



ST HELENS
BOROUGH COUNCIL

ST HELENS BOROUGH LOCAL PLAN 2020-2035

INFRASTRUCTURE DELIVERY PLAN

OCTOBER 2020

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ABBREVIATIONS LIST

AMP	Asset Management Programme
BCIS	Building Cost Information Service
CA	Combined Authority
CCG	Clinical Commissioning Group
CIL	Community Infrastructure Levy
CSP	Community Safety Partnership
DfE	Department for Education
DfT	Department for Transport
DIAP	Digital Infrastructure Action Plan
FTTP	Fibre to the Premises
FWMA	The Flood & Water Management Act (2010)
GDNs	Gas Distribution System
HBF	Home Builders Federation
HE	Highways England
ICT	Information and Communications Technology
IDP	Infrastructure Delivery Plan
LCR	Liverpool City Region
LCRCA	Liverpool City Region Combined Authority
LEAP	Local Equipped Area for Play
LEP	Local Enterprise Partnership
LFFN	Local Full Fibre Networks
LGS	Local Geology Sites
LLFA	Lead Local Flood Authority
LLFRMS	Lead Local Flood Risk Assessment
LNR	Local Nature Reserves
LPPO	Local Plan Preferred Options
LPSD	Local Plan Submission Document
LTP3	Merseyside Local Transport Plan
LWS	Local Wildlife Sites
MOVA	Microprocessor Optimised Vehicle Actuation
NPPF	National Planning Policy Framework
NTS	National Transmission System
OSSRA	Open Space, Sport and Recreation Assessment (2016)
ONS	Office for National Statistics
PPG	Planning Practice Guidance
SCOOT	Split Cycle Offset Optimisation Technique
SFRA	Strategic Flood Risk Assessment
SHC	St Helens Council
SHELMA	Strategic Housing & Employment Landmark Assessment
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SRFI	Strategic Rail Freight Interchange
SSSI	Sites of Specific Scientific Interest
STEP	Sustainable Transport Enhancement Package
STIA	Sustainable Transport Impact Assessment
SuDS	Sustainable Drainage Systems
SW	Surface Water
TIA	Transport Impact Assessment
UU	United Utilities
WTE	Whole Time Equivalent

1. INTRODUCTION

- 1.1 The Infrastructure Delivery Plan (IDP) is a supporting document to the St Helens Borough Local Plan and covers the Plan period 2020 to 2035. The IDP sets out what level of new or improved infrastructure will be required to deliver the growth proposed in the St Helens Borough Local Plan. It is an essential element in ensuring that the Local Plan is robust and deliverable.
- 1.2 The IDP aims to identify the costs, delivery agents and means of funding for the infrastructure required to support growth proposed in the Local Plan. It is not appropriate for this document to include every scheme or project planned by every infrastructure provider or service operator in the Borough, nor should this document be read as a shopping list for developer contributions. Instead it should be read as a tool to help ensure that the infrastructure requirements for growth proposed in the Local Plan are understood and clearly identified.
- 1.3 The IDP focuses on infrastructure the Local Plan can help facilitate, improve or upgrade. This will help ensure that new development and infrastructure are planned for and delivered in a timely and co-ordinated manner. It is important to note that infrastructure planning is an iterative process and the precise nature of infrastructure needed to support future development is influenced by a range of factors and arrangements that change over time.
- 1.4 Due to the increasing reliance on infrastructure and service provision the infrastructure outlined within this document will be delivered by a number of departments within St Helens Council as well as external partners. Some types of infrastructure, including places of worship and shopping and leisure facilities such as cinemas are provided solely by private and community sector organisations and are not covered in this document. The provision of these will be driven by market demand.
- 1.5 The preparation of this IDP has been informed by detailed consultation with a range of stakeholders and key service providers and draws together the latest evidence and information available to the Council. The IDP is intended to be a living document that is monitored through the annual Authority Monitoring Report (AMR) process and updated as appropriate.
- 1.6 This document is an update to the published 2018 IDP and has been undertaken to further support the emerging Local Plan by identifying the nature, scale and extent of new infrastructure required to support proposed development in the Local Plan.

What is Infrastructure?

- 1.7 'Infrastructure' is the umbrella term given to a range of services and facilities required to support daily activities. Infrastructure can take many forms and can be defined in physical, social and environmental terms and is therefore at the heart of town planning. This required infrastructure is funded through different mechanisms. It includes, but is not restricted to the following:

- **Community Services:** libraries, community centres, youth services, social services, older peoples support, special needs and disability, courts, prisons, hostels, places of worship, cemeteries and crematoria;
- **Culture and Leisure:** museums and galleries, performance venues (theatres and cinemas), sports and fitness centres, swimming pools;
- **Education:** nursery and pre-school facilities, primary and secondary, further, higher and adult education;
- **Emergency Services:** police, fire service and ambulance;
- **Energy:** power generation, distribution and provision, decentralised and renewable or low carbon energy;
- **Green Infrastructure Network:** open space, parks, children's play areas, sports pitches and courts, country parks and accessible natural green space, Local Wildlife Sites (LWS), forests and woodlands, allotments;
- **Gypsy, Travellers and Travelling Showpeople Sites and Facilities;**
- **Health:** hospitals, health centres, GP surgeries, dental practices, opticians, hospices and pharmacies, public health and prevention;
- **Information and Communication Technology:** telecommunications, internet and broadband, public phones, cable television.
- **Mineral Workings;**
- **Post Offices:** main post offices, sub-post offices, sorting offices, post boxes;
- **Public Realm:** footways, street furniture, planting, historic environment protection;
- **Retail:** town centre, neighbourhood shops, markets, out of town retail parks;
- **Transport:** roads, air travel, railways, trams, bus facilities, taxi ranks, cycling, pedestrian, car and coach parking and park-and-ride facilities, waterways, vehicle charging facilities, vehicle testing stations freight interchanges;
- **Water Supply:** water mains, sewers, wastewater treatment, surface water, drainage facilities, sustainable drainage systems (SuDS), flood defences and flood risk management;
- **Water Bodies:** Rivers, streams, ditches, ponds, lakes, canals, reservoirs; and
- **Waste Management:** refuse collection and disposal, recycling, treatment, transfer stations, landfill.

- 1.8 While the term infrastructure is very broadly defined, this does not mean that this IDP seeks to cover in detail all of the above items. That would make the process unmanageable. This IDP aims to give a broad overview of what specific infrastructure is planned and envisaged and the agencies and stakeholders likely to be involved in its delivery. It also looks in more detail at costs and likely funding mechanisms for some items of infrastructure, in particular those that are critical to delivering the Local Plan.
- 1.9 During the IDP preparation process the Council has used information provided by infrastructure and service providers to help identify existing capacity and deficits, to establish any programmes of future work and to assess specific impacts of proposed growth.
- 1.10 For each infrastructure sector and service area the infrastructure assessment has sought to answer the following questions:
- What is the capacity of existing infrastructure?
 - What are the infrastructure requirements arising over the Local Plan period?
 - When would new or improved infrastructure be required?
 - What are the likely costs of new infrastructure?
 - Are there any issues or risks to delivery?
- 1.11 The results of the infrastructure assessment have been incorporated into the Infrastructure Delivery Schedule presented in Section 7.
- 1.12 The IDP focuses on the following key areas of infrastructure provision that will help support the growth of St Helens and the delivery of the Local Plan:

Table 1: Types of Infrastructure and Delivery Agency

Infrastructure Type	Delivery Agencies
Physical Infrastructure	
Physical – Transport	
Roads and Highways	St Helens Council, Liverpool City Region Combined Authority, Highways England (HE), Department for Transport
Rail Services	Merseytravel, Network Rail
Bus Services	Merseytravel, Private Sector Operators
Walking, Cycling and Rights of Way	St Helens Council, Liverpool City Region Combined Authority
Physical – Utilities	
Electricity	National Grid, Private Utility Providers
Gas	National Grid, Private Utility Providers

Water and Sewerage	United Utilities
Waste	St Helens Council, Liverpool City Region (LCR) Partners, Private Sector Companies
Flood Risk Management	St Helens Council, Environment Agency (EA)
Telecommunications	British Telecom (BT), Private Telecommunications Providers
Social Infrastructure	
Social and Community – Education	
Primary Schools	Department for Education, St Helens Council
Secondary Schools	Department for Education, St Helens Council
Higher and Further Education	Department for Education, St Helens Council, St Helens College
Social and Community – Health and Social Care	
Primary Health Care	NHS England, St Helens Clinical Commissioning Group
Adult and Elderly Care	St Helens Council, Private Sector Companies
Social and Community – Emergency Services	
Police	Merseyside Police
Fire and Rescue	Merseyside Fire and Rescue Service
Ambulance	North West Ambulance Service
Social and Community – Communities and Leisure Services	
Libraries	St Helens Council, Parish Councils, Neighbourhood and Community Groups
Leisure/Sports Centres	St Helens Council, Parish Councils, Neighbourhood and Community Groups
Cemeteries	St Helens Council
Environmental Infrastructure	
Greenway Infrastructure (including Waterways)	St Helens Council, Parish Councils, Voluntary Sector, Neighbourhood and Community Groups, Natural England, the Mersey Forest, The Forestry Commission, Wildlife Trust, Local Nature Partnership, British Waterways, EA, Canal and River Trust, Healthy Rivers Trust, United Utilities
Natural and Semi-Natural Spaces	St Helens Council, Parish Councils, Voluntary Sector, Neighbourhood and Community Groups, Natural England, the Mersey Forest, The Forestry Commission, Wildlife Trust, Local Nature Partnership
Amenity Greenspace (including Outdoor Sports and Leisure)	St Helens Council, Parish Councils, Voluntary Sector, Neighbourhood and Community Groups, Private Sector Companies

Parks and Gardens	St Helens Council, Town and Parish Councils, Voluntary Sector, Neighbourhood and Community Groups
Allotments	St Helens Council, Town and Parish Councils, Voluntary Sector, Neighbourhood and Community Groups

2. POLICY CONTEXT

National Policy

- 2.1 The National Planning Policy Framework (NPPF), February 2019 states that strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:

‘infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);’ (NPPF, Paragraph 20).

- 2.2 It further states that strategic policy-making authorities should collaborate and engage with relevant infrastructure providers and bodies as:

‘Effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere.’ (NPPF, Paragraph 26).

- 2.3 Paragraph 34 refers to development contributions and states:

‘Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.’

- 2.4 Accordingly, the Council has undertaken a viability assessment of the Local Plan to ensure the requirements of the policies can be met. However, affordable housing needs and expected contribution and distribution are covered by Policy **LPC02: Affordable Housing Provision** of the Local Plan which is based on information and data contained in background evidenced based documents, such as the Strategic Housing Market assessment (SHMA) and the Liverpool City Region Strategic Housing & Employment Land Market Assessment (SHELMA), and not within this IDP.

- 2.5 The National Planning Practice Guidance (PPG) explains how local authorities can demonstrate that a Local Plan is capable of delivering strategic matters including provision for housing and infrastructure:

‘A Plan is an opportunity for the strategic policy-making authority to set out a positive vision for the area but the plan should also be realistic about what can be achieved and when. This means paying careful attention to providing an adequate supply of land, identifying what

infrastructure is required and how it can be funded and brought forward'
(Paragraph: 059 Reference ID: 61-059-20190315)

- 2.6 Many infrastructure and service providers plan in five year timescales. Therefore, within this IDP there is a greater degree of detail and certainty about the infrastructure capacity and needs in the first five years of the Local Plan.

This is in accordance with the national PPG, which states:

"Where plans are looking to plan for longer term growth through new settlements, or significant extensions to existing villages and towns, it is recognised that there may not be certainty and/or the funding secured for necessary strategic infrastructure at the time the plan is produced. In these circumstances strategic policy-making authorities will be expected to demonstrate that there is a reasonable prospect that the proposals can be developed within the timescales envisaged."

Paragraph: 059 Reference ID: 61-059-20190315

Emerging St Helens Borough Local Plan

- 2.7 The Council is currently preparing to submit its new Local Plan for St Helens. Following a consultation on 'Preferred Options' in late 2016/early 2017 the Council approved the publication of the St Helens Local Plan: Submission Document' (LPSD) in December 2018, which was the subject of consultation from 17 January 2019 until 13 May 2019. All references to the emerging Local Plan in the following parts of this document refer to the LPSD. It is proposed that the Plan will be submitted to the Government for independent examination in late 2020 and adopted in 2021/22.
- 2.8 A key policy that establishes the infrastructure requirements for the Local Plan is Policy **LPA08: Infrastructure Delivery and Funding**. This sets out in broad terms how the Council will seek and secure contributions for various infrastructure provisions within the Borough. Policies **LPA04.1: Strategic Employment Sites** and **LPA05.1: Strategic Housing Sites** set out requirements for comprehensive master planning of the strategic sites identified for development in the Plan. Planning applications for development within the non-strategic site allocations identified on the Local Plan Policies Map will also need to be supported by the required infrastructure at the appropriate phase of delivery.
- 2.9 Policy **LPA07: Transport and Travel** sets out the key transport improvements that will be required in the Borough during the Local Plan period. This includes new public transport facilities, improvements to the local and strategic road networks, parking facilities and the cycling and pedestrian networks.
- 2.10 The Local Plan includes provision for a minimum of 9,234 net additional new dwellings to be provided between 1 April 2016 and 31 March 2035, and at least 215.4 hectares of new employment land to be developed across the Borough between 1 April 2018 and 31 March 2035. Through the adoption of an integrated strategic approach to planning and infrastructure development, the

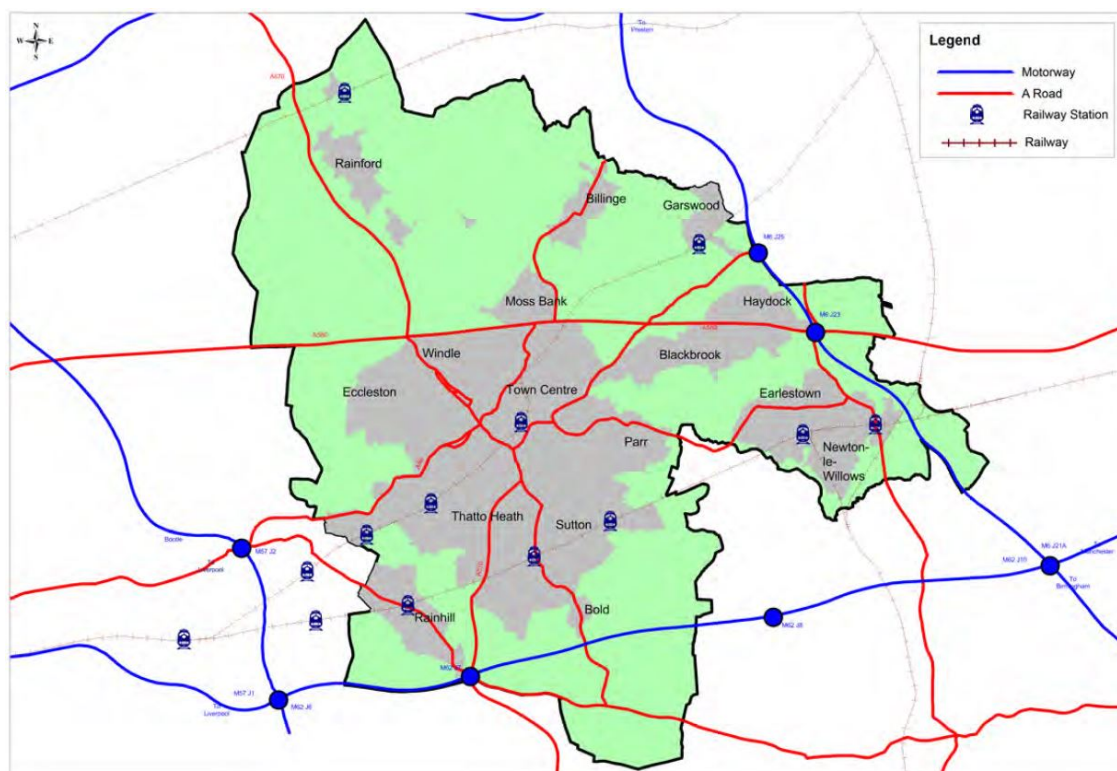
Council will seek to ensure that new and improved infrastructure is provided in a timely and co-ordinated manner to support new growth and development.

3. PHYSICAL INFRASTRUCTURE

Transport

- 3.1 Transport and accessibility infrastructure supports the economy, promotes social inclusion and can help deliver solutions that address some of the causes of climate change. At a sub-regional level, the Merseyside Local Transport Plan (LTP3) provides a long term strategy to improve transport in Merseyside up to 2024, including the promotion of sustainable travel.
- 3.2 A Transport Impact Assessment (TIA) has been prepared to identify the transport implications and issues that may arise from the levels of growth proposed in the emerging Local Plan.
- 3.3 Figure 1 illustrates the main road and rail transport connections in St Helens (Appendix C: Key Ward Diagrams – shows these connections on a ward by ward basis). The M6 and M62 run along the eastern and southern sides of the Borough respectively, whilst the A580 runs across the centre of the Borough providing a further route towards Manchester to the east and Liverpool to the west. The M58 is also located nearby to the north. Other principal roads within the Borough include the A570 (Rainford Bypass) (which links to Ormskirk and further afield), and the A58 that connects to Ashton-in-Makerfield and the M57.

Figure 1: Transport routes in St Helens



Highway Network

- 3.4 Highways England (HE) is responsible for the national strategic road network, including motorways and some A roads/trunk roads that link cities, ports and airports and areas of high population in England. Within the Borough Highways England has responsibility for the M6 and the M62. Most other roads are managed and maintained by St Helens Council although there are a small number of private roads.
- 3.5 Recent data from Liverpool City Region Combined Authority (LCRCA) Household Travel Surveys suggest that the way in which people travel has changed. Between 2003 and 2017, the average numbers of vehicle journeys undertaken by households in St Helens reduced by 13%, with a noticeable fall in 'non-essential trips'. This could be due to a number of factors, including the rise in new technology that enables people to carry out errands and everyday tasks online (such as banking, grocery shopping etc.) with delivery straight to their homes. St Helens also has an aging population, with the older generation making fewer vehicle journeys.
- 3.6 The data also suggests that 80% of daily trips are for distances of less than 10km, which in some instances could be carried out on foot or by bicycle. It also illustrates that driving trips to places of education and work have been growing considerably, with bus and walking trips on the decline.
- 3.7 However, as in much of the UK, car ownership in St Helens has increased in recent years. A reported 42.63% of local residents in St Helens now own at least one car or van. Households in the Borough own a total of approximately 84,400 cars or vans, which is a 14% increase since 2001.¹ The increase in car ownership has a number of possible implications including greater congestion and higher pollution levels; increased pressure on the road network and the subsequent need for additional maintenance and increasing demand for parking provision (particularly on-street parking).

Liverpool City Region Key Route Network

- 3.8 As part of the Council's joint working with the LCRCA, an 'Invest for Growth' key route network programme for the City Region has been produced. The scheme is an integrated programme of investment for the strategic highway routes that contribute to growth in the LCRCA. It is considered that the key route network programme will be integral to the success of the LCRCA Growth Strategy. The key route network will support the economic growth of the region and maximise the benefits for residents, visitors and businesses.

Transport Impact assessment (TIA) and Sustainable Transport Impact Assessment (STIA)

- 3.9 The Council commissioned WSP transport consultants to undertake a Transport Impact Assessment (TIA) and a Sustainable Transport Impact Assessment

¹ Office for National Statistics (ONS) - Census

(STIA) to assess the likely transport implications and issues that may arise from the housing and employment growth which was proposed in the LPPO. Both assessments were commissioned in 2017. They have informed the subsequent work in developing the Local Plan and will be used to inform future related transport work.

- 3.10 The St Helens Local Plan TIA (June 2018) provides a high level assessment of the potential implications of the site allocations proposed at Local Plan Preferred Option (LPPO) stage and identified further studies, interventions, and initiatives that could be undertaken over the Plan period. However, more detailed highways assessments will need to be completed at the masterplanning and planning application stages as specific proposals for development come forward.
- 3.11 The TIA identified that as with most urban areas across the UK, the highway network in and around St Helens currently experiences congestion, queues and delays during weekday peak periods. It confirmed that, even if growth is limited to sites which may be developed anyway i.e. without the impact of the new site allocations proposed in the LPPO, traffic growth is forecast to exacerbate the level of operation at many of the key junctions during peak periods. It is likely however that this will be mitigated to a certain degree by the introduction of committed highway schemes.
- 3.12 The additional traffic growth associated with traffic from the sites proposed at LPPO stage is also forecast to impact on the level of operation at some locations.
- 3.13 Based on the analysis presented in the TIA, a need has been identified to address a number of pressure points within the highway system, including the following as shown in Table 2.

Table 2: Identified pressure points

Location of Junction	Current Status	Relevant LPSD Site	Potential Improvement
M6 Junction 23	Currently the subject of a joint study commissioned by SHC, Wigan Council and HE. This Study will provide a detailed identification of capacity issues and an outline of potential options for further development. It is envisaged that it will ultimately determine the scale and design of a	2EA, 3EA, 4EA, 5EA, 6EA, 1HA and 2HA	An outline study indicating a preferred option costing circa £40m has been recommended for further design and deliverability assessment.

Location of Junction	Current Status	Relevant LPSP Site	Potential Improvement
	potential large-scale improvement scheme for Junction 23. Therefore, any required infrastructure improvements to Junction 23 from relevant employment sites that do not already have a planning permission (4EA, 5EA and 6EA), will be informed by the findings of this Study.		
A580 Haydock Lane	On site complete in early 2019	2EA, 5EA, 6EA and 2HA	New junction design providing improved access into industrial estate and walking and cycling facilities. Latest standard of signal equipment to improve traffic flow.
A580 corridor	Future Study to support capacity improvements at J23	2EA, 3EA, 4EA, 5EA, 6EA, 2HA and 6HA	LCR Corridor approach with improvements is likely to consider the upgrade of existing junctions, potential removal of junctions, improved traffic management including reduction in speed limit and junction enforcement.
Church Street / Southworth Road, Newton-le-Willows	Review underway.	7EA, 8EA, 7HA, 4HS & 5HS	Utilise junction upgrade options such as demand responsive/ scoot to manage traffic. Parking bays/ restrictions to utilise existing road capacity before using 3 rd party land to increase junction.
Liverpool Road/Millfield Lane, Haydock	Scheme delivered in 2017 providing short term benefits. Longer term	2EA, 5EA & 6EA	There is limited opportunity to change the existing layout. Potential land release of 6EA could enable new alignment to

Location of Junction	Current Status	Relevant LPSP Site	Potential Improvement
	option to be developed.		Liverpool Road.
Sherdley Roundabout, Thatto Heath	Scheme on site in 2019.	3HA & 10HA	New junction design providing improved access into industrial estate and walking and cycling facilities. Latest standard of signal equipment to improve traffic flow.
M62 Junction 7	Currently the subject of a study commissioned by HE.	4HA, 5HA, 9HA, 1EA & 10EA	Initial study by HE identifies improvement options ranging from £7m to £18m to provide additional capacity.
M62 Junction 8	Scheme completed in 2018. Further work depending on Adopted Local Plans in St Helens and Warrington and HE Route Management.	4HA & 1EA	No further scheme has been identified as yet. An additional M6 crossing is being investigated by HE to mitigate use of junction.
Penny Lane/Lodge Lane, Haydock	Review underway.	3EA, 4EA & 2ES	New junction design providing improved access into industrial estate and walking and cycling facilities. Latest standard of signal equipment to improve traffic flow.
Bold Forest Garden Suburb, Bold	Following advice from HE, SHC has commissioned a transport study to identify the likely transport requirements to enable a residential led development being phased over 25 years.	4HA, 5HA & 1EA	The first stage of the Bold Forest Garden Suburb Transport Study (Ref: TRA005) has identified a number of improvements and opportunities around sustainable travel.
Moss Nook Urban Village, Watery Lane, St Helens	Following an amended planning consent for 900 units, remediation work initially started on site, but then stalled. However, in	10HA	The funding will help unlock the first phase of the Moss Nook project with around 240 residential units over 16 acres through financially contributing to

Location of Junction	Current Status	Relevant LPSD Site	Potential Improvement
	January 2020, a leading regenerator of land and property for development and investment, secured a £2.05m grant from Liverpool City Region's Single Infrastructure Fund (SIF) to accelerate development at Moss Nook.		the construction of a new spine road and associated infrastructure.

- 3.14 Therefore, a key infrastructure requirement for the Local Plan period will be improvement works to the junctions and corridors identified in para 3.13. It is expected that in addition to other funding sources, developer contributions will (subject to compliance with relevant planning legislation) be needed to contribute towards funding these junction improvements. Additional junctions / highways may require improvements following more detailed assessments of the transport impacts of individual development proposals.
- 3.15 In a similar vein to the TIA, the St Helens Local Plan Sustainable Transport Assessment (STIA) (May 2018) has assessed the LPPO strategic sites from a sustainable transport perspective. The assessment also identifies interventions that need to be considered in order to mitigate the transport impacts of St Helens' growth aspirations.
- 3.16 The STIA identified that the proposed site allocations in the LPPO are mostly located in areas that either currently benefit from good sustainable and active travel options, as well as a range of local facilities and services, or could benefit from these through a package of targeted interventions that could be delivered through the sites' development. Sustainable and active travel at those locations can also be further enhanced through a number of wider-reaching measures across the Borough.
- 3.17 A need is also identified to require electric car charging infrastructure in new development and public car parks, plus promotion for shared transport infrastructure (bays for car clubs, etc.). The Council has acknowledged this need and has included a requirement for the appropriate provision of charging points for electric vehicles in Policy **LPA07: Transport and Travel** of the proposed submission version of the Local Plan (2018).

M6 Junction 23, M6 Junction 22 and M62 Junction 7 Capacity Studies

- 3.18 St Helens includes (within its area) two junctions on the strategic road network, at M6 Junction 23 in Haydock and M62 Junction 7 in Rainhill. Both these

junctions are close to the border with neighbouring Local Authorities (Wigan Council and Halton Council, respectively).

- 3.19 M6 Junction 23 connects the M6, A580 East Lancashire Road and A49 and suffers congestion, delay and safety issues, particularly during the evening peak hours and when events take place at Haydock Racecourse. These result in queuing on all of these sections of highway, with queuing on the M6 mainline managed via a MOVA system at the junction.
- 3.20 Each of the highways served by Junction 23 plays an important role in the strategic and/or local road networks. Furthermore, a number of the sites identified for allocation or safeguarding in the LPSD would result in development that increases traffic flow at this junction. The Council has commissioned two studies² by WSP into improvement options at the junction, in partnership with Wigan Council and Highways England. Opportunities to secure funding as part of this joint working arrangement are also being investigated, to secure delivery of an identified optimum solution.
- 3.21 Although not within the Borough boundary, Junction 22 of the M6 is a key junction and 'pressure point' within the local highway system, which will require assessing given its proximity to sites 7EA & 8EA (Parkside East and West) alongside planned growth by neighbouring authority (Wigan Council). Opportunities to secure funding as part of this joint working arrangement are also being investigated, to secure delivery of an identified optimum solution. The provision of 'safe access to Junction 22 for HGVs is now a policy requirement for the delivery of Parkside (see **Policy LPA10**).
- 3.22 Junction 7 of the M62 connects the M62, A570 St Helens Linkway, A557 (in Halton Borough) and the A57. Queuing is known to occur on all approaches to the junction during the PM peak and on the M62 and A57 approaches to the junction during the AM peak.
- 3.23 The opening of the Mersey Gateway Bridge has resulted in additional traffic flow at this junction, as would further development to meet the needs of St Helens, Halton and Warrington Councils. HE has recently completed a first stage feasibility study for potential improvements at this junction. This has been undertaken in consultation with St Helens and Halton Borough Councils', and aims to identify improvement scheme options. Further work is proposed, as well as investigations to identify funding opportunities to deliver a suitable improvement scheme.

Parkside Link Road Development

- 3.24 The Parkside East and Parkside West sites are proposed to be allocated for a mix of employment uses in the LPSD. In the case of Parkside East there is potential to develop a Strategic Rail Freight Interchange (SRFI) thereby helping to meet the needs for such uses set out in national planning policy. To support

² M6 Junction 23 Haydock Island Capacity Feasibility Study (Ref: TRA007) and A580 / M6 J23 Improvement Options Supplementary Report, Junctions Assessment Results – Vista Road Link Option (Ref: TRA008)

the proposed development of the Parkside sites, the Council has developed a scheme to provide a link road that would connect the A49 Newton le Willows to Junction 22 of the M6. The Council has commissioned Balfour Beatty to design and develop the road, which will traverse an area controlled by Warrington Council, cross the M6 motorway via the existing Parkside Road over bridge and eventually interface with Junction 22 of the M6 motorway.

- 3.25 The Parkside East and West sites have the potential to contribute substantially to the regeneration of the local economy. The development of the site will also play a strategic role in creating a M6 growth corridor and help meet needs generated by regional developments such as the Liverpool 2 initiative and Atlantic Gateway at the Port of Liverpool, as well as opportunities that come from being part of both the Northern Powerhouse and the Liverpool City Region (LCR).
- 3.26 In order to sustain the growth of Parkside an improved, resilient and reliable highway network will be required to allow quick and easy vehicle access to the M6 and prevent congestion on neighbouring roads. A planning application for the Parkside Link Road was submitted in 2018 to St Helens and Warrington Councils. Council officers presented a report to the Planning Committee meeting held on the 17th December 2019 recommending that planning permission be granted subject conditions and the Secretary of State not wishing to intervene. Members agreed the officer recommendation. The Council received notification that the Secretary of State had decided that the application be referred to him for a decision in a letter dated 21st May 2020. A public inquiry in relation to the application is likely to take place in early 2021.
- 3.27 At its meeting on 19 October 2018 the Liverpool City Region Combined Authority approved the Full Business Case for the Parkside Link Road scheme and agreed to make a conditional maximum capital grant award of £23,790,786 from the Single Investment Fund to deliver the scheme. There is a required Council contribution of £6.17m and a private sector contribution providing the balance. The total scheme value including land costs is therefore £39.810m (excluding initial scheme development costs).

Windle Island Junction Improvements

- 3.28 A scheme to improve the Windle Island junction by an upgrade of current signalling and junction layout has now been completed. The junction is a key strategic point in the LCR road network, being the crossing point of the A570 and A580 East Lancs Road (one of the main routes into Knowsley and Liverpool).
- 3.29 The junction exceeds capacity daily, especially during peak periods. This leads to congestion as well as delays for motorists and freight. The current scheme is identified within the third Local Transport Plan for Merseyside and is part of the Strategic Freight Network for Merseyside. The scheme involved:
- the establishment of controlled left turn links;
 - signalised pedestrian and cycling crossing facilities; and

- the installation of a SCOOT traffic system to optimise capacity.
- 3.30 The scheme was completed in 2019, at an approximate cost of £7,247,000.
- 3.31 A little over half of the funding for the scheme was secured via the Local Growth Fund through the LCRCA's Single Investment Fund, whilst the remainder was funded by St Helens Council.

The A570 Linkway Improvements Scheme

- 3.32 The A570 forms a vital north-south link through St Helens. It facilitates strategic access from the heart of St Helens via the motorway network and A580 to key growth areas and sites such as Knowsley Business Park, Haydock Industrial Park, Parkside, Liverpool City Centre, Warrington, Wigan, Widnes, Runcorn and Manchester.
- 3.33 With its transport partner Merseytravel, the Council has secured funding to improve to the A570 Linkway (which links St Helens town centre to the M62). Work started in September 2018 on the A570 Linkway Improvements scheme, which is a £5.5m project to improve capacity, reduce congestion and address safety issues along the route. The scheme consists of junction improvements to Sherdley Roundabout (A570 / Sherdley Road / Scorecross / Burtonhead Road) and Sutton Hall Roundabout (A570 / Elton Head Road), and safety enhancements to the pedestrian crossings.

A58 Liverpool Road/A580 East Lancs Road Junction Improvement Scheme

- 3.34 The Council and LCRCA are currently considering the scope to improve the junction of the A580 with the A58 at Blackbrook as part of a wider package of improvements to the A580 employment corridor. Proposals and potential schemes are at early stages but £500,000 has been secured from the development of the Florida North site to address this issue. Because modelling has indicated that the junction will be over-capacity by 2021, consideration is also being given to development of a short-term solution.

Bold Forest Garden Suburb

- 3.35 The Local Plan has identified Bold as a key location for new development and includes site 4HA. The 132.86 hectare site has a proposed overall capacity of 2,988 units. As such the Council has commissioned a transport study (Ref: TRA005) to understand how development supporting this level of development can broadly be delivered in terms of transport infrastructure requirements and impacts.
- 3.36 The Transport review is the first stage of the master planning process, providing supporting evidence to the Local Plan with further feasibility, visioning, infrastructure delivery planning and community engagement work to follow. A final masterplan will be adopted as an SPD by the Council and will provide detail on strategic requirements to enable and support the development, set a

framework for the determination of planning applications, and enable the co-ordinated delivery of infrastructure.

- 3.37 Table 3 is an indicative masterplanning programme for the site and how the Transport study fits into this process.

Table 3: Bold Forest Garden Suburb Indicative Masterplanning and Business Case Development Timetable

Proposed Stages	Proposed Timescales
Stage 1a – Transport Review	Early 2020
Stage 1b – Position Statement for Local Plan Submission ³	Winter 2020
Stage 2 – Visioning, Outline Infrastructure Capacity, Development Concept, Community Engagement, Infrastructure assessment, Viability Assessment and Development Options Assessment	Winter 2021/22
Stage 3 – Draft Master Plan, Infrastructure Delivery Plan and Supplementary Planning Document (SPD)	Summer/Autumn 2022
Stage 4 – Further community engagement on stage 4 outputs	Winter 2022
Stage 5 – Finalise master plan, Infrastructure Delivery Plan and adopt SPD	Summer 2023
Stage 6 – Infrastructure Business Case Development and submission	2022/23 onwards (or earlier if feasible)

- 3.38 From the initial findings of the Transport Review, there are a number of junctions that are expected to experience the greatest percentage impact in terms of traffic flow as a result of development at 4HA. As such, moving forward a series of local junction models will need to be created to establish a future ratio flow to capacity. However, there is an opportunity to create new through routes which will serve both the development and the wider highway network, that should mitigate the impact of development traffic and help to alleviate current congestion issues.
- 3.39 The Transport Review concluded that the site would enable opportunities to achieve a significant modal shift towards sustainable travel which would reduce the impact of the development on the local highway network.

³ For further details relating to the Bold Forest Garden Suburb please see Submission Document SD027 'Bold Forest Garden Suburb Background Paper'.

Moss Nook Urban Village, Watery Lane, St Helens

- 3.40 Following an amended planning consent for 900 units, remediation work initially started on site, but then stalled. However, a leading regenerator of land and property for development and investment, have now secured a £2.05m grant from Liverpool City Region's Single Infrastructure Fund (SIF) to accelerate development at Moss Nook.
- 3.41 The funding follows a competitive bidding process and will help unlock the first phase of the Moss Nook project with around 240 residential units over 16 acres through financially contributing to the construction of a new spine road and associated infrastructure. Reinstating the Council's commitment to facilitating the development of this major brownfield site, which is also allocated for housing in the emerging Local Plan (Ref: site 10HA).

Proposed new road from the A580 to St Helens Town Centre – the 'Linkway North'

- 3.42 The allocated brownfield site at Cowley Hill (Ref: 6HA) presents an opportunity to enable new highway infrastructure that not only benefits the site but would also enable other economic and development opportunities for the Town Centre. The scheme would provide an alternative route between the Town centre and the A580 and would ease existing and future traffic congestion on other surrounding routes less suitable for such traffic. This may also provide opportunity for the reallocation of road space to more sustainable modes of travel.

Rail Services

- 3.43 Merseytravel is the public body that provides professional, strategic and operational advice to the LCRCA concerning public transport. It also delivers transport projects that support the economic growth of the LCRCA, including St Helens.
- 3.44 Merseytravel is responsible for maintaining the integrated transport network within the region and St Helens, including bus and train services. St Helens benefits from 10 railway stations across the Borough, which provide direct services to Liverpool, Wigan, Manchester, Warrington, Chester and parts of North Wales.
- 3.45 Network Rail owns and operates Britain's rail infrastructure and has an obligation to maintain and enhance its network. However, Network Rail does not own or operate passenger or commercial freight rolling stock.
- 3.46 Electrification of some rail lines is being delivered by Network Rail in partnership with train operating companies and other stakeholders. The cost of electrification in the North West is being funded from the £1.3 billion allocated

by government for Network Rail's network electrification programme. In the past 5 years (up to 2018) the Huyton to Wigan and Chat Moss Lines in St Helens have been electrified allowing for improved and additional rail services.

Parkside Rail Access for Freight

- 3.47 The emerging Local Plan proposes to allocate land to the east of Parkside, Newton-le-Willows to facilitate rail enabled development. The site is considered suitable in principle for development as a Strategic Rail Freight Interchange (SRFI) of regional and national significance. The development of the site would allow for fast-moving consumer goods to be transported to Parkside and then distributed to the wider region. The realisation of this would play a key role in meeting the objectives of the emerging Local Plan and facilitate the long term rail strategy for the north, as confirmed in The Liverpool City Region Freight and Logistics Strategy.⁴

Newton-le Willows Interchange

- 3.48 There has been significant recent and ongoing investment at Newton-le-Willows Interchange following improvements to services which have occurred since the electrification of the line between Liverpool and Manchester and the introduction of new trains by Northern Rail. Works which are currently on-going (as at 2018) will make provision for better links between local, regional and national transport by improving facilities and facilitating easier access.
- 3.49 The Newton-le-Willows Interchange scheme includes:
- New south side entrance
 - New ticket office as south side entrance
 - Bus interchange
 - 400+ space car park
 - Electric vehicle charging points
 - New toilet facilities
 - Improved passenger waiting facilities
 - Step free access to and between the platforms
 - Additional cycle parking
 - Dedicated drop-off and pick-up area
 - Local highways improvements

New Railway Station at Carr Mill

- 3.50 The potential to provide a new railway station at Carr Mill is currently being considered as part of a wider aspiration for the Borough, capitalising on the opportunities to substantially enhance services between Liverpool, Manchester and Wigan as a result of the Northern Hub and electrification investment. Carr

⁴ Details of The Liverpool City Region Freight and Logistics Strategy can be found in the Liverpool City Region Combined Authority 'A Transport Plan for Growth 2015/16' document, which can be found via the Liverpool City Region website at http://liverpoolcityregion-ca.gov.uk/uploadedfiles/documents/Item_5a_Transport_Plan_for_Growth_App1.pdf

Mill is considered an ideal location to improve connectivity for local residents in Blackbrook, who currently have no nearby access to rail services. The proposal has the potential to provide for direct train services to and from Liverpool, Wigan and Manchester.

Re-instatement of the rail link between St Helens Central and St Helens Junction

- 3.51 There is a long-standing intention to investigate the scope to re-open the disused railway line between St Helens Junction and St Helens Central stations. Re-opening the line would expand the choice of travel for local residents and has the potential to increase sustainable travel options. There would also be potential to add new stations along the line. The Council continues to work with its partners to investigate this scheme as part of the rail aspirations of the Northern Hub.

Bus Services

- 3.52 St Helens Council's works with Merseytravel and other local bus operators to provide and enhance bus services within the Borough. St Helens currently has an extensive network of services, from high frequency services serving the urban areas, to rural services providing vital community links.
- 3.53 As part of an initiative by the LCRCA, Arriva, Stagecoach and Merseytravel have signed a new agreement that will deliver more than £25m of investment in bus services over a five-year period (2019 – 2024). The LCR Bus Alliance is a key element of the comprehensive bus strategy for the region. Built around the idea of a 'multimodal' transport experience for passengers, changing between rail and bus services will be simplified making journeys easier and more enjoyable.

Bus Services and Future Development in St Helens

- 3.54 The provision of public transport connections to new developments will be an essential requirement to both manage future traffic growth and achieve sustainability goals. Future bus routes to serve new developments will need to ensure that as part of the bus strategy, 'best value' is demonstrated, in order to minimise costs and subsidies.

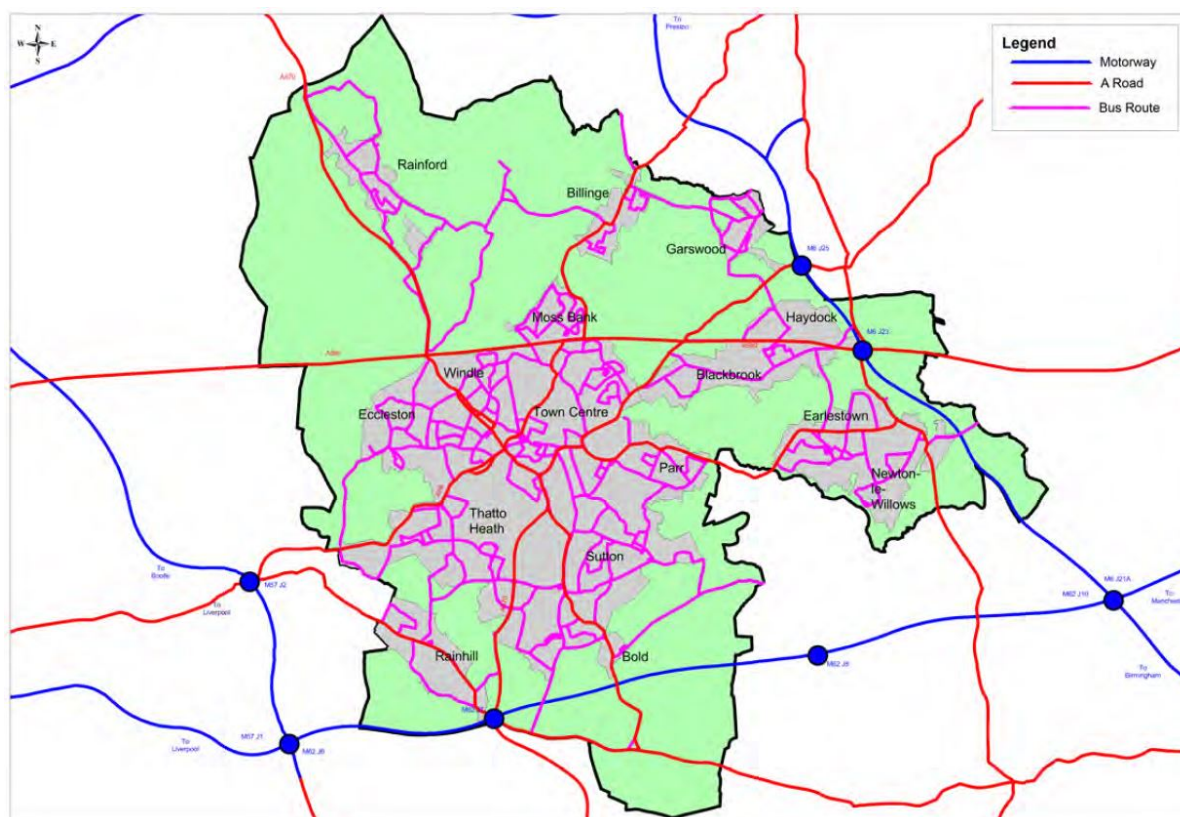


Figure 2: Bus Routes in St Helens

Active Travel

- 3.55 Walking and cycling instead of car-use can help to reduce congestion, cut carbon emissions, and improve health and wellbeing. It also provides a leisure pursuit and a low cost mode of transport to access employment and education. Improving the walking and cycling infrastructure is likely to have multiple benefits. Consequently, where appropriate the provision of active travel routes (cycleways and pedestrian routes) will be sought in new developments.
- 3.56 Perceived highway safety concerns and lack of convenience have been identified as reasons why people sometimes choose not to walk and/or cycle. Journeys need to be safe, attractive and convenient to encourage residents and visitors to undertake them by foot or bike and the available infrastructure must be good enough to encourage more people to walk and/or cycle. The provision of off-road routes is one means of increasing the number of those walking and cycling in the Borough.
- 3.57 The Council is currently (as at December 2018) producing a Local Cycle and Walking Infrastructure Plan, as part of the wider LCR Local Journeys Strategy.

This Plan will identify current gaps in walking and cycling networks, and where existing networks require improvements.

Public Rights of Way, Footpaths and Bridleways

- 3.58 St Helens includes a network of approximately 6km of byways (open to all traffic), 11km of bridleways and 170km of footpaths. These exclude other off-road 'paths' that are also available to members of the public in the Council's parks and gardens, and along disused railway lines and cycle tracks.
- 3.59 The main policy document concerning the Borough's public rights of way network is the 'Merseyside Rights of Way Improvement Plan'. This has recently been updated to cover the period from 2018 to 2028, and forms part of the suite of documents for the LCRCA. A copy of the Plan can be found on the Merseytravel website⁵.
- 3.60 Included in the Plan are various improvement schemes which relate to St Helens. these include:
- Pedestrian and cycling improvements in the Haydock area – these will improve connectivity and help to support the delivery of the proposed employment growth in this area;
 - A package of walking and cycling measures in the Haydock and Newton-le-Willows areas, enabling better connectivity to the town centre; and
 - New multi-modal provision around urban villages in the south of the Borough, linking in with the existing footpath network, and improving access around new housing sites.

Future Plans

- 3.61 The implementation of future transport schemes in St Helens is largely dependent on funding. Sources of funding will continue to be varied and likely to include devolved funding to the LCRCA, the Integrated Transport Block from the Department of Transport (DfT), central and local capital and revenue funds, National funding from agencies such as Highways England and Network Rail, developer contributions included in agreements made under Section 106 of the Planning Acts, private sector infrastructure for new developments and European Union funds up to 2020.
- 3.62 Ongoing monitoring of the transport network is carried out by central government, the DfT, and by the LCRCA (using indicators identified in the LCR Transport Plan for Growth). This will inform future transport strategies and development sites within the period of the Local Plan. The LCR Transport Plan for Growth currently runs to 2024 and it is anticipated that a replacement plan will be in place for the remaining period of the emerging Local Plan.

⁵ Merseytravel website is <https://www.merseytravel.gov.uk/Pages/Welcome.aspx>

Utilities

Electricity

- 3.63 National Grid is the operator of the high voltage electricity transmission system for Great Britain and its offshore waters, and owns, manages and operates the high-voltage transmission (typically 275,000kV and 400,000kV – overhead lines) system in St Helens. The Council has not been made aware by National Grid through the consultation process of any issues with the level and location of growth proposed in the emerging Local Plan.
- 3.64 Whilst National Grid operates the electricity transmission network, it does not distribute electricity to individual premises. In the St Helens area, this is the role of Electricity North West which owns, operates and maintains the North West's electricity distribution network. The bulk of electricity enters Electricity North West's network from the National Grid and travels through the network to substations where the voltage is transformed to enter the network, ensuring safe delivery of electricity to homes and businesses. Some business users have identified that they need higher voltages.
- 3.65 Electricity North West is normally able to provide the required infrastructure to serve new development by exercising their statutory powers through a process of agreement with the relevant parties. The projected increase in load growth associated with new development is anticipated to be accommodated from existing capacity. Electricity North West has not notified the Council through the consultation process on the emerging Local Plan of any issues with the level and location of proposed growth.
- 3.66 Within a given area, the Distribution Network Operator (in St Helens this is Scottish Power Energy Networks) maintains records of network capacity within its systems and can determine where available capacity exists to meet the demand arising from any new requested connections. Following consultation on the emerging Local Plan, Scottish Power has not made the Council aware of any capacity issues in meeting the needs of future development. However, the Council advises developers to discuss their development proposals with Scottish Power at the earliest opportunity. The Council continues to consult with Scottish Power at every stage to keep them informed of the Council's proposals and progress of the Local Plan.

Gas

- 3.67 National Grid owns and operates the National Transmission System (NTS) and the distribution network in the North West. Gas is delivered by producers to nine reception points, or terminals, from where it enters the NTS, which is the high-pressure part of National Grid's pipeline network.
- 3.68 There are eight gas distribution networks (GDNs), each of which covers a separate geographical region of Great Britain. Cadent owns and manages the North West network. The role of Cadent is to transport gas through its pipelines to all properties. However, Cadent does not sell gas. The gas provided to

homes or businesses is supplied by separate Gas Supplier companies. Developments will require their own connection(s). It is anticipated that gas will continue to be provided by the private sector over the Local Plan period.

- 3.69 The Council has not been advised of any substantive constraints on the ability to provide sufficient gas to serve the development needs of the Borough. It is anticipated that the required infrastructure to serve new development will be implemented by the private sector.

Water

- 3.70 United Utilities Plc (UU) has a statutory duty to develop and maintain an efficient and economical system of water supply within its area. It also has a statutory duty to ensure that adequate water treatment infrastructure is provided to meet the requirements of new development.
- 3.71 All water companies have a duty to produce water resource plans covering how they intend to provide sufficient water to meet their customers' needs over a 25 year period. In addition, water companies submit proposals to determine price limits to the regulator, Ofwat, every five years. Therefore, while water resource management plans may identify projects to ensure the provision of reliable supplies of water over a 25-year period, it is through the five-year planning cycle that the funding for new resource development or improvements is secured. As a result, there is a degree of uncertainty regarding funding of projects beyond the five year planning cycle.
- 3.72 Proposals for the five year period are contained in the published five-year Asset Management Programme (AMP). The AMP covers the building and modernising of water pipes to ensure a reliable supply, the reduction of the number of overflows from sewers and improvement of water and wastewater treatment works to deal with growing population and climate change.
- 3.73 UU is currently creating a new underground service reservoir in St Helens (from two existing non-operational service reservoirs) that will serve over 60,000 new homes in the area. By using an existing asset, construction costs have been kept low and disruption to residents minimised. The new service reservoir will have a storage volume of 32 mega litres, equivalent to 120 million glasses of water, and is due to be constructed by the end of 2018.
- 3.74 UU has confirmed that it does not consider that the level of development proposed in the emerging Local Plan will result in any water supply capacity issues. If improvements are deemed to be necessary to increase capacity levels these will be incorporated into future funding bids made by UU via the AMP process.
- 3.75 However, UU has advised that a significant number of assets run through various sites which are being considered for allocation in the emerging Local Plan. It is the responsibility of developers to ensure that these are taken into account in the planning and construction of developments. Developers are

advised to contact UU at an early stage to discuss water and wastewater infrastructure requirements connected to the delivery of their proposals.

Wastewater and Drainage

- 3.76 United Utilities is responsible for sewerage services across the Borough and has a legal obligation to ensure that adequate sewer treatment infrastructure is provided to meet the requirements of new development.
- 3.77 The sewerage industry works in five-year planning cycles, in which proposals are submitted to the water and sewerage regulator, Ofwat, to determine future price limits. Due to this 5 year funding arrangement, there can be uncertainty about the funding to meet longer term needs. Funding to deliver infrastructure for a new development can only be allocated when it is certain that the development will take place.
- 3.78 Although UU has highlighted the presence and location of various assets within proposed development sites, it has not indicated that any improvements to the existing treatment works are necessary to increase capacity levels. It is assumed that the scale of any works will be assessed by UU and any improvements required will be incorporated into future funding bids via the AMP process.
- 3.79 Table 2 below sets out details of how surface water from each site which is proposed to be allocated or safeguarded in the emerging Local Plan (proposed submission version 2018) is expected to be dealt with. The drainage of all sites must take account of the sustainable drainage hierarchy in Policy **LPC12: Flood Risk** as follows (with (a) being the preferred option and (d) being the least favourable option):
- (a) an adequate soakaway or other form of infiltration system;
 - (b) an attenuated discharge to watercourse;
 - (c) an attenuated discharge to public surface water sewer; and
 - (d) an attenuated discharge to public combined sewer.

Table 4: Proposed development and surface water drainage

Allocated Housing Sites		
Ref. Number	Site Name	Destination
1HA	Land South of Billinge Road, east of Garswood Road and west of Smock Lane, Garswood	No watercourse available - follow drainage hierarchy
2HA	Land at Florida Farm (south of A580), Slag Lane, Blackbrook	Discharge surface water to watercourse via Clipsley Brook will be expected before mains sewer.
3HA	Former Penlake Industrial Estate, Sutton	No comments
4HA	Land Bounded by Reginald	There is a watercourse adjacent to

	Road/Bold Road/Travers Entry/Gorsey Lane/Crawford Street, Bold (Bold Forest Garden Suburb)	the northern boundary of the site. UU will expect the developer to explore options to discharge surface water (SW) to this watercourse.
5HA	Land South of Gartons Lane and former St. Theresa's Social Club, Gartons Lane, Bold	Watercourses lie to the south of the site - discharge to these should be considered before mains sewer.
6HA	Land at Cowley Street, Cowley Hill, Town Centre	No comments
7HA	Land West of The A49 Mill Lane and to the East of the West Coast Mainline Railway Line, Newton-le-Willow, Newton-le-Willows	No watercourse available - follow drainage hierarchy
8HA	Land South of Higher Lane and east of Rookery Lane, Rainford	There is a water main running the length of southern boundary (within the site) behind Sandwash Business Park and Rookery Farm. Surface water drainage will be expected to drain into this watercourse and a suitable distance maintained for a maintenance strip.
9HA	Former Linkway Distribution Park, Thatto Heath	No comments
10HA	Moss Nook Urban Village, Watery Lane, Moss Nook, Sutton	No comments
Allocated Employment Land		
Ref. Number	Site Name	Destination
1EA	Omega South Western Extension, Phase 1, Land north of Finches Plantation, Bold	A watercourse lies to the north and south of the site. UU will expect the developer to explore options to discharge SW to these water bodies.
2EA	Land at Florida Farm North, Slag Lane, Haydock	There are a number of surface water bodies in the form of ponds on site. UU will expect the developer to explore options to discharge SW to these water bodies.
3EA	Land North of Penny Lane, Haydock	The West East Link Main (large pressurised treated water main) and surface water sewer passes through the site and will need to be given due consideration in the site masterplanning. The site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.
4EA	Land South of Penny Lane, Haydock	A pressurised water main passes through the site and will need to be given due consideration during the

		site masterplan process. The site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.
5EA	Land to the West of Haydock Industrial Estate, Haydock	The site borders Millfield Service Reservoir, and a pressurised distribution main runs through the site. All of which will need to be given due consideration in the masterplanning of the site. The site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.
6EA	Land West of Millfield Lane, South of Liverpool Road and North of Clipsley Brook, Haydock	Clipsley Brook flows along the south of the site. UU will expect the developer to explore options to discharge SW to this watercourse.
7EA	Parkside East, Newton-le-Willows	A gravity sewer, live treated water main (and associated easements) run through the site. These will need to be given due consideration in the masterplanning of the site. The site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.
8EA	Parkside West, Newton-le-Willows	A gravity sewer, live treated water main (and associated easements) run through the site. These will need to be given due consideration in the masterplanning of the site. The site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.
9EA	Land to the West of Sandwash Close, Rainford	A main combined sewer is situated to the southern edge of the site. These will need to be given due consideration in the masterplanning of the site. The site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.
10EA	Land at Lea Green Farm West, Thatto Heath	No comments
11EA	Gerards Park, Phases 2 and 3, College Street, St Helens Town	No comments

	Centre	
Safeguarded Sites for Housing		
Ref. Number	Site Name	Destination
1HS	Land South of Leyland Green Road, North of Billinge Road and East of Garswood Road, Garswood	No watercourse available - follow drainage hierarchy
2HS	Land between Vista Road and Belvedere Road, Earlestown	A brook runs through the site, UU would expect surface water to be disposed via this watercourse.
3HS	Eccleston former Park Golf Club	There are a number of surface water bodies in the form of ponds on site, and a watercourse running to the south of the site. UU will expect the developer to explore options to discharge surface water to these water bodies.
4HS	Land East of Newlands Grange (former Vulcan works) and West of West Coast mainline, Newton-le-Willows	A watercourse runs to the north of the site and UU will expect the developer to explore options to discharge surface water into this rather than mains sewer.
5HS	Land west of Winwick Road and south of Wayfarers Drive, Newton-le-Willows	Newton Brook runs to the south of the site. UU would expect surface water to be disposed of via this watercourse.
6HS	Land East of Chapel Lane and south of Walkers Lane, Sutton Manor	Sankey Brook lies to the south east and south west of the site therefore discharge to watercourse will be expected before mains sewer.
7HS	Land South of Elton Head Road, adjacent to St. John Vianney Catholic Primary School, Thatto Heath	A brook runs down the western boundary of the site, UU would expect surface water to be disposed via this watercourse.
8HS	Land South of A580 between Houghtons Lane and Crantock Grove, Windle	A brook runs through the site, UU would expect surface water to be disposed via this watercourse.
Safeguarded Sites for Employment		
Ref. Number	Ref. Number	Ref. Number
1ES	Land North of M62, and South of Gorsey Lane, Bold	There is a watercourse adjacent to the western boundary of the site. UU will expect the developer to explore options to discharge SW to this watercourse.
2ES	Land North East of Junction 23 M6, Haydock	The West East Link Main, Lodge Lane Wastewater Pumping Station, a pressurised foul sewer and a gravity foul sewer all lie within the site and

		will need to be afforded due consideration in the site masterplanning. The far north east corner of the site lies within groundwater Source Protection Zone (SPZ) 2. Adequate mitigation will need to be put in place to ensure protection of groundwater in this location. The site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way.
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- 3.80 It is anticipated that these requirements will be developer led and funded, subject to Environment Agency approval.

Waste

- 3.81 The Merseyside and Halton Joint Waste Local Plan (adopted in 2013) is the first Local Plan to have produced as a result of successful collaboration between Halton, Knowsley, Liverpool, St Helens, Sefton and Wirral Councils.
- 3.82 The Joint Waste Local Plan identifies the opportunities that exist to improve the management of waste and provides the context to address them by developing a network of sustainable waste management facilities, as a key part of the ambition to promote a low carbon economy. Historically, many of Merseyside's landfill sites have been located in St Helens. Existing built waste management facilities in the Borough are concentrated in central St Helens and Earlestown.
- 3.83 The Joint Waste Local Plan provides the Liverpool City Region with a clear direction for future waste management development to 2027, both in terms of site allocations and detailed development management policies. It forms part of the statutory development plan for each of the local authorities within the City Region.
- 3.84 There will continue to be a demand for waste management capacity from existing industries and businesses in St Helens and any expansion or growth in industries promoted by the emerging Local Plan will increase that demand. It is anticipated that any waste infrastructure required as a result will be addressed through the Joint Waste Local Plan 2013, or a future review of this.

Telecommunications

- 3.85 Telecommunications industries form a vital enabler of economic competitiveness, emergency response and recovery and quality of life. Residents and businesses expect to be provided with good quality communications and the demand for telecommunications infrastructure is expected to grow in line with housing and employment growth over the period covered by the emerging Local Plan.

- 3.86 Telecommunications cannot operate without a network of base stations and supporting infrastructure. It is therefore important that the necessary infrastructure can be delivered over the Local Plan period in line with growth across the Borough. Telecommunications infrastructure is continually evolving, and the Council will work with operators to ensure that new and improved telecommunications infrastructure is delivered sustainably in line with technological advances.

Broadband

- 3.87 Good communication networks such as high speed broadband and improved mobile services have been identified as being needed to allow businesses to work efficiently and remain competitive in the market. The UK ranks next to last (27th out of 28) in the EU league table of fibre deployment, with just 2% of premises having a fibre connection compared to 85% in Portugal. The UK Government has devised the Local Full Fibre Networks (LFFN) programme as part of its £740million National Productivity Investment Fund, to stimulate investment in full fibre networks and improve competitiveness.
- 3.88 The majority of St Helens currently has a good standard of broadband access, with over 98% of the Borough being covered by superfast broadband. The Council is however working closely with its LCRCA partners to develop a Digital Infrastructure Action Plan (DIAP). This work is collaborative and, whilst being led by the LCRCA and Local Enterprise Partnership (LEP), also involves officers from the six city region districts and Merseytravel.
- 3.89 In addition, the North West is expected to get a multi-million pound boost from an initiative that sees local communities forming partnerships with Openreach to bring high-speed fibre broadband to rural homes and businesses. The programme will, it is estimated, be worth £14.5 million to the region over the next 15 years.
- 3.90 The Government is also working with Openreach and the Home Builders Federation (HBF) to deliver superfast broadband connectivity to new build properties in the UK. This agreement will mean that fibre based broadband is offered to all new developments registered to be built from 5th February 2016 onwards, either for free or as part of a co-funded initiative. For developments of 100+ dwellings, Fibre to the Premises (FTTP) will be provided for free.
- 3.91 Openreach supplies to developers a guide on how to provide a network across a development that is suitable for communication services for future occupants, including information on matters such as laying ducts under carriageways and wiring homes for broadband.
- 3.92 Developers are also encouraged to use 'Dig Once' principles, in which they install fibre duct in the ground during the initial construction of a development (even where there is no immediate use for the duct) so that cabling can be installed at a later date with significantly reduced costs and disruption.

- 3.93 British Telecom has an obligation to provide telephone connectivity to new developments. The main constraint in relation to broadband is the location of existing telephone exchanges and cabinets. It is anticipated that new development proposals in the period covered by the emerging Local Plan will be linked to the national broadband and telephone network on a site-by-site basis by the site developer. Openreach recommends that sites are registered at least nine months before the anticipated first occupancy date. For many sites, Openreach is likely to recommend use of FTTP technology, for which a nine months lead time is required.
- 3.94 The Council will continue to work with operators to ensure that new and improved broadband infrastructure is delivered sustainably over the Local Plan period in line with technological advances.

Flood Risk Management

- 3.95 The St Helens Strategic Flood Risk Assessment (SFRA) 2014 was prepared by JBA Consulting in consultation with the Environment Agency. It provides information to help inform decisions made on planning applications, options for the allocation of land and policies for flood risk management in the Local Plan.
- 3.96 The Flood and Water Management Act (FWMA) 2010 legislates for the management of risks associated with flooding and places a number of roles and responsibilities on local Councils by designating them as Lead Local Flood Authorities (LLFAs). This requires them to manage 'local' flood risk within their area. 'Local' flood risk refers to flooding or flood risk from surface water, groundwater or from ordinary watercourses.
- 3.97 As the Lead Local Flood Authority (LLFA) the Council has developed a Lead Local Flood Risk Management Strategy (LLFRMS) to understand and manage flood risk within the Borough. The strategy sets out a six-year time scale cycle of a programming of works. The first cycle is now completed and the second (2019-25), along with the Council's first Sustainable Urban Drainage System (SuDS) Guidance is currently being updated for viewing on the Council's website: <https://www.sthelens.gov.uk/traffic-travel-parking/highway-maintenance/flooding-and-drainage/flood-and-water-management/>. The strategy is just an update on the previous work undertaken and takes into account changes in flood mapping and legislation. The SuDS guidance will enable the Council to provide more sustainable developments in terms of drainage and flood risk in the future.
- 3.98 The Council has consulted with its LLFA officer throughout the Green Belt Review as part of the process of allocating and safeguarding land for housing and employment in the Local Plan, seeking to ensure that proposed locations for development do not require land that lies within flood zone 2 or 3.
- 3.99 The Council has also, in partnership with the Environment Agency and other partners, helped to prepare the Sankey Catchment Action Plan (2018). The Sankey Catchment covers most of St Helens Borough, along with parts of Warrington and Halton. It recommends a range of actions to be implemented in order to:
- reduce the reactive nature of the catchment by “Slowing the Flow” in the rural headwaters, filtering agricultural run-off and improving water quality and wildlife habitats;
 - address issues in the urban areas of the catchment such as inadequately designed connections; and
 - remove pinch-points that can contribute to poor water quality and localised flooding.

4. SOCIAL AND COMMUNITY INFRASTRUCTURE

- 4.1 Social infrastructure comprises of a range of activities, organisations and facilities supporting the formation, development and maintenance of social relationships in a community. For this IDP social infrastructure has been defined as:

- Education Facilities
- Health and Social Care Facilities
- Emergency Services
- Leisure Services
- Community Facilities

Education Facilities

Provision of Education Facilities

- 4.2 Education covers nursery, primary (ages 4-11), secondary (ages 11-16), further education (post 16) and special education in the Borough. As at May 2017, the structure of schools in St Helens was as follows:

- 1 Community Nursery School
- 23 Community Primary Schools
- 15 Catholic Voluntary Aided Primary Schools
- 1 Catholic Voluntary Aided Infants School
- 1 Catholic Voluntary Aided Junior School
- 4 Church of England Voluntary Aided primary Schools
- 1 Other Voluntary Aided Primary School (Methodist)
- 6 Voluntary Controlled Schools
- 3 Primary School Academies
- 2 Community Secondary Schools
- 3 Voluntary Aided secondary Schools
- 4 Secondary School Academies
- 3 Community Special Schools
- 2 Pupil Referral Units (1 Primary & 1 secondary)

Early Years

- 4.3 The Childcare Act 2006 placed statutory responsibilities on councils to secure better outcomes for children and their families. These duties require Councils to:
- Take the strategic lead in their local childcare market, planning, supporting and commissioning childcare. This includes the requirement for councils to assess the local childcare market and to secure sufficient childcare for working parents.
 - Provide information, advice and assistance to parents and prospective parents on the provision of childcare in their area and other services

which may be of benefit to parents, prospective parents or children and young persons in their area.

- Secure a free minimum amount of early education for eligible 2 year olds and for all 3 and 4 year olds whose parents want it.

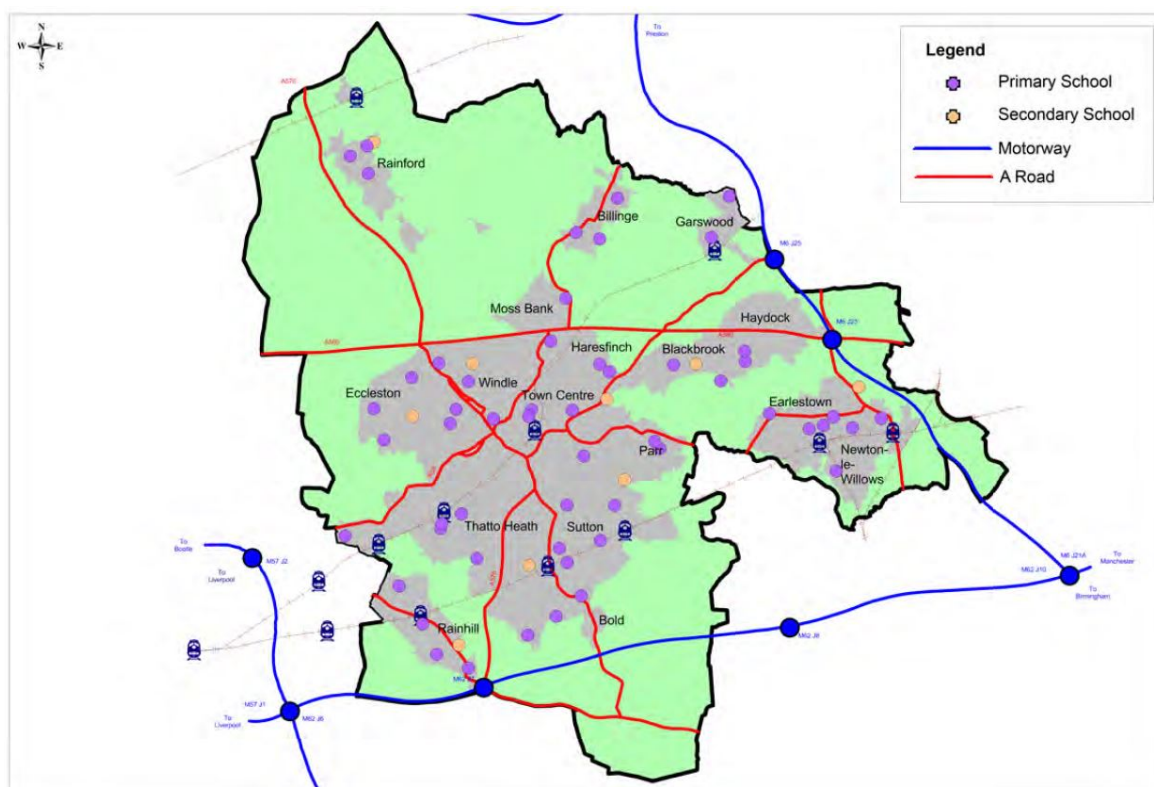
- 4.4 The provision of Early Years education in St Helens is complex, being a mixture of child-care / child minding and nursery classes and is provided in various Local Authority run (maintained) and private, voluntary and independent facilities (including children's centres, private, voluntary aided childcare settings and/or nurseries, and within primary schools).
- 4.5 There is a good balance of pre-school nurseries throughout the Borough. This allows for most existing settlements to have good access to a pre-school facility.
- 4.6 The Council provides a Family Information Service that advises parents on what Early Years care is available at <https://www.sthelens.gov.uk/schools-education/family-information-service/family-information-service-directory/>

Primary and Secondary Schools

- 4.7 The Council has a statutory responsibility for the provision of sufficient school places. Pressure for additional school places can be created by an increase in birth rate, new housing developments, greater inward migration and parental choice. The Council responds to changes in demand over time by increasing or removing capacity. This can be achieved by:
- Amalgamating or closing schools
 - Reducing places at existing schools
 - Extending existing schools
 - Building new schools
- 4.8 The Council's Education Department Updates Primary Pupil Projections over 4 years and Secondary Pupil Projections over 6 years, on an annual basis. The Council plans for pupil places by designated Pupil Place Planning Areas and cannot provide projections for individual schools. The projections are based on the following data sources:
- Current and previous years' school census information containing numbers on roll
 - Inward and outward migration of pupils between planning areas ⁶
 - Previous recent trends on school preference applications
 - School Net Capacity assessments
 - ONS Live birth data
 - Approved Planning Application Housing Data obtained from the Planning Department

⁶ To facilitate effective pupil forecasting planning, the Council's Education Department has split the Borough into 11 Primary Pupil Planning Areas and two Secondary Pupil Planning areas.

Figure 3: Primary and Secondary Schools in St Helens



Primary Schools

- 4.9 In the period 2001 to 2012 the ONS population projections for births across the whole Borough suggested a rise, and as a consequence, this has led to increasing numbers of pupils entering primary schools in St Helens since 2005/06.⁷ The main growth in school age population has been in wards across the middle of the Borough running east to west (the most densely populated areas), with Rainford and Billinge in the north of the Borough being less affected.
- 4.10 However, population projections from 2013 onwards indicate that birth numbers in St Helens have declined, particularly in the most deprived areas such as Parr, Haydock, Sutton and Bold. This will start to feed through to reception pupil intakes in 2018 to 2021.
- 4.11 Pressure on pupil places in primary schools continues in a number of areas, and work has already been undertaken to identify suitable schools in Rainhill and Eccleston/Windle for expansion to deal with the emerging demand.

⁷ Source: Office for National Statistics (ONS): population mid-year estimates

Rainhill

- 4.12 Funding for a new classroom extension in Rainhill was approved in August 2017, following the publication of the statutory school organisation process and work has now been completed (a temporary bulge class at Longton Lane primary was delivered for 2017/18).

Eccleston/Windle

- 4.13 In Eccleston/Windle a bulge class was provided in 2016/17 to deliver a temporary increase and in autumn 2018 the Council consulted on the need for a permanent expansion of the same school for 2019/20.

Secondary Schools

- 4.14 Secondary schools in the Borough have seen falling numbers of pupils for a long period as a consequence of decreasing birth rates in the respective wards. However, the increasing numbers of pupils in primary schools are now feeding through to secondary schools and there has been a rising trend in intake numbers to Year 7 from 2013/14 to 2017/18. This is likely to continue in 2018/19 and beyond. Following an increase in school class sizes at some popular secondary schools and an improvement in Ofsted ratings in other secondary schools the proportion of primary school children transferring to St Helens secondary schools has increased, with fewer children travelling out of the Borough. Work is ongoing with secondary schools to identify suitable options to deliver additional capacity and pupil places for 2019/20 and beyond.

Calculating developer contributions towards school places

- 4.15 Where it is demonstrated that existing school places are not sufficient to accommodate the potential additional pupils arising from a new development, the Council will seek to secure developer contributions towards additional school places. These would normally be sought through agreements made under Section 106 of the Town and Country Planning Act 1990. Such contributions are likely to be needed to mitigate the impact of new development on educational needs, ensuring that necessary and appropriate school provision is made.
- 4.16 For the very largest development site(s) it is anticipated that any contribution(s) may also include a contribution (potentially in the form of land) towards the provision of at least one new primary school. Whilst the Council normally seeks to provide places in existing schools, this may not be feasible in all cases given the size of at least one of the housing site allocations in the emerging Local Plan (at Bold). If the need for provision of a new school is identified then the Council will seek to secure any necessary developer contribution as part of the overall development proposal. The size of any land provided for a new school would need to comply with Department for Education (DfE) guidance⁸.

⁸ Guidance on space standards for primary schools can be found here:
<https://www.gov.uk/government/publications/primary-and-secondary-school-design/primary-and-secondary-school-design>

- 4.17 If a shortfall of pupil places is identified at schools within the catchment of a proposed development, a contribution will be calculated. The contribution sought from developers will be used to mitigate the direct impact from the development and would not be used to address any existing shortfall.
- 4.18 The Council will use the primary and secondary school projections to ascertain whether St Helens primary schools within 2 miles (safe walking distance) and/or St Helens secondary schools within 3 miles (safe walking distance) of the proposed development are:
- Already over-subscribed, or
 - Projected to become over-subscribed within 5 years
- 4.19 If a shortfall is identified, the contribution sought will be for the full potential pupil yield of the development. If only a partial shortfall of places is identified, the Council will seek contributions for the projected shortfall of places resulting from the development.
- 4.20 To calculate the level of required developer contributions towards new school provision it is necessary to consider the likely cost of each school place and the expected pupil yield from the development. Guideline data⁹ indicates that the cost of providing each school place would be £12,439 for primary school places and £16,171 for secondary school places.
- 4.21 The Council's data on the pupil yield (i.e. the number of new school places that would be typically generated per new dwelling) indicates that each new dwelling would generate a need for 0.037 primary school places and 0.016 secondary school places. However, this data is very dated, being based on evidence gathered in 2004, and indicates that St Helens requirements are far lower than those in neighbouring authorities in Lancashire and Warrington. The Council's education department has begun preparing a new 'Movers Survey' in order to assess more up to date information on the number of pupils generated by new developments. It is likely that the pupil yield calculation in St Helens may increase as a result.
- 4.22 The Government is committed to ensuring that there are enough good new school places to meet local needs, while also driving forward an ambitious housing agenda to increase housing delivery, home ownership and the creation of new garden communities. The timely provision of infrastructure with new housing is essential in meeting these objectives to secure high-quality school places where and when they are needed. As part of this commitment it has updated the PPG section of viability to address education needs and in association with the Department of Education (DofE) has published two documents, '*Securing developer contributions for education*' and '*Education provision in garden communities*', which provide advice for local authorities on

⁹ Based on the DfE's published guidance contained in the Basic Need Funding Summary of the 2018-19. This includes a 2015 BCIS location factor adjustment of 0.92.

how to plan for new school places that are required due to housing growth, through the provisions of new schools or expansions to existing schools.

- 4.23 The guidance includes advice for those involved in delivering new schools in new communities, and best practice guidance on securing developer contributions for education from housing development more generally.
- 4.24 The Council continues to assess the impact of the developments proposed in the Local Plan on school provision. However, it should be noted that current Government policy does not allow for schools in 'special measures' or 'requiring improvements' to be expanded, aesthetically improved, or be given additional funding, thereby adding to the already difficult process of trying to plan ahead as this status could apply at various junctures to the schools in the Borough.

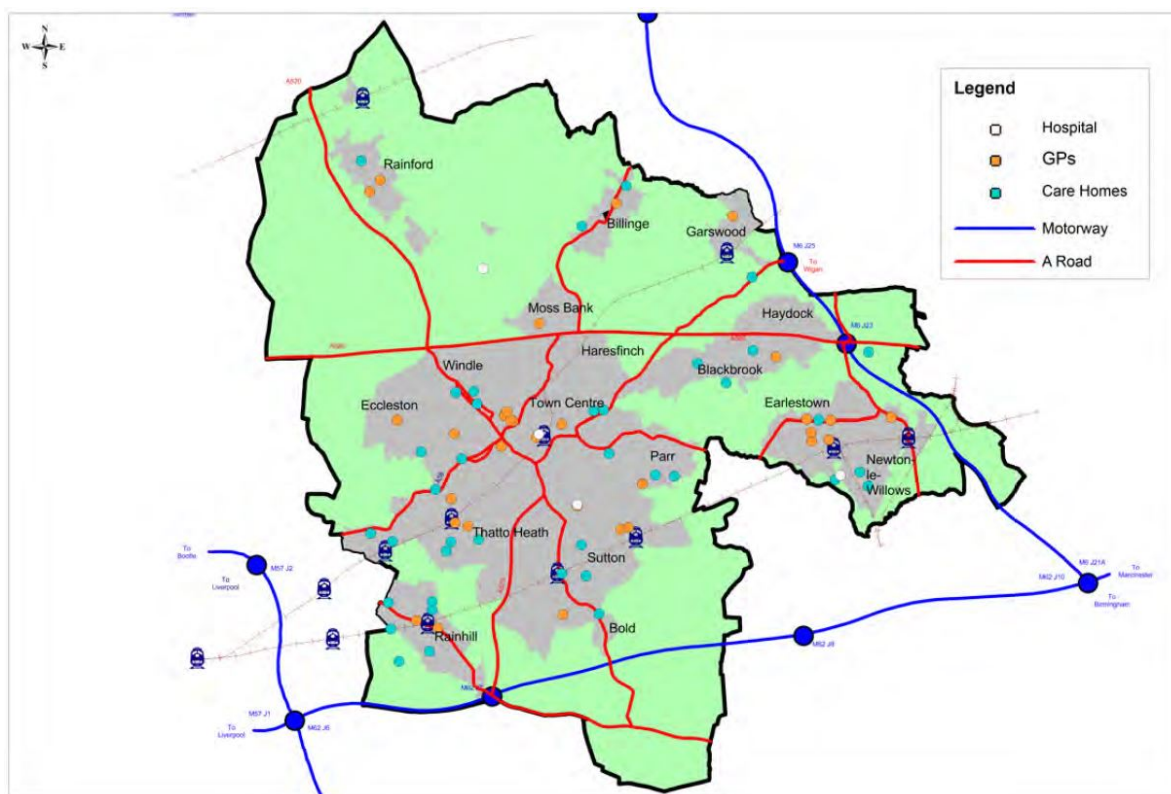
Higher and Further Education

- 4.25 Improved skills at all levels are crucial to the growth of the St Helens economy. St Helens is fortunate in that it has five sixth form colleges within existing secondary schools, alongside two other standalone colleges. St Helens College caters for students from 14 years upwards and offers a range of courses at varying levels from GCSEs, A-Levels, Vocational/BTEC, apprenticeships, and adult courses to Degrees. Carmel College offers a range of A-level and BTEC courses to school leavers. All provide an important role in delivering further education within the Borough.

Health and Social Care Facilities

- 4.26 Health inequalities are a significant concern in St Helens, and the difference between the deprived and affluent areas of the Borough are clear and persistent. Within the Borough there is an 11-year difference in life expectancy between the most and least deprived areas for females and a six year difference for males.¹⁰ Almost 40% of people not in work are economically inactive due to long-term sickness, much higher than the national average of 21%.¹¹ The areas of highest deprivation are concentrated in the south of the Borough. The rate of alcohol-related harm hospital stays is 850*, worse than the average for England. This represents 1,481 stays per year. The rate of self-harm hospital stays is 387^{12*}, worse than the average for England.¹³ This represents 670 stays per year. The rate of smoking related deaths is 371*, worse than the average for England. Estimated levels of adult excess weight and physical activity are worse than the England average.

Figure 4: Healthcare facilities in St Helens



- 4.27 The Borough is wholly covered by the St Helens Clinical Commissioning Group (CCG). In April 2013, CCGs became responsible for planning and buying or 'commissioning' local health services (including hospital, community care and GP out-of-hours services) and for improving quality in general medical

¹⁰ Source: Office for National Statistics (ONS)

¹¹ Source: ONS – Census data

^{12*} rate per 100,000 population

¹³ Source: Public Health England – St Helens Health Profile 2017

practices. NHS England is responsible for commissioning primary medical care, primary, community and secondary care, dental services, pharmacy, optometry, health and justice services, military and veteran health, and specialised services, and some public health services. NHS England works closely with local CCGs and local authorities in relation to these services.

General Practitioners Provision

- 4.28 The current General Practice (GP) registered population served by the St Helens CCG is 196,627 (NHS Digital, May 2017). This exceeds the overall population of the Borough by 9% for various reasons including the existence of cross-boundary patients.
- 4.29 NHS St Helens CCG is made up of 34 general practices, with approximately 73 GP Principals, 21 salaried GPs, 10 Locum GPs, 45.5 WTE (whole time equivalent) Practice Nurses, 20 direct patient care staff and 207 administrative staff (St Helens CCG, February 2018). Sixteen of the practices are small with only one or two GPs.
- 4.30 The GP Practices have list sizes varying from 684 patients at the specialist Eldercare service, up to 14,246 at the Rainbow Medical Centre. On average, there are 21,318 general practice appointments in the Borough a week. Nationally, there is an average of 65 GPs per 100,000 head of weighted population (including registrars and retainers). The figure for St Helens CCG is considerably lower with only 52 GPs per 100,000, 27% of whom are aged over 55 years. Due to the impact of potential GP retirements, this is likely to present significant recruitment challenges over the next 5-10 years across the current general practices.
- 4.31 There is currently no consistent way of collecting GP vacancy data, but anecdotally many practices across St Helens report difficulties in filling GP posts. Practices also report that where posts are filled, these are more likely to be salaried or locum GPs rather than partners.
- 4.32 There will be a need to provide care services to expanded populations whenever significant housing developments are planned. The impact of the strategic development sites on GP capacity is outlined below.

Strategic Locations for Development

- 4.33 NHS St Helens Clinical Commissioning Group does not object to the proposed strategic development sites in principle, however they have stressed that budgets and funding are limited and there are significant disparities around the Borough that would need to be addressed should development come forward in those areas. In particular, there will be a requirement for additional provision to the south in the Borough (Sutton, Parr and Bold) within the Plan period to accommodate pressures caused by development of the proposed strategic sites nearby.

4.34 Table 3 sets out the current capacity and future capacity of GP practices within the Borough. An increase and change in the composition of St Helens' population over the Local Plan period could place additional pressure on health care facilities in the Borough and generate the requirement for improvements to existing facilities or direct provision or contributions towards new purpose built premises. As the table illustrates, there is a need for improvements to health facilities across St Helens. These works will be funded by a mixture of NHS funding and any developer contributions which are obtained via the provisions of Policy LPA08 of the emerging Local Plan.

Table 5: Current and future capacity at GP Practices

Site (in Ward order)	Forecast and Current Capacity	Proposed Housing Growth 2020 - 2035	Future Capacity
Billinge & Seneley Green			
1HA - Land South of Billinge Road, East of Garswood Road and West off Smock Lane, Garswood	Garswood surgery is a purpose built modern facility.	There are 216 new dwellings expected between 2020 – 2035, none of which currently have planning permission	It is considered that there is sufficient flexibility/capacity in Garswood to cater for the expected increase in demand.
Blackbrook			
2HA - Land at Florida Farm (South of A580), Slag Lane, Blackbrook	Haydock currently has three practices, two of which are located in a purpose built new facility.	There are 522 new dwellings expected between 2020 – 2035, none of which currently have planning permission	One of the Haydock practices is in a small terraced property with no capacity to expand. However, the other two practices have the capacity to expand, subject to the ability to recruit.
Bold			
3HA - Former Penlake Industrial Estate, Sutton	There are four practices likely to be affected. Only one practice has the potential to physically	There are 340 new dwellings expected between 2020 and 2035. Planning permission was	There are already capacity issues in this area and due to the growth and scale of new development and potential new patients there is a probable need for a new

Site (in Ward order)	Forecast and Current Capacity	Proposed Housing Growth 2020 - 2035	Future Capacity
	expand.	granted in 2015.	surgery to be constructed to accommodate the increased demand for healthcare in Bold (and from surrounding areas).
4HA - Land Bounded by Reginald Road/Bold Road/Travers Entry/Gorsey Lane/Crawford Street, Bold (Bold Forest Garden Suburb)	As above	There are potentially 2988 being proposed at this site, with 480 expected to be built before 2035. No permission has been granted as yet.	As above
5HA - Land South of Gartons Lane and former St. Theresa's Social Club, Gartons Lane, Bold	As above	There are 569 new dwellings expected between 2020 – 2035, none of which currently have planning permission	As above
Moss Bank			
6HA - Land at Cowley Street, Cowley Hill, Town Centre	There is one practice in Moss bank, and a number of practices within the Town Centre, which may be easier to access from this site but are already over-stretched	There are potentially 816 being proposed at this site, however, outline planning application (Ref: P/2020/0083/OUEIA) has been submitted for up to 1,100 dwellings. The application is awaiting a decision.	There is expected to be sufficient capacity in the existing surgery in Moss Bank to cater for increased demand subject to recruitment. However, the overall growth expected in the Town Centre will add significant pressure on existing facilities, which may warrant a new practice.

Site (in Ward order)	Forecast and Current Capacity	Proposed Housing Growth 2020 - 2035	Future Capacity
Newton-le-Willows			
7HA - Land West of The A49 Mill Lane and to the East of the West Coast Mainline Railway Line, Newton-le-Willow.	There are two practices operating from three locations in this area, all have limited or no capacity to physically expand.	There are 181 new dwellings expected between 2020 – 2035, none of which currently have planning permission	There is no current capacity for the existing practices to expand. However, one practice is considering closing its branch in Burtonwood and as such may be able to absorb more capacity.
Rainford			
8HA - Land South of Higher Lane and East of Rookery Lane, Rainford	There are two practices in Rainford.	There are 259 new dwellings expected between 2020 – 2035, none of which currently have planning permission	There is expected to be sufficient capacity in existing surgeries to cater for increased demand subject to the ability to recruit.
Thatto Heath			
9HA - Former Linkway Distribution Park, Thatto Heath	There are four practices within this area, none of which have the ability to physically extend.	There are 350 new dwellings expected between 2020 and 2035. Planning permission was granted in 2018.	Growth of this scale will place additional pressure on the existing facilities in Thatto Heath. It is anticipated that capacity issues can be overcome subject to the ability to recruit.
Town Centre			
10HA - Moss Nook Urban Village, Watery Lane, Moss Nook, Sutton	See response to 6HA. Capacity in the Town Centre is already over-stretched.	There are potentially 802 being proposed at this site, with 495 before 2035 expected to be built before 2035. Planning permission	See response to 6HA

Site (in Ward order)	Forecast and Current Capacity	Proposed Housing Growth 2020 - 2035	Future Capacity
		was granted in 2007	

- 4.35 The Council will continue to engage with the St Helens CCG to determine the infrastructure required to support the distribution of development identified in the emerging Local Plan.

Hospital Provision

- 4.36 St Helens and Knowsley Teaching Hospitals NHS Trust provides a full range of acute and intermediate healthcare services across their sites at St Helens, Whiston and Newton hospitals. The Trust employs over 7,000 staff, and serves a population of approximately 350,000 across St Helens, Knowsley, Halton, Liverpool and further afield.
- 4.37 St Helens and Whiston hospitals offer a range of inpatient and outpatient services, with Whiston also offering maternity and accident and emergency services. The Mersey Regional Burns and Plastic Surgery Unit at Whiston Hospital provides treatment for patients across Merseyside, Cheshire, North Wales, the Isle of Man and other parts of the North West, serving a population of over 4 million people.
- 4.38 Newton Community Hospital provides intermediate care in a community setting, including nursing, medical, therapy and social care interventions for patients who require specialist care and support to address their short-term needs.
- 4.39 Consultation with St Helens and Knowsley Teaching Hospitals NHS Trust has not highlighted any need to increase capacity as a result of the development proposed in the Borough.

Care for the Elderly and Disabled

- 4.40 In St Helens, the number of people over the age of 55 years is on the increase, as people live longer on average and it is expected that the numbers and proportions of older persons will increase further. It is estimated that by 2025 the number of people aged 65 and above will reach 22% of the total population, and by 2030 24%¹⁴. In total for St Helens, this means an expected average of 630 extra patients aged 75 years and above, each year, for the next ten years. As so many diseases and conditions are linked to increasing age, this could potentially put a significant strain on health and social care services in future years.

¹⁴ Source: ONS Life Expectancy Data 2014 - 2016

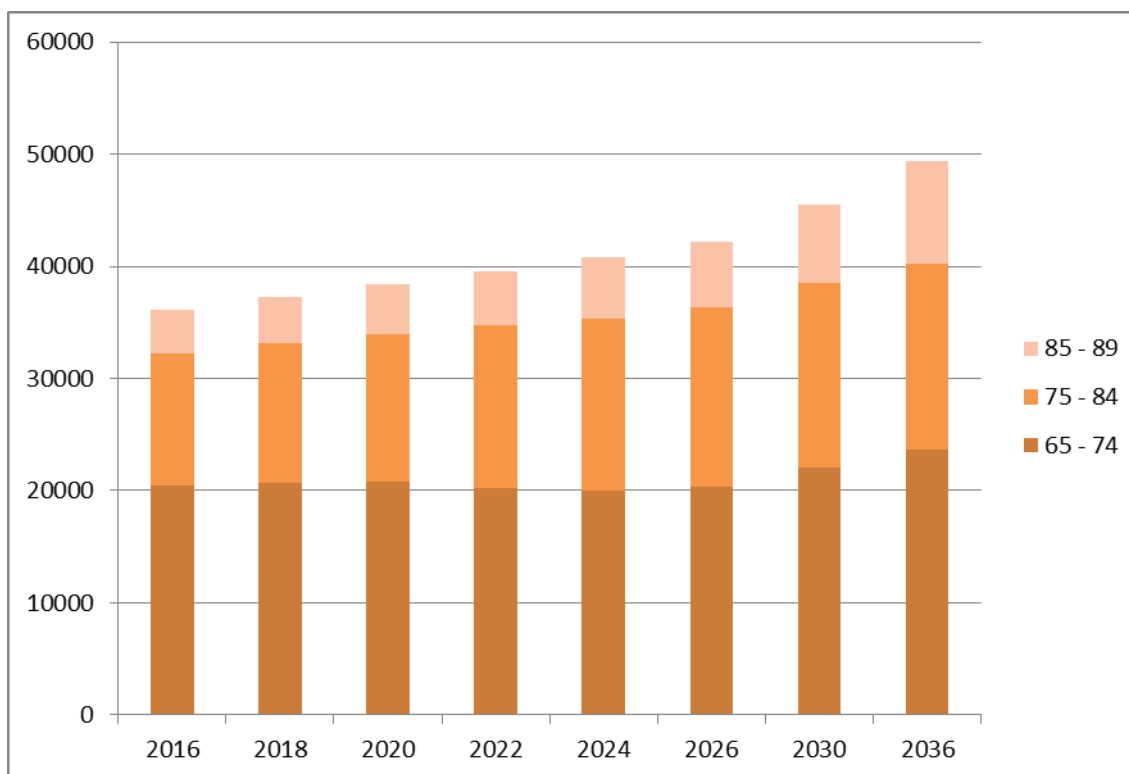


Figure 5: Ageing Population Projections¹⁵

- 4.41 There are issues regarding the availability of suitable accommodation in the Borough. The latest SHMA update (August 2018) identifies that St Helens has a higher level of disability when compared with the rest of the country, and as the Borough's population is aging, the number of people with disabilities is expected to increase substantially in the future. Evidence within the SHMA suggests that there is a clear need to increase the supply of accessible and adaptable homes and wheelchair user dwellings (data suggests a need for around 6-7% of dwellings to be for wheelchair users) within the Borough. **Policy LPC01: Housing Mix** makes provision for 20% of new dwellings on greenfield sites of 25 or more new homes to be accessible and adaptable, as set out in Part M4(2) of the Building Regulations 2010 (as amended) and 5% designed to the wheelchair user standard as set out in Part M4(3) of the Building Regulations 2010 (as amended).

Pharmacies and Opticians

- 4.42 Pharmacies in the community are independently provided but their number and location are regulated in relation to the distribution of GP practices. Every pharmacy has to have a qualified pharmacist available throughout all of its contractual hours, to ensure services are available to patients. In general, pharmacy services are provided free of charge, without an appointment. Pharmacists dispense medicines and appliances as requested by "prescribers" via both NHS and private prescriptions.

¹⁵ Source: Population Bulletin, info4St.Helens, January 2018

- 4.43 The local NHS operates a minor ailments scheme that is accessible to all at their local Chemist/Pharmacy. Under the scheme, a local pharmacist can be seen for a private consultation, usually without an appointment, for a wide range of ailments. If a patient is not required to pay for prescriptions, then any medication the Pharmacist prescribes is free of charge, and open to anyone who is registered with a Doctor within the St Helens Borough.
- 4.44 St Helens has 29 pharmacy contractors who between them operate out of a total of 46 pharmacy premises. Of the 46 pharmacies:
- 40 deliver a minimum of 40 hours service per week
 - 6 deliver a minimum of 100 hours service per week
- 4.45 Access to pharmacy services is considered satisfactory, and the locations of pharmacies in the Borough match areas of higher population density or high footfall (e.g. retail parks). There are also a number of pharmacies available for St Helens residents close by in neighbouring authorities, and so pharmacy provision for St Helens residents living near the border of the Borough is also considered adequate. The six pharmacies that provide services for 100 hours per week are also spread across the Borough, suggesting good coverage.
- 4.46 Optician services are commercially provided. 'Optician' is a general term that covers both optometrists and dispensing opticians. Optometrists carry out sight tests to check the quality of vision and eye health. They look for signs of eye disease that may need treatment from a doctor or eye surgeon and prescribe and fit glasses and contact lenses. Dispensing opticians fit glasses and contact lenses, but do not test eyes. There is no known shortage of Opticians facilities within the Borough.

Clinics and District Nursing

- 4.47 Increasingly minor procedure and treatment clinics are being provided in community health centres and GP surgery buildings, as well as these premises providing a base for district nurses visiting people in their own homes to assist with recovery from major operations.

Dental Services

- 4.48 Most dentists are independent servicers, with responsibility for their own premises and staff. National Health Service (NHS) dental services are provided by dentists who hold NHS contracts and in recent years the number of practitioners has been increased to meet the once serious shortfall of dentists that provided NHS services as well as private dental consultations and treatment.
- 4.49 It is anticipated that the private sector will provide dental practices, opticians and pharmacies in line with market demand over the Local Plan period (2020 to 2035).

Emergency Services

Police

- 4.50 The Merseyside Police and Crime Commissioner sets the strategic vision for police and crime by providing a voice for Merseyside communities; setting a Police and Crime Plan; and commissioning services to increase community safety, support victims and reduce reoffending. Working with the Chief Constable and other partners, the Commissioner also tackles issues such as probation, health, education and the use of voluntary organisations to fight crime and anti-social behaviour.
- 4.51 The Merseyside Police and Crime Plan has 4 key priorities:
- Prevent crime and anti-social behaviour
 - Provide a visible and accessible neighbourhood policing style
 - Tackle serious and organised crime
 - Support victims, protect vulnerable people and maintain public safety
- 4.52 The Merseyside Police Authority has a statutory responsibility to ensure that St Helens Borough is a safe place to live and work, and where crime and the fear of crime are reduced. The Merseyside Police Authority is funded by Government grants, inclusive of business rates, plus other income, such as service income and earned income on surplus cash and council tax. As with other public services, long term funding is difficult to predict.
- 4.53 There are now only two Police Stations left within the Borough and many of the local neighbourhood stations are permanently closed. St Helens Town Centre Police Station is open 8am – 10pm Monday to Saturday and 8am - 5pm on Sundays. Newton-le-Willows Police Station is open 8am – 10pm Monday to Saturday and closed on Sundays.
- 4.54 The Council has undertaken various consultations with Merseyside Police, and is now aware of any identified requirements for additional police stations in the Borough over the Local Plan period. Crime rates in St Helens have reduced significantly in recent years. Whilst the Merseyside Police Authority faces on-going budgetary pressures it should also be noted that crime levels have reduced in recent years.
- 4.55 The St Helens Community Safety Partnership (St Helens CSP) includes representatives from Merseyside Police, St Helens Council, Merseyside Fire and Rescue Service, Merseyside Probation Trust and Health services. The St Helens CSP works together to develop and implement strategies to protect local communities from crime and to help people feel safe. It is considered to be well placed to manage its workload, with strong multi-agency processes in place to coordinate initiatives and resource allocations.

Merseyside Fire and Rescue Authority

- 4.56 The Merseyside Fire and Rescue Authority was established on 1st April 1986 under the Local Government Act 1985. Although the Authority does not have all the powers of a district authority, it is nonetheless a Local Authority in its own right, separate and distinct from the constituent councils. It is made up of 19 Members, including 18 Councillors from the five constituent local authorities of Merseyside (Knowsley, Liverpool, Sefton, St Helens and Wirral).
- 4.57 Members of the Authority have a responsibility to the whole community of Merseyside and are directly accountable to the people of Merseyside for the running of the Fire and Rescue Service. Members work closely with Officers (the staff employed by the Authority) to develop policies, plans and strategies to give direction to the Service and to ensure that services are delivered in line with the Authority's objectives.
- 4.58 There are currently three fire stations located within the Borough, St Helens (Parr), Eccleston and Newton-le-Willows. There are plans to replace the two fire stations in St Helens and Eccleston with a larger new facility within the Town Centre. Planning consent was given on 14 March 2019 for the construction of a new two storey three appliance bay community fire station, incorporating operational and welfare accommodation, along with four storey training tower and associated car parking.
- 4.59 Although the Authority have a 10-minute response time, unfortunately some existing areas lie outside this time due to the rural nature of the area. However, the Council has not been made aware through consultation with the Merseyside Fire and Rescue Service of any requirement for new or enhanced fire station capacity covering St Helens as a result of the development proposed in the emerging Local Plan.

North West Ambulance Service

- 4.60 The North West Ambulance Service NHS Trust provides a 24 hours a day, 365 days a year emergency service to those people in need of emergency medical treatment. It also provides a non-emergency Patient Transport Service.
- 4.61 There are two Ambulance Stations in the Borough, located at Newton-le-Willows and St Helens Town Centre. The Council has not been made aware of any issues in relation to coverage of ambulance stations in St Helens through discussions with the NHS and it is not expected that the level of growth set out in the Local Plan will require additional stations to be provided.
- 4.62 It is anticipated that further information on the infrastructure requirements of emergency service providers will be provided as the Local Plan progresses.

Community and Leisure Services

Libraries

- 4.63 St Helens Council currently, following a recent restructure, runs 12 libraries. These are located at Billinge; Bold; Eccleston; Garswood; Haydock; Moss Bank; Newton-le-Willows; Parr; Peter Street (Town centre); Rainford; Rainhill and Thatto Heath. Whilst the Central Library located within the Gamble Institute is currently closed, it still houses the Local History and Archive Catalogue, which can be accessed by appointment only.
- 4.64 The Borough's libraries offer a varied number of services, including:
- Free book, comic and magazine loans, digital and hardcopies;
 - CD & DVD for hire;
 - Reading groups for adults, teenagers and children;
 - Story and rhyme time sessions for pre-school children;
 - Homework clubs (with staff on hand to direct homework queries using a host of books and on-line resources);
 - Free public access to the internet;
 - Adult and community learning courses;
 - Cultural hubs (from art displays to mini theatre productions); and
 - Home delivery service.
- 4.65 The library service now offers a variety of 24 hours online services including a mobile phone app, self-service bookings, and account management.

Leisure/Sports Centres

- 4.66 The St Helens Indoor and Built Sports Facilities Needs Assessment, Playing Pitch Strategy Assessment and Action Plan and the Open Spaces Study Assessment (OSSRA) were all completed in 2016 and form the principal sources of evidence concerning needs for sports and other leisure facilities in the Borough.
- 4.67 Rugby league is a major participation and spectator sport for St Helens and as such has a significant presence. Football, rugby league, and rugby union (both senior and junior) continue to be the main pitch sports in the Borough. There is also a growing interest in hockey, and the Prescot Hockey Club re-located to St Helens four years ago.
- 4.68 There are a growing number of junior football teams in the Borough and there is a move toward having a more centralised league with multiple teams based on one large site rather than the traditional home and away set up of many small playing fields.
- 4.69 Cricket is represented by eight clubs, which is considered significant for a Borough the size of St Helens.

- 4.70 Given the mix of rural and urban wards in the Borough, there is also a complex mix of site ownership and management. For example, there are seven Parish Councils in the Borough, three of which (Rainhill, Eccleston and Garswood) own and manage playing pitch facilities.
- 4.71 The Play Pitch Assessment identified a number of issues over a broad range of sports, the findings of which have been summarised in Appendix A. The OSSRA documents can be accessed and downloaded via the Council website.
- 4.72 Linked to the proposed allocation of Eccleston Park Golf Club in the LPPO (site ref: HA8) for housing, the Council carried out a Golf Course Addendum to the Indoor and Built Sports Facilities Needs Assessment. This concluded that there did not appear to be any unmet demand for golf participation across the Borough, with capacity available at nearly all of the golf courses within the area, even with the projected increase in population. The sport is in decline with fewer people seeking to play golf in a golf club environment. Since 2007 participation has fallen by 158,000 placing a financial strain on many clubs. However, Sport England has confirmed that insufficient evidence exists at present to justify the loss of the golf course. This site is now identified in the LPSP as a safeguarded site for possible housing allocation after 2035, rather than as a site allocation for development before then as previously proposed.
- 4.73 Of all the local authorities in Merseyside, St Helens has the second lowest number of sports halls and sports courts per head of population. The Indoor and Built Sports Facilities Needs Assessment identified that of the total population of St Helens 94.4% of demand was being met, of which 71% was being met by existing facilities in St Helens.
- 4.74 A summary of facilities available in 2014 identified 19 sports halls on 15 sites across the Borough. There are four Council run leisure centres across St Helens offering a range of facilities as shown in Table 4 (below):

Table 6: Leisure Centre facilities

	Queens Park Health & Fitness	Selwyn Jones Sports Centre	Sutton Leisure Centre	Parr Swimming & Fitness Centre
Swimming Pool	✓	✓		✓
Outdoor Pitch	✓	✓	✓	
4 Courts Sports Hall	✓	✓	✓	
Gym (fitness suite)	✓	✓		✓
Therapy Room	✓			
Athletics Track			✓	
Squash Courts			✓	

- 4.75 The leisure centres are mostly located in the Borough's larger more densely populated wards. This allows a large proportion of the population to easily access a centre by a choice of transport, including walking and cycling. The centres are also close to public transport. The Selwyn Jones site is currently being renovated in order to modernise, improve and offer the most up-to-date

fitness studios, including new changing rooms, pool and a brand new soft play and café, the site will then be known as Newton-le-Willows Health & Fitness.

- 4.76 In addition to the Council-run leisure centres there are also a number of privately run centres that have similar amenities but with only one offering swimming facilities. Many of the secondary schools offer leisure classes and outdoor pitch provision for community groups outside of school hours.

Cemeteries

- 4.77 Cemeteries and churchyards are important resources, offering both recreational and conservation benefits. As well as providing burial space, cemeteries and churchyards can also offer important low impact recreational benefits (e.g. dog walking, wildlife watching) and quiet places for contemplation.
- 4.78 The Borough of St Helens contains 19 sites classified as cemeteries, with a combined area of 48 hectares (ha). St Helens Council is responsible for the management and maintenance of two cemeteries, namely St Helens Cemetery and Crematorium and Newton-le-Willows Cemetery. The Council also maintains Emanuel Church and St Ann's Church Ground, which are both closed sites that no longer provide any new burial provision. All other churchyards in St Helens are maintained by the churches themselves.
- 4.79 The Bereavement Services department of St Helens Council has indicated that remaining capacity is sufficient to meet needs over a period of about 15 years at Newton Cemetery and 25 years at St Helens Cemetery. St Helens Cemetery and Crematorium has recently had a new extension. The figures suggest that Newton-le-Willows Cemetery will be full for Cremation plots in 2033 and full for full depth burial plots in 2029. Based on the current rate of usage St Helens Cemetery would become full in 2043. Whilst the wards of West Park and Thatto Heath wards have no cemetery provision, there is otherwise a fairly even distribution of provision across the Borough.
- 4.80 Having regard to these figures, it is considered that there is sufficient burial capacity to meet needs over much of the Plan period. However, there is a need to monitor demand and capacity so that any resultant need for additional burial provision may be addressed as the Plan period progresses.

5. ENVIRONMENTAL INFRASTRUCTURE

Green Infrastructure

- 5.1 Green Infrastructure in St Helens comprises a network of multi-functional natural assets, including green space, trees, woodlands, mosslands, grasslands and wetlands, located within urban, semi-urban and countryside areas, which are shown on the Key Ward Diagrams in Appendix C. It provides a range of benefits including space for recreation, improved air quality, natural flood management and wildlife habitat.
- 5.2 At a strategic level, four key initiatives drive the Green Infrastructure agenda in St Helens, namely the Mersey Forest, The Town in the Forest, the Bold Forest Park Area Action Plan, and the Sankey Catchment Action Plan.

The Mersey Forest

- 5.3 The Council is a longstanding partner in the Mersey Forest, which was established in 1991 with a vision to “get more from trees” to help make Merseyside and North Cheshire one of the best places in the country to live. Since then woodland cover has doubled, from 4% to 8%, at a rate of three times the England average. The maturing woodland, including the former colliery sites now collectively known as Bold Forest Park, provides a recreation resource for much of the borough and neighbouring areas. The Mersey Forest Plan is a long term and strategic guide to the work of the Forest and its partners.

The Town in the Forest

- 5.4 The Town in the Forest initiative is a partnership between the Council and the Mersey Forest which aims to deliver key outputs of the Government-backed Northern Forest in St Helens. It aims to create a strong woodland framework for the Borough through an extensive tree-planting programme which will balance the impacts of growth.

Bold Forest Park Area Action Plan

- 5.5 Bold Forest Park Area Action Plan (adopted in 2017) is a statutory development plan document that aims to develop the Bold area in the south of the Borough into an outdoor recreation destination which will drive inward investment through the visitor economy. Partners in this project include The Mersey Forest, The Forestry Commission and Bold Parish Council.

The Sankey Valley Catchment Action Plan

- 5.6 The Sankey Catchment Partnership consists of a number of local authorities and Lead Local Flood Authorities, The Environment Agency, The Mersey Forest, UU and the Healthy Rivers Trust.

- 5.7 The Sankey Catchment Action Plan aims to reduce flooding, improve river water quality and enhance the habitat for water dependent wildlife. It also underpins a strategic project to develop the 15-mile long Sankey Canal Corridor as a “Cultural Corridor” highlighting the heritage of the industrial landscape. The project is being developed in partnership with Halton and Warrington Councils, The Canal and Rivers Trust and Sankey Canal Restoration Society.

Emerging Local Plan Green Infrastructure policies

- 5.8 Policy **LPA09: Green Infrastructure** and other relevant policies in the emerging Local Plan seek to protect Green Infrastructure from undue harm from development, and ensure that new development, where justified, supports the delivery of Green Infrastructure projects. Key green spaces are identified on the **Policies Map**.
- 5.9 **Policy LPC05: Open Space**, seeks to ensure the protection and management of the Borough’s existing open spaces in the most effective way by supporting the implementation of programmes and strategies that manage and enhance open spaces and resist development proposals that would result in the unjustified loss of open space. It also sets standards of provision for different types of open space. Appendix C identifies all the designated open spaces on a ward by ward basis.
- 5.10 Policy **LPD03: Open Space and Residential Development**, requires proposals for new residential development of 40 dwellings or more to (where justified) make provision for open space, or the enhancement or expansion of existing open space. The Council intends to work pro-actively with developers and other stakeholders to determine the most appropriate means of ensuring new residential developments are adequately served by open space.

Green-space typologies

- 5.11 The St Helens Council Open Spaces Assessment Report 2016 forms part of the wider suite of OSSRA documents and identifies 286 open space sites covering a total of over 1,004ha in area in St Helens Borough. These are split into the following typologies: natural and semi natural green space; amenity green space; children and young people’s provision; parks and gardens; and allotments. The Assessment concluded that most of the open spaces provision was of high value. The OSSRA documents can be viewed and downloaded from the Council’s website.

Natural and Semi-Natural Greenspace

- 5.12 Natural and Semi-Natural Green space includes trees and woodlands, scrub, grasslands and wetlands. The emerging Local Plan seeks to recognise, protect and enhance these key assets. They provide key wildlife habitats and corridors and in some cases form important recreational resources. Some sites are formally designated for their wildlife or geological interest (see separate section below).

Amenity Greenspace

- 5.13 The Open Space Assessment 2016 identified 87 amenity green space sites across the Borough with a total area of 164.83 ha. The highest provision (63.76 ha) was in the Parr, Sutton and Bold area. It identified that the quality of provision was good in overall terms.

Children and young people

- 5.14 The Open Space Assessment identified a total of 74 sites across the Borough that had play provision for children and young people, with a high proportion of the Local Equipped area for Play (LEAP) sized play areas being of a high quality. Proportionally Eccleston, Windle, Earlestown, Newton and Rainford wards had the highest amount of provision per 1,000 residents. However, some gaps in provision existed in the West Park and Thatto Heath wards, and a number of wards lacked play provision mostly for older age ranges.

Parks and Gardens

- 5.15 16 sites are classified as parks and gardens across the Borough, covering a total of 135ha. The OSSRA identified that three wards (Blackbrook, Haydock and Rainford) had no formal parks and gardens provision. However, these areas are served by other types of open space which, whilst not comprising 'parks' provision, offered access to similar recreational activities to those typically provided by parks.
- 5.16 The largest park in St Helens is Sherdley Park which is located in the West Park and Thatto Heath analysis area and provides access to a wide range of uses and benefits. Other large parks include Taylor Park (19ha) and Victoria Park (13.6ha).

Allotments

- 5.17 There are 18 allotment sites across St Helens. There are 12 Council managed allotment sites, three self-managed allotment sites and three private allotment sites.
- 5.18 There is a significantly uneven distribution of allotments across the Borough. Large areas such as Parr, Sutton and Newton-le-Willows have good access to allotments but many wards do not have easy access to any allotments, with only one self-managed and two private allotments sited in the north of the Borough.
- 5.19 There are currently a limited number of vacant plots, with a waiting list for all the sites (nine of which have large numbers of 10 or more). An additional 213 plots have been created since January 2015 by splitting some of the larger plots in half. The waiting list in 2015 was 607, and the current waiting list is 301 (minus self-managed sites).
- 5.20 There is scope to provide additional allotments through the provision of public open space as required by Policy **LPC05: Open Space** of the emerging Local

Plan. The length of the waiting lists in some areas suggests that there is a need for additional plots to be provided in the future as and when opportunities arise.

Greenways

- 5.21 The Borough of St Helens contains several greenways which can provide off-road routes as part of the Borough's network of footpaths, cycle and bridleways, and a range of other social and environmental benefits. Policy **LPC07: Greenways** of the emerging Local Plan seeks to protect and where justified extend the strategic network of greenways (shown on the **Policies Map**). Potential funding sources for measures to enhance the greenway network include the Local Growth Fund (via the Sustainable Transport Enhancement Package (STEP)) to be supplemented where appropriate by developer contributions obtained via Section agreements.

Designated wildlife sites

- 5.22 St Helens currently has:
- Two Sites of Specific Scientific Interest (SSSI);
 - Seven Local Nature Reserves (LNR);
 - 11 Local Geology Sites (LGS); and
 - 122 Local Wildlife Sites (LWS).
- 5.23 The Council works pro-actively with partner organisations to manage, restore and enhance natural and semi natural greenspace. This approach includes the pooling of resources and the use where justified of funds received under Section 106 agreements with developers. As examples of what can be achieved, the Forever Meadows and Plan Bee projects (undertaken in partnership with the Wildlife Trust for Lancashire, Greater Manchester and North Merseyside) have allowed important Local Wildlife Sites to be cost-effectively managed for a modest capital outlay. Section 106 funding has been used on a number of other projects, undertaken in partnership with the Mersey Forest, to provide match funding and thereby in effect double the benefit of funding from other sources.

Maintenance of open spaces

- 5.24 A key requirement is to ensure that open space provision is adequately maintained. The Council manages much of the current open space provision, undertaking grass cutting, weeding and general site preservation (e.g. bin emptying, bench refurbishment and path checks). Many sites receive a visit every two weeks. At sites containing play equipment this is more frequent.

6. INFRASTRUCTURE FUNDING

- 6.1 Infrastructure requirements are likely to be funded by a variety of different mechanisms that will vary over the Local Plan period. Whilst in some cases funding is likely to be provided by infrastructure providers themselves, in other cases statutory planning powers will be used to secure contributions from developers. Potential sources of funding are set out in table 5 below.

Table 5: Potential funding sources for infrastructure provision

Section 106 obligations
<p>Planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended) often take the form of agreements made between the Council and the developer. They can be used to enable planning permission to be granted for development proposals that would otherwise be unacceptable in planning terms and are focused on addressing the specific impacts of individual development proposals.</p> <p>All planning obligations must meet the statutory tests set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 (as amended). These are that the obligation is:</p> <ul style="list-style-type: none"> a. necessary to make the development acceptable in planning terms; b. directly related to the development; and c. fairly and reasonably related in scale and kind to the development. <p>The Regulations set a limit on the use of ‘pooled’ contributions, under which no piece of infrastructure can be funded by more than five separate Section 106 obligations made since April 2015. National planning policy states that contributions should not be sought from developments of 10 dwellings or less and which have a maximum combined floor-space of no more than 1,000 square metres.</p> <p>Despite these limitations, there are likely to be many circumstances where developers can justifiably be requested to enter into Section 106 obligations. In addition to enabling necessary infrastructure to be provided (within the constraints set out above) Section 106 obligations can also be used to secure the provision of (or contributions towards the provision of) affordable housing.</p>
Agreements under the Highways Act 1980
<p>Sections 38 and 278 of the Highways Act 1980 provide discretionary powers for a highway authority (such as St Helens Council) to enter into an agreement with a developer to adopt a new highway or improve an existing highway.</p>

Planning conditions

Conditions set out within a planning permission provide an important mechanism for providing essential on-site design requirements and critical infrastructure within the site.

National planning policy requires all planning conditions to be necessary; relevant to planning and to the development to be permitted; enforceable; precise; and reasonable in all other respects.

Other funding sources

Other potential sources of funding over the Local Plan period include: the funding programmes of public and private sector infrastructure providers; the Government's Regional Growth Fund; the Liverpool City Region Single Investment Fund (SIF); National Lottery funding; and other sources specific to individual infrastructure types.

Community Infrastructure Levy (CIL)

A Community Infrastructure Levy (CIL) is a fixed schedule of charges that the Council can decide to introduce through powers in the planning legislation in order to help fund new infrastructure. Any proposed CIL charging schedule can only be introduced following statutory consultation and if it is found to be 'sound' by a Government Inspector. The Council has no current proposals to introduce a CIL charging regime in St Helens.

7. INFRASTRUCTURE DELIVERY SCHEDULE

Infrastructure category	Project	Need for project (policy link)	Lead	Partners	Estimated Cost	Anticipated Funding Source	Timeframe	Notes
Highways	Parkside Link Road, Newton-le-Willows	To improve capacity to support the delivery of employment development at Parkside	St Helens Council	St Helens Council, LCR, HE, Warrington Council	£39.810m	LCR, private developer, St Helens Council	To be completed within the Plan period	LCR Combined Authority conditionally agreed to provide £23.8 million funding (October 2018) there is a required Council contribution of £6.17m and a private sector contribution providing the balance (9.84m).
Highways	Windle Island Junction Improvements	To improve capacity	St Helens Council	LCR	£7,247,000	St Helens Council, LCR	2018 - 19	Completed
Highways	A570 Southern Corridor Improvements	To improve capacity	St Helens Council	Merseytravel	£5,500,000	St Helens Council, LCR	To be completed within the Plan period	On-site
Highways	A58/A580 Junction Improvement	To improve capacity	St Helens Council	LCR	£2,677,500	St Helens Council, LCR, Developer Contributions	2019-2020	
Highways	M6 Smart Motorway Improvements junctions 21 to 26	To relieve congestion, improve capacity and smooth the flow of traffic, improving safety and journey times.	Highways England	N/A	£100 - £250 million	Highways England	The start date has been deferred, with a new start date to be announced in due course. However, it is expected to be completed within the Plan period.	The M6 forms part of the London to north-west and Scotland strategic corridor, and the wider trans-European route. This section of the M6 is a key strategic route carrying around 120,000 vehicles daily between Lancashire, Merseyside, Cheshire and Greater Manchester.
Highways	The M6 (junction 23 improvements)	To improve capacity	Highways England	St Helens Council, Wigan Council, LCR	>£50m	Highways England	To be completed within the Plan period	A project of region-wide strategic significance. A study is currently on-going which is funded by the LCR SIF fund and involves St Helens and Wigan Councils and Highways England. The study aims to identify options for how the junction could be reconfigured.
Highways	The M6 (junction 22 improvements)	To improve capacity	Highways England	Warrington Council	TBC	Highways England	To be completed within the Plan period	As part of the Smart Motorway improvements Highways England are also looking at ways to

Infrastructure category	Project	Need for project (policy link)	Lead	Partners	Estimated Cost	Anticipated Funding Source	Timeframe	Notes
								improve this junction.
Highways	The M62 - junction improvements	To improve capacity	Highways England	St Helens Council, LCR	£10 - £50m	Highways England	To be completed within the Plan period	
Highways	Bold Forest Garden Suburb, Bold (proposed allocated Site 4HA)	The Transport Review will form the first stage in a multi-stage masterplanning process.	St Helens Council	Highways England	TBC	St Helens Council, Developer Contributions	To be completed within the Plan period	Following the initial findings more work is required in regard to local junction capacity and traffic flow, along with further engagement with Highways England with regard to the Strategic Road Network.
Highways	New spine road and associated infrastructure, Moss Nook Urban Village, Town Centre (proposed allocated Site 10HA)	To facilitate development of this brownfield site and unlock the first phase of the Moss Nook project.	Harworth Group	St Helens Council, LCR	£2.05m +	Liverpool City Region's Single Infrastructure Fund (SIF)	To be completed within the Plan period	The funding has been secured following a competitive bidding process.
Highways	The "Linkway North"	To enable new development and improve local and regional movements	St Helens Council	LCR	Circa £10m	St Helens Council, LCR, Developer Contributions through S106	To be completed within the Plan period	
Various Transport	Town Centre Movement Strategy (Includes Active Travel, Bus Capacity upgrades, Rail Station enhancement, Parking provision and vehicle movement improvements)	To improve capacity, encourage sustainable travel, support wider town centre regeneration and improve local and regional movements	St Helens Council	Merseytravel, LCR, Network Rail, Bus operators, and neighbouring authorities	>£50m	Various	Continuous	A Combination of Various schemes
Various Transport	Southern Gateway (Lea Green Interchange)	To improve capacity and promote sustainable travel options	St Helens Council	Network Rail, Merseytravel LCR	£10 - £50m	LCR, private developer, St Helens Council	To be completed within the Plan period	
Rail	New Railway Station at Carr Mill	To improve capacity and promote sustainable travel options	St Helens Council	Network Rail, LCR	£10 - £50m	Merseytravel, National Rail, Developer Contributions	TBC	
Rail	St Helens Central to Junction Link	Reopening disused line with potential to relocate St Helens Central to offer Liverpool-St Helens	St Helens Council	Network Rail, LCR	>£50m	Network Rail/TfN	TBC	Wider capacity improvements needed on North West Rail Network before option viable

Infrastructure category	Project	Need for project (policy link)	Lead	Partners	Estimated Cost	Anticipated Funding Source	Timeframe	Notes
		Central service-Manchester.						
Rail	Parkside Rail Connection	New rail link into employment site	St Helens Council	Merseytravel	£39m	Network Rail/TfN	2024-34	Feasibility Funding secured
Cycling	Adopt and deliver Active Local Cycling and Walking Plans	To provide networks for active modes of transport	St Helens Council	Landowners, Developers	TBC	TBC	Continuous	Various schemes on site via Transport Plan for Growth via STEP funding
Footpaths	Public Rights of way creation and enhancement	To improve health and wellbeing and promote sustainable modes of transport	St Helens Council	Possibly LCR	TBC	TBC	Continuous	
Education	Additional secondary school places - through the expansion of existing schools	To accommodate additional pupils to the Borough	St Helens Council	N/A	Unknown at this stage, and will vary on a site by site basis	St Helens Council (and S106 contributions if statutory tests are met)	To be completed within the Plan period	Costs will be identified in line with the latest National School Delivery Cost Benchmarking document
Education	Additional primary school places - through the expansion of existing schools	To accommodate additional pupils to the Borough	St Helens Council	N/A	Unknown at this stage, and will vary on a site by site basis	Council (and S106 contributions if statutory tests are met)	To be completed within the Plan period	Costs will be identified in line with the latest National School Delivery Cost Benchmarking document
Education	Potential new primary school in Bold	To accommodate additional pupils to the Borough	St Helens Council	N/A	Circa £7m	St Helens Council (and S106 contributions if statutory tests are met)	To be completed within the Plan period	Costs will be identified in line with the latest National School Delivery Cost Benchmarking document
Education	Refurbishment/ rebuild of Ashurst Primary School, Blackbrook	To improve and enhance existing education facilities	St Helens Council	N/A	Circa £6m	St Helens Council	2019-2021	
Healthcare	Potential new health care facility in Parr, Sutton and Bold	To ensure adequate health services and facilities for new residents and new models of care	St Helens CCG	St Helens Council	TBC	NHS and possible S106 contributions if statutory tests are met.	To be completed within the Plan period	
Healthcare	Expansion of health facilities in other locations as necessary	To ensure adequate health services and facilities for new residents and new models of care	St Helens CCG	St Helens Council	TBC	NHS and possible S106 contributions if statutory tests are met.	To be completed within the Plan period	
Telecoms	Improvements to the mobile phone network as required	As required	Mobile phone operators	Not known	Will vary dependent on technology	Mobile phone operators	Continuous	
Telecoms	Improvements to the	As required	Broadband	Not known	Will vary	Broadband	Continuous	

Infrastructure category	Project	Need for project (policy link)	Lead	Partners	Estimated Cost	Anticipated Funding Source	Timeframe	Notes
	broadband network as required		providers		dependent on technology	providers		
Energy	Improvements to the gas supply network may be required to support new development	As required	National Grid/Cadent	Not known	TBC	National Grid	Continuous	
Energy	Improvements to the electricity supply network may be required to support new development	As required	Electricity Northwest	Not known	TBC	Electricity Northwest	Continuous	
Water	The creation of a new underground service reservoir.	To increase water storage for the area	United Utilities	Not known	Not known	United Utilities	Completed by 2018	The new service reservoir will have greater storage capacity and will serve over 60,000 homes in the area.
Water and Wastewater	Upgrades to water supply and wastewater treatment systems to support new development	As required	United Utilities	TBC	TBC	United Utilities	Continuous	
Emergency Services	Improvements and alterations to the ambulance service network may be required in response to changing patterns of demand	As required	North West Ambulance Service	N/A	TBC	TBC	Continuous	
Emergency Services	Improvements and alterations to the police service network may be required in response to changing patterns of demand	As required	Merseyside Police Service	N/A	TBC	TBC	Continuous	
Emergency Services	Improvements and alterations to the fire service network may be required in response to changing patterns of demand	As required	Merseyside Fire and Rescue Service	N/A	TBC	TBC	Continuous	

Infrastructure category	Project	Need for project (policy link)	Lead	Partners	Estimated Cost	Anticipated Funding Source	Timeframe	Notes
Green Infrastructure	Town in the Forest Initiative	To expand woodland coverage around the town	Mersey Forest	St Helens Council, Mersey Forest	Will vary across each site	TBC (S106 funding where statutory tests met)	On-going	
Green Infrastructure	Sankey Catchment Action Plan	To reduce flooding, improve river water quality and enhance water dependent wildlife	The Sankey Catchment Partnership	Neighbouring Local Authorities, Lead Local Flood Authorities, Environment Agency, Mersey Forest, United Utilities, Healthy Rivers trust	TBC	TBC (S106 funding where statutory tests met)	On-going	
Green Infrastructure	Bold Forest Action Plan	To implement the Bold Forest Action Plan	St Helens Council	N/A	TBC	TBC (S106 funding where statutory tests met)	On-going	
Green Infrastructure	Allotment provision	To improve access and availability	St Helens Council	N/A	TBC	TBC (S106 funding where statutory tests met)	Continuous	
Green Infrastructure	New parking facilities at Sutton Manor	To implement the Bold Forest Action Plan	St Helens Council	N/A	TBC	TBC (S106 funding where statutory tests met)	To be completed within the Plan period	

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APPENDIX A: GLOSSARY

Accessibility	Consideration of sites based on how accessible a site is by sustainable modes of transport to key services; Food, Retail, Health, Employment & Education.
Affordable Housing	Meets all the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).
Asset Management Programme (AMP)	A tactical plan for managing an organisation's infrastructure and other assets to deliver an agreed standard of service.
Atlantic Gateway	A long term vision agreed by the Liverpool City Region, Greater Manchester and Cheshire & Warrington Local Enterprise Partnerships (LEP) which focuses upon the co-ordination of LEP activities relating to infrastructure and high growth sectors.
Building Cost Information Service (BCIS)	The Building Cost Information Service (of the Royal Institute of Chartered Surveyors) provides cost and price information to the construction industry.
Bulge class	A 'one off' expansion of a school which is normally only in place for a year.
Capital	The budget that funds acquisition of a fixed asset.
Clinical Commissioning Group (CCG)	A body which commissions most of the hospital and community NHS services in the local areas for which they are responsible. Commissioning involves deciding what services are needed for diverse local populations and ensuring that they are provided.
Community Infrastructure Levy (CIL)	The Community Infrastructure Levy (the 'levy') is a tool for local authorities in England and Wales to help deliver infrastructure to support the development of the area. The introduction of a CIL charging schedule is subject to various requirements, including consideration of its impact on development viability. The Council currently has no proposals to introduce a CIL charging schedule in St Helens.
Community Safety Partnership (CSP)	CSPs are made up of representatives from the police, local authorities, fire and rescue authorities, health and probation services (the 'responsible authorities'). The responsible authorities work together to protect their local communities from crime and to help people feel safe.
Department for	A Government department that is responsible for children's services and

Education (DfE)	education, including early years, schools, higher and further education policy, apprenticeships and wider skills in England.
Department for Transport (DfT)	A Government department that works to plan support and invest in the UK transport network.
Development Plan Document (DPD)	A spatial planning document that sets out policies and proposals for development and use of land and buildings within a specified area. Part of the Local Development Framework (LDF).
Dig Once	A principle whereby developers are encouraged to install fibre duct in the ground during the initial construction of a development so that cabling can be installed at a later date with significantly reduced costs and disruption.
Digital Infrastructure Action Plan (DIAP)	The Digital Infrastructure Action Plan works to map existing infrastructure assets identify opportunities to use the assets effectively and suggest potential operating models. The Plan also sets out specific actions to maximise digital connectivity and drive economic growth.
Environment Agency (EA)	Is a public body with the responsibility for preventing or minimising the effects of pollution on the environment and which issues permits to monitor and control activities that handle or produce waste. They are also responsible for managing the risk of flooding from main rivers, reservoirs, estuaries and the sea.
Fibre to the Premises (FTTP)	Is a fibre optic cable delivery medium that provides Internet access directly to a user or groups of users from an Internet service provider (ISP).
The Flood & Water Management Act (2010) (FWMA)	An Act to make provision about water, including the management of risks in connection with flooding and coastal erosion.
Flood Zones	The Environment Agency (EA) has devised a set of flood zones for guidance by developers, councils and communities to explain the probability of river and sea flooding. There are 3 flood zones that are assessed against guidance in the NPPF when land is being considered for development. Flood zone 1 and 3 has the lowest and highest probability of flooding respectively.
Gas Distribution Networks (GDNs)	Gas needs to travel through the high pressure transmission system, then through the medium and low pressure distribution networks to reach the consumer.
Highways England (HE)	A statutory body responsible for operating, maintaining and improving England's motorways and major A roads.
Hectare (ha)	A unit of land area equivalent to 10,000 square metres or 0.01 of a square kilometre. One hectare is approximately equal to 2.5 acres.
Home Builders Federation (HBF)	The Home Builders Federation is the representative body of the home building industry in England and Wales.

Infrastructure	Collective term for physical structures, facilities and services needed by the community, for example, buildings, roads, power supplies, affordable housing, health, sports, leisure and educational facilities, village halls, doctor's surgeries, churches and open space.
Lead Local Flood Authority (LLFA)	A body which is responsible for developing, maintaining and applying a strategy for local flood risk management in its area and for maintaining a register of flood risk assets.
Liverpool 2 Initiative	A £400 million investment program to enable a new deep water container terminal to be constructed at the Port of Liverpool.
Liverpool City Region (LCR)	An area covering the local authority areas of Halton, Knowsley, Liverpool, Sefton, St Helens and Wirral
Liverpool City Region Combined Authority (LCRCA)	A formal body comprising representatives from the six local councils (Halton, Knowsley, Liverpool, Sefton, St Helens & Wirral) and other partner organisations
Local Equipped Area for Play (LEAP)	An area of open space that is designated and equipped for children of early school age.
Local Enterprise Partnership (LEP)	Voluntary partnerships between local authorities and businesses set up in 2011 by the Department for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within the local area.
Local Full Fibre Networks (LFFN)	Full-fibre networks, also referred to as Fibre to the Premises (FttP) or Fibre to the Home (FttH) consists of fibre optic cables running from the local exchange directly to the premises.
Local Geological Sites	Local Geological Sites (formerly known as Regionally Important Geological Sites – or RIGS) are non-statutory sites that have been identified by local geo-conservation groups as being of importance.
Local Nature Reserves (LNR)	Local Nature Reserves (LNRs) are a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949 by principal local authorities. Parish and Town Councils can also declare LNRs, but they must have the powers to do so delegated to them by a principal local authority. LNRs are for people and wildlife. They are places with wildlife or geological features that are of special interest locally.
Local Plan Preferred Options (LPPO)	A specific stage of the draft Local Plan.
Local Wildlife Sites (LWS)	Previously known as Sites of Biological Importance (SBI) or Sites of Interest for Nature Conservation (SINC) - are areas which are locally important for the conservation of wildlife. They are identified and selected for the significant habitats and species that they contain.
Lottery funding	A range of projects covering topics such as health, education and the environment etc. can apply for funding from the lottery to support its

	delivery.
Mersey Forest project	A partnership project which aims to create woodlands which bring benefits to people, wildlife and the economy.
MOVA system	A MOVA (Microprocessor Optimised Vehicle Actuation) is a method of controlling the traffic signals based on the presence of vehicles detected on the approach to a signalised junction. It controls one junction at a time rather than looking at traffic flow as a whole.
National Planning Policy Framework (NPPF)	The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.
National Transmission System (NTS)	The high pressure gas network which transports gas from the entry terminals to gas distribution networks, or directly to power stations and other large industrial users.
New Homes Bonus	A Government grant provided to local authorities to reflect and motivate housing growth in their areas. An additional payment is available for the provision of affordable homes.
Northern Forest	A Government plan to plant 50 million trees from Liverpool to Hull within a 25year period to create one continuous forest landscape in the North of England.
Northern Hub	A program led by Network Rail that will provide targeted upgrades to rail infrastructure across the north of England to enable improved connectivity between towns and cities. Such improvements are designed to facilitate economic growth.
Northern Powerhouse	A phrase used by the Government to describe its ambition to promote economic growth in the North of England, including in the "Core Cities" of Manchester, Liverpool, Leeds, Sheffield, Hull and Newcastle.
Openreach	A company who provides maintenance and support services to ensure that electronic communication services such as broadband are delivered throughout the UK.
Planning Policy Guidance (PPG)	Guidance produced by the Government setting out national planning policy.
Regional Growth Fund	A Government fund that supports private sector investment projects which stimulates growth in the economy and provides long-term employment opportunities.
Renewable	A natural resource or source of energy not depleted when used.
SCOOT	SCOOT, or Split Cycle Offset Optimisation Technique, is one method of traffic signal control where vehicles are detected as they approach a signalised junction well in advance of the stop line. This detection, from multiple junctions, is fed into a central system, which models the flow of traffic in the area. This minimises unnecessary green phases and allows

	the traffic to flow most efficiently.
Sites of Specific Scientific Interest (SSSI)	A Site of Special Scientific Interest (SSSI) is a conservation designation denoting a protected area in Great Britain.
Strategic Flood Risk Assessment (SFRA)	An SFRA takes into account the impacts of climate change and assesses the impact that land use changes and development in the area will have on flood risk.
Strategic Rail Freight Interchange (SRFI)	A Strategic Rail Freight Interchange (SRFI) is a large multi-purpose freight interchange and distribution centre linked into both the rail and trunk road systems. It has rail-served warehousing and container handling facilities. Rail Freight Interchanges (RFI) enable freight to be transferred between transport modes, thus allowing rail to be used to best effect to undertake the long-haul primary trunk journey, with other modes (usually road) providing the secondary (final delivery) leg of the journey.
Surface Water	Water that collects on the surface of the ground.
Sustainability	The ability to be maintained at a certain rate or level and the avoidance of the depletion of natural resources in order to maintain an ecological balance.
Sustainable Drainage Systems (SuDS)	Approaches to manage surface water that take account of water quantity (flooding), water quality (pollution) biodiversity (wildlife and plants) and amenity.
Sustainable Transport Enhancement Package (STEP)	Sustainable Transport Enhancements Package (STEP) is split into four overarching packages, integral to the LCR Growth Plan and Strategic Economic Plan: Transport Investment for Growth, Sustainable Access to Employment and Opportunity, Transport and Low Carbon Opportunities, Travel for the Visitor Economy. The investment programme is targeted geographically in areas identified by the Growth Plan as Growth Zones that will benefit from investment in businesses, housing and training and employment opportunities over the coming years.
Sustainable Transport Impact Assessment (STIA)	A Transport Assessment is a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be taken to deal with the anticipated transport impacts of the scheme and to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport.
Town in the Forest Initiative	A partnership between the Council and the Mersey Forest, which aims to deliver the Government-backed Northern Forest in St Helens

APPENDIX B: PLAYING PITCH STRATEGY ASSESSMENT SUMMARY

Sport	Findings of the Assessment	Identified Shortfall	Potential Future Delivery
Football (grass pitch)	<p>A total of 134 football pitches are located in the Borough. Of these, 127 are available, at some level, for community use.</p> <p>Approximately 328 teams play on these pitches.</p> <p>Most football pitches available for community use are assessed as being of poor quality (56%) or standard quality (37%), with less than a quarter (7%) assessed as good.</p> <p>There is displaced demand mostly from mini and girls' teams accessing central venues in certain leagues. Rainhill Town FC and St Helens Town FC both export demand due to a reported lack of suitable facilities in the area.</p>	<p>There is current unmet demand of one team at mini level reported by Bleak Hill Rovers JFC.</p> <p>There is a shortfall of youth match sessions at both 9v9 and 11v11 formats to accommodate current and future demand, whilst increases in future demand would cause a shortfall at the mini 5v5 level.</p> <p>If community use is lost at unsecured sites, 20 match equivalents that take place on such pitches would need to be relocated.</p>	<p>The Council has plans to develop Ruskin Drive Sports Ground to include a new 'stadium' pitch on the site, which may be used by St Helens Town FC amongst other clubs.</p> <p>The SDCFL and SRJAFL are investigating the possibility of amalgamation in order to provide a pathway from youth football into adult teams.</p> <p>There is a total of 29.75 match sessions of actual spare capacity across the Borough, of which 22.25 are on adult pitches. There is one mini 5v5 pitch at Bishop Road Playing Fields available for community use but has no recorded play.</p>
Cricket	<p>In total, there are 10 grass cricket squares and five artificial wickets identified in St Helens, all of which are in secured community use, accommodating 50 teams</p>	<p>Ancillary facilities are a key issue to several clubs. Changing room and shower provision is poor at Newton Sports Club and Sutton CC. Car</p>	<p>Overplay at Haydock CC is temporary and is not a long-term concern. Otherwise, overplay is considered to be minimal and can be absorbed by current</p>

Rugby Union	<p>(26 senior and 24 junior teams).</p> <p>Two squares are assessed as good quality (Sutton CC and Rainhill CC) and eight as standard. No squares are assessed as poor.</p>	<p>parking is a problem at Rainford.</p> <p>Three sites are overplayed, to a total of 15 match sessions at Haydock CC, Rainhill CC and Rainford CC.</p>	<p>quality of provision.</p> <p>Ruskin Drive Sports Ground is the only Council owned site and is underutilised with a significant amount of spare capacity.</p> <p>There is sufficient capacity within St Helens to accommodate overplay unmet and future demand at the required peak times.</p>
	<p>In total, seven senior rugby union pitches are located across four sites in the Borough, all of which are available for community use. There are no junior or mini pitches.</p> <p>There are four clubs in St Helens, fielding a total of 31 teams. There are nine senior men's teams, 12 mini teams and ten junior teams, of which two are girls' teams.</p> <p>All pitches are located at sports club sites, with the exception of Ruskin Drive Sports Ground which is managed by the Council.</p> <p>The majority of pitches are assessed as poor quality. Three pitches are assessed as standard quality and none as good.</p>	<p>Newton-le-Willows RFC highlight the changing facilities at Newton Sports Club as poor quality and a key issue. Changing rooms at Ruskin Drive Sports Ground and Liverpool St Helens are also poor.</p> <p>There is no spare capacity at any of the four sites with rugby union pitches.</p> <p>Overall there are insufficient pitches in St Helens to service current and future demand, totalling a future requirement for a further 17.5 match equivalent sessions.</p> <p>A lack of floodlit pitch provision for rugby union (both grass and AGP) is a key contributing factor to</p>	<p>Liverpool St Helens Club is seeking grant funding to make improvements to their changing rooms.</p> <p>The Council has notable plans for the development of the Ruskin Drive Sports Ground site. This would include a new World Rugby Regulation 22 AGP available for training and match play.</p>

Rugby League		overplay in the Borough. More accessible floodlit pitches would allow for greater distribution of training demand and would help reduce existing levels of overuse.	
	<p>There are 37 dedicated rugby league pitches in the Borough (31 senior, two junior and four primary) across 24 sites. All but four pitches are available for community use.</p> <p>Pitches are generally assessed as standard (54%) or poor (43%) quality. Only one pitch at Cowley Language College Playing Fields is assessed as good.</p>	<p>There is a need for 25.5 match equivalent sessions on senior pitches in St Helens in order to accommodate overplay and future demand. The main issue is that almost half of rugby league pitches are poor quality, limiting the recommended capacity.</p> <p>There are enough primary pitches to accommodate current demand but a requirement for an additional 3.5 match sessions to cater for anticipated future demand.</p>	<p>Council plans for the development of Ruskin Drive Sports Ground include a new AGP suitable for rugby league training and match play.</p> <p>Clubs generally overuse match pitches and have the attitude that they can be used for training because summer season daylight hours allow. There is also a general reluctance to access AGPs from most clubs which tend to view them as unaffordable.</p>
Hockey	<p>There are five AGPs suitable for competitive hockey within St Helens, of which there are three sand filled and two sand dressed surfaces. Only Sutton Leisure Centre is currently accommodating hockey use.</p> <p>Selwyn Jones Sport</p>	<p>St Helens is adequately provided for with regards to AGPs suitable for hockey matches at present. However, future demand from Prescot HC (which could result in five new teams) would require access to a</p>	<p>Rainford High Technology College AGP is unavailable at peak hockey times for competitive use (school policy) and the school is in discussion with Rainford Rangers FC about its possible conversion to a 3G surface in the future</p>

Artificial Grass Pitches (AGP)	<p>Centre is rated as good quality and has recently been resurfaced. The remaining four AGPs are assessed as standard quality.</p> <p>Sutton Leisure Centre AGP is over ten years old and is assessed as standard quality. It would normally be considered for resurfacing, but Prescott HC reports it to be well maintained.</p>	<p>further pitch for Saturday matches. There is spare capacity for hockey match play at Ruskin Drive Sports Ground and Selwyn Jones Sports Centre; however, this is not ideal for Prescott HC.</p> <p>Generally, there is very limited capacity for hockey training in the evenings due to football bookings.</p>	<p>(circa five years when the carpet needs resurfacing).</p> <p>De La Salle High School is available at weekends between 9am and 3pm but a lack of floodlighting limits use to two or three hockey games per day in winter.</p> <p>Selwyn Jones Sport Centre is available for hockey matches at weekends but is played to capacity midweek by football usage/training.</p> <p>Plans are in place for Ruskin Drive AGP to be resurfaced from sand to 3G.</p>
	<p>There are seven AGPs in St Helens made up of two 3G surfaces, and five sand based. There is one FA certified 3G pitch at Rainhill High School Media Arts College.</p> <p>Three of the seven pitches in St Helens are assessed as good quality. Four sites are assessed as standard quality, with no poor quality pitches.</p> <p>In summary, supply and demand analysis (including FPM findings) highlights that St Helens is currently well served</p>	<p>The carpet of an AGP usually lasts for approximately 10 years. Pitches at Ruskin Drive Sports Ground and Sutton Leisure Centre are considered to require imminent carpet replacement as both are more than nine years old.</p> <p>The FA estimates that one full size AGP can service 60 teams. On the basis there are 326 teams playing competitive football in St Helens, there is a</p>	<p>In the main, availability of provision in the peak period is generally good. Where there is provision on education sites, this is generally made available after school and at weekends.</p> <p>There are plans for the construction of a new World Rugby Reg 22 and FA certified 3G at Ruskin Drive Sports Ground to replace the existing pitch. There is also the possibility that the pitch at Rainford High Technology College may be</p>

Bowling Greens	for hockey suitable AGPs but 3G pitches are operating at capacity for football training.	recommended need for five full size 3G pitches to cater for football demand, currently there are two (this is based on the assumption all teams would be willing to train and play on AGP rather than grass given the opportunity).	converted to 3G.
	<p>There are 39 bowling greens in St Helens provided across 34 sites. The majority are located at club sites or pub sites, with ten owned by the Council.</p> <p>Bowling green distribution is not evenly spread throughout St Helens. The Eccleston & Windle area has nine, representing around a quarter of greens in the Borough. Five of the nine analysis areas have two greens or fewer.</p> <p>The number of greens in St Helens has decreased in recent years. Eleven greens have been lost, including seven at Council owned sites; Ruskin Drive Sports Ground, Victoria Park and Queens Park Recreation Ground.</p> <p>All greens in the Borough are assessed as good</p>	<p>There are five greens showing evidence of overplay at Vulcan Sports Ground, Birchley St Mary's Parochial Club, Chancery Lane, St Patricks Social Centre and Eccleston BC.</p> <p>St Helens is generally well served for bowling greens at present. The key issue facing bowls clubs is the decrease in playing members and sports development factors rather than a lack of accessible facilities.</p>	<p>There are plans for the development of a new green at Vulcan Sports Ground to provide for the loss of the existing green to housing development. However, this will not be sufficient to accommodate the existing overplay.</p> <p>Plans for the Council redevelopment of Ruskin Drive Sports Ground include the resurfacing of the two existing greens and a new shared changing facility.</p>

Tennis	<p>(76%) or Average (24%) quality.</p> <p>There is a general perception that the quality and maintenance of privately/club owned and maintained greens are of a better standard than greens at pub sites. This is likely to be due to cost of upkeep or a lack of equipment and knowledge of maintenance.</p> <p>There are 40 clubs using bowling greens in St Helens. Generally, clubs in St Helens report that membership levels have either remained static or decreased in the last three years due to aging players. Only Vulcan BC cites a planned increase in teams and membership.</p>		
	<p>There is a total of 59 tennis courts provided in St Helens across 16 sites, three of which provide floodlit courts. Provision can be found on a range of sites including sports clubs and parks. There are 20 courts across Council managed sites.</p> <p>In addition, there are six secondary schools providing 25 courts, 11 of which are available to the</p>	<p>Of particular concern is the current poor quality of courts at Ruskin Drive Sports Ground which is affecting usage and subsequent membership at Ruskin Park TC.</p> <p>Although there is adequate number of courts in St Helens, poor quality is restricting access and is the priority to address. A lack of floodlights also</p>	<p>There are four tennis clubs located in St Helens. Rainford TC and Ruskin Park TC suggest they have development plans or aspirations to improve current facilities, including the Council redevelopment of Ruskin Park Sports Ground to provide five or six new tennis courts.</p>

Golf Courses	<p>community, located at Hope Academy and Rainford High Technology College.</p> <p>A total of 26 courts (44%) are assessed as good quality and 14 courts (24%) assessed as average quality. The remaining 19 courts (32%) are assessed as poor quality.</p>	<p>appears to be limiting court usage on some sites.</p>	
	<p>There are eight 18 hole and one 9 hole golf courses in the Borough. These can theoretically accommodate 4,650 adult 7 day / full members.</p> <p>Courses in St Helens are considered good or very good although the ancillary facilities can vary. Sherdley Park is considered to have the weakest of the ancillary facilities.</p>	<p>The Sport England segmentation data identifies circa 6,596 potential and existing golfers in St Helens which would indicate an under supply of golf courses in St Helens (based on assumption all current potential golfers actually took part in the sport). However, only one golf course in the Borough indicated it had a waiting list.</p>	<p>Demand for golf and, in particular, membership of a golf club has fallen significantly over the past decade according to Sport England and England Golf. Consultation undertaken in St Helens confirms that most clubs in the Borough are following this trend.</p> <p>At the same time as the fall in general membership, there has been a rise in 'Nomads', i.e. golfers who like to play golf but are not interested in affiliating to the NGB, obtaining a CONGU handicap or joining a golf club preferring instead to play a variety of courses, mostly in good weather with friends and family, taking advantage of offers and discounts to play off-peak.</p>

			<p>The population in St Helens is projected to rise by 7.5% by 2037. Given the current spare capacity on golf courses in St Helens, this rise is unlikely to lead to a rise in the demand for more courses, but rather current courses will be able to accommodate it.</p>
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APPENDIX C: WARD KEY DIAGRAMS

