide all development proposals.

Opportunity 1: Active & Healthy lifestyles: Helping people to manage weight and increase physically activity.

- An accessible and walkable neighbourhood with interconnected green corridors and everyday needs within 20 minutes.
- Building on the borough's strong open space provision by creating and improving connections to existing parks (Clock Face, Bold Moss) ensuring amenities are maximised and safe to access.
- Opportunities to integrate multi-age play spaces and outdoor gyms/trim trails.
- Open spaces that feel useable and accessible, are welcoming to daily use (not just of ornamental quality).
- Attractive routes for people walking, wheeling, cycling and horse riding including multiple safe traffic-free options and clear measures to ensure priority for these active modes e.g. junction design, regularity of crossing points, high quality lighting.
- Ensuring spaces are overlooked and maximising available views into public green space from interior and exterior viewpoints.

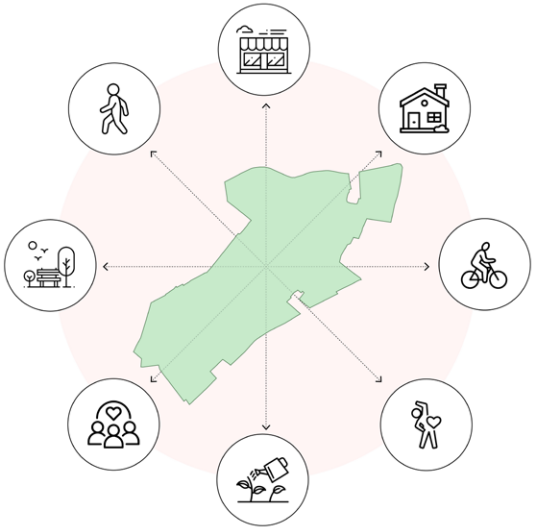
Opportunity 2: Clear pathways combining strategic and local movements

- Opportunities for restorative landscapes along linear corridors (quiet / sensory gardens, places to pause) including positive integration of water (ponds, ditches, watercourses, SuDS).
- Opportunities for informal social encounters (benches, dog walking loops, dog parks, allotments).
- Creation of community hubs and spaces that can be programmed for public activities and events.
- Opportunity to utilise heritage and public art as a way to support wellbeing through design and maintenance of public realm and/or through community workshops/events and art trails (with particular opportunities to represent local history).



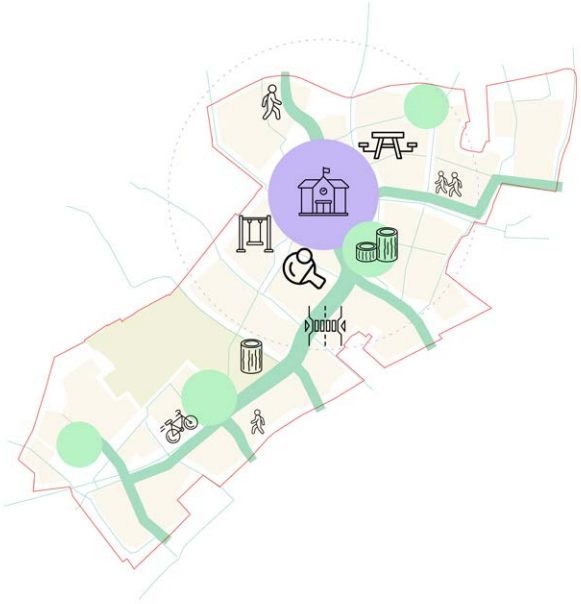
Opportunity 3: Helping to improve health inequality

- Enabling mixed communities through mixed-tenure delivery including integrated affordable housing throughout all neighbourhoods.
- Ensuring equitable access by active travel to amenities, services, and green spaces for all residents, including those from nearby communities.
- Promoting social mixing and permeability through street networks, public spaces, community facilities - welcoming and accessible.
- Opportunity for pop-up, temporary, and community-led approaches in appropriate public spaces e.g. the Secondary Hub (e.g. pop-up play areas, community gardens, markets, art projects).
- Locating education and medical institutions close to green space to maximise mental and physical wellbeing.



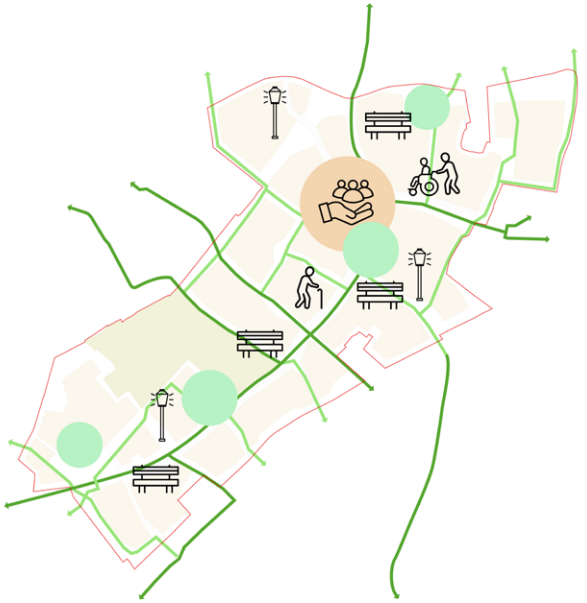
Opportunity 4: Focussing on children & young people

- Opportunities for child-friendly streets especially in the tertiary network: playable, traffic-calmed, and safe.
- Incorporating natural play, areas for safe exploration in nature and “play along the way”.
- Primary school and play areas easily reachable on foot or by bike within a safe, traffic-calmed network of streets and dedicated active travel routes.
- Promoting an integrated approach that combines school grounds with accessible community spaces - extending activities beyond school hours and promoting social cohesion across age groups.
- Opportunities to involve children, parents, and educators in participatory design activities as part of the development process to foster a sense of ownership and appetite to positively influence change.



Opportunity 5: Providing for an ageing population whilst encouraging intergenerational activity

- Practical design measures that encourage people to be out in the community (regularly spaced benches with features (backs and armrests) that are suitable for older people, clear legible signage, high quality lighting, safe/tactile surfaces, dropped road kerbs and visible road crossings).
- Allow a mix of housing types that foster social interaction across generations, reduce isolation, and enable informal support networks.
- Allow for community spaces (indoor and outdoor) that encourage older residents to participate in social, cultural, and physical activities (e.g. flexible community rooms, intergenerational parks, and programmed and well-communicated activities).
- Provision of community growing areas (orchards, allotments) including opportunity for community building or ‘meeting hut’ providing shelter and welfare facilities, and providing a focus for activities such as communal eating, grower’s market day or other community gatherings allowing people to share experiences and ideas.
- Community spaces and/or accompanying buildings and structures should take opportunity to incorporate heritage references in design, as described in the urban design framework.







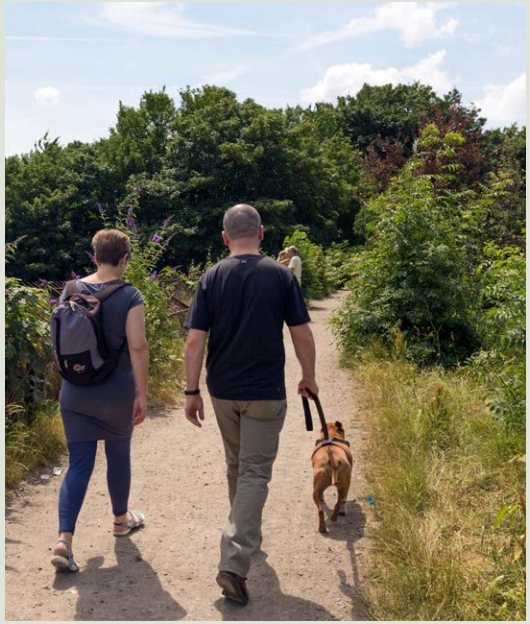



Figure 5.25 Characteristics and features that can help create healthy places

SUSTAINABILITY AND ENERGY

Overall approach

5.133 The Sustainability and Energy Strategy sets out the vision for BFGV to be energy positive and enable a net zero carbon development by 2040.

5.134 The approach to sustainability is structured around six themes from the Council Design SPD (2024): community, identity, nature, movement, resources, and health. It sets out the long-term sustainability goals for BGFV by theme including:

- **Community:** Integration and creation of a strong new neighbourhood that is well connected and cared for by its new and existing residents.
- **Identity:** Identity and character that align with local vernacular, celebrates local heritage and encourages long-term stewardship.
- **Nature:** Exceed 10% BNG, promote environmental stewardship and enhance the local nature recovery networks.
- **Movement:** Promoting more sustainable modes of movement, setting a target for modal shift to reduce reliance on private vehicles over time.
- **Resources:** Net zero carbon by 2040 and aspiration for energy positive.
- **Health:** A place that sustains holistic mental, physical and social health for all its residents.

5.135 The strategy benchmarks the current Masterplan Framework proposals against the site baseline and long-term goals identified, with a commitment to ongoing design evolution and stakeholder engagement. Plot developers should demonstrate how their proposals align with the goals of this strategy as part of planning applications submitted to the Council.

5.136 A more detailed Sustainability and Energy Framework is published alongside the Masterplan Framework.

Outline Energy Strategy

5.137 The Energy Strategy for BFGV has been developed through a comprehensive process of desk-based research, stakeholder engagement and technical assessment. This included conducting a thorough policy review and assessing site conditions through a detailed baseline study, utilities assessment and engagement with local utility providers.

5.138 Collaborative workshops with landowner representatives established the following energy ambition for the site:

- Bold Forest Garden Village aspires to be energy positive and enable a net zero carbon development by 2040.
- The first phases are expected to go beyond the 10% on-site renewable generation target, as far as practically possible, and meet Future Homes and Building Standards as a minimum.
- Net zero will be central to the whole development programme so that funding opportunities aligned to this vision can be secured.

5.139 The strategy identifies three approaches to power supply that could also meet the overarching ambition for BFGV. These three alternatives are noted to include:

- Option 1: Individual building (air source heat pumps, rooftop PV, batteries).
- Option 2: Community power (communal battery storage, smart grid, individual heat pumps) – preferred option.
- Option 3: Shared heat and power (site-wide heat network, ground/mine water source).

5.140 The Energy Strategy for BFGV identifies a preference for power supply from a communal battery storage system installed in conjunction with the rooftop solar PV arrays and electrical grid, with heat provided by individual air source heat pumps on the side of homes. This strategy significantly mitigates reliance on grid capacity constraints through the use of energy storage and a smart grid, offering lower cost heat pump operation versus the high upfront cost and complex, site-wide infrastructure dependencies of a shared ground array option. The strategy effectively balances cost, grid independence, and feasibility for phased development.

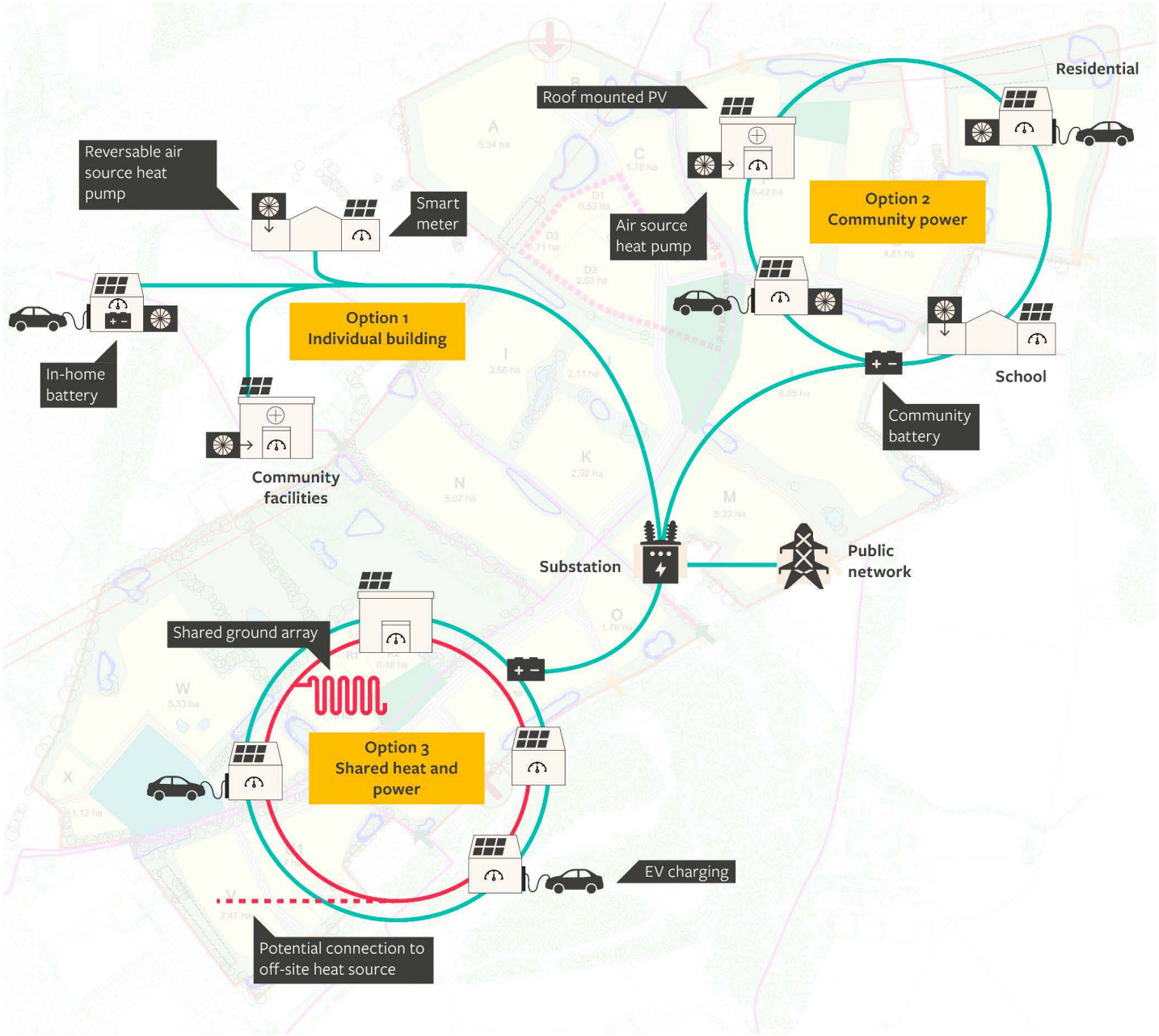


Figure 5.26 Diagram presenting the Energy Strategy options for BFGV. All locations are indicative.

Utilities and Grid Capacity

5.141 There are two primary substations adjacent to the site, Clock Face to the south and Hills Moss to the north as illustrated on Figure 5.30. Both substations receive power from the Bold grid substation to the north.

5.142 It is assumed that the power for the site would be supplied by one or both substations via a utility corridor running along the Main Street with plot connections via secondary and tertiary roads.

5.143 According to the local grid operator, Scottish Power Energy Networks (SPEN), forecasts, the Bold grid substation currently has sufficient demand headroom, but this is projected to decrease substantially by 2040 under various development scenarios.

5.144 A high-level load assessment undertaken as part of the preparation of the Masterplan Framework, indicates that the estimated first phases of development (approximately 1,000 homes plus community uses) will fall within current headroom available capacity, subject to further engagement. However, the ultimate development quantum of near 3,000 homes with electric vehicle (EV) charging would exceed available power capacity. Without local reinforcement, this would necessitate a new primary substation and approximately 21 secondary substations to facilitate development.

5.145 Any additional substations within the site to facilitate development would preferentially be located in as close proximity to either of the two existing primary substations as possible to reduce cabling transmission losses, carbon impact and capital costs. Development areas would then be connected to the substations via the utility corridor bisecting the site.

5.146 Further consultation with SPEN is required to determine the exact location of new substations, which will be subject to further design development and phasing considerations.

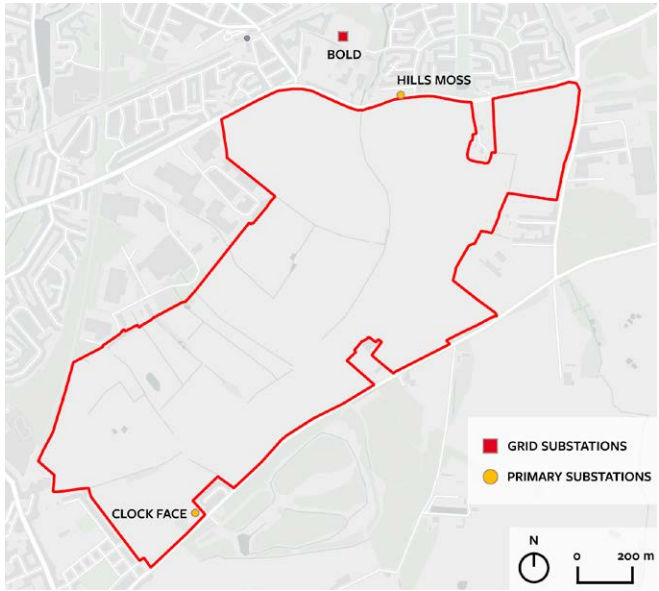


Figure 5.27 Location of the site's local electricity substations.

Applying the Sustainability and Energy Strategy at BFGV

5.147 Individual plot developers are to demonstrate how they are responding to the long-term goals set out in the Sustainability and Energy Strategy and supporting Framework document published alongside this document.

5.148 Individual plot developers are to demonstrate alignment with the energy ambition for BFGV.

5.149 Plot developers must demonstrate alignment with the energy ambition for BFGV at the time of planning application. There is a preference for plot developers to align with the preferred option (2) of the energy strategy or demonstrate alignment with the other two options (1 and 3), should the preferred option not be feasible. If a different option is presented, plot developers should provide a robust justification to the Local Planning Authority of how their revised energy strategy aligns with the energy ambition.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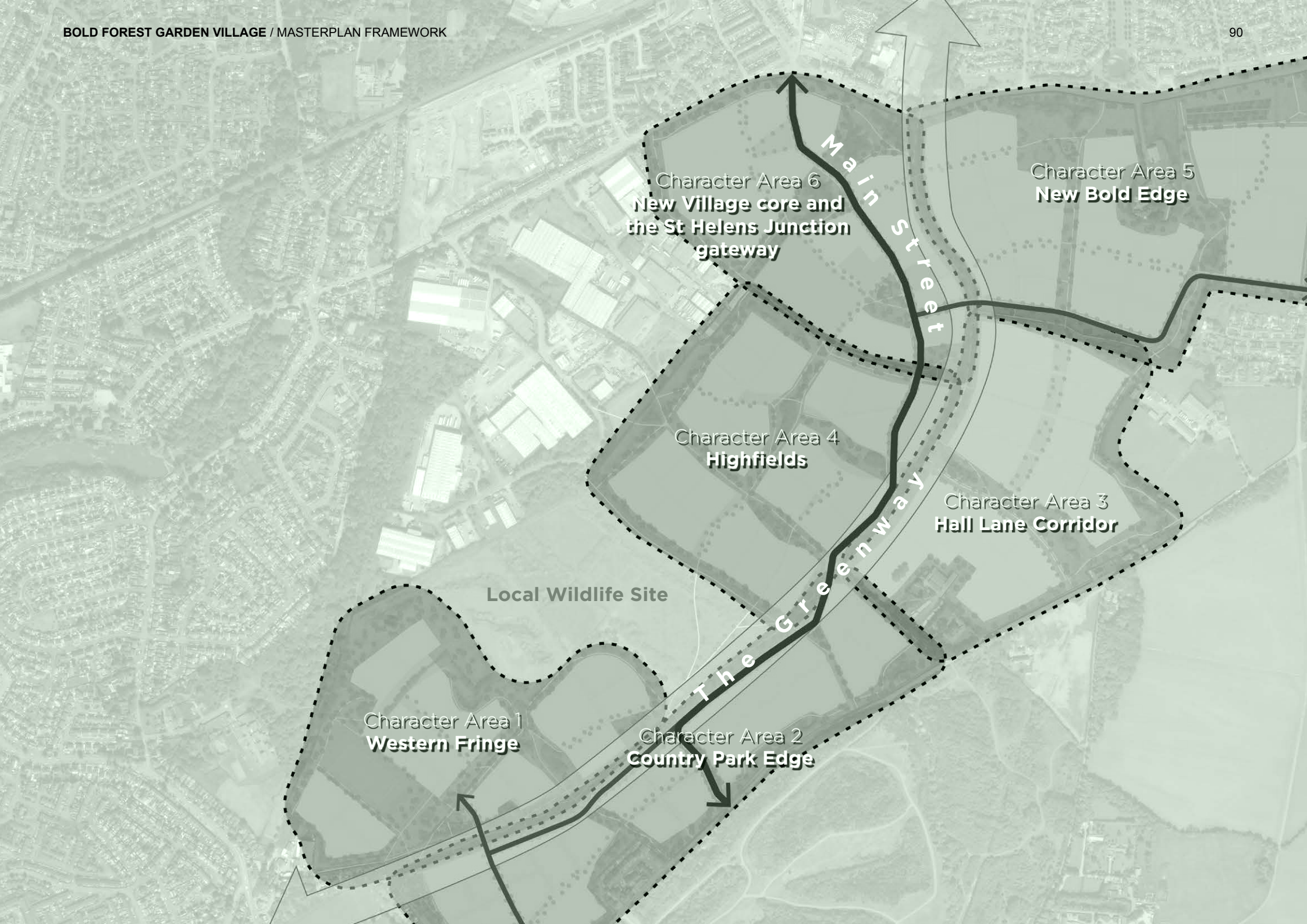

Character Area 6
New Village core and the St Helens Junction gateway
Character Area 5
New Bold Edge
Main Street
Character Area 4
Highfields
Character Area 3
Hall Lane Corridor
The Greenway
Local Wildlife Site
Character Area 1
Western Fringe
Character Area 2
Country Park Edge

6 FRAMEWORK CHARACTER AREA GUIDANCE

Locally distinctive neighbourhoods can make a clear and structured placemaking contribution to the wider whole.

FRAMEWORK CHARACTER AREA GUIDANCE

Approach

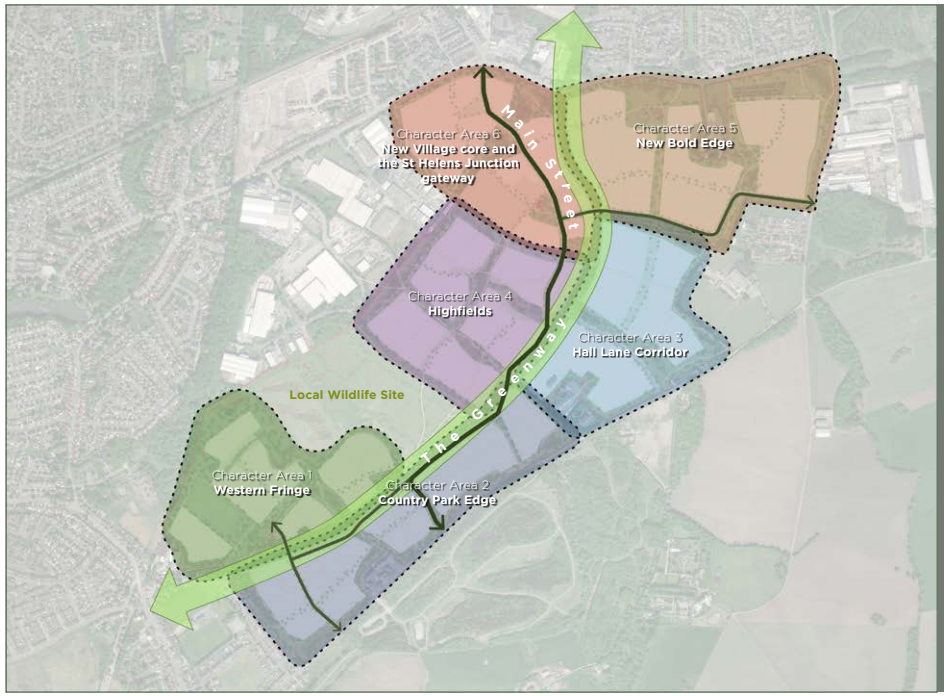
6.1 In the context of the comprehensive approach established by the Framework Site Plan, there are opportunities for locally distinctive neighbourhoods to form across BFGV - each with a bespoke response to constraints and opportunities in different parts of the site created by site features and local setting.

6.2 The Masterplan Framework promotes character areas that make a clear and structured placemaking contribution to the site as a whole, making the Garden Village feel connected, coordinated and legible.

6.3 Six Framework Character Areas have been identified, defined by:

- Existing site characteristics, drawing from baseline analysis (e.g. local landscape characteristics, existing site features, views).
- The potential role of each part of the site within the masterplan as a whole taking into consideration the overall 'profile' of each area, accessibility, land use mix, density and landscape design opportunities.

6.4 These areas are unified by the Main Street (the 'Garden Village corridor'), the LWS, Clock Face Country Park, and the proposed site green infrastructure network that flows adjacent, within and through them.



Framework Character Areas

1.Western fringe
2. Country Park edge
3. Hall Lane corridor
4. Highfields
5. New Bold edge
6. Village core and St Helens Junction gateway

Figure 6.1 Framework Character Areas

6.5 There will be flexibility for design interpretation and evolution within these areas as phases of development come forward. The future design process may result in more detailed character areas being identified within each strategic character area (to be defined as part of future planning applications, and/or as part of future design guidance or design coding that may be progressed).

Scope of guidance

6.6 The following guidance aims to help guide the key characteristics of each area as they are interpreted through future design and delivery. The guidance provides a checklist of key opportunities, drawn from the spatial framework, to make these different parts of the site feel locally distinctive whilst contributing positively to the wider BFGV as a whole.

CHARACTER AREA 1: Western Fringe

A compact landscape-led neighbourhood.

An area tucked between the LWS and wooded former railway line embankment, to the north of The Greenway. These well-defined, green and richly vegetated edges will contain development within a strong local landscape setting, with an ecological/biodiversity focus.

Figure 6.2 Example character area attributes: Western Fringe

Key design influences

1. Strong existing landscape edges.
2. Internalised views, with limited visibility of urban area giving a semi-rural character.
3. Flat topography but localised depressions and slopes (e.g. sloping away to the north west).
4. The LWS forms a strong boundary to the east presenting a sensitive landscape edge.
5. Small-scale existing field boundaries with linear tree groups and hedges with ecology value.
6. Scattered ponds, including some with heavily vegetated edges.
7. The Greenway creates a wooded green corridor to the south and key active route for pedestrians, cycles and horse riders.
8. Overhead cables and towers to the north.
9. Adjacent to Willow Tree Primary School – potential opportunities for future connectivity.

Urban structure

1. Main vehicular arrival from the south passing through The Greenway: a landscape-led approach creating a ‘green gateway’ arrival experience, with new planting mitigating the impact of the access road.
2. Masterplan identifies the nature-focused Secondary Hub within the eastern part of the character area – layout/design to create clear, well-defined and overlooked pathways to this location, enabling active travel.
3. Opportunity for increasingly informal/ organic residential layouts moving from The Greenway and the Secondary Hub towards the LWS and former railway embankment boundaries (avoiding strongly linear or urbanising frontages on those edges).
4. Opportunity for individual, contemporary building styles and materials that provide a distinctive variant to the more controlled design approach of other character areas (including opportunity for rural/agricultural design references in layout and form).

5. Building materiality and detailing should be sensitive and responsive to the strong influence of nature especially in close proximity to LWS, and in and around the Secondary Hub.
6. Opportunity for strong walking links into existing Clock Face neighbourhood along The Greenway and existing PRoW. New links to be supplemented with tree and hedgerow planting to provide definition and enhance wildlife connectivity.

Green spaces and corridors

1. Structural green corridors define the northern and north-west edge - potential for enhanced tree planting and complimentary biodiverse wildflower meadows, wetlands to 'extend' the semi-natural LWS from the east.
2. Naturalistic SuDS features along this edge mimicking the existing low-lying wetland.
3. Retain potential for future recreational access to / across the former rail line.
4. The Secondary Hub characterised by active outdoor community spaces (gardens, orchards, play and informal education) that create a high-profile destination for the Garden Village as a whole.
5. Key opportunity for area to 'extend' existing sport and recreation offer at Clock Face - a new sports pitch with residential development defining and overlooking (but sufficiently set back to avoid residential amenity impacts).
6. Opportunities to create significant equipped play destinations, as well as smaller pocket parks with tree and shrub planting, especially around the retained ponds, ditches, hedge and tree lines.

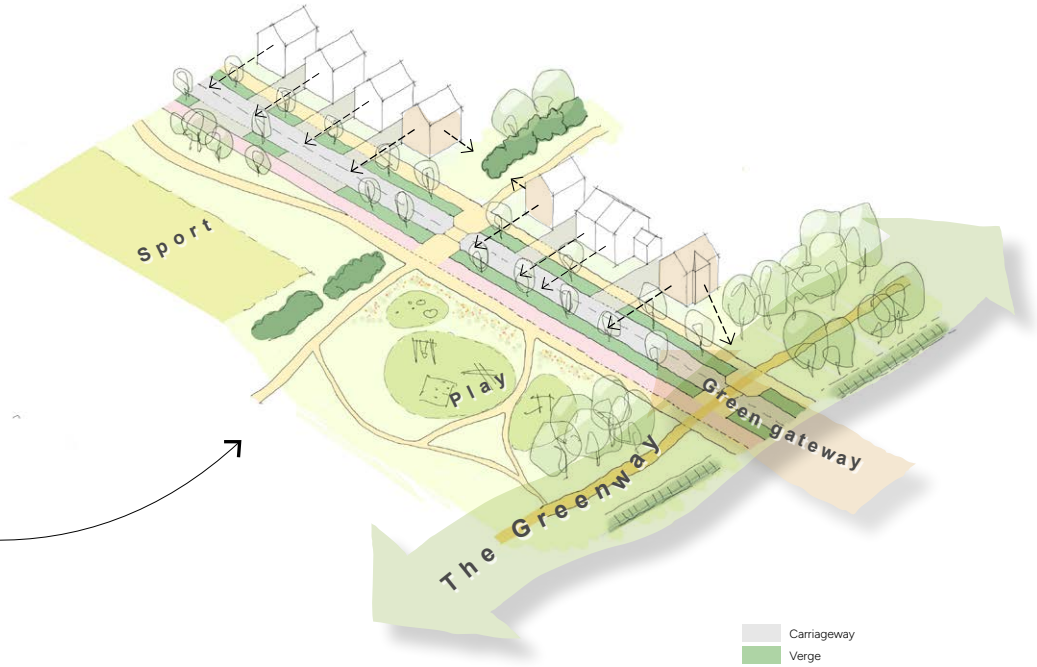
Residential density profile

1. This area of the Masterplan Framework site has the ability to provide a mix of housing types and densities. The majority of the area is expected to provide a medium-density development (40 – 49 dph) but have a blend of uses within the development.
2. The former railway line and Willow Tree Primary School to the west provide a degree of separation to existing housing in this location. Nonetheless consideration of the density in this location, predominantly semi-detached and terraced housing is expected to be considered in this location.
3. Development is also expected to account for landscape and visual sensitivities as the site particularly as the topography falls away in the north-western corner of the site.
4. There is also the potential to incorporate larger family homes within the development mix to take advantage of the green location particularly to the northern part of the character area around the LWS and green edges to the scheme.
5. To the south-east of the character area, there is the potential to increase density around the Secondary Hub and consider some higher density development likely a mix of smaller 2-storey family housing and apartment development to support oversight and frontage onto the key arrival route from Gorsey Lane along the Main Street.
6. The Greenway is a key movement corridor through this part of the site and it is therefore important that housing development animates and complements this key area of the masterplan. Family housing fronting onto The Greenway is seen as a strong way of animating and providing natural surveillance to this key movement corridor.

Strategic design opportunities

1. Key street space

A subtle green gateway arrival across The Greenway



KEY

Frontages
- Strategic frontage: Defining high profile streets and spaces key to overall perception of a coordinated Garden Village
- Ordered residential frontage: Defining key streets and spaces within and through residential areas
- Informal residential frontage: Informal definition with opportunity for varied compositions

Pathways
- Secondary corridors important to overall connectivity and legibility
- The Greenway - strategic multifunctional green corridor
- Key pedestrian and cyclist pathway network
- Integration of existing PRoW network

Gateways
- Strategic pedestrian and cyclist gateway including existing Public Rights of Way
- Local pedestrian and cyclist gateway enhancing site connectivity

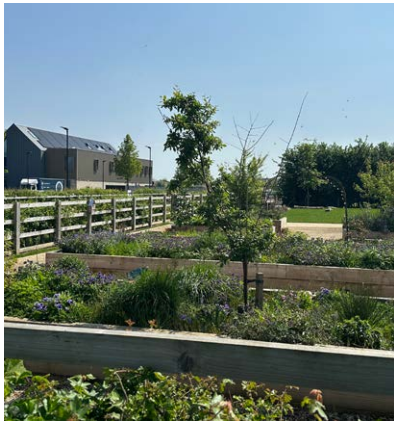
Key node locations / spaces
- Strategic multifunctional community destinations and junction points, including social infrastructure and public realm
- Key green space destinations

Views and landmarks
- Key corridors of intervisibility between site edges / local context and site interior
- Key local views within urban structure contributing to distinctive townscape composition and legibility of routes
- Strategic landmarks - key buildings and public realm contributing to distinctiveness and perceptions of quality of place
- Local landmarks - buildings, building frontages and/or public realm contributing to distinctive townscape composition and legibility of routes.

Context
- Indicative future surface water drainage features
- Hedgerows
- Trees, groups and woodland
- Existing pond
- Existing ditch
- Existing Local Wildlife Site (LWS)
- Sensitive interface between LWS and development areas
- Extra High Voltage Electricity (overhead cables)

2. Key green space

Key destination green space (the Secondary Hub) - concept diagram



Opportunities

A Space for community activity e.g. community garden, community orchard, and/or small allotments, with associated building structures (temporary or permanent) to facilitate communal gathering and events.

B Focal point of the space and meeting point of key ped/cycle links. Potential location for active space e.g. naturalistic equipped play.

C Opportunity for more passive recreation within a semi-natural landscape immediately adjacent to LWS.

D Potential for southern section of LWS to be open to controlled public access, with nature walks and defined paths with appropriate surfacing and lighting.

E Potential for northern area of LWS to be made inaccessible to public, to maximise habitat value.

CHARACTER AREA 2: Country Park Edge

Strategic Garden Village gateway with strong visual and physical connections to Clock Face Country Park.

Key site between Clock Face neighbourhood, Clock Face Country Park and the LWS, with a long, prominent elevation to Gorsey Lane and the distinctive wooded skyline to southern edge. A location that has elements of 'town and country' (and the potential to maximise the best of both) creating a defining, high profile gateway opening up the Secondary Hub and the wider Garden Village as a whole.

Key design influences

1. Key views towards the wooded skyline of the lower lying Clock Face Country Park to south and east, with some longer distance glimpsed views further south.
2. Key long views west, looking towards Clock Face and across to Sutton Manor and The Dream on the horizon: a key local landmark.
3. Long, linear site boundary with Gorsey Lane, sat at a lower level to the site and with pre-existing flood risk issues.
4. Long, linear site boundary with The Greenway and LWS, giving a wooded horizon to the north.
5. Interface with rear of existing residential properties (Lindsey Street / Crawford Street) marking the existing edge of Clock Face neighbourhood - good opportunities to create links and reference existing built form character here.
6. Southern edge forms Clock Face Country Park boundary.

Urban structure

1. A strategic arrival point into the Garden Village;
   - Key Main Street junction creating a high-profile green gateway and visual connection down the south-facing slope between Country Park, The Greenway and LWS.
   - Other junctions and active modes access points along Gorsey Lane opening up viewpoints and view corridors between Country Park and The Greenway and LWS.
   - Opportunity to enhance existing - and create new - paths into the Country Park to the south side of Gorsey Lane.
2. Key section of Main Street bringing high volumes of vehicular and non-vehicular movement through the Garden Village with users experiencing views to the LWS, The Greenway and Clock Face Country Park.

Figure 6.3 Example character area attributes: Country Park Edge

3. Key section of Main Street connecting people to the Secondary Hub located at a strategic nodal point in the movement and GBI network.
4. Residential development strongly defining and fronting onto the Main Street, including single-sided frontage in proximity to LWS (new homes looking towards the LWS across the street).
5. All highway spaces, in particular the Main Street and secondary streets, designed with generous dedicated infrastructure to enable and encourage walking, wheeling and cycling.
6. South-facing residential development fronting the southern boundary, forming a coordinated street frontage along Gorsey Lane, set back behind and overlooking the green SuDS corridor and looking out onto Country Park.
7. Opportunity for Gorsey Lane frontage to include variations in alignment and formality: from a formal entrance arrangement at and near the Main Street gateway, to more informal irregular arrangements further east (graduating to a more rural character).
8. East-west streets orientated to enable and frame views towards The Dream: a key local landmark.
9. Direct access into Clock Face neighbourhood via Lindsey Street/Crawford Street (enhance accessibility for walking, wheeling and cycling through existing roads).

Green spaces and corridors

1. Strong potential for uninterrupted semi-natural linear green corridor along the Gorsey Lane frontage incorporating diverse features including naturalistic SuDS features, scattered trees, meadow, wet meadow and scrub to aid biodiversity.
2. Main Street gateway incorporating a north-south green corridor alongside the highway space, visually and physically linking Country Park and the LWS/Secondary Hub. Opportunity to align infrastructure for people walking, wheeling and cycling along the green corridor to provide a traffic-free character.
3. Single-sided development along the LWS and The Greenway (northern boundary), overlooking an informal linear parkland that provides appropriate interface and transition to the LWS, ditch network and established tree groups in this location.
4. Clock Face interface to include community functions such as allotments / community gardens.

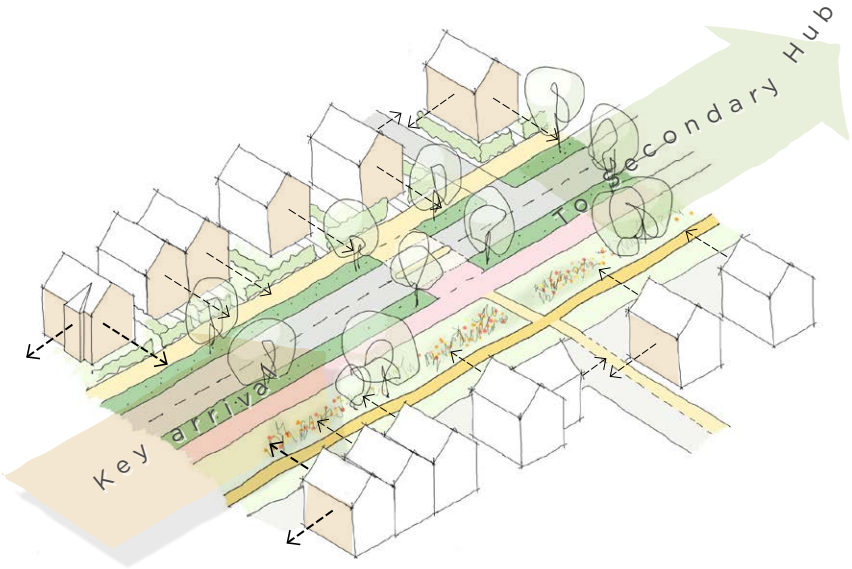
Residential density profile

1. The residential development in this area of the site is expected to be predominantly family housing providing a mix of dwelling types with a particular focus on detached and semi-detached dwellings. A blended lower density development (30 – 39 dph) is anticipated at this part of the site; however, the Masterplan Framework is designed to allow for flexibility for development to exceed this figure if the proposed development can prove it does not impact on wider principles set out within the masterplan framework.
2. The incorporation of larger aspirational family housing is also seen as an important part of the overall development mix for BFGV. The southern frontage onto Gorsey Lane and with Clock Face Country Park to the south is seen as an ideal potential location for this form of development, benefiting from green space on the doorstep and good connectivity routes to Junction 8 of the M62.
3. Whilst lower-medium density family housing is expected to form the basis of development in this location; consideration as to whether higher density family housing can be delivered in certain parts of the site is important in particular frontage onto The Greenway and Main Street This will ensure active frontage mirroring Character Area 1 to the north.
4. The western edge of the site is also seen as another area to include some medium-higher density development. This mirrors the predominantly semi-detached and terraced development in the existing Bold area and, therefore, density is expected to complement the neighbouring density and ensure a strong interface to this existing community.
5. Density is then expected to blend towards lower density as you move west-east, reflecting a slightly more urban feel in the west to increasingly ‘country’ location towards the centre of the character area.

Strategic design opportunities

1. Key street space

Main Street connecting Gorsey Lane to the Secondary Hub



KEY

Frontages
- Strategic frontage: Defining high profile streets and spaces key to overall perception of a coordinated Garden Village
- Ordered residential frontage: Defining key streets and spaces within and through residential areas

Pathways
- Strategic central Garden Village corridor
- Secondary corridors important to overall connectivity and legibility
- The Greenway - strategic multifunctional green corridor
- Key pedestrian and cyclist pathway network
- Integration of existing PRoW network

Gateways
- Strategic gateway: major threshold point connecting to wider communities and assets
- Secondary gateway forming key connection between existing and new movement networks
- Key multi-modal access points
- Strategic pedestrian and cyclist gateway including existing Public Rights of Way
- Local pedestrian and cyclist gateway enhancing site connectivity

Key node locations / spaces
- Strategic multifunctional community destinations and junction points, including social infrastructure and public realm
- Key green space destinations
- Opportunities for community food growing

Views and landmarks
- Strategic mid- to long-distance views out of the site
- Key corridors of intervisibility between site edges / local context and site interior
- Key local views within urban structure contributing to distinctive townscape composition and legibility of routes
- Strategic landmarks - key buildings and public realm contributing to distinctiveness and perceptions of quality of place
- Local landmarks - buildings, building frontages and/or public realm contributing to distinctive townscape composition and legibility of routes.

Context
- Indicative future surface water drainage features
- Hedgerows
- Trees, groups and woodland
- Sensitive interface between LWS and development areas

- Carriageway
- Verge
- Footpath
- Cycle path
- Shared surface / driveway
- Strategic ped link

2. Key green space

Gorsey Lane frontage and Country Park interface - concept diagram

KEY

- Key green space
- Key gateway
- Primary street
- Secondary street
- Access
- Existing Public Right of Way
- Potential new pedestrian and cyclist connection
- Key views
- Strategic frontage*
- Ordered residential frontage*
- Local landmark / marker building
- Residential streets / courtyard spaces

* Refer to Urban Design Framework

Opportunities

A Strategic high profile arrival into the Garden Village, marked by a 'green gateway' of overlooked, high quality green space and orientated to maximise visual and physical connectivity between Garden Village, Country Park and LWS. Gateway to include new pedestrian crossings on Gorsey Lane into the park, connecting to existing path network.

B Local access streets orientated to aid views and connectivity of Country Park, and enhance connectivity and safety of existing Country Park access point (including new pedestrian crossings on Gorsey Lane).

C Residential development layout providing composed frontage to linear green space along Gorsey Lane, with opportunities for low speed residential streets and shared spaces with vistas of the Country Park.

CHARACTER AREA 3: Hall Lane Corridor

Transitional neighbourhood from existing rural fringe to the more 'urban' core of the Local Centre

A rural southern edge to Gorsey Lane transitioning to a more urban and active northern edge towards the Local Centre. Strong permeability for people walking, wheeling and cycling is key, linking to Clock Face Country Park and Hall Lane through to important community woodlands including Griffin Wood and on to Omega and Warrington (a potential key active commuting and leisure route).

Key design influences

1. Key views over Green Belt countryside and local woodlands to the south-east.
2. Longer distance views to north-east across Sutton towards the West Pennine Moors.
3. Long boundary with The Greenway along the north boundary, in close proximity to proposed Local Centre.
4. Interface with rural properties in the Gorsey Lane / Hall Lane area, including local heritage considerations associated with buildings on Gorsey Lane, Abbotsfield Farm and Hall Lane.
5. Landscape and visual sensitivities along the Gorsey Lane Green Belt edge.
6. Opportunity to create key links into the PRoW network, especially Hall Lane and on towards Clock Face Country Park.

Urban structure

1. Graduated increase in density and 'tightening' of urban grain from south (Gorsey Lane) to north (Local Centre area).
2. Development to define and front north-south routes with people-friendly highway design promoting walking and cycling.
3. Development set back from Gorsey Lane behind a green corridor to present a low density / screened rural character to this edge.
4. Opportunity to present an informal frontage arrangement at Gorsey Lane referencing rural context - avoiding a formal and/or urbanising frontage and with opportunity for agricultural and rural design references in layout, form and detailing.
5. Opportunity for formal, ordered plot and frontage characteristics near the Local Centre area.

Figure 6.4 Example character area attributes: Hall Lane Corridor

Green spaces and corridors

1. Green edge to the Gorsey Lane Green Belt boundary providing a positive landscape interface with open countryside and heritage considerations.
2. Gorsey Lane green edge to include informal native tree groups, meadow areas, native shrub planting and native hedgerow species to create an edge-of-settlement character.
3. Semi-natural linear green corridor aligned north-south extending from Gorsey Lane to the Greenway along existing ponds (including GCN pond) and ditch network, hedgerows and tree groups. Landscape within the site to also integrate informal native tree planting to help soften the visual impact of built form frontage.

Residential density profile

1. The residential development in this part of the site is expected to be predominantly family-style housing providing a mix of dwelling types with a particular focus on detached and semi-detached dwellings. A blended lower density development (30 – 39 dph) is anticipated at this part of the site; however, the Masterplan Framework is designed to allow for flexibility for development to exceed this figure if the proposed development can prove it does not impact on wider principles set out within the masterplan framework.
2. Consideration of the important frontage onto Gorsey Lane is needed in this location to ensure a transition from a rural to a suburban location when approaching the site from the east. Lower density, larger family housing will support a blended transition from undeveloped land to the east. This larger family housing also complements the green frontage with Clock Face Country Park on the opposite side of Gorsey Lane, with children and families benefiting from this green provision on their doorstep.
3. Whilst larger low-density family housing is expected to form the basis of development in this character area; consideration as to whether some higher density family housing can be delivered in certain parts of the area is important, in particular in the northern part of the character area, closer to the Local Centre and along the Main Street movement corridor where proximity and accessibility to amenity may support higher density and different forms of development.

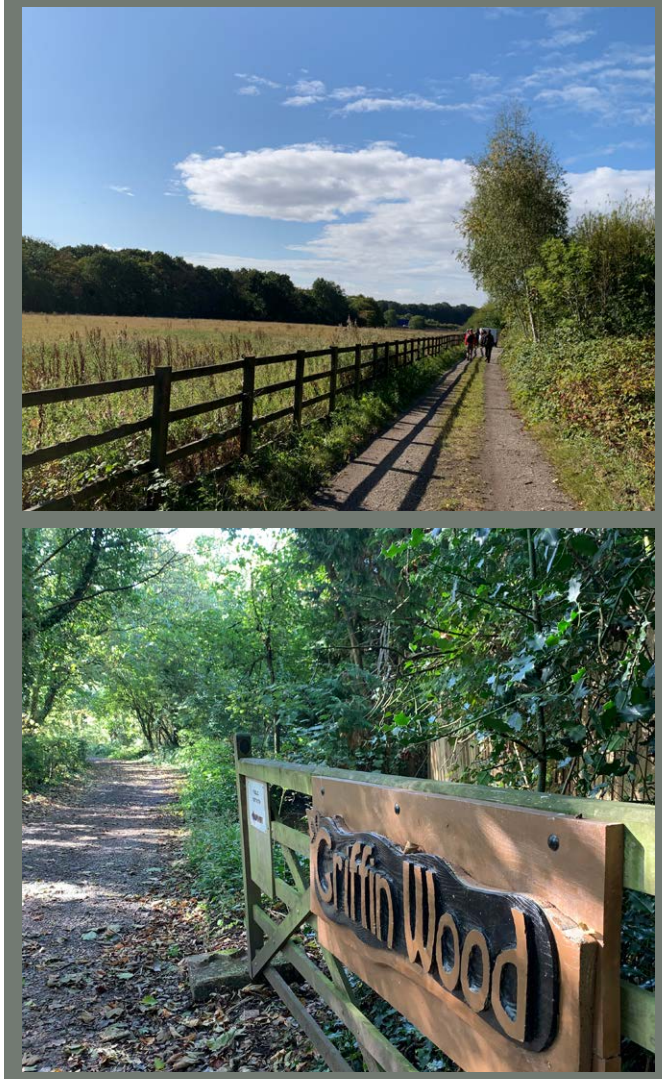
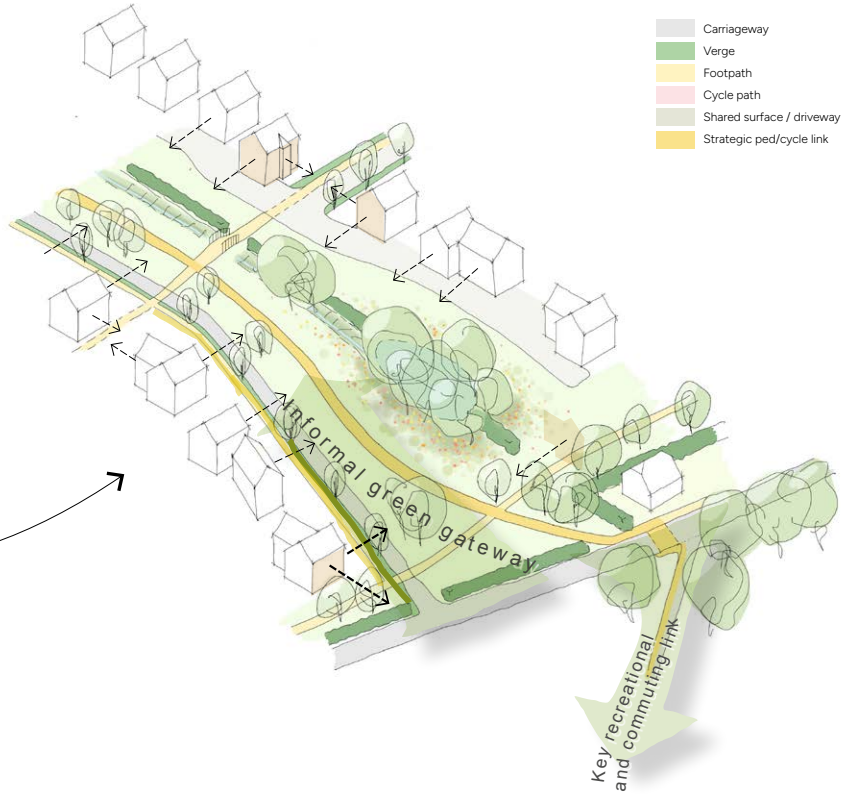


Figure 6.5 Links south of Hall Lane accessing Griffin Wood and on towards Omega

Strategic design opportunities

1. Key street space

Informal green gateway from Gorsey Lane



KEY

Frontages

- Strategic frontage: Defining high profile streets and spaces key to overall perception of a coordinated Garden Village
- Ordered residential frontage: Defining key streets and spaces within and through residential areas
- Informal residential frontage: Informal definition with opportunity for varied compositions

Pathways

- Secondary corridors important to overall connectivity and legibility
- The Greenway - strategic multifunctional green corridor
- Key pedestrian and cyclist pathway network
- Integration of existing PRoW network

Gateways

- Key multi-modal access points
- Strategic pedestrian and cyclist gateway including existing Public Rights of Way

Views and landmarks

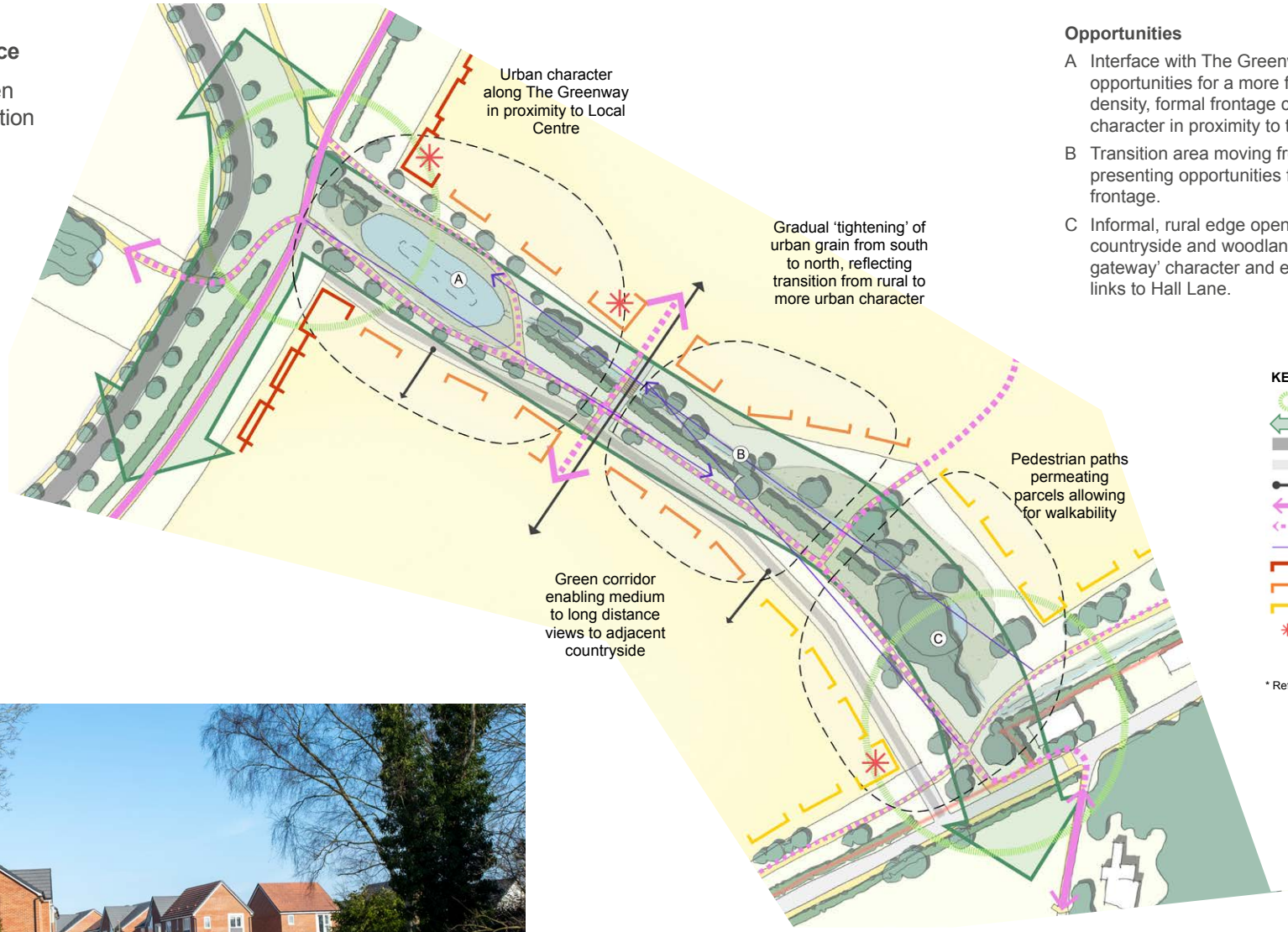
- Strategic mid- to long-distance views out of the site
- Key corridors of intervisibility between site edges / local context and site interior
- Key local views within urban structure contributing to distinctive townscape composition and legibility of routes
- Strategic landmarks - key buildings and public realm contributing to distinctiveness and perceptions of quality of place
- Local landmarks - buildings, building frontages and/or public realm contributing to distinctive townscape composition and legibility of routes.

Context

- Indicative future surface water drainage features
- Hedgerows
- Trees, groups and woodland
- Existing pond
- Existing ditch

2. Key green space

Gorsey Lane Green corridor with transition in development frontage



Opportunities

A Interface with The Greenway and Main Street with opportunities for a more formal landscape and higher density, formal frontage creating a more urban character in proximity to the Local Centre.

B Transition area moving from rural to urban character, presenting opportunities for distinctive landscape and frontage.

C Informal, rural edge opening views of adjacent countryside and woodlands, providing an open 'green gateway' character and enhancing visual and physical links to Hall Lane.

CHARACTER AREA 4: Highfields

Higher ground with key views and links to Reginald Road/Mill Lane corridor.

Central part of the site with varied boundary interfaces: Local Wildlife Site (west), Industrial Estate (north) and open land providing uninterrupted medium-long distance views where land falls away (north-east and south-west). Development at edges will respond to this varied context and enable strategic links through the area.

Figure 6.6 Example character area attributes: Highfields

Key design influences

1. Flat topography on higher ground, sloping away.
2. Inter-visibility with the wider St Helens townscape, Green Belt countryside and longer distance views.
3. Industrial edge and overhead power lines to the north need appropriate environment mitigation.
4. LWS forms a strong boundary to the west needing a sensitive landscape edge.
5. Sparse linear tree groups and hedges, some scattered ponds, including some with heavily vegetated edges and ecology value.
6. The Greenway to create a strong green corridor to the south - a key, active route for pedestrians, cyclists and horse riders.

Urban structure

1. Key central location in the Masterplan Framework creating a key multi-modal corridor to/from north-east and south-west, taking the Main Street from one end of the site to the other.
2. Alignment of Main Street helping to open up medium to longer-distance forward views.
3. Development to create sense of continuity between the Local Centre (north-east) and the Secondary Hub (south-west) - clear, well defined and overlooked pathways between these locations, encouraging active travel.
4. Opportunity for increasingly formal and ‘urban’ plot characteristics moving towards the Local Centre.
5. Frontage to The Greenway and Main Street presenting a controlled, consistent approach to building line and facing materials, including use of marker buildings and taller formats (3 storeys).
6. Opportunity for rear car parking where development fronts The Greenway and Main Street to help enable an uncluttered, uniform frontage.

7. Increasingly informal landscape-led layout formats moving away from The Greenway, towards the LWS and industrial edge/OH power lines
8. Enhanced walking and cycling links north through the industrial area to the Reginald Road/Mill Lane corridor integrating existing PRoWs/Bridleway.

Green spaces and corridors

1. The Greenway forming a key multifunctional corridor along the southern boundary.
2. Sensitive landscape edge to the LWS.
3. Landscape interface with industrial uses to the north including visual and acoustic screening where necessary and appropriate.
4. Semi-natural linear green corridor aligned east-west extending from LWS to proposed Local Centre, incorporating existing ponds, ditch network, hedgerows and tree groups. Landscape to integrate informal native tree planting to help soften visual impact of building frontage.

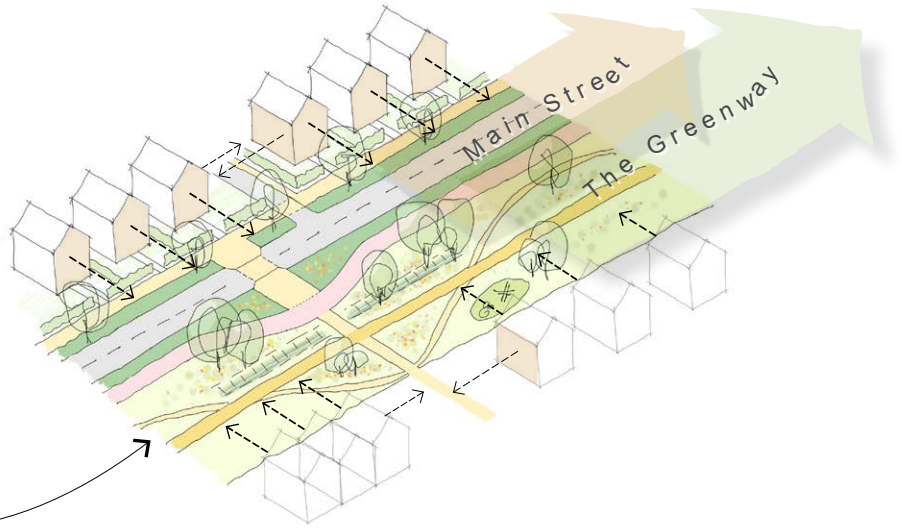
Residential density profile

1. Highfields forms an interesting interface, given its natural location in the centre of the site away from initial access routes suggests this may form a later phase of development; therefore, there is the ability for the market to dictate the type of development that may come forward in this area. An anticipated mixture of lower density (30-39 dph) and medium density (40-49 dph) is anticipated, but consideration of higher density (50+ dph) could be considered in part. The central location does, however, create significant interfaces which need to be considered as part of the overall development mix:
    a. The Greenway and Main Street run along the southern edge of the character area; therefore, the delivery of higher density development to provide interface and natural surveillance should be considered.
    b. To the west of the site is the LWS, which means development will need to be sensitive to its ecological importance; therefore, the potential for lower density family housing (30-39 dph) along this western frontage maybe appropriate.
    c. To the north of the site is Bold Industrial Estate and overhead power lines, therefore appropriate offsets will be necessary. Development density will need to reflect these offsets and the type of housing that maybe appropriate in this location, given potential impact on market demand and developer appetite along this northern frontage. Consideration of an affordable housing led product may be considered in this location.
    d. To the east of the site is the Local Centre. This focus for community provision provides significant amenity for the overall site. This increased provision also provides for opportunity to increase development density and incorporate alternative dwelling types including some apartment development along this western frontage.

Strategic design opportunities

1. Key street space

Main Street along The Greenway



KEY

Frontages

- Strategic frontage: Defining high profile streets and spaces key to overall perception of a coordinated Garden Village
- Ordered residential frontage: Defining key streets and spaces within and through residential areas
- Informal residential frontage: Informal definition with opportunity for varied compositions

Pathways

- Strategic central Garden Village corridor
- The Greenway - strategic multifunctional green corridor
- Key pedestrian and cyclist pathway network
- Integration of existing PRoW network

Gateways

- Strategic pedestrian and cyclist gateway including existing Public Rights of Way

Key node locations / spaces

- Key green space destinations

Views and landmarks

- Strategic mid- to long-distance views out of the site
- Key local views within urban structure contributing to distinctive townscape composition and legibility of routes
- Strategic landmarks - key buildings and public realm contributing to distinctiveness and perceptions of quality of place
- Local landmarks - buildings, building frontages and/or public realm contributing to distinctive townscape composition and legibility of routes.

Context

- Locations potentially sensitive to environmental impact of adjacent existing land uses
- Indicative future surface water drainage features
- Hedgerows
- Trees, groups and woodland
- Existing pond
- Existing ditch
- Extra High Voltage Electricity (overhead cables)

- Carriageway
- Verge
- Footpath
- Cycle path
- Shared surface / driveway
- Strategic ped link

2. Key green space

Green corridor along existing retained site features

KEY

- Key green gateway
- The Greenway
- Primary street
- Existing Public Right of Way
- Potential new pedestrian and cyclist connection
- Key views
- Strategic frontage*
- Ordered residential frontage*
- Local landmark / marker building

* Refer to Urban Design Framework

Opportunities

A Strategic interface with The Greenway and Main Street, with opportunities for a more formal landscape, with higher density, formal frontage creating a more urban character in proximity to the Local Centre.

B Transition area with opportunities for distinctive landscape and frontage integrating existing water bodies and potential future SuDS infrastructure.

C Highly distinctive composition of new homes around existing pond, tree group and ditch, forming junction with key north-south ped/cycle movement corridor.

CHARACTER AREA 5: New Bold edge

Green corridors permeating a family neighbourhood that links Local Centre to New Bold and Bold Moss.

A location where key connections to north and east will maximise local integration whilst providing practical site access. Lower lying, north eastern edge of the site currently characterised by open undulating fields with large field boundaries. Hedge-lined roads (Travers Entry and Neills Road) provide spatial containment, but edges largely feel open with views out towards New Bold and Wheatacre Woods.

Key design influences

1. Large area with visually open edges giving the sense of an expansive, open and semi-rural character but with some urbanising influences (existing residential and employment development, and infrastructure).
2. Gentle slope towards the north east, with localised folds and undulations.
3. Travers Entry currently subject to flood risk – periodic flooding events are common.
4. Potential to respond to formal geometric layout of the New Bold development to the immediate north.
5. Opportunity for a positive green corridor to form within the existing overhead electricity corridor, along the northern boundary.
6. Integration of adjacent land at Travers Entry.

Urban structure

1. Important secondary arrival point into Garden Village connecting to Main Street and the Local Centre, connecting at a high profile nodal junction at the heart of the Local Centre.
2. Strong green corridors along north and west boundaries;
   - » North: Development set back behind the overhead cables and towers , creating a green edge to New Bold. Corridor edges should be designed with informal and ‘organic’ layout frontages to avoid reinforcing the hard, linear infrastructure corridor.
   - » East: Development set back in response to Green Belt and with potential to help mitigate impact of existing employment / industrial uses to the east.
3. Opportunity for density gradient and formality of layout design to reduce moving away from the Local Centre towards the site edges (towards the east and north).

Figure 6.7 Example character area attributes: New Bold Edge

4. Multiple opportunities to establish strong walking and cycling links to New Bold enabling access for existing residents to the proposed Local Centre and influencing a potential north-south and east-west ‘grid’ layout across the character area.
5. New links to be supplemented with tree and hedgerow planting to provide definition and enhance wildlife connectivity.

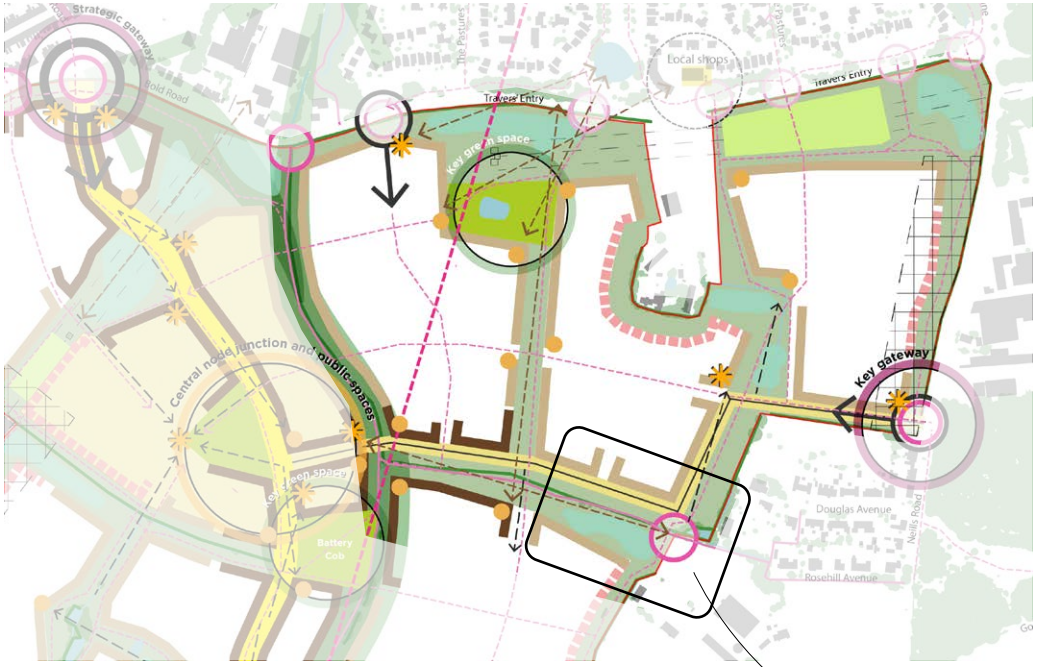
Green space

1. Key opportunity for broad green corridor along northern edge under the overhead cable corridor, with opportunities for community uses including food production alongside naturalistic SuDS infrastructure and biodiverse wildflower meadows, wetlands and scattered tree planting. This should include multiple pedestrian / cyclist routes across to Travers Entry linking to existing routes to the north.
2. Routes to the north linking to Bold Moss. Links to this former colliery area could integrate heritage references to emphasise legibility / purpose of the linking routes and enhance local distinctiveness.
3. Semi-natural linear green corridor aligned east-west extending along existing PRoW connecting Neills Road to proposed Local Centre, incorporating existing ponds, ditch network, hedgerows and tree groups. Landscape to integrate informal native tree planting to help soften the visual impact of built form frontage.
4. Semi-natural linear, broad green corridor aligned north-south within the development layout to emphasise the strategic links towards the north and creating a similar geometric corridor to The Pastures at New Bold (in effect ‘extending’ that existing corridor).
5. Additional green corridors and green streets emphasising key pedestrian / cycle linkages especially towards the Local Centre.

Residential density profile

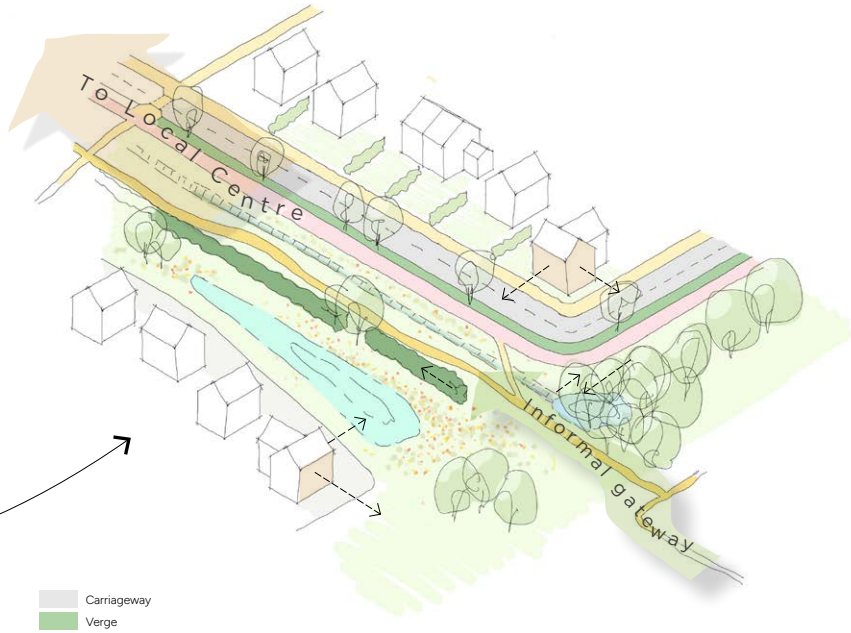
1. New Bold Edge provides an important interface with the existing New Bold development to the north. Development in this character area is therefore anticipated to mirror the medium density (40 – 49 dph) development to the north with a focus on semi-detached development with a proportion of detached and terraced housing.
2. The northern frontage is impacted by overhead power lines and as such, there is a need to consider appropriate offsets and the impact on market viability of development in close proximity to this part of the site.
3. The western edge of the character area fronts onto The Greenway and Local Centre and has the ability to drive higher density development given close proximity to this new amenity, good public transport links and wider connectivity. This also supports the animation and natural surveillance of the important movement corridor and hub location.

Strategic design opportunities



1. Key street space

Arrival point from the east combined with key green corridor



Carriageway
Verge
Footpath
Cycle path
Existing PRoW enhanced

KEY

Frontages

- Strategic frontage: Defining high profile streets and spaces key to overall perception of a coordinated Garden Village
- Ordered residential frontage: Defining key streets and spaces within and through residential areas
- Informal residential frontage: Informal definition with opportunity for varied compositions

Pathways

- Secondary corridors important to overall connectivity and legibility
- The Greenway - strategic multifunctional green corridor
- Key pedestrian and cyclist pathway network
- Integration of existing PRoW network

Gateways

- Secondary gateway forming key connection between existing and new movement networks
- Key multi-modal access points
- Strategic pedestrian and cyclist gateway including existing Public Rights of Way
- Local pedestrian and cyclist gateway enhancing site connectivity

Key node locations / spaces

- Key green space destinations
- Opportunities for community food growing

Views and landmarks

- Strategic mid- to long-distance views out of the site
- Key corridors of intervisibility between site edges / local context and site interior
- Key local views within urban structure contributing to distinctive townscape composition and legibility of routes
- Strategic landmarks - key buildings and public realm contributing to distinctiveness and perceptions of quality of place
- Local landmarks - buildings, building frontages and/or public realm contributing to distinctive townscape composition and legibility of routes.

Context

- Locations potentially sensitive to environmental impact of adjacent existing land uses
- Indicative future surface water drainage features
- Hedgerows
- Trees, groups and woodland
- Existing pond
- Existing ditch
- Extra High Voltage Electricity (overhead cables)

2. Key green space

New Bold community interface

KEY

- Key gateways
- Existing Public Right of Way
- Other existing pedestrian paths
- Potential new pedestrian and cyclist connection
- Key views
- Ordered residential frontage*
- Informal residential frontage*
- Local landmark / marker building
- Existing local shops / services

* Refer to Urban Design Framework

Opportunities

A Active destination parkland space, incorporating equipped play, pulling in new and existing communities, but within enclosed and overlooked layout clear of the main road edge.

B Naturalistic SuDS attenuation basin with vegetation providing visual filter in proximity to O/H electricity tower.

C Community orchard / garden in an accessible location, complementing existing homes, local shops and care home.

D Allotments.

E Key pedestrian / cyclist connections to Bold Moss, via naturalistic SuDS attenuation basin.

CHARACTER AREA 6: Village core and the St Helens Junction gateway

An active and animated mixed use core area

The centre point of the Garden Village with a Local Centre at the heart, attracting and connecting all residents to key services and community infrastructure including the primary school and potential healthcare provision. A busy gateway through to St Helens Junction Rail Station capitalising on the close proximity of this key public transport asset and feeding movement through a busy Main Street and onto the wider network of clear, direct routes for walking, wheeling and cycling.

Figure 6.8 Example character area attributes: Village core and the St Helens Junction gateway

Key design influences

1. Close proximity of communities across St. Helens urban fringe including Sutton, New Bold and the Reginald Road / Mill Lane corridor.
2. Long boundary with residential and mixed-use development along the Reginald Road / Bold Road fronting onto the site.
3. Helena Road and Station Road are strong, clear connecting routes north, forming a key radial route into central St. Helens.
4. Gently sloping topography down towards Reginald Road / Bold Road.
5. Industrial estate forms prominent north western boundary.
6. Overhead cables and towers cutting through the centre of the area.

Urban structure

1. A strategic arrival point into the Garden Village:
   - » The Key Access Gateway to the North will create a high-profile urban junction with strong visual connection between the Garden Village and existing urban area.
   - » Other junctions and active travel only access points along Reginald Road/ Bold Road provide further viewpoints and opportunity to create additional pathways to St Helens Junction Rail Station to maximise permeability.
2. The Local Centre forms a pivotal mixed centre point of the Garden Village, incorporating a mixed-use hub and strong public realm provision including a central ‘village green’ space.
3. Local Centre to form a key civic spaces that helps to bring people together and positively influence sense of place and distinctiveness of the Garden Village as a whole. Design of buildings and spaces will sensitively consider and respond to local design cues and references including heritage, to ensure the Local Centre has a distinctive identity.

4. Residential development strongly defines and fronts onto the Main Street with this contemporary built form providing strong containment of the street space.
5. A density gradient will help to create a sense of arrival and legible layout that builds towards the Local Centre.
6. All highway spaces, in particular the Main Street and secondary streets, will be designed with generous active travel infrastructure to enable and encourage walking, wheeling and cycling into and through the Local Centre and Main Street corridor.
7. The prominent interface and inter-visibility with Reginald Road/Bold Road provides an opportunity for frontage to adopt similar urban characteristics to the existing residential development opposite; however, there is an opportunity for variants including taller 'marker buildings' in selected locations.
8. Development will be set back behind the overhead cables and towers ,with informal and 'organic' layout frontages to avoid reinforcing the hard, linear infrastructure corridor. Development edges will be designed to allow strong connectivity/permeability across the corridor with pathways that are well defined and well lit.

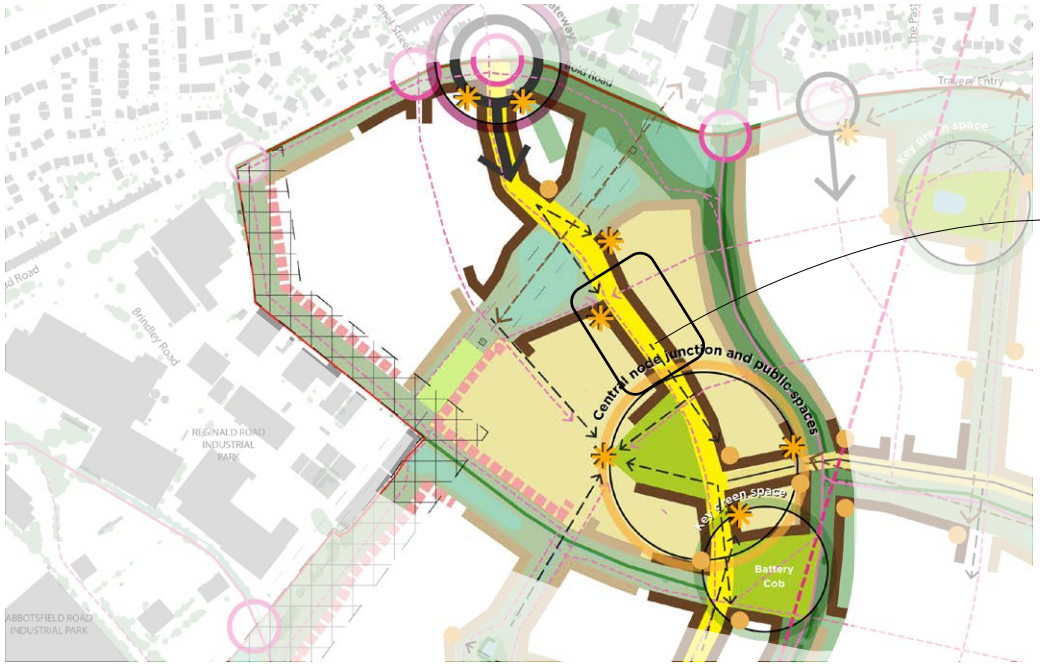
Green spaces and corridors

1. Strong community spaces in the Local Centre including clusters of Park and Garden POS ('village green' and other parkland) and equipped play, and potential for primary school plot to include green space for use by the community. Non residential uses should be designed in coordination with community spaces, providing active frontage and interactive and people-friendly ground floor interfaces.
2. Opportunities to create pocket parks elsewhere in the development with tree planting and potential localised informal play. This will include forming a green space around the retained Battery Cob heritage feature.
3. Broad green corridor through the centre of the area under the overhead cable corridor, with opportunities to create a distinctive SuDS corridor in line with the drainage strategy. The green corridor could also integrate community uses including food production, alongside biodiverse wildflower meadows, wetlands and scattered tree planting.
4. Structural green corridors defining south west (industrial) and north east (Bold Road) edges.

Residential density profile

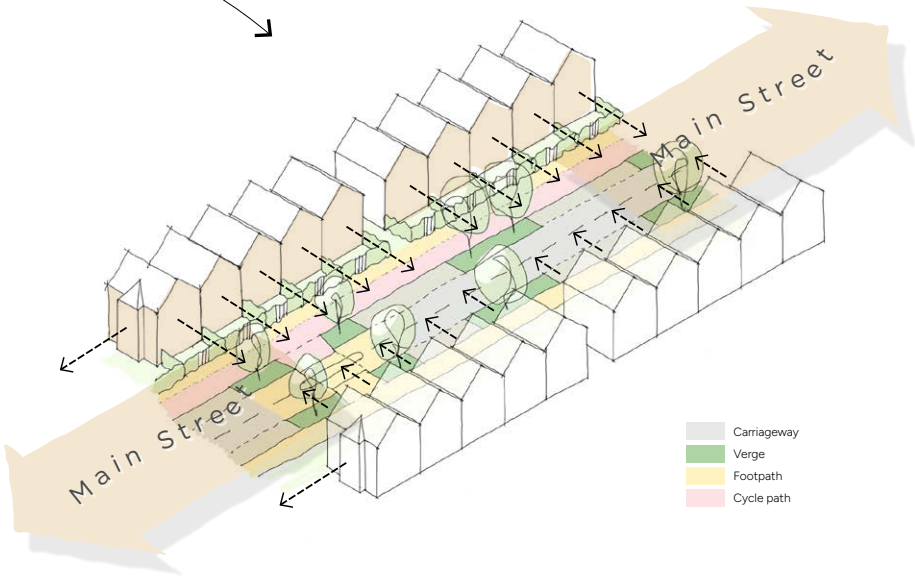
1. The Local Centre is a vital part of the delivery of BFGV. The social infrastructure and public amenity in this location needs to be balanced with quality residential development in order to create a vibrant place through all periods of the day, as well as creating natural surveillance of the Local Centre.
2. The location of residential development in close proximity to amenity allows for higher density (50-65 dph) development incorporating a greater proportion of apartment development as part of the overall development mix which also incorporates terraced and semi-detached dwellings.
3. Whilst the remaining character areas are anticipated to be driven by two-storey development; there is the potential to consider slightly higher 3- to 4-storey development at key 'marker' buildings within this central location.
4. The delivery of elderly housing (circa 120 dph) is also seen as most suitable within the Village Core character area, given its close proximity to bus and other public transport linkages as well as the new amenity provision including retail and health provision anticipated to be incorporated as part of the Local Centre.

Strategic design opportunities



1. Key street space

An urban Main Street



KEY

Frontages

- Strategic frontage: Defining high profile streets and spaces key to overall perception of a coordinated Garden Village
- Ordered residential frontage: Defining key streets and spaces within and through residential areas
- Informal residential frontage: Informal definition with opportunity for varied compositions

Pathways

- Strategic central Garden Village corridor
- Secondary corridors important to overall connectivity and legibility
- The Greenway - strategic multifunctional green corridor
- Key pedestrian and cyclist pathway network
- Integration of existing PRoW network

Gateways

- Strategic gateway: major threshold point connecting to wider communities and assets
- Key multi-modal access points
- Strategic pedestrian and cyclist gateway including existing Public Rights of Way
- Local pedestrian and cyclist gateway enhancing site connectivity

Key node locations / spaces

- Strategic multifunctional community destinations and junction points, including social infrastructure and public realm
- Key green space destinations
- Opportunities for community food growing

Views and landmarks

- Key corridors of intervisibility between site edges / local context and site interior
- Key local views within urban structure contributing to distinctive townscape composition and legibility of routes
- Strategic landmarks - key buildings and public realm contributing to distinctiveness and perceptions of quality of place
- Local landmarks - buildings, building frontages and/or public realm contributing to distinctive townscape composition and legibility of routes.

Context

- Locations potentially sensitive to environmental impact of adjacent existing land uses
- Indicative future surface water drainage features
- Hedgerows
- Trees, groups and woodland
- Existing pond
- Existing ditch
- Extra High Voltage Electricity (overhead cables)

2. Key green space

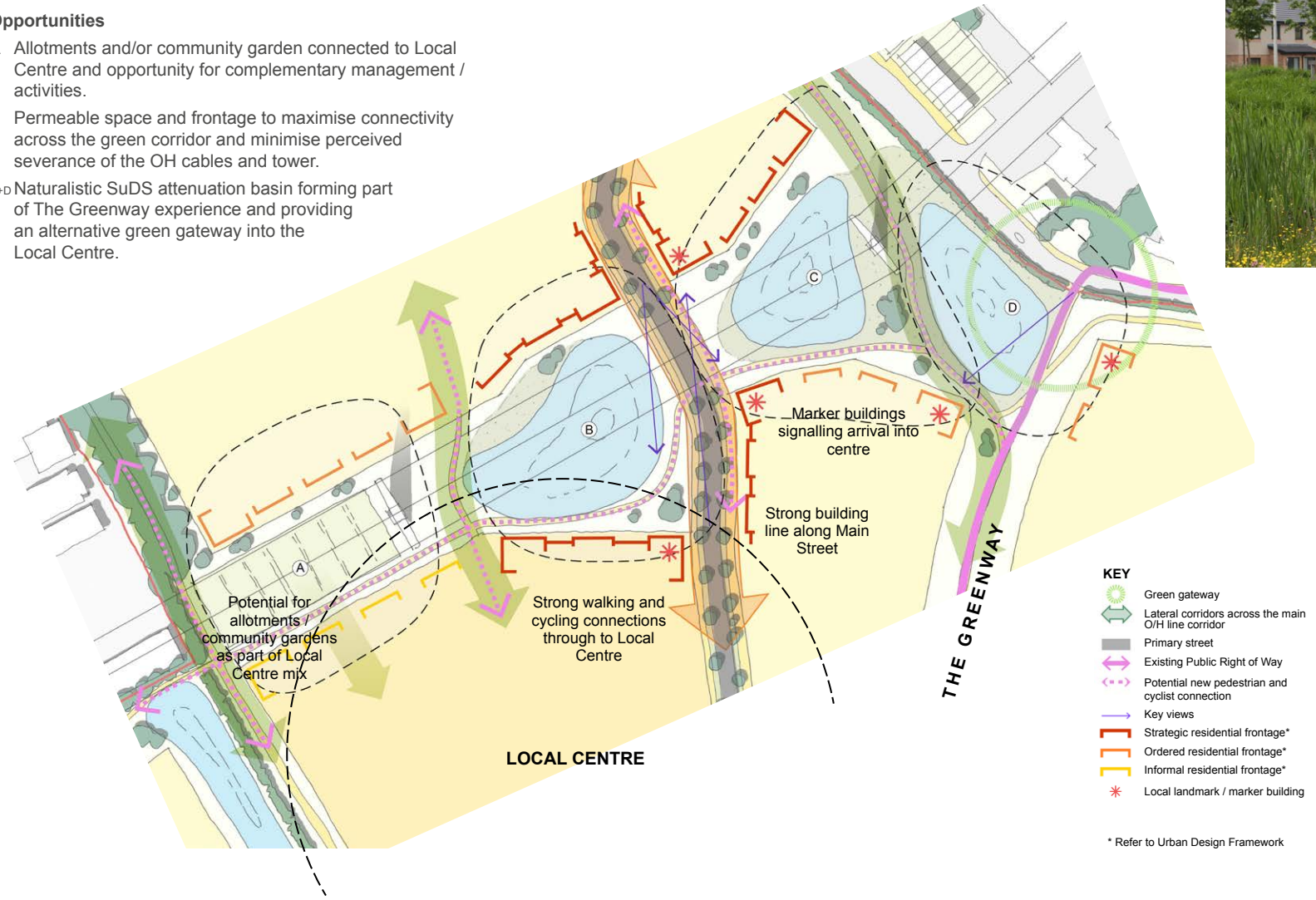
Maximising the O/H line corridor as a positive space and gateway

Opportunities

A Allotments and/or community garden connected to Local Centre and opportunity for complementary management / activities.

B Permeable space and frontage to maximise connectivity across the green corridor and minimise perceived severance of the OH cables and tower.

C+D Naturalistic SuDS attenuation basin forming part of The Greenway experience and providing an alternative green gateway into the Local Centre.




St Gabriel's CofE Academy
Welcome to
St. Gabriel's

7 APPROACH TO DELIVERY AND INFRASTRUCTURE

Recognising the need to ensure the masterplan is a deliverable proposition.

APPROACH TO DELIVERY AND INFRASTRUCTURE

Introduction

7.1 The Masterplan Framework has been shaped by three overarching drivers, ensuring a masterplan that is: landscape-led, locally integrated, and comprehensive. Above all, and threading throughout these drivers is the need to ensure that the masterplan is a deliverable proposition, i.e. to propose an approach that can feasibly be achieved as an outcome of the development process.

7.2 This section summarises key delivery implications and expectations associated with the Masterplan Framework.

Land Ownership and Partnership Delivery

7.3 There are several landowners identified across the Masterplan Framework area. Land ownership is not evenly distributed and includes a number of different interest groups, including some areas of land under control (either via ownership or option) of house builders, and others owned and operated as commercial (rural / agricultural) uses at the current time.

7.4 The Masterplan Framework process has included engagement with landowners, which has enabled parties to inform the final Masterplan Framework and delivery strategy. The Council is a key landowner within the area, both in terms of scale of land owned and the potential contribution of that land to the full masterplan implementation. In particular, it is recognised that a significant proportion of required on-site social infrastructure is currently identified to be located on Council-owned land as part of mixed-use development potential to include residential development.

7.5 Concurrently with the finalisation of the Masterplan Framework, the Council is progressing engagement with landowners to ensure necessary agreements are in place – capturing matters relating to co-dependency where relevant, and for matters in relation to development contribution pooling and equalisation.

7.6 Given the scale and significance of third-party landownership across the masterplan area, it is recognised that there may be challenges to ensuring the implementation of the Masterplan Framework in full. Alongside progression of necessary agreements and landowner negotiations, the Council is working alongside partners including Homes England to ensure that it has a robust Land Assembly Strategy – including funding and potential use of Compulsory Purchase Order powers where appropriate and required.

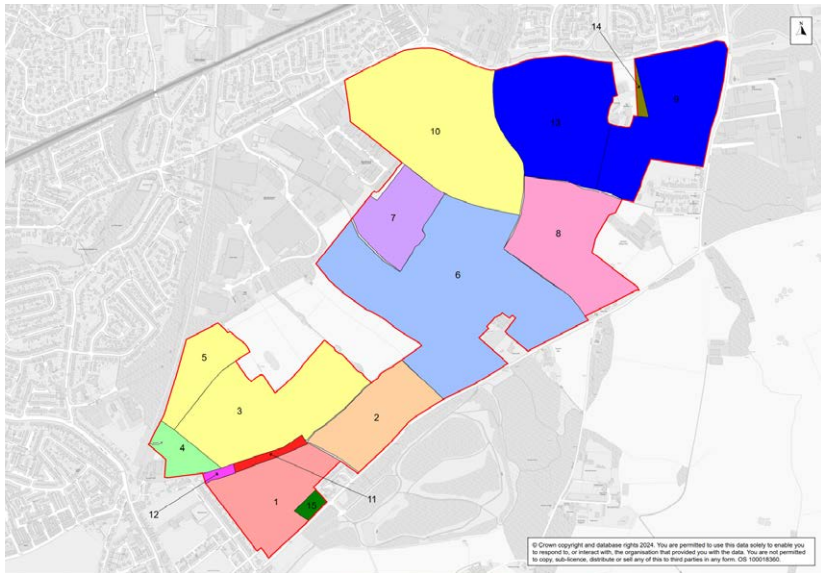


Figure 7.1 Landownership Plan (source: St Helens Borough Council)

The Sequencing of Development

7.7 To enable the delivery of the whole of the BFGV site, an illustrative Sequencing Strategy has been developed. This has been established solely to show one potential approach to achieving the aims and objectives of the Masterplan Framework and to seek to ensure key infrastructure is delivered at the point it is needed and can be delivered – supporting subsequent phases of development.

7.8 The illustrative sequencing has been developed on a masterplan-wide basis. Whilst it has been cognisant of 'live' individual landowner delivery positions, it has taken broader view of how all sites could come forward in a reasonable period of time.

7.9 Key drivers for the proposed phasing include the need to ensure:

- Logical build out phasing – it is important that development is brought forward in a coherent way that creates a sense of place and coherence to the Garden Village principles identified as important to be captured in future development. This is considered particularly key in the context of the Main Street and The Greenway proposed through the masterplan area – and a need to create critical mass and activity along this route.
- Key access and movement corridors – sites with accesses off existing highways infrastructure or that will deliver key gateways to the wider site are expected to come forward first, including plots that can be accessed by routes / connections through adjacent land outside of the masterplan boundary (assuming access can be demonstrated to be deliverable through planning application / determination process).
- Respect of land ownership – a number of sites are owned by or have options with housebuilders. Specific landowners are in active engagement with plans to bring forward applications shortly after finalisation of the Masterplan Framework.
- Infrastructure triggers – key infrastructure is required at different phases of the development. Known triggers are identified within the infrastructure schedule (Table 7.1). Beyond recognising the development triggers for infrastructure, the phasing plan recognises the need to ensure this is aligned with a sequence of development phasing that creates critical mass and activities in key areas of Bold Forest Park. As a result, the phasing of development needs to have regard for the interface between residential development and infrastructure proposed.
- Drainage mitigation – SuDS infrastructure and temporary protection measures during phases should be incorporated to mitigate flood risk for new assets being developed and existing infrastructure. This could mean cooperation between phases to allow for temporary measures to be installed outside of phasing areas.
- Pace of Sale – the Iceni Housing Market Demand Analysis indicates a pace of sale of 240 units per annum across BFGV. This assumes 4 sales outlets and 60 units per annum at each outlet. This would mean a delivery period of 10 – 15 years dependent on overall unit numbers and market forces.

7.10 The proposed phasing identifies two explicit early phases to ensure delivery of key infrastructure for the benefit of the whole of BFGV, create a sense of place and connectivity throughout the site.

Phase 1: Completion in 0 – 5 years

7.11 Sites likely to be supported as Phase 1 early delivery areas are identified to include initial development around new access points (i.e. sites that can be accessed from the existing highways network) and early section delivery of the Main Street and The Greenway needed to unlock the wider site.

Phase 2: Completion in 5 years +

7.12 Phase 2 builds on the early critical mass and place structure commenced during Phase 1 and focuses on achieving full connectivity through the site to unlock subsequent development phases. Within this phase it is assumed that the connector road is completed through the masterplan area – opening up all land for development purposes.

7.13 Also completed within Phase 2 is the Local Centre. This area is integral for creating a sense of place for the BFGV. It is the area where the largest proportion of social infrastructure will be focused, combined with higher density residential development to create a sense of community and activity in this core location.

7.14 It is assumed that this Local Centre delivery is commenced within Phase 1, in particular recognising the need for early health care and green space, play and retail provision that can help to create an early of sense of place.

7.15 Please note that the above Phasing Strategy and timescales are subject to refinement as applications come forward and more analysis is undertaken by the Council into key social infrastructure triggers.

Infrastructure Needs and Delivery

7.16 The successful delivery of the Masterplan Framework will need to be supported by new and enhanced infrastructure. Table 7.1 sets out an Infrastructure Delivery Schedule (IDS) The IDS:

- Establishes the key infrastructure that is needed to deliver the BFGV vision;
- Identifies when particular infrastructure is needed to unlock delivery;
- Considers where the full range of benefits of that infrastructure will be experienced; and
- Considers how items could be funded as part of a coordinated delivery approach.

7.17 The Masterplan Framework production process has included the identification of infrastructure needs. The IDS brings these needs together under the following themes:

- Accessibility – which captures new and improved routes for people walking, wheeling and cycling, public transport enhancements and highway improvements;
- Education and community which covers a variety of social infrastructure including education, health, community hubs, sports and play provision;
- Water management and drainage;
- Environment and open space – which captures open space, play space, landscaping and ecology; and
- Other enabling works – which captures other works not covered above e.g. utilities and energy infrastructure.

7.18 The IDS provides an assessment of both the driver of need for each piece of infrastructure and the scale at which any benefit from its delivery would be experienced. An initial assessment has been made for each infrastructure item, but broadly the balance is made up of key infrastructure and development specifics items.

Key Infrastructure: Items that deliver key infrastructure to unlock development delivery.

7.19 These items tend to have primary benefits within specific sites and BFGV as a whole, with lower benefits for the wider area. Example interventions include:

- Bus servicing
- Junction and route upgrades
- Education provision
- Health provision

Development Specific Infrastructure: Items that are part of the development process but, given the nature of the sites, are likely to be of a higher requirement or order than 'standard' development sites across St Helens Borough.

7.20 These items have a main benefit for a specific site, with limited wider benefit created . Examples include:

- Public open and child play space
- On-site and off-site services
- Connector road and access points

Table 7.1 Infrastructure Delivery Schedule

Reference	Item	Purpose	Item Type and Delivery
Accessibility			
A1	Main Street through BFGV	Provides key connectivity through the site from Gorsey Lane to the south to Reginald Road / Bold Road in the north. The road also connects development plots to the proposed Local Centre in the centre of the site.	Key Infrastructure – Delivered across multiple land ownerships and provides connectivity benefits for the whole development. Expected to be delivered in its entirety by Phase 2 to ensure full connectivity through the site. Funding for this key piece of infrastructure is expected to be equalised across all landowners.
A2	Primary Access off Gorsey Lane	New primary access at the southern end of the Main Street providing access off Gorsey Lane.	Key Infrastructure – Located to the south of the site providing connectivity benefits for the whole development. Expected to be delivered as part of Phase 1 to unlock wider site connectivity. Funding for this key piece of infrastructure is expected to be equalised across all landowners.
A3	Primary Access off Reginald Road / Bold Road	New primary access at the northern end of the Main Street providing access off Reginald Road / Bold Road.	Key Infrastructure – Located to the north of the site providing connectivity benefits for the whole development. Expected to be delivered as part of Phase 1 to unlock wider site connectivity. Funding for this key piece of infrastructure is expected to be equalised across all landowners.
A4	Secondary Accesses	The site also includes a number of proposed secondary accesses which unlock development plots, ensuring less reliance on the Main Street through the site. This supports both highways capacity and development delivery within the site.	Development Specific Infrastructure – Secondary accesses provide additional accesses to specific development plots. These are expected to be delivered by individual landowners or in conjunction with a smaller group of landowners who benefit directly from these accesses.
A5	The Greenway	The Greenway provides a key movement corridor east to west through the site supporting a mix of active travel uses including pedestrian, cycling and horse-riding.	Key Infrastructure – Delivered across multiple land ownerships and provides connectivity benefits for the whole development. Funding for this key piece of infrastructure is expected to be equalised across all landowners.
A6	Bus Connections	Bus connectivity is expected along the Main Street to provide access to the Local Centre and wider connectivity to St Helens.	Key Infrastructure – Delivered across multiple land ownerships and provides connectivity benefits for the whole development. Funding for this key piece of infrastructure is expected to be equalised across all landowners.
A7	Off-site movement improvements	Improvements to off-site connectivity both highways and active travel links will support access to the wider community and amenity provisions including public transport infrastructure (railway stations, wider bus connectivity etc.), wider retail provision and the local network of country parks.	The Council is undertaking a review of wider off-site transport infrastructure identified within the Transport Technical Note included alongside the Masterplan Framework. This will identify a more refined requirement expected to be contributed by development coming forward across the Masterplan Framework area.

Reference	Item	Purpose	Item Type and Delivery
Education and Community			
EC1	Primary School	2xFE primary school (with potential for 3xFE as required) to be delivered on-site, to form part of the Local Centre. 1xFE off-site (unless 3xFE delivered on-site), assumed to be delivered by Council, through expansion of existing school, specific school to be confirmed.	Key Infrastructure – On-site infrastructure included as part of the Local Centre. Modelling by the Council's education team suggests the school will need to be delivered to start admissions in 2032. Funding is expected to be equalised across all landowners.
EC2	Secondary School	2xFE contribution towards off-site expansion of existing premises, specific school(s) to be confirmed.	Key Infrastructure – Off-site delivery. Funding is expected to be equalised across all landowners.
EC3	Early years provision	On-site maintained nursery, to be delivered as part of the Local Centre.	Key Infrastructure – On-site infrastructure included as part of the Local Centre. Funding is expected to be equalised across all landowners.
EC4	SEND education provision	Off-site contribution to enhance SEND provision within St Helens.	Key Infrastructure – Off-site delivery. Funding is expected to be equalised across all landowners.
EC5	Health Centre	Local health centre calculated to be 565.71 sq m by NHS England to reflect demand unlocked by the development, anticipated to be delivered as part of the Local Centre.	Key Infrastructure – On-site infrastructure included as part of the Local Centre, subject to securing a delivery partner. Modelling by NHS England has shown an immediate need for health infrastructure in the Local Area and so this is seen as an early delivery requirement. If a delivery partner cannot be sourced, then funding for expansion to existing provision could be seen as an alternative approach to delivery. Funding is expected to be equalised across all landowners.
EC6	Community Hub – Local Centre	Main community hub to be used for various community opportunities and events. Exact requirements to be defined by more detailed Local Centre design to be led by the Council.	Key Infrastructure – On-site infrastructure included as part of the Local Centre. Funding is expected to be equalised across all landowners.
EC7	Retail Provision – Local Centre	Incorporation of a small amount of retail provision, to provide local amenity at a scale that is not to the detriment of wider retail locations within the borough. Exact requirements to be defined by more detailed Local Centre design and market engagement, to be led by the Council.	Key Infrastructure – On-site infrastructure included as part of the Local Centre. Funding is expected to be equalised across all landowners.

Reference	Item	Purpose	Item Type and Delivery
Education and Community			
EC8	Community Hub – Secondary Hub	A secondary community cluster located to the south-west of the LWS, comprising outdoor community space and outdoor pursuits, integrated with the environment of the LWS and forming part of a 'green gateway' entrance to the Garden Village from Gorsey Lane. Exact requirements to be defined by more detailed design to be led by the Council.	Key Infrastructure – On-site infrastructure located to the south-west of the LWS. Funding is expected to be equalised across all landowners.
EC9	Sports – Playing Pitches (on-site)	Currently assumed 1x Rugby training pitch to be delivered towards the west of the scheme in close proximity to existing provision at Clock Face Miners Recreation Club, on Council owned land.	Key Infrastructure – On-site infrastructure located to the west of the masterplan. Access to be provided through Plot U1 / V. Funding is expected to be equalised across all landowners.
EC10	Sports – Playing Pitches (off-site)	7x off-site pitches of various sizes set out by modelling by St Helens Council using Sport England calculator, to be delivered as either enhancements to existing or new pitches, by the Council in locations not yet determined.	Key Infrastructure – Off-site delivery. Funding is expected to be equalised across all landowners.
EC11	Sports – Indoor provision (off-site)	Contribution towards investment into improvements to indoor sports provision within the borough. Contributions calculated by modelling by St Helens Council using Sport England calculator.	Key Infrastructure – Off-site delivery. Funding is expected to be equalised across all landowners.
EC12	Play Provision	A mixture of provision for children and young people across the site ensuring appropriate play provision is distributed across the site.	Development Specific Infrastructure – The Masterplan Framework Public Open Space Plan sets out potential location for key pieces of play infrastructure. By the 501st home in alignment with the Council Open Space SPD it is expected that as a minimum 1x MUGA, 1x NEAP and 1x LEAP is delivered across the BFGV area. It is expected that all development plots also align with the SPD ensuring distances to play provision and inclusion of LAPs as appropriate. Contributions are expected to support the delivery of larger play provision (e.g. MUGA and NEAPs) on other sites.

Reference	Item	Purpose	Item Type and Delivery
Water Management and Drainage			
WM1	Network of SuDS infrastructure	A new network of SuDS infrastructure will be delivered to manage site drainage and flooding to protect against wider flooding into the local area.	Development Specific Infrastructure – All development plots are expected to ensure that their plot can ensure the delivery of the drainage principles set out in the masterplan framework without impacting on other development parcels coming forward. To be secured through planning permissions.
WM2	Retained ditches	Existing drainage ditches are retained due to their ecological importance.	Development Specific Infrastructure – All development parcels to consider individually as part of development proposals and BNG considerations. To be secured through planning permissions.
Environment and Open Space			
EOS1	Environmental Improvements	Development to consider and ensure the ability to achieve 10% BNG uplift either through on-site improvements or the purchase of off-site BNG credits.	Development Specific Infrastructure – All development parcels to consider individually as part of development proposals and BNG considerations. To be secured through planning permissions.
EOS2	Network of interlinked open spaces	The Masterplan Framework sets out a proposed approach to development and landscape use including a mixture of open space typologies, with regard to the St Helens Council Open Space Provision and Enhancement Supplementary Planning Document	Development Specific Infrastructure – All development parcels to consider individually as part of development proposals. To be secured through planning permissions.
Other Enabling Works			
O1	Energy and Connectivity	Improvements to energy and utility connections in alignment with the Sustainability and Energy Framework to be considered alongside development capacity testing	Key Infrastructure – Location on site to be confirmed. Cost of infrastructure will be tested by providers alongside specific planning applications. Consideration as to whether up-front delivery of certain key infrastructure items (e.g. primary substation) may support delivery, with potential to equalise costs across landowners.

Financial Achievability

7.21 Throughout the Masterplan Framework preparation, careful consideration has been given to the viability implications of development and infrastructure proposals. Viability challenges are not unique to brownfield development land and can impact on a delivery strategy for greenfield areas. The process has included the testing of cumulative viability (i.e. masterplan wide viability) and consideration of the potential burden and financial implications of required early infrastructure delivery.

7.22 Residential development at BFGV is generally identified to be a viable proposition. This is a strong market area, and the nature of intended delivery across the Garden Village, with a focus on high quality development, should optimise the values that can be achieved.

7.23 In order to achieve these residential values, there is however a recognised need for considerable investment in supporting infrastructure – including open space, areas of recreation and play, and areas of ecological contribution (aligned with planning obligations around Biodiversity Net Gain), access and movement corridors including roads and cycle networks, and local centre and community infrastructure provision including schools and healthcare. The Masterplan Framework must also be unlocked by ensuring there is sufficient and timely access to power and drainage.

7.24 These combined investment needs present a significant cost hurdle to achieving the ambition for BFGV. Modelling of the project including current understood costs and values suggests that the overall proposition does create significant financial value, however there are likely to be challenges in terms of the relationship between the timing of costs and revenue generated.

7.25 Unsurprisingly much of the cost-burden falls on the early stages of development for each land parcel as investment is needed to make the sites 'development-ready', receipts from the development itself come much later for each site which creates a financial and therefore delivery challenge; however, this challenge is not insurmountable. The Council is working with landowners to ensure that a robust equalisation strategy supports the delivery of the masterplan. The key principles of this approach will reflect:

- The concentration of community and amenity-oriented commercial development uses on Council owned land within the masterplan area. This assumes a mechanism of developer contributions (aligned with Section 106-type approach for example) to contribute to the capital costs of delivery of this required provision, and a mechanism of value share to reflect the opportunity cost of the location of these uses on the land.
- A mechanism of cost and value share between landowners to reflect the strategic approach to location of key masterplan considerations including e.g. open space, movement infrastructure, attenuation ponds, biodiversity, and utilities. This assumes that landowners bearing strategic masterplan-wide costs, will be compensated through value share.

7.26 Beyond the establishment of a comprehensive approach to equalisation, the Council are engaged with Homes England and the Liverpool City Region Combined Authority around potential funding that may be available to support delivery. This could include funding to unlock area-wide infrastructure and reduce upfront delivery burden across the Masterplan Framework.

Stewardship and Place Management

7.27 The Masterplan Framework includes the delivery of strategic infrastructure that will require adoption/ management arrangements to be put in place. This includes newly created primary and secondary road infrastructure – including the Main Street and access and estate roads serving the development areas, the active travel corridor, and areas of strategic open space.

7.28 The following are identified to be important principles to be integrated into any future management strategy to ensure consistent standard of stewardship and management across the BFGV area:

- On-going management of new public spaces should be maintained with a target of generating no additional cost to the Council.
- Public spaces should be inclusive, safe and welcoming to all and maintained to a high-quality standard.
- There should be a fair and proportionate long-term funding strategy for maintenance of public spaces.
- Management/funding models should comply with all relevant legislation.
- There should be no/minimal administrative burden placed on the Council.
- The role of green spaces should align with the aims of any existing Council Open Space Strategy.
- Any management/maintenance model should include robust governance arrangements and be democratically accountable.
- Public space should be offered for use by the public free of charge.
- Public space should be managed to respect the privacy and private property of all users.
- Space, landscape and planting should be designed to minimise costs – maintenance to be factored into planting strategy from the outset.
- Delivery should maximise potential for commercialisation where reasonable and appropriate

Figure 7.2 Example Public Open Space

Biodiversity Net Gain (BNG)

7.29 Biodiversity Net Gain is an important delivery consideration given current planning policy requiring a 10% uplift for all development.

7.30 As summarised in Section 5, Page 63, an accompanying BNG feasibility assessment has tested two potential scenarios with respect to the Local Wildlife Site (LWS):

- Scenario 1: LWS included as on-site
- Scenario 2: LWS classed as off-site

7.31 The outcome of this work shows that the Spatial Framework Plan presented in this Masterplan Framework has the potential to provide a net biodiversity gain.

7.32 Scenario 1 would only be possible if an Outline Planning Application was submitted across the whole site, which has been discounted as a workable solution at this stage given multiple ownerships, delay on delivery timescales and the overall cost of an additional stage to the development process.

7.33 Accordingly, it is assumed that Scenario 2 will form the basis of future planning applications. Each development parcel will need to individually assess the Biodiversity Net Gain potential of their existing site to be submitted as part of the planning application.

7.34 It is expected that individual development parcels will likely struggle to achieve 10% BNG on-site and as such will need to contribute towards wider BNG through off-site contributions to habitat banks. At present the Council does not have a registered habitat bank, but is currently working on developing a series of habitat bank sites. The Local Wildlife Site does not form part of this initial phase of habitat bank sites, but long-term could be included.

7.35 Dependent on timescales of any applications in-line with adoption of sites as habitat banks then it is expected that developments would consider the following hierarchy regarding contributions as development comes forward:

- Contribution towards the Local Wildlife Site as a habitat bank (if adopted).
- Contribution towards alternative habitat banks within St Helens Borough.
- Contribution towards habitat banks outside of St Helens Borough.

7.36 Only if higher hierarchical options have been explored and discounted may a development proceed to a lower option within the hierarchy.

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