



ST HELENS
BOROUGH COUNCIL

**ST HELENS BOROUGH
LOCAL PLAN 2020-2035**

**GREEN BELT REVIEW (2018)
STAGE 2B PROFORMAS**

JANUARY 2019

(PUBLISHED OCTOBER 2020)

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1. Introduction

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

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

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

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

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

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

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

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

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

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

2. Template

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

Template Proforma used at Stage 2B

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

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

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

SUITABILITY

<u>Constraint type</u>	<u>Characteristics of each parcel/sub-parcel considered in relation to each constraint</u>	<u>Primary data sources</u>
Landscape and visual character	<ul style="list-style-type: none"> • <i>What is the character of the landscape within the parcel and its surroundings?</i> • <i>How sensitive to change is the landscape?</i> • <i>How sensitive to visual intrusion is the area?</i> • <i>Would any development lead to enhancement of a derelict or previously developed site?</i> • <i>See criteria for SA objective 7 for further guidance</i> 	<i>St Helens Borough Landscape Assessment 2006 – see maps on landscape character, landscape sensitivity and visual sensitivity</i>
Ecology	<ul style="list-style-type: none"> • <i>Is the parcel/sub-parcel within 400 metres of a Site of Special Scientific Interest or within 100 metres of a Local Wildlife Site, Local Geological Site or Local Nature Reserve?</i> • <i>If the parcel/sub-parcel contains one of the above designations, how much of it is affected?</i> • <i>How susceptible is the specific ecological interest in the designated site to damage/loss by development?</i> • <i>Is there any known presence of protected species and/or habitats on</i> 	<i>Maps of Sites of Special Scientific Interest; Local Wildlife Sites; Local Nature Reserves Local Wildlife Site details</i>

	<ul style="list-style-type: none"> • <i>or close to the parcel/sub-parcel?</i> • <i>See criteria for SA objective 1 for further guidance</i> 	
Agricultural Land Quality	<ul style="list-style-type: none"> • <i>Is land within the parcel/sub-parcel recorded as being grade 1,2,3a,3b, 4 or 5?</i> • <i>Where different grades of land are present, what is the approximate proportion of each grade?</i> • <i>See criteria for SA objective 2 for further guidance</i> 	<i>Agricultural Land classification maps (published by Natural England)</i>
Heritage Assets	<ul style="list-style-type: none"> • <i>Would development of the site be likely to affect the character, appearance or setting of any designated (or non-designated) heritage asset?</i> • <i>What is the significance of any identified heritage asset within or adjacent to the parcel/sub-parcel?</i> • <i>How susceptible is the affected asset to effects of new development?</i> • <i>What proportion of the parcel/sub-parcel is affected by the asset or its setting?</i> • <i>Does the site have any known substantial archaeological interest?</i> • <i>See criteria for SA objective 8 for further guidance</i> 	<i>Maps showing Listed Buildings, Scheduled Monuments, Registered Parks and Gardens, Conservation Areas Archaeological information Conservation Area Appraisals Listing details for Listed Buildings</i>
Flooding	<ul style="list-style-type: none"> • <i>What fluvial flood zone is the parcel/sub-parcel located within?</i> • <i>What proportion of the parcel/sub-parcel (if any) is in zones 2 or 3?</i> • <i>What effect will climate change have on any flood risk affecting the site?</i> • <i>Is there any substantial known flood risk from other sources including surface water?</i> • <i>See criteria for SA objective 6 for further guidance</i> 	<i>Environment Agency Flood Zone maps St Helens Strategic Flood Risk Assessment 2014 Surface water flooding maps</i>
Trees and Woodland	<ul style="list-style-type: none"> • <i>The extent of any TPOs or other important woodland/planted areas within the parcel/sub-parcel.</i> • <i>Does the parcel/sub-parcel contain any ancient woodland?</i> • <i>What contribution do any trees or woodlands which would be lost currently make to amenity in the area?</i> • <i>See criteria for SA objective 1 for further guidance</i> 	<i>Maps of Tree Protection Orders (TPOs) and ancient woodland areas</i>
Open Space and Recreation	<ul style="list-style-type: none"> • <i>The type of any open space and/or sporting facility within the parcel/sub-parcel.</i> • <i>Whether the parcel/sub-parcel is in an area of surplus or deficit for any specific provision which would be lost.</i> • <i>Any known proposals for replacement</i> 	<i>St. Helens Indoor and Built Sports Facilities Needs Assessment (2016) (including its Golf Course Addendum) St. Helens Open Space Assessment (2016) St. Helens Playing Pitch</i>

	<p><i>provision.</i></p> <ul style="list-style-type: none"> • <i>How close is the parcel/sub-parcel to public open space or natural greenspace in the surrounding area?</i> • <i>Whether the parcel/sub-parcel offers opportunities to contribute to enhancement of the Green Infrastructure network</i> • <i>See criteria for SA objectives 5 and 9 for further guidance</i> 	<p><i>Strategy Assessment (2016)</i> <i>St. Helens Playing Pitch Strategy & Action Plan (2016)</i> <i>St Helens Greenway Policy Review (2015)</i> <i>Maps of open space and recreation facilities</i></p>
Minerals	<ul style="list-style-type: none"> • <i>Whether the parcel/sub-parcel is within a mineral safeguarding area and if so the proportion of the parcel/sub-parcel which is affected.</i> 	<p><i>Minerals safeguarding maps</i></p>
Infrastructure	<ul style="list-style-type: none"> • <i>Whether the parcel/sub-parcel is affected by easements for pipelines etc. restricting development and if so to what extent.</i> • <i>Are there any known constraints concerning provision of utilities to the parcel/sub-parcel (water, sewerage etc.)?</i> • <i>Whether the parcel/sub-parcel is affected by future transport or other infrastructure projects.</i> • <i>Would any development be critically constrained by infrastructure issues (see criteria for SA objective 16)?</i> 	<p><i>Pipeline maps</i> <i>Future infrastructure proposals (e.g. transport schemes)</i></p>
Ground conditions	<ul style="list-style-type: none"> • <i>Whether the parcel/sub-parcel contains or is within 250 metres of an active or former landfill site.</i> • <i>Whether the parcel/sub-parcel is affected by any area of known contamination (within it or on adjacent land)</i> • <i>Is the parcel/sub-parcel within an area of known subsidence from mining or other source of ground instability?</i> • <i>See criteria for SA objective 4 for further guidance</i> 	<p><i>Landfill sites (Council records)</i> <i>Contaminated land (Council records)</i> <i>Coal Authority 'development risk' maps</i></p>
Air, water and noise pollution	<ul style="list-style-type: none"> • <i>Whether the parcel/sub-parcel is within or close to an Air Quality Management Area</i> • <i>Whether the site is located within 100m of a groundwater source protection zone 1 or 2</i> • <i>Whether the parcel/sub-parcel would be affected by any existing sources of noise in the surrounding area</i> • <i>See criteria for SA objective 3 for further guidance</i> 	<p><i>Maps of AQMAs</i> <i>Environment Agency groundwater source protection zone maps</i></p>
Hazardous installations	<ul style="list-style-type: none"> • <i>Is the parcel/sub-parcel within any Health and Safety Executive (HSE) consultation zone alongside or around a hazardous installation?</i> • <i>If so, what proportion of the parcel/sub-parcel is affected?</i> 	<p><i>Maps of notifiable hazard locations</i></p>

Neighbouring uses	<ul style="list-style-type: none"> • <i>Would housing or employment use be compatible with nearby uses (existing or proposed)?</i> • <i>Would access to the site lead to amenity issues in the wider area?</i> 	
Any other constraints		

TRANSPORT ACCESSIBILITY

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

Walking	<ul style="list-style-type: none"> • <i>Is the parcel/sub-parcel within 800 metres safe and convenient walking distance of a district or local centre?</i> • <i>If not, what is the walking distance to such facilities?</i> • <i>Is the parcel within 400 metres, 400-1200 metres or 1200 metres+ safe and convenient walking distance of a primary school? (1200m+ should be flagged up as an issue that needs considering further in the overall Developability section)</i> <i>See SA Criteria for SA Objective 13</i>
Cycling	<ul style="list-style-type: none"> • <i>Is the parcel/sub-parcel within 1 mile safe and convenient cycling distance of a district or local centre?</i> • <i>If not, what is the cycling distance to such facilities?</i>
Public Transport	<ul style="list-style-type: none"> • <i>Is the parcel/sub-parcel within 400 metres safe and convenient walking distance of a bus stop with a reasonable range of services to different destinations?</i> • <i>Is it within 800 metres safe and convenient walking distance of a train station?</i> • <i>Is the parcel/ sub-parcel within a 40-minute journey by public transport to a secondary school?</i>
Vehicular Traffic	<ul style="list-style-type: none"> • <i>Can safe and convenient access be provided for all vehicles that are likely to use the parcel/sub-parcel to and from (a) the public highway and (b) the strategic road network?</i>

AVAILABILITY

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

ACHIEVABILITY

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

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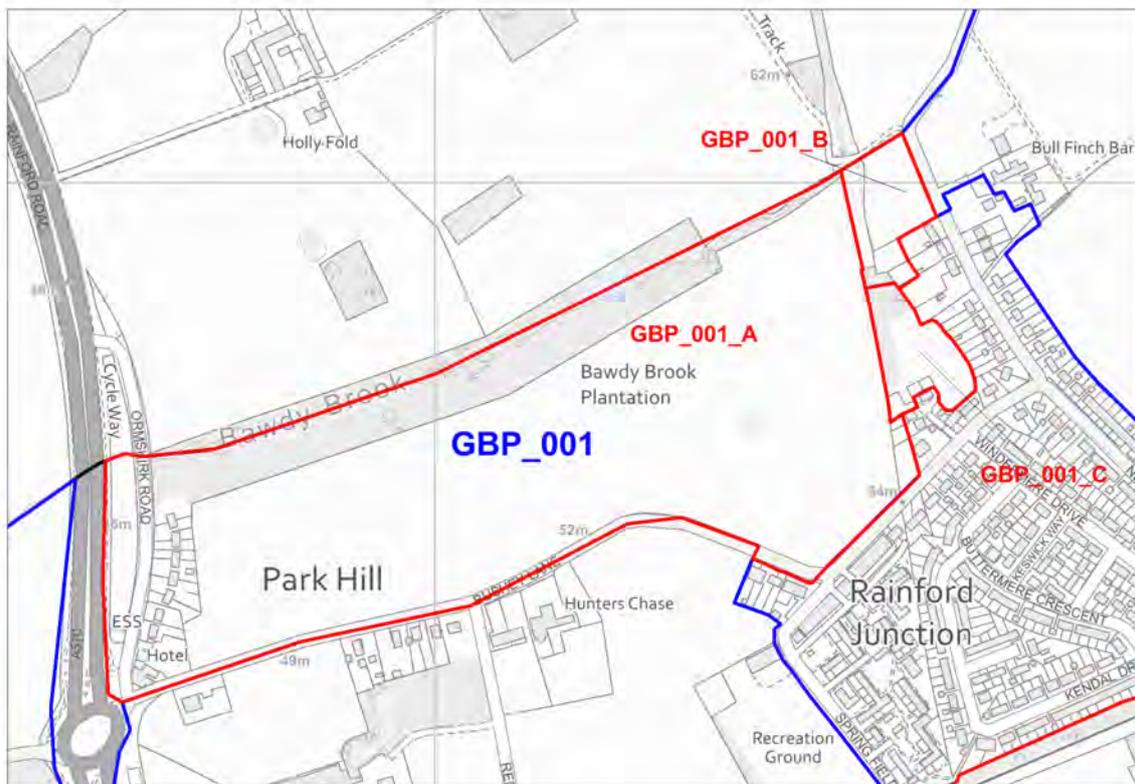
CONCLUSIONS ON DEVELOPABILITY

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

3. Stage 2B Proformas

STAGE 2B DEVELOPABILITY ASSESSMENT

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



SUITABILITY

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

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

TRANSPORT ACCESSIBILITY

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

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

AVAILABILITY

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

ACHIEVABILITY

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

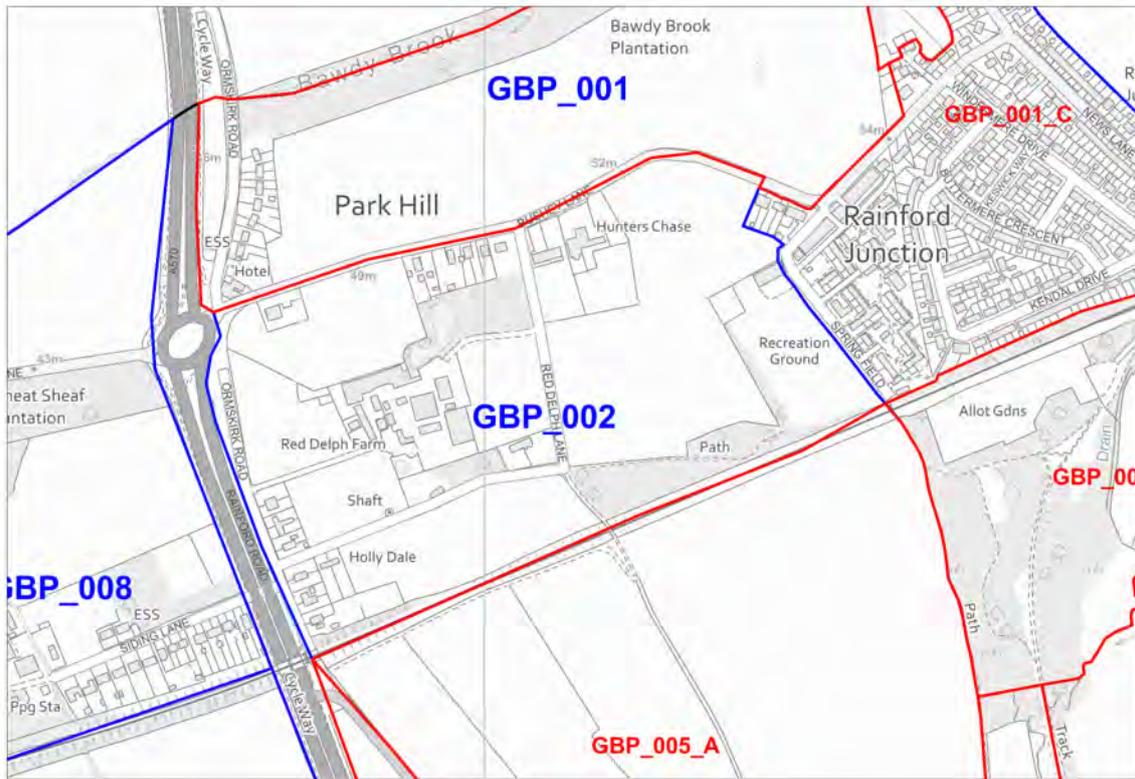
Capacity	<p>GBP_001_B = 21 units (90% net developable areas and 30dph)</p> <p>GBP_001_C = 20 units (90% net developable areas and 30dph)</p>
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CONCLUSIONS ON DEVELOPABILITY

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

STAGE 2B DEVELOPABILITY ASSESSMENT

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



SUITABILITY

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

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

TRANSPORT ACCESSIBILITY

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

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

AVAILABILITY

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

ACHIEVABILITY

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

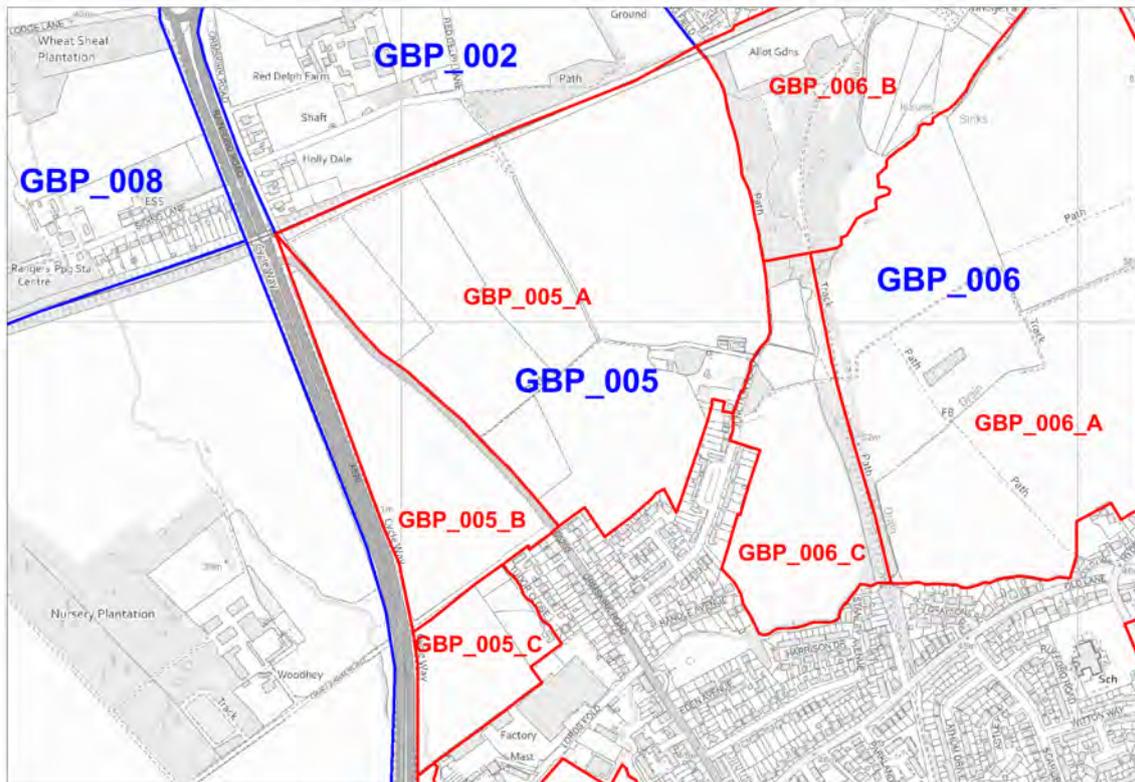
CONCLUSIONS ON DEVELOPABILITY

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

STAGE 2B DEVELOPABILITY ASSESSMENT

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



SUITABILITY

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

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

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

TRANSPORT ACCESSIBILITY

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

AVAILABILITY

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

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

ACHIEVABILITY

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

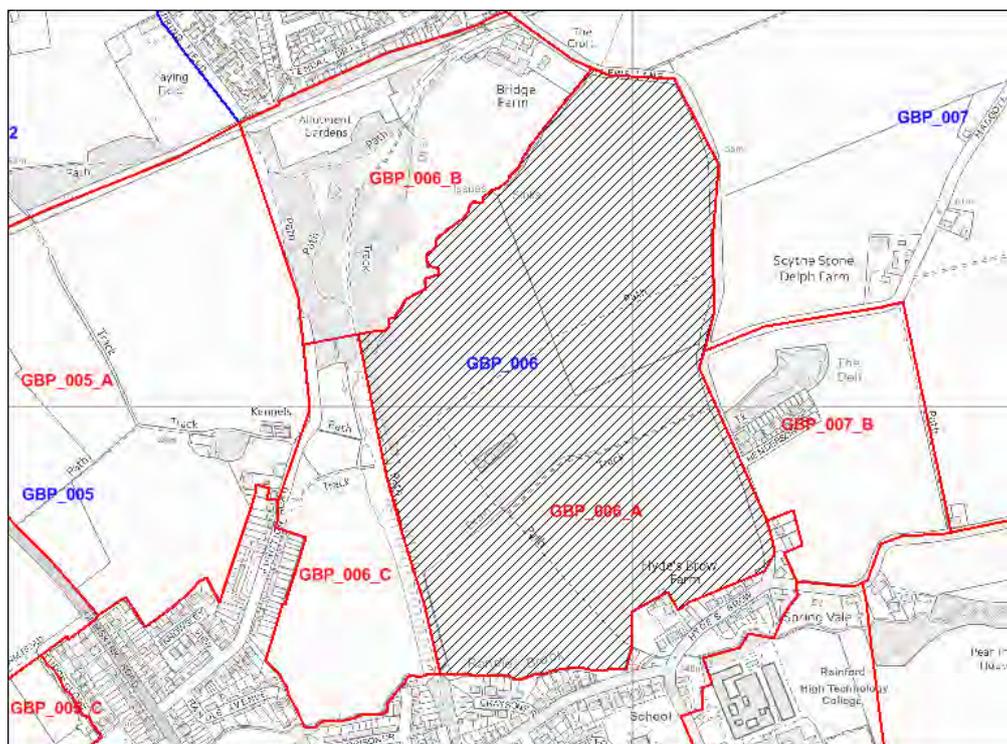
CONCLUSIONS ON DEVELOPABILITY

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

STAGE 2B DEVELOPABILITY ASSESSMENT

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



SUITABILITY

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

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

TRANSPORT ACCESSIBILITY

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

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

AVAILABILITY

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

ACHIEVABILITY

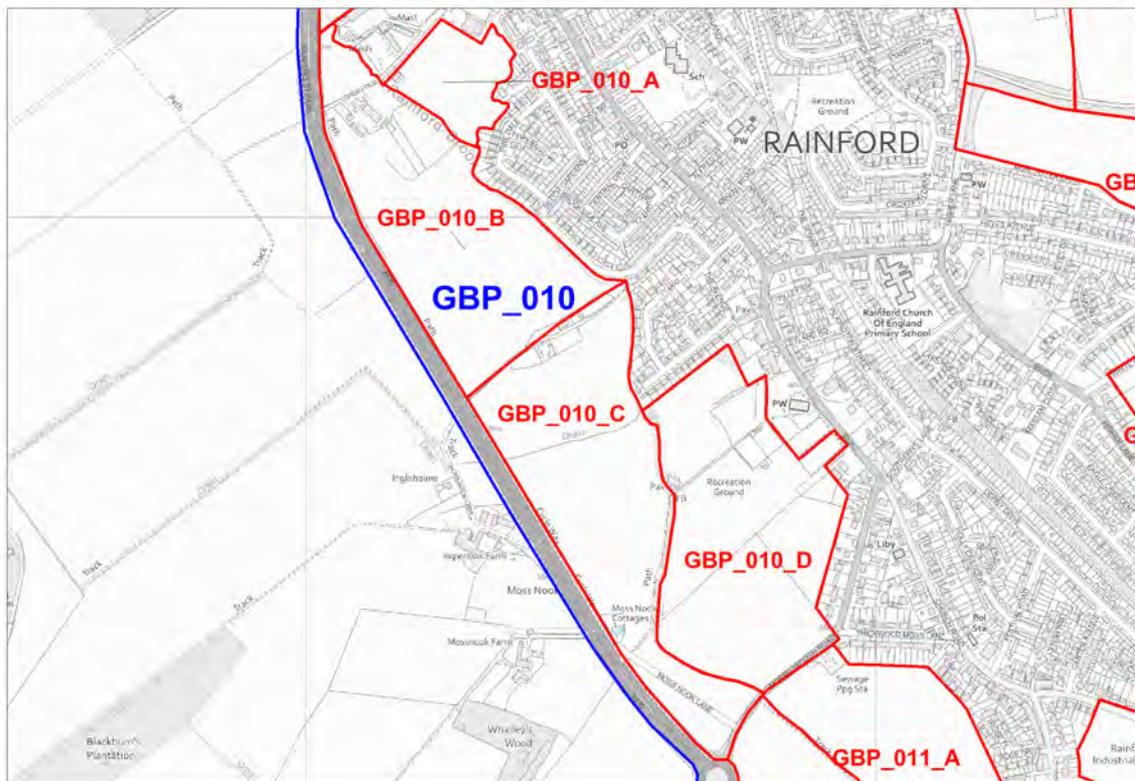
Viability Considerations	<p>Parcel lies within EVA Zone 4 (higher value). Sub-parcel GBP_006_C is restricted by lack of suitable highways access.</p>
Gross Developable Area	<p>GBP_006_B = 12.35ha</p> <p>GBP_006_C = 8.19ha</p>
Net Developable Area	<p>GBP_006_B = 9.26ha (75%)</p> <p>GBP_006_C = 6.14ha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

CONCLUSIONS ON DEVELOPABILITY

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

STAGE 2B DEVELOPABILITY ASSESSMENT

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



SUITABILITY

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

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

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

TRANSPORT ACCESSIBILITY

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

AVAILABILITY

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

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

ACHIEVABILITY

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

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><u><i>Sub-parcel GBP_010_A</i></u></p> <p><i>An appropriate buffer from LWS1 & LWS8 (Rainford Brook and Randle Brook) to the south and west of the sub-parcel would need to be provided and an ecological survey would be required as part of any planning application.</i></p> <p><i>Agricultural land quality is excellent.</i></p> <p><i>Parts of the sub-parcel lie within flood zones 2 and 3 restricting development.</i></p> <p><i>Any impact on protected trees along Randle Brook would need to be</i></p>
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addressed as part of any planning application.

The sub-parcel falls within the consultation zone of a major hazard pipeline.

Parts of the sub-parcel are within an 800m safe and convenient walking distance of the nearest identified local centre (Rainford).

All of the sub-parcel lies within 1.2km safe walking distance of the nearest primary school.

Access would be difficult to the site, as access purely from Ormskirk Road would not meet the Council's requirements. Restrictions on cul-de-sac length and the need for emergency access limits development potential, as a bridge from via Rainford By-Pass is in third party ownership and it is also unknown if it is capable of vehicular traffic.

Presently there are significant restrictions on the developability of this sub-parcel.

Sub-parcel GBP_010_B

An appropriate buffer from the LWS1 (Rainford Brook) to the south of the sub-parcel would need to be provided and an ecological survey would be required as part of any planning application.

Agricultural land quality is excellent.

Parts of the sub-parcel lie within flood zones 2 and 3 along Rainford Brook, potentially restricting development.

An appropriate buffer from the Rainford By-Pass would also need to be provided.

The sub-parcel falls within the consultation zone of a major hazard pipeline.

The sub-parcel is not within an 800m safe and convenient walking distance of the nearest identified local centre (Rainford).

Eastern parts of the sub-parcel lie within a 1.2km safe walking distance of the nearest primary school.

There is limited scope for safe and suitable highways to serve future residential development.

There are significant restrictions on the developability of this sub-parcel.

Sub-parcel GBP_010_C

An appropriate buffer from the LWS1 (Rainford Brook) to the south of the sub-parcel would need to be provided and an ecological survey would be required as part of any planning application.

Agricultural land quality is excellent.

Parts of the sub-parcel lie within flood zones 2 and 3 along Rainford Brook, with an area of flood zone 2 to the south-west potentially restricting development.

An appropriate buffer from the Rainford By-Pass would need to be provided.

The sub-parcel falls within the consultation zone of a major hazard pipeline.

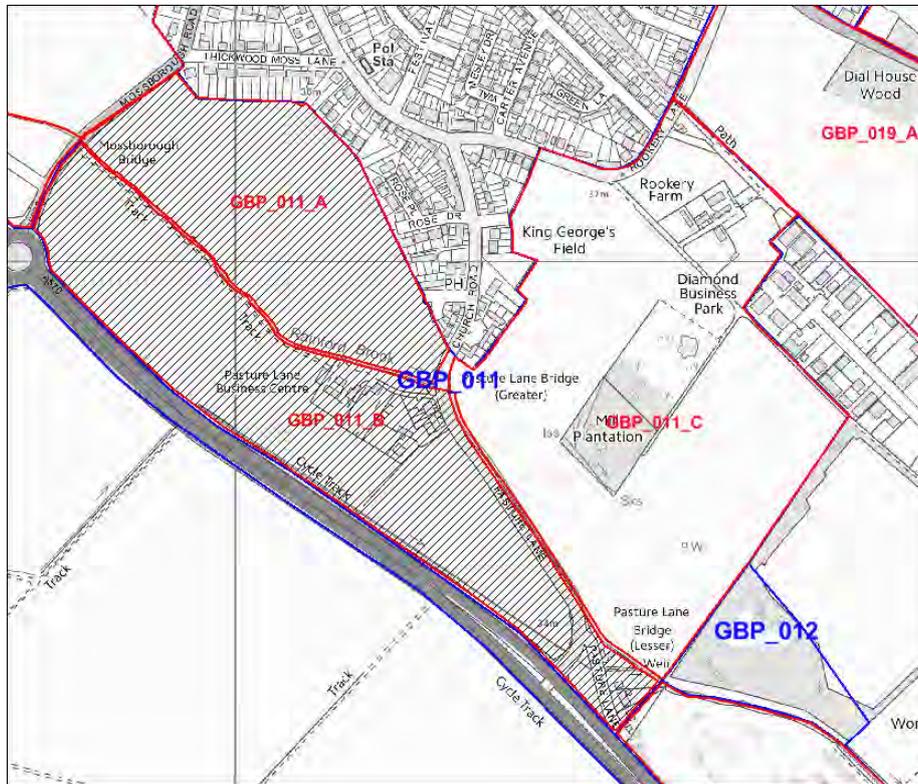
The sub-parcel is not within an 800m safe and convenient walking distance of the nearest identified local centre (Rainford).

Eastern parts of sub-parcel lie within 1.2km safe walking distance of the nearest primary school.

	<p>Access to the sub-parcel is feasible. Sub-parcel has not been promoted for development therefore limiting its developability. There are significant restrictions on the developability of this sub-parcel.</p> <p><u>Sub-parcel GBP_010_D:</u></p> <p>An appropriate buffer from the LWS (Rainford Brook) to the south of the sub-parcel would need to be provided and an ecological survey would be required as part of any planning application. Agricultural land quality is excellent. The impact of any development on Rainford Conservation Area and Listed Buildings in proximity would need to be assessed as part of any planning application. Parts of the sub-parcel lie within flood zones 2 and 3 along Rainford Brook, with a large area of flood zone 2 to the south-east potentially restricting development. A significant proportion of the sub-parcel is designated outdoor sport facilities (including playing pitches and tennis courts). There is no identified surplus of facilities in the area. Any issues associated with the area of former landfill to the north west of the sub-parcel would need to be assessed potentially restricting development. The parcel falls within the consultation zone of major hazard pipeline. Parts of the sub-parcel are within 800m safe and convenient walking distance of the nearest identified local centre (Rainford). Eastern parts of sub-parcel lie within 1.2km safe walking distance of the nearest primary school. Only the south-eastern part of the sub-parcel has been promoted limiting the developable area. There are significant restrictions on the developability of this sub-parcel.</p>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_010_A = 61 units GBP_010_B = 276 units GBP_010_C = 312 units GBP_010_D = 155 units</i>
Developability Score	<i>GBP_010_A - Limited Development Potential GBP_010_B - Limited Development Potential GBP_010_C - Limited Development Potential GBP_010_D - Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_011 - Land to the west of Rainford By-Pass south of Mossborough Road
Sub-parcels discounted at stages 1B or 2A	Sub-parcels GBP_011_A and GBP_011_B – discounted at Stage 2B.
Area covered by stage 2B assessment	GBP_011_C - 21.48ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is part Agricultural Moss, part Broad Rural Slopes and the landscape character area is part Reeds Moss, part Rainford Slopes. The sub-parcel has medium to high landscape sensitivity; with part medium, part medium to high visual sensitivity.</i>
Ecology	<i>Rainford Brook (LWS1) forms the western boundary of this sub-parcel. Any development would need to consider an appropriate buffer from this. The presence of protected species (Pink Footed Geese) in this area is known, therefore an ecology survey would be necessary.</i>
Agricultural Land Quality	<i>Mixed including Grade 1 - excellent quality agricultural land.</i>
Heritage Assets	<i>The north western perimeter of sub-parcel GBP_11_C borders Rainford Conservation Area and following concerns from Heritage England regarding its proximity to the Conservation Area a Heritage Impact Assessment (HIA) was carried out. The conclusion of the HIA was that the parcel should be not be allocated for development as it was not possible to amend the site boundary in a manner which would retain sufficient open views of the countryside to maintain the setting of the conservation area.</i>
Flooding	<i>A significant proportion of sub-parcel GBP_011_C lies within flood zones 2 (56%) and 3 (53%).</i>

	<i>Parts of the sub-parcel fall within 30, 100, 1000-year surface water flooding areas, with the most significant surface water 30-year event flooding experienced across south western half of the sub-parcel with pockets to the north west.</i>
Trees and Woodland	<i>There are no protected trees within this sub-parcel although it does contain a significant area of woodland.</i>
Open Space and Recreation	<i>No open space or outdoor sports facilities fall within the sub-parcel.</i>
Minerals	<i>The majority of sub-parcel GBP_011_C lies within a proposed mineral safeguarding area for coal and clay, with the exception of the eastern corner.</i>
Infrastructure	<i>The western part of sub-parcel falls within the buffer zone of the Essar Oil (formerly Shell) North West Ethylene Pipeline located to the west of the parcel. Access to Rainford Wastewater Treatment Works runs through the site, with other assets and easements within the land. This would need considering as part of any masterplanning process. The sub-parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The sub-parcel does not contain or fall within 250m of an active or former landfill site. The sub-parcel is not affected by any known sources of contamination. The sub-parcel falls within the Coal Authority's 'Low Risk' area of potential land instability from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>No identified issues.</i>
Hazardous installations	<i>The sub-parcel is not located within a Health and Safety Executive (HSE) consultation zone. However, as the sub-parcel lies within the buffer zone for the Essar Oil (formerly Shell) Pipeline, HSE have advised that the sub-parcel lies within a consultation distance of a major hazard pipeline and the operator (Essar Oil (UK) Ltd.) should be consulted should the sub-parcel be put forward for allocation.</i>
Neighbouring uses	<i>Existing residential development lies to the north; industrial to the east, and agricultural to the south and west. Development of the sub-parcel for residential use is considered compatible with existing uses and unlikely to give rise to amenity issues for the wider area.</i>
Any other constraints	<i>N/A</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcel is not within an 800m safe and convenient walking distance to the nearest identified local centre (Rainford). The sub-parcel lies over 1.2km safe and convenient walking distance from the nearest primary school.</i>
Cycling	<i>The northern part of the sub-parcel is within a 1 mile safe and convenient cycling distance of the nearest identified local centre (Rainford).</i>
Public Transport	<i>The sub-parcel is within 400m of a safe and convenient walking distance to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre.</i>

	<p>The sub-parcel is not within an 800m safe and convenient walking distance of a train station (Rainford Junction).</p> <p>The sub-parcel is within a 40minute journey by public transport (bus) to a secondary school.</p>
Vehicular Traffic	<p>Rookery Lane provides sufficient width to enable access. Access junctions would need to be carefully located so as to allow for sufficient separation distances between Higher Lane / Rookery Drive / Derby Drive junctions. Potential access could be provided off Pasture Lane (in an area of sufficient visibility). The speed limit along Pasture Lane would need to be relocated past the site access junction.</p>

AVAILABILITY

Ownership	<p>GBP_011_C Mixed Ownership –</p> <ul style="list-style-type: none"> Knowsley Estate, represented by Savills (Call for Sites form 2014_008) United Utilities (Call for Sites form 2008_072)
Existing use	Agricultural
Current planning status	P/2012/0043 – Erection of industrial/warehouse unit with ancillary offices and new access etc. – Approved 18/04/2012
Use(s) promoted by landowner(s)	Residential

ACHIEVABILITY

Viability Considerations	<p>The sub-parcel lies within EVA Zone 4. The sub-parcel is considered viable for development. A significant part of the sub-parcel lies within flood zones 2 and 3.</p>
Gross Developable Area	GBP_011_C = 10.7ha (excluding flood zone 3)
Net Developable Area	GBP_011_C = 8ha (75%) – however NDA would reduce further due to additional constraints on land
Notional Development Capacity	GBP_011_C = 241 units (75% net developable area and 30dph)

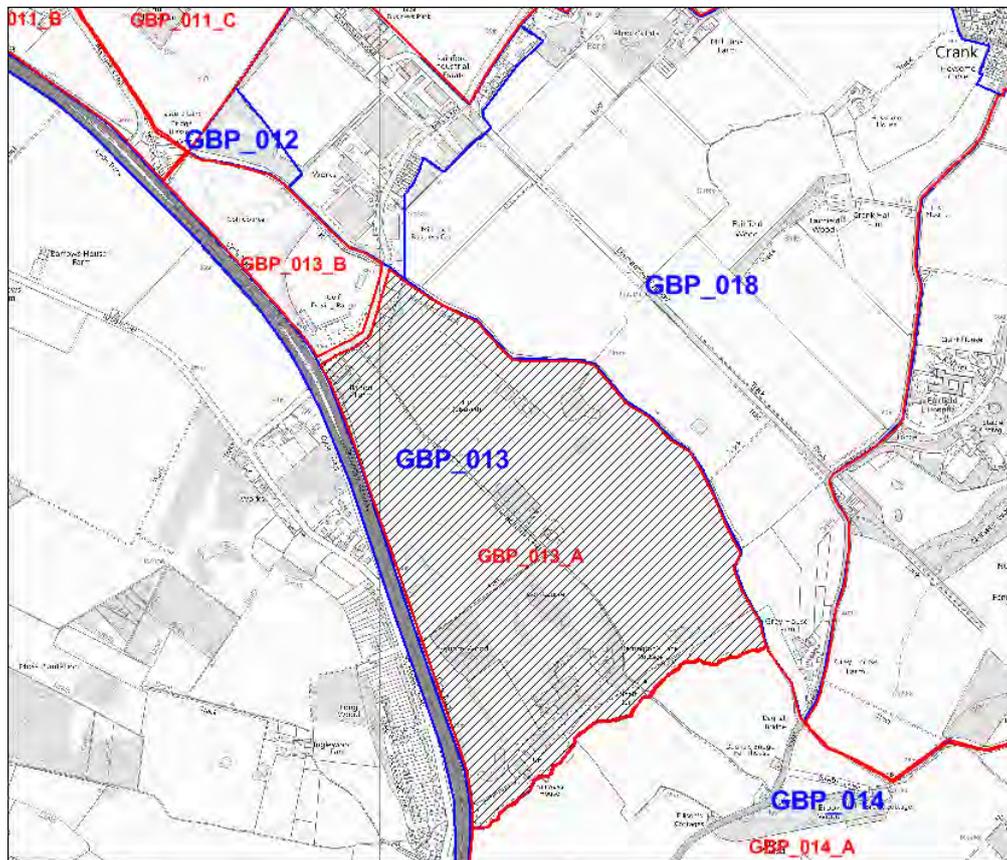
CONCLUSIONS ON DEVELOPABILITY

<p>Summary of Developability Assessment</p>	<p>An appropriate buffer from the LWS (Rainford Brook) to the south of the sub-parcel would need to be provided and an ecological survey would be required as part of any planning application.</p> <p>Agricultural land quality is mixed including Grade 1 - excellent quality land.</p> <p>Development of the sub-parcel would have a detrimental impact on the setting of a Conservation Area, which may not be possible to overcome.</p> <p>A significant part of the sub-parcel lies within flood zones 3 (53%) and 2 (56%) restricting any development to the south-west (and reducing the notional development capacity).</p> <p>There is a significant wooded area within the sub-parcel further limiting</p>
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	<p><i>development.</i></p> <p><i>The sub-parcel falls within the consultation zone of a major hazard pipeline.</i></p> <p><i>The sub-parcel is not within 800m safe and convenient walking distance the nearest identified local centre (Rainford); nor within 1.2km safe and convenient walking distance from the nearest primary school.</i></p> <p><i>The northern part of the sub-parcel is within a 1 mile safe and convenient cycling distance of the nearest identified local centre (Rainford).</i></p> <p><i>There are significant restrictions on the developability of this sub-parcel.</i></p>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_011_C = 241 units</i>
Developability Score	<i>GBP_011_C - Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_013 - North West National Golf Club / Land between Rainford By-Pass and Rainford Brook south of Pasture Lane
Sub-parcels discounted at stages 1B or 2A	GBP_013_A – discounted at Stage 1B.
Area covered by stage 2B assessment	GBP_013_B - 11.14 ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Agricultural Moss and the landscape character area is Reeds Moss. The sub-parcel has medium to high landscape sensitivity and medium visual sensitivity.</i>
Ecology	<i>Rainford Brook (a designated LWS) forms the western boundary of the sub-parcel. Any development would need to consider an appropriate buffer from this. The presence of protected species (Pink Footed Geese) in this area is known; therefore, an ecology survey would be necessary.</i>
Agricultural Land Quality	<i>Grade 1 - excellent quality agricultural land.</i>
Heritage Assets	<i>There are no recorded assets on or within close proximity of the sub-parcel.</i>
Flooding	<i>The north eastern part of the sub-parcel lies within flood zones 2 (36%) and 3 (34%). Parts of the sub-parcel fall within 30, 100, 1000year surface water flooding areas, with the most significant surface water 30-year event experienced along the eastern boundary (Rainford Brook) and an area to the south east</i>

	<i>(north of Mill Lane).</i>
Trees and Woodland	There are no protected trees within the sub-parcel.
Open Space and Recreation	<i>The sub-parcel consists of a 9-hole golf course and driving range (NW National Golf Club/ Clarkes Golf Centre). There are no borough standards for golf course provision. Evidence on golf course provision indicates high level of existing provision in the Borough with capacity available at other clubs.</i>
Minerals	<i>The majority of sub-parcel GBP_011_B lies within a proposed mineral safeguarding area for coal and clay.</i>
Infrastructure	<i>The Essar Oil (formerly Shell) North West Ethylene Pipeline crosses to the south-east of the sub-parcel. As such the HSE have advised against development for residential on this sub-parcel. The sub-parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The sub-parcel falls within 250m of a former landfill site to the south. The sub-parcel is not affected by any known sources of contamination. The sub-parcel falls within the Coal Authority's 'Low Risk' area of potential land instability from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>There are no identified issues. However, there could be potential air quality and noise pollution issues to the western part of the sub-parcel due to proximity of Rainford By-Pass (A570) and a buffer would be required.</i>
Hazardous installations	<i>The sub-parcel is not located within a Health and Safety Executive (HSE) consultation zone. However, as the sub-parcel lies within the buffer zone for the Essar Oil (formerly Shell) Pipeline, HSE have advised that the sub-parcel lies within a consultation distance of a major hazard pipeline and the operator (Essar Oil (UK) Ltd.) should be consulted should the sub-parcel be put forward for allocation.(see comment above)</i>
Neighbouring uses	<i>Land to the north and west (across Rainford By-Pass) is in agricultural use; industrial to the east; and a golf course to the south. Development of the sub-parcel for residential use would need to consider the proximity of the existing industrial premises to the east and any potential amenity issues this may give rise to.</i>
Any other constraints	N/A

TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcel is not within an 800m safe and convenient walking distance to the nearest identified local centre (Rainford) which lies approx. 1.8km away. The sub-parcel does not lie within a 1.2km safe and convenient walking distance of the nearest primary school.</i>
Cycling	<i>The sub-parcel is not within a 1 mile safe and convenient cycling distance of the nearest identified local centre (Rainford).</i>
Public Transport	<i>The sub-parcel is located within a 400m safe and convenient walking distance of a bus stop. There is a minimum of 3 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The sub-parcel is not within an 800m safe and convenient walking distance of a train station.</i>

	<i>The sub-parcel is within a 40minute journey by public transport (bus) to a secondary school.</i>
Vehicular Traffic	<i>The sub-parcel would require 2 access points from Mill Lane, joined to form a loop. There may be scope to form an emergency link/footpath link through to Pasture Lane, if required.</i>

AVAILABILITY

Ownership	<i>Not known (promoted by Edward Landor Associates) (LPPO rep E1479a)</i>
Existing use	<i>Golf course and driving range</i>
Current planning status	<i>Green Belt – various planning consents ancillary to the golf driving range business.</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

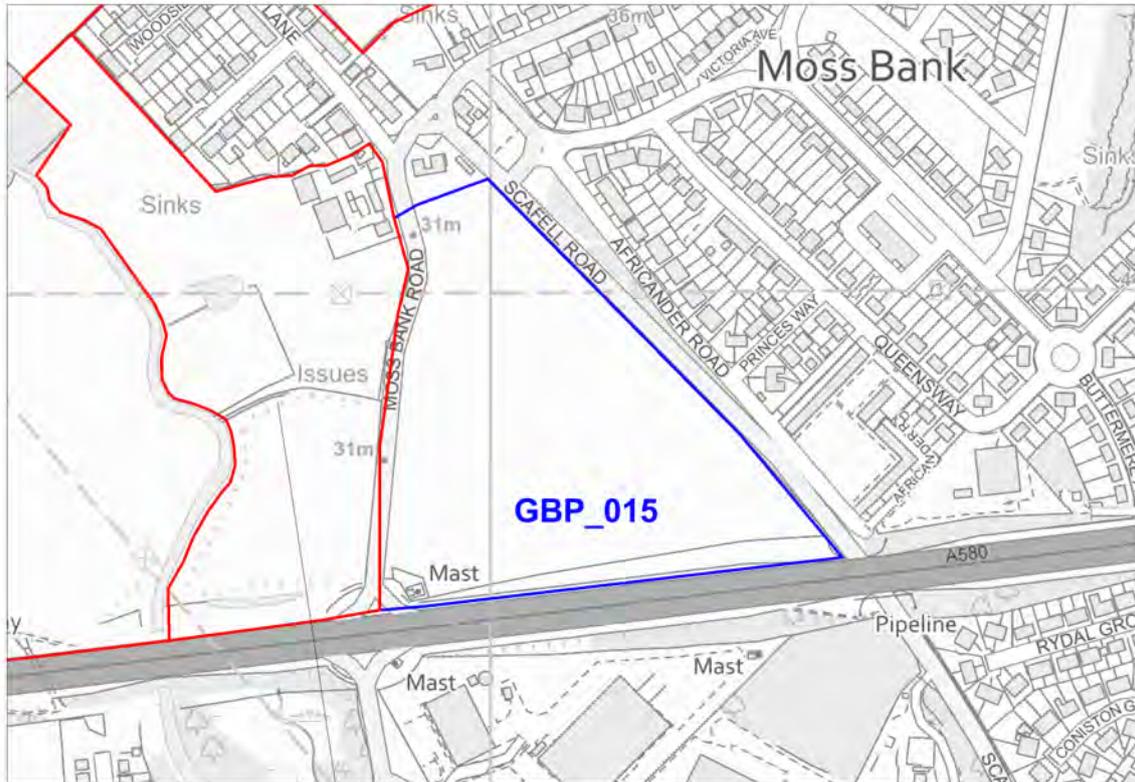
Viability Considerations	<i>The sub-parcel lies within EVA Zone 4 (higher value). The sub-parcel is therefore considered viable for development</i>
Gross Developable Area	<i>GBP_013_B = 7.47ha (excludes flood zone 3)</i>
Net Developable Area	<i>GBP_013_B = 5.6ha (75%)</i>
Notional Development Capacity	<i>GBP_013_B = 168 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><i>An appropriate buffer from the LWS (Rainford Brook) to the north-east of the sub-parcel would need to be provided; and an ecological survey would be required as part of any planning application.</i></p> <p><i>Agricultural land quality is excellent.</i></p> <p><i>A significant part of the sub-parcel lies with flood zones 3 (34%) and 2 (36%) restricting development potential to the north-west of the sub-parcel.</i></p> <p><i>The sub-parcel is within 250m of a former landfill site to the south.</i></p> <p><i>The sub-parcel contains and falls within the consultation zone of a major hazard pipeline, and as such the HSE have advised against residential development.</i></p> <p><i>The sub-parcel is not within an 800m safe and convenient walking distance of the nearest identified local centre (Rainford) and does not lie within 1.2km safe and convenient walking distance of the nearest primary school.</i></p> <p><i>The sub-parcel is not within a 1 mile safe and convenient cycling distance of the nearest identified local centre (Rainford).</i></p> <p><i>There are significant restrictions on the developability of this sub-parcel.</i></p>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_013_B = 168 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_015 – Land south east of Moss Bank, west of Scafell Road.
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel - 5.64ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Raised Fringe Settlement and the area is Mossbank. Landscape land sensitivity is medium, with a medium to high for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel lies just within 100m from a LWS (Windlehurst Sedgemarch, LWS 42), which is located on the opposite side of the East Lancashire Road (A580). Development of this parcel should not lead to damage or loss of this ecological site. There are no known protected species and/or habitats on or close to the parcel.</i>
Agricultural Land Quality	<i>Mixed including Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. MEAS advises that this parcel can be allocated with no archaeological work considered necessary.</i>
Flooding	<i>56.63% of the parcel lies in flood zone 2 and 24.7% lies within flood zone 3. Small parts of the parcel fall within 30-year surface water areas, with the most</i>

	<p>significant surface water 30-year event flooding experienced in the mid-south section of the parcel adjacent to the East Lancashire Road (A580).</p> <p>LLFA Comments:</p> <p>At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Infiltration main discharge point, minimum of 40% climate change allowance, scope to move climate change to 50% due to flood risk and significant downstream flood issues. Full SuDS components preference of open swale/pond systems. Avoid culverting. Known flooding issues (burst mains) on Scafell Road.</p>
Trees and Woodland	<p>Some trees on the parcel boundary – none are worthy of a TPO.</p> <p>The parcel contains no Ancient Woodland.</p>
Open Space and Recreation	<p>No Open Space or Recreation Areas within or adjoining the parcel.</p>
Minerals	<p>The entire parcel lies within a proposed coal and clay Mineral Safeguarding Area.</p>
Infrastructure	<p>Majority of the parcel lies within a 200m Water Pipe Area Buffer Zone. UU has advised that Rivington aqueduct and associated easement pass through a small section of the parcel directly next to the East Lancashire Road, and as such these would need to be afforded due regard in the masterplanning process should the site come forward for allocation.</p> <p>The parcel is not affected by any known existing or future transport or other infrastructure projects.</p>
Ground conditions	<p>The parcel is sited adjacent to a former landfill site.</p> <p>The parcel is not affected by any known sources of contamination.</p> <p>The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</p>
Air, water and noise pollution	<p>There is the potential for air and noise pollution due to the proximity of the site to the East Lancashire Road (A580). Therefore, a buffer would be required.</p>
Hazardous installations	<p>The parcel is located within a Health and Safety Executive (HSE) consultation zone. The HSE have advised against residential development on sections of this parcel. The HSE have also advised that as the parcel lies within a major hazard pipeline consultation distance then the pipeline operator (Essar Oil (UK) Ltd.) should be consulted should the parcel come forward for allocation.</p>
Neighbouring uses	<p>Residential development to the north and east of the parcel. Residential would therefore be compatible with existing development. However, employment development would be acceptable to the south of the site, which would be in keeping with development adjacent to the East Lancashire Road (A580) (within the flood zones).</p>
Any other constraints	<p>There is a walking distance of over 1.2km to the nearest primary school, and the site is within a 40minute bus drive to the nearest secondary school.</p>

TRANSPORT ACCESSIBILITY

Walking	<p>The parcel is not within an 800m safe and convenient walking distance of a district or local centre.</p> <p>Approx. 1.79km walking distance to nearest shops (being St. Helens Town Centre).</p>
Cycling	<p>The parcel is not within a 1 mile safe and convenient cycling distance of a district or local centre.</p>

Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within an 800m walking distance of a train station.</i>
Vehicular Traffic	<i>If the parcel as a whole were to be developed, then a convenient access could be accommodated for all vehicles from the public highway and the strategic road network via Scafell Road and Moss Bank Road. However, given the known constraints of the parcel (flood zone and pipeline) the developable area is significantly reduced and as such direct frontage access off Scafell Road or Moss Bank Road would be resisted.</i>

AVAILABILITY

Ownership	<i>St. Helens Council (Call for Sites form 2013_109)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – Planning History = P/2008/1141 – Telecommunications Mast and Compound – Approved 22/12/2008</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

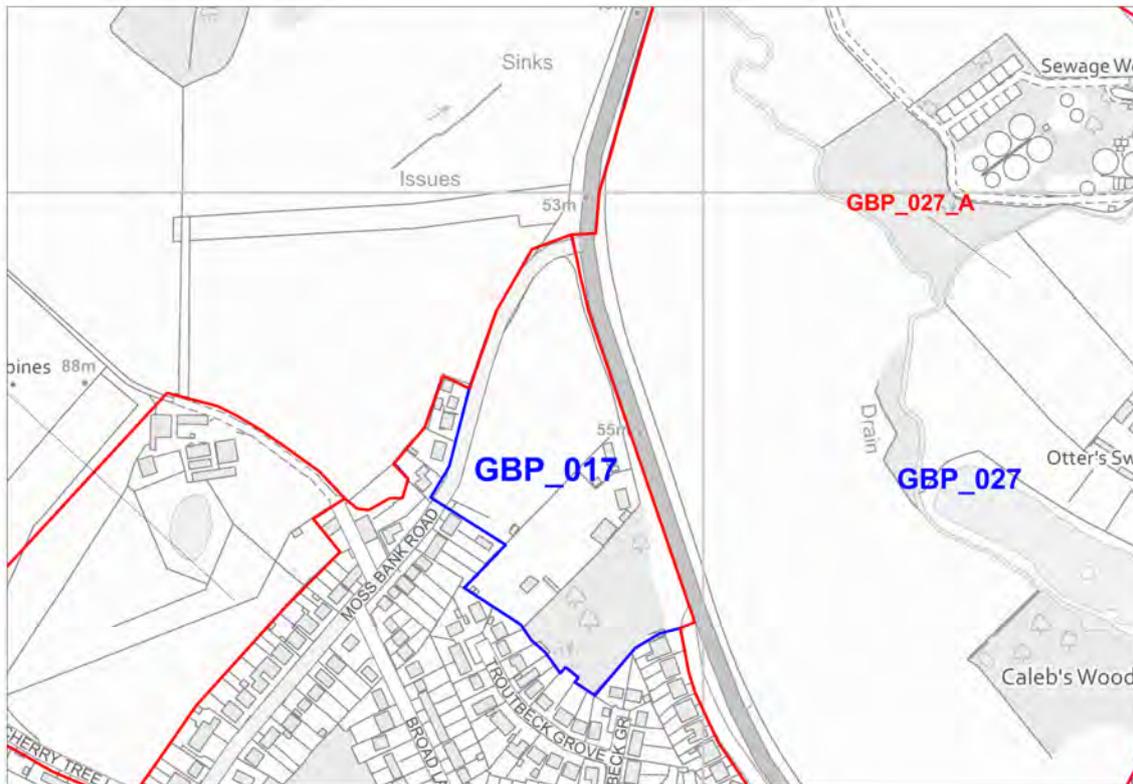
Viability Considerations	<i>The parcel lies within EVA Zone 3. The parcel is considered viable for development, no unforeseen abnormal costs.</i>
Gross Developable Area	<i>GBP_015 = 2.7ha (excluding flood zone 3 and pipeline buffer zone)</i>
Net Developable Area	<i>GBP_015 = 2.03ha (75%)</i>
Notional Development Capacity	<i>GBP_015 = 60 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>A large percentage of the site lies within flood zones 2 and 3 (56.63% = flood zone 2 and 24.7% = flood zone 3). The parcel is within the HSE's major hazardous consultation zone, and as such a large proportion of the site could not be developed, significantly reducing the notional developable capacity. The parcel is not within safe and convenient walking or cycling distance to a local or district centre, but the parcel is accessible to some more localised services and facilities. The parcel lies within a Water Pipe buffer zone, and Rivington Aqueduct runs partially through the site, so should be given due consideration. Only parts of the parcel are considered developable due to the above.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_015 = 60 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_017 - Land north of Moss Bank, off Moss Bank Road and the A571 (Carr Mill Road)
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel - 4.17ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Raised Fringe Settlement and the area is Mossbank. Landscape land sensitivity and visual sensitivity is medium to high. The parcel is triangular in shape with the eastern boundary adjoining the A571. The parcel is open in parts and contributes to the landscape character. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel does not lie close to or contain a SSSI, LWS, Local Geological Site or Nature Reserve. There are no known protected species and/or habitats on or close to the parcel.</i>
Agricultural Land Quality	<i>Non-Agricultural Classification</i>
Heritage Assets	<i>The nearest Listed Building is approximately 486m to the east of the parcel. Therefore, it is considered that development of this parcel would not be likely to affect the character, appearance or setting of a designated heritage asset. MEAS advises that this parcel can be allocated with no archaeological work considered necessary.</i>
Flooding	<i>The parcel lies within flood zone 1. There are small sections of the parcel that fall within 30, 100 and 1,000-year surface water flooding areas, the most</i>

	<p>significant to the south within the protected woodland area.</p> <p>LLFA Comments:</p> <p>At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Flood issues on Martindale Road.</p>
Trees and Woodland	A significant percentage (25%) of the parcel comprises of protected woodland (to the south). There is no Ancient Woodland within the parcel.
Open Space and Recreation	No Open Space or Recreation Areas within or adjoining the parcel.
Minerals	The entire parcel lies within a proposed coal and clay Mineral Safeguarding Area.
Infrastructure	<p>A pipeline runs through the north of the parcel.</p> <p>UU has advised that there is a gravity foul sewer passing through the parcel from west to east which would need considering as part of the masterplanning process should the parcel come forward as an allocation.</p> <p>The parcel is not affected by any known existing or future transport or other infrastructure projects.</p>
Ground conditions	<p>The parcel does not contain or fall within 250m of an active or former landfill site.</p> <p>The parcel is not affected by any known sources of contamination.</p> <p>The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</p>
Air, water and noise pollution	There are no identified issues. However, there could be potential air quality and noise pollution issues due to the parcel's proximity to the busy A571 (Carr Mill Road), which may require a buffer.
Hazardous installations	The parcel is located within a Health and Safety Executive (HSE) consultation zone. The HSE have advised against development on sections of this parcel for housing. The HSE have also advised that as the parcel lies within a major hazard pipeline consultation distance then the pipeline operator (Essar Oil (UK) Ltd.) should be consulted should the parcel come forward for allocation.
Neighbouring uses	<p>Residential development to the south and west of the parcel.</p> <p>Residential development would be compatible and in keeping with existing development on this parcel. There should be no access problems that would lead to amenity issues for the wider area.</p>
Any other constraints	Due to the topography of the land - the parcel lies on a steep hillside – which could have an impact on the developable area of the parcel.

TRANSPORT ACCESSIBILITY

Walking	The site is not within an 800m walking distance of a district or local centre. Approx. 1.7km walking distance to nearest shops (being Billinge Local Centre). The northern tip of the parcel is within 1.2km walking distance of a primary school (Billinge).
Cycling	The parcel is not within a 1 mile safe and convenient cycling distance of a district or local centre.
Public Transport	The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, destinations

	<i>include St. Helens Town Centre, Liverpool and Wigan. The parcel is not within an 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Access could be provided off Moss Bank Road, Carr Mill Road (A571) would be unsuitable due to its proximity to Moss Bank Road slip road. Moss Bank Road is of sufficient width and visibility is reasonable in this location. An access junction would need to be designed in accordance with gradient guidance provided in the Street Design Guide.</i>

AVAILABILITY

Ownership	<i>St Helens Council (Call for Sites form 2013_108)</i>
Existing use	<i>Agricultural Land</i>
Current planning status	<i>Green Belt – Planning History = P/2008/0872 – 54km of buried pipeline connecting to Prescott Reservoir – Approved 25/02/2009</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

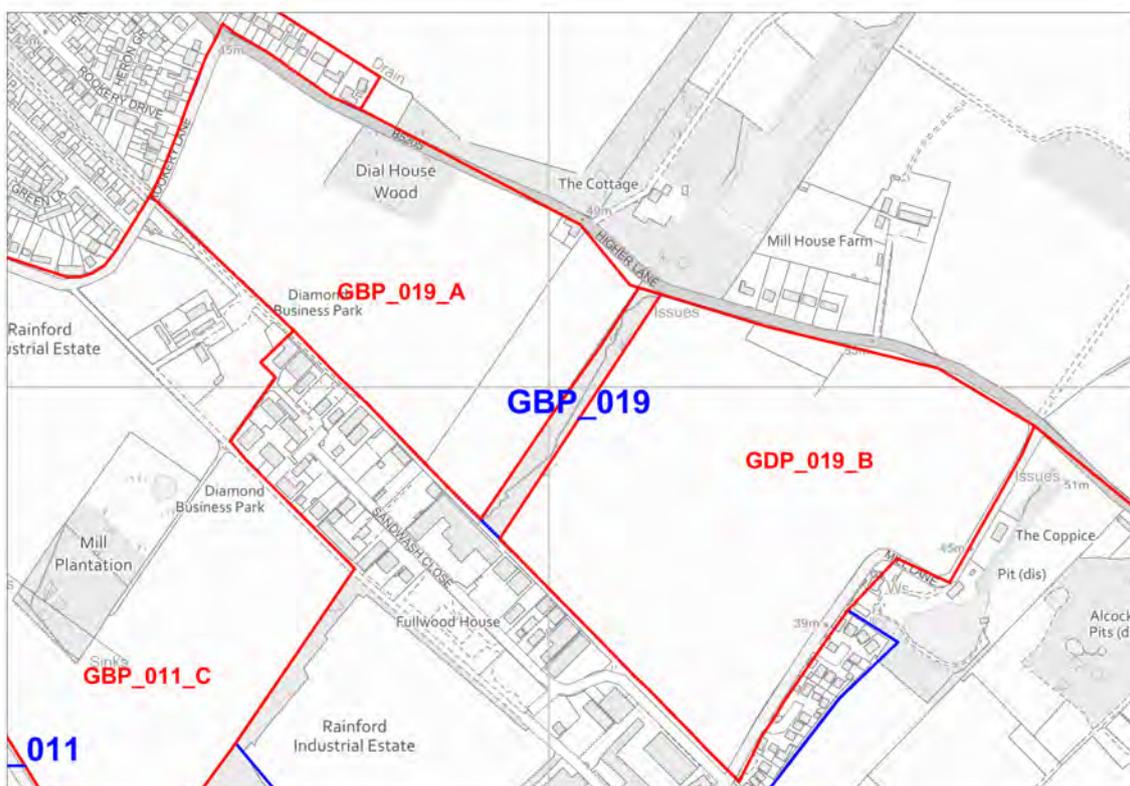
Viability Considerations	<i>The parcel lies within EVA Zone 3. The parcel is considered viable for development. Potential abnormal groundwork costs due to the steep incline of the site.</i>
Gross Developable Area	<i>GBP_017 = 1.35ha (excluding protected woodland and pipeline buffer zone)</i>
Net Developable Area	<i>GBP_017 = 1.2ha (90%)</i>
Notional Development Capacity	<i>GBP_017 = 36 units (90% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>The parcel lies on a steep gradient and therefore additional ground works would be required. The parcel's landscape land sensitivity and visual sensitivity is measured as medium to high. A significant percentage of the parcel comprises of protected woodland (25%), which would have to be excluded from the developable area. A pipeline and a gravity foul sewer both run through the parcel, so would have to be carefully considered should any development come forward on this parcel. HSE have advised that part of the parcel is not appropriate for residential development. The site is not within 800m walking distance of a district or local centre.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_017 = 36 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_019 - Land south of Higher Lane, Rainford
Sub-parcels discounted at stages 1B or 2A	None
Area covered by stage 2B assessment	GBP_019_A - 13.31ha GBP_019_B - 16.31ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Broad Rural Slopes and the landscape character area is Rainford Slopes. The sub-parcels have medium to high landscape sensitivity and visual sensitivity.</i>
Ecology	<i>The sub-parcels do not contain and are not located close to any designated sites of ecological importance. HRA report identifies that this is an area used by qualifying bird species Pink-Footed Geese; therefore, an ecology survey would be necessary.</i>
Agricultural Land Quality	<i>Mixed including Grade 1 - excellent quality agricultural land.</i>
Heritage Assets	<i>The northern part of sub-parcel GBP_19_A is located within a 50m buffer of two listed buildings (to the north-west on Higher Lane). Potential impact of development on the setting of a Listed Building would need to be addressed at any planning application stage should the sub-parcel be allocated for development. <i>The parcel (as a whole) contains the following non-designated heritage assets</i></i>

	<i>recorded on the Merseyside Historic Environment: MME 7038 – the former site of cottages, built 1841-50, demolished before 1893. There is a potential for buried archaeological remains associated with settlement of the mid-19th century to be encountered by development.</i>
Flooding	<i>The sub-parcels are located within flood zone 1. Parts of the sub-parcels fall within 30, 100, 1000year surface water flooding areas, with the most significant surface water 30-year event experienced along the south western boundary with Rainford Linear Park. There is an existing culvert that runs under the industrial estate and past modelling shows the extent of flooding if this fails. A significant buffer (minimum 25m) would be required along the south - western boundary with Rainford Linear Park for flood attenuation features and habitat creation similar to the existing woodland that splits the two sub-parcels. The buffer strip is also within surface water zones so can aid in dealing with this.</i>
Trees and Woodland	<i>The parcel (as a whole) contains a belt of protected trees (forming the boundary between sub-parcels GBP_019_A and GBP_019_B). A line of trees also contributes to the south western boundary along the Rainford Linear Park.</i>
Open Space and Recreation	<i>No open space or outdoor sports facilities fall within the sub-parcels.</i>
Minerals	<i>The sub-parcels lie within a proposed mineral safeguarding area for coal and clay.</i>
Infrastructure	<i>UU has advised that there is a water main running the length of southern boundary of sub-parcel GBP_019_A behind Sandwash Business Park and Rookery Farm. There would need to be a suitable distance maintained for a maintenance strip. Additionally, UU has advised that there is a main surface water sewer, pressurised main (and associated easement) to the north of sub-parcel GBP_019_B, and a pressurised main (and associated easement) to the southern boundary. These would need to be afforded due regard in any site masterplanning process should the sub-parcel come forward for development. The sub-parcels are not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The sub-parcels do not contain or fall within 250m of an active or former landfill site. The sub-parcels are not affected by any known sources of contamination. The sub-parcels predominantly fall within the Coal Authority's 'Low Risk' area of potential land instability from the legacy of coal mining operations; although an area to the east of sub-parcel GBP_019_B falls with a 'High Risk' area.</i>
Air, water and noise pollution	<i>There are no identified issues. However, there could be potential air quality and noise pollution issues to the western parts of the parcel (as a whole) due to proximity of Rainford Industrial Estate requiring a separation distance.</i>
Hazardous installations	<i>No identified issues. The sub-parcels are not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Existing residential development lies to the north-west and south-east; agricultural to the north-east, and industrial (Rainford Industrial Estate) to the south-west. Development of the sub-parcels for residential use would need to consider the proximity of the existing industrial premises to the south-west and any</i>

	<i>potential amenity issues this may give rise to.</i>
Any other constraints	N/A

TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcels are not within an 800m safe and convenient walking distance of the nearest identified local centre (Rainford), however sub-parcel GBP_019_A lies approx. 850m away (at its closest point, as the crow flies). The northern corner of sub-parcel GBP_019_A is located within 1.2km of a safe and convenient walking distance of the nearest primary school; the remaining areas for the sub-parcel lie beyond 1.2km.</i>
Cycling	<i>The north-western section of the sub-parcel GBP_019_A lies within a 1 mile safe and convenient cycling distance of the nearest identified local centre (Rainford).</i>
Public Transport	<i>Sub-parcel GBP_019_A lies within a 400m safe and convenient walking distance to a bus stop with a minimum of 3 bus services. GBP_019_B benefits from 1 bus service an hour in this location, predominantly to and from St. Helens Town Centre. The sub-parcels are not within an 800m safe and convenient walking distance of a train station. The sub-parcels are within a 40minute journey by public transport (bus) to a secondary school.</i>
Vehicular Traffic	<i>Access to sub-parcel GBP_019_A could be accessed off Rookery Lane or Higher Lane. It would need a footway to be provided along the side of Rookery Lane / Higher Lane (depending on where access is proposed from and pedestrian links provided). Access to sub-parcel GBP_019_B could be provided off either Higher Lane or Mill Lane. Mill Lane has some severe bends which restrict visibility and would need to be avoided in terms of access. Single access plus emergency access would be required depending on number of dwellings.</i>

AVAILABILITY

Ownership	<i>Mixed Ownership: Sub-parcel GBP_019a: Knowsley Estate, represented by Savills (Call for Sites form 2014_009) Sub-parcel GBP_019b: JMB Farming, represented by P. Wilson & Co. (Call for Sites form 2016)021) (only south-western section adjacent to Rainford Industrial promoted)</i>
Existing use	<i>Agricultural</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

Viability Considerations	<i>The sub-parcels lie within EVA Zone 4 (higher value). The sub-parcels are therefore considered viable for development.</i>
Gross Developable	<i>GBP_019_A = 11.49ha (excluding roads, woodland and existing dwellings)</i>

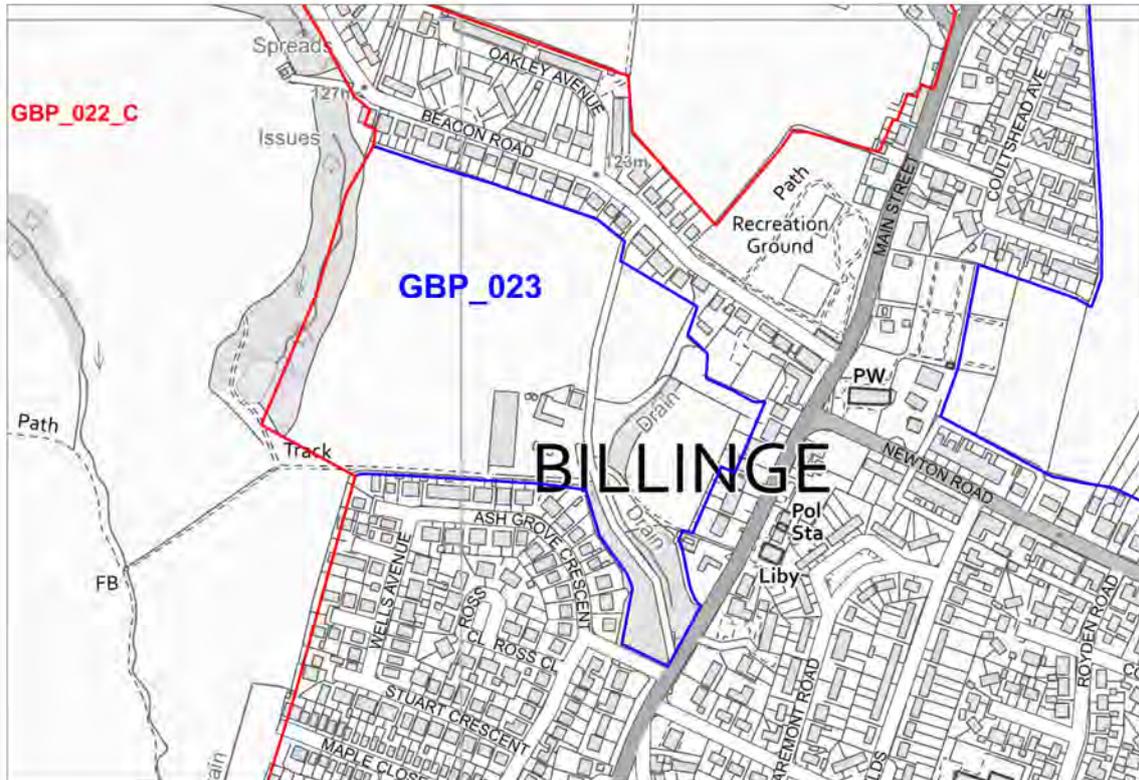
Area	GBP_019_B = 16.31ha
Net Developable Area	GBP_019_A = 8.62ha (75%) GBP_019_B = 12.23ha (75%)
Notional Development Capacity	GBP_019_A = 259 units (75% net developable area and 30dph) GBP_019_B = 367 units (75% net developable area and 30dph)

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p>An ecological survey would be required as part of any planning application.</p> <p>Agricultural land is of mixed grade including Grade 1 - excellent quality agricultural land.</p> <p>Any development of sub-parcel GBP_019_A would need to address any impact setting of Listed Buildings at the planning application stage.</p> <p>Archaeological mitigation could be required (which might require pre-commencement archaeological works) which would need to be secured by means of a planning condition for any future planning permission.</p> <p>A 25m buffer strip to south west along boundary with Rainford Linear Park (replicating woodland area) would be required as a water retention basin.</p> <p>Site layout / masterplan would need to accommodate protected trees.</p> <p>Existing utilities services would need to be considered as part of any site layout / masterplanning.</p> <p>The north-western part of the sub-parcel GBP_019_A is within a 1 mile safe and convenient cycling distance of the nearest identified local centre (Rainford). The remaining area lies beyond a 1-mile distance. Sub-parcel GBP_019_A lies closer to existing services and amenities.</p> <p>Sub-parcel GBP_019_B is not within an 800m safe and convenient walking distance of the nearest identified local centre (Rainford) which lies approx. 1.45km. The northern part of sub-parcel GBP_019_A does lie within 1.2km safe and convenient walking distance of the nearest primary school; the remaining areas for the parcel lie beyond 1.2km.</p>
Preferred use (to be considered in stage 3)	Residential
Notional development capacity (to be considered in stage 3)	GBP_019_A = 259 units GBP_019_B = 367 units
Developability Score	GBP_019_A - Good Development Potential GBP_019_B - Limited Development Potential

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_023 - Land at Ash Grove Farm, south of Beacon Road, Billinge
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel - 7.98ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Separate Settlement and the landscape character area is Billinge. The parcel has medium to high landscape sensitivity and high visual sensitivity.</i>
Ecology	<i>The parcel adjoins and partly includes LWS14 (Ashgrove Farm Wood) on the western boundary. MEAS have commented that as the parcel is adjacent to the LWS, any development would need to ensure a buffer between the development site and woodland. A brook is present along the western boundary and protected species (water vole) would need to be considered. Any development should ensure that a minimum 5m buffer is created from the top of the brook banks to protect the brook corridor. The HRA also identifies this parcel as having potential to be used by qualifying bird species. This would need to be assessed at any future planning application stage should the parcel be allocated for development.</i>
Agricultural Land Quality	<i>Mixed including Grade 2: very good agricultural land.</i>
Heritage Assets	<i>The parcel is adjacent to a number of heritage assets (listed buildings) to the east. After concerns were raised by Heritage England regarding the parcel and proximity of heritage assets a HIA was carried out. The conclusions from the</i>

	<p>HIA suggested that development of this parcel would have some impact on the setting of the nearby designated heritage assets. This harm is considered to be less than substantial. This said, the Conservation Officer recommended that the boundary of the parcel be amended to exclude land adjacent to the existing built development fronting Main Street, as this would go some way to preserve the existing character and setting of the Grade II* listed St Aidan's Church and its Grade II listed walls and piers.</p> <p>MEAS advised that there is a potential for buried archaeological remains associated with settlement of the 18th and 19th centuries to be encountered by development.</p>
Flooding	The parcel is located in flood zone 1. There is some surface water flooding recorded as a 30-year event within the low centre of the parcel, but nothing significant.
Trees and Woodland	There are a significant number of protected individual trees to the south of the parcel (around the access into the site) but it does not include any Ancient Woodland.
Open Space and Recreation	No Open Space or Recreation Areas within or adjoining the parcel.
Minerals	The entire parcel lies within a proposed coal and clay Mineral Safeguarding Area.
Infrastructure	<p>The parcel is not affected by any pipeline easements that would restrict development.</p> <p>UU has advised that a pressurised water main with easement runs through the site (to the right of Ash Grove Farm), and also a combined sewer.</p> <p>The parcel is not affected by any known existing or future transport or other infrastructure projects.</p>
Ground conditions	<p>The parcel is sited within 250m of a former landfill site.</p> <p>The parcel is not affected by any known sources of contamination, however, lies within 250m of a contaminated area.</p> <p>Just over 50% of the parcel falls within the Coal Authority's 'High Risk' area of known subsidence from the legacy of coal mining operations, with the remaining falling within the Coal Authority's 'Low Risk'.</p>
Air, water and noise pollution	There are no identified issues, however, an area to the east of the parcel is being measured for Air Quality Management purposes.
Hazardous installations	There are no identified issues. The parcel is not located within a Health and Safety Executive consultation zone.
Neighbouring uses	<p>Residential development to the north, south and east. Therefore, residential development on this parcel would be the preferred option.</p> <p>There is potential for amenity issues for the wider area due to pressures on the existing highways. Access to the parcel needs to be improved before the parcel is developable.</p>
Any other constraints	<p>A number of Public Rights of Way (footpaths) run through the parcel.</p> <p>The parcel is within a 1.2km walking distance to the nearest primary school, and a 40minute bus drive to the nearest secondary school.</p>

TRANSPORT ACCESSIBILITY

Walking	The parcel is not within an 800m safe and convenient walking distance of a
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	<i>district or local centre (Billinge).</i>
Cycling	<i>The parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Billinge).</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>There is an existing farm track through the site, connecting to both Main Street (A571) and Beacon Road. Main Street would be the best place to provide access to the site, although it may require the purchase of a dwelling or two to provide the access junction to the desired standard. The existing farm access off Main Street is too close to the Ash Grove Crescent junction to be a viable access and would cause vehicle conflict. However, a connection off Ash Grove Crescent could be possible, although this is a residential road and would result in the loss of a number of protected trees. The access from Beacon Road is narrow, so would need widening to support a residential development. Beacon Road is also slightly narrower (with pinch points) than ideal. If the site were to be allocated for development (residential), in terms of number of dwellings, this would require modelling / assessments to be undertaken to identify how the route currently operates and the spare capacity available.</i>

AVAILABILITY

Ownership	<i>Mr Charles Valentine, represented by P. Wilson and Company (Call for Sites Form 2013_40)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential Use</i>

ACHIEVABILITY

Viability Considerations	<i>The parcel lies within EVA Zone 4. The parcel is considered viable for development. Could be abnormal costs due to the access issues, one or two dwellings may need to be purchased in order to create an acceptable access into the parcel.</i>
Gross Developable Area	<i>GBP_023 = 7.98ha</i>
Net Developable Area	<i>GBP_023 = 6ha (75%)</i>
Notional Development Capacity	<i>GBP_023 = 180 units (75% net developable area and 30dph)</i>

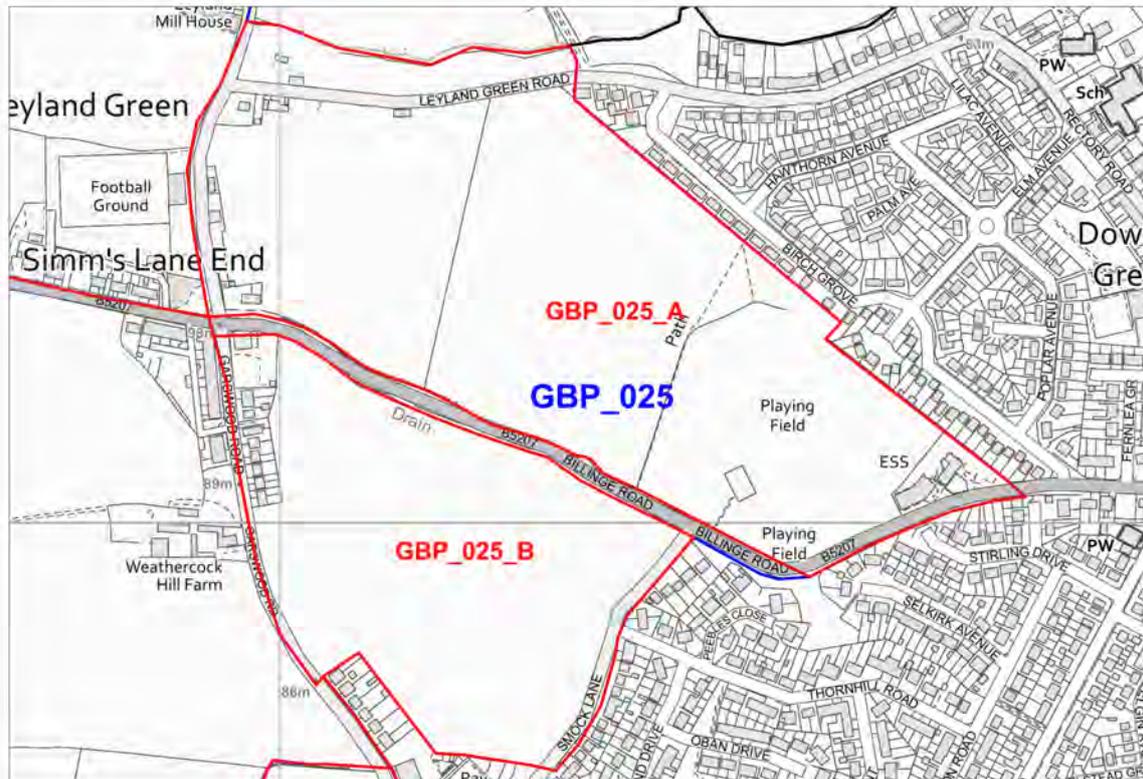
CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>The parcel scores a medium to high for landscape sensitivity and high for visual sensitivity.</i>
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	<p><i>The parcel is of mixed agricultural grade including Grade 2: very good agricultural land.</i></p> <p><i>As the parcel is adjacent to LWS Ashgrove Farm Wood, a buffer between the parcel and woodland would have to be provided. In addition, a brook with protected species runs along the western boundary and would also require a minimum 5m buffer. The HRA also identifies this parcel as having potential to be used by qualifying bird species, which would need to be assessed at any future planning application stage.</i></p> <p><i>Following a HIA a buffer zone has been proposed in order to protect the nearby heritage assets from the impact of potential development.</i></p> <p><i>There are a number of protected trees to the south of the parcel.</i></p> <p><i>Access could be an issue, however given the parcel has to be reduced in size due to the above constraints, one access only may be required. Access from Main Street would be the preferred option but may need the purchase of one or two dwellings.</i></p> <p><i>The parcel is not within 800m safe and convenient walking distance of a district or local centre.</i></p>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_023 = 180 units (this number would significantly reduce once a buffer has been applied around the LWS and TPO trees, and the suggested HIA buffer to the east has been removed)</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_025 - Land west of Garswood
Sub-parcels discounted at stages 1B or 2A	None
Area covered by stage 2B assessment	GBP_025_A - 20.86ha GBP_025_B - 10.88ha



SUITABILITY

Landscape and visual character	<p>The landscape character type is Broad Rural Slopes and the landscape character area is Weathercock Slopes. The sub-parcels have medium to high landscape and visual sensitivity.</p> <p>The northern part of sub-parcel GBP_025_A, located north of B5207, is open and contributes to landscape character.</p>
Ecology	<p>The sub-parcels do not contain and are not located close to any designated sites of ecological importance. There is no known presence of protected species or habitats located on or close to the sub-parcels.</p>
Agricultural Land Quality	<p>Grade 3: good to moderate agricultural land.</p>
Heritage Assets	<p>The parcel contains the following non-designated archaeological heritage assets recorded on the Merseyside Historic Environment Records:</p> <p><u>GBP_025_A</u></p> <ul style="list-style-type: none"> • MME 16590 – Buildings (Tapster's Moss) recorded on 1st Edition Ordnance Survey (1849); and • MME 16591 – Old coal pits recorded on 1st Edition Ordnance Survey (1849);

	<p><u>GBP_025_B</u></p> <ul style="list-style-type: none"> • MME 16597 – Building on Yates’ map of 1786; and • MME 16598 – Building on 1st Edition 1:10560 Ordnance Survey (1849). <p>There is therefore potential for buried archaeological remains associated with settlement and coal mining of the late 18th or 19th century, to be encountered by development on these sub-parcels.</p>
Flooding	<p>The sub-parcels are located within flood zone 1. Small parts of the sub-parcels fall within 30, 100, 1000year surface water flooding areas, with the most significant surface water 30-year event flooding experienced in the mid-south eastern part of the parcel adjacent to Smock Lane.</p> <p>Groundwater table is very high in parts and sub-parcel GBP_025_B suffers from existing drainage issues.</p> <p>LLFA comments:</p> <p><u>GBP_025_A</u></p> <p>Development is welcome in this sub-parcel. A full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting.</p> <p><u>GBP_025_B</u></p> <p>Development is welcome in this sub-parcel. Overland flow from the field to the north east part of the site enters the highway at Smock Lane which causes flooding. As part of any application for development we would look to see this reduced or the risk removed from proper development layout. Flow paths should be assessed and should be integrated into the design of the development. Should the sub-parcel be allocated then the planning application would require a full SuDS assessment including full management and maintenance proposals. Greenfield run-off rates. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting.</p>
Trees and Woodland	No TPOs or Ancient Woodland within the sub-parcels.
Open Space and Recreation	The eastern corner of sub-parcel GBP_025_A contains an area of open space, including rugby and football pitches (Birch Grove Playing Fields, which are owned and managed by Garswood Parish Council). The Billinge and Seneley Green area currently has an identified shortfall of football pitches (St. Helens Playing Pitch Strategy Assessment, 2016).
Minerals	The entire parcel lies within a mineral safeguarding area.
Infrastructure	Rivington aqueduct and easement runs through the middle of the northern part of sub-parcel GBP_025_A, located to the north of the B5207 Billinge Road.
Ground conditions	There are a number of old mineshafts located within sub-parcel GBP_025_A, which would need to be assessed further. Majority of the parcel, as a whole, is located within an area identified by the Coal Authority as being at a high risk of potential land instability from the legacy of coal mining operations.
Air, water and noise pollution	No identified issues.
Hazardous installations	No identified issues.

Neighbouring uses	<i>Residential development surrounds three sides of the sub-parcels. Residential use would therefore be compatible with neighbouring uses and some forms of employment uses could also be compatible subject to amenity considerations.</i>
Any other constraints	<i>As well as the open space and playing fields, the eastern corner of sub-parcel GBP_025_A contains a community centre and a primary care centre. This area should be excluded from any developable area of sub-parcel GBP_025_A should it come forward for development.</i>

TRANSPORT ACCESSIBILITY

Walking	<p><i>The sub-parcels are not within an 800m walking distance of a district or local centre.</i></p> <p><i>The nearest local centre is in Billinge which is located approximately 1.8km to the west of the sub-parcels. However, the east of both sub-parcels is within 800m of a local convenience store.</i></p> <p><i>Station Road, located approximately 330m to the south of the parcel, has some retail and leisure facilities including a post office, newsagent, take-aways, hairdressers and public houses. Garswood library is located approximately 520m south of the parcel. The town centre of Ashton-in-Makerfield is located approximately 2.3km east of the parcel which has a wider range of facilities including supermarkets and banks.</i></p> <p><i>The parcel (as a whole) is within 1.2km walking distance of a primary school.</i></p>
Cycling	<i>The sub-parcels are not within 1mile cycling distance of a district or local centre. However, see above.</i>
Public Transport	<p><i>The sub-parcels are within 400m of a safe and convenient walk to a bus stop providing a minimum of 2 bus services an hour to Wigan, Haydock, Ashton-in-Makerfield, Newton-le-Willows and St Helens.</i></p> <p><i>The sub-parcels are within a 40minute bus journey to a secondary school.</i></p> <p><i>There are train services from Garswood station, located approximately 570m to the south east of the parcel. Direct services provided from the station include services to Wigan and Liverpool, with connections to Manchester and Bolton.</i></p>
Vehicular Traffic	<i>Safe vehicular access could be provided from Leyland Green Road, Garswood Road and Billinge Road.</i>

AVAILABILITY

Ownership	<p><i>GBP_025_A – J. Murphy & Sons Ltd, represented by Frank Marshall & co. (Call for Sites form 2013_131)</i></p> <p><i>GBP_025_B - Anne Hunt, represented by Frank Marshall & Co (Call for Sites Form 2013_41)</i></p>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by	<i>Residential</i>

landowner(s)	
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ACHIEVABILITY

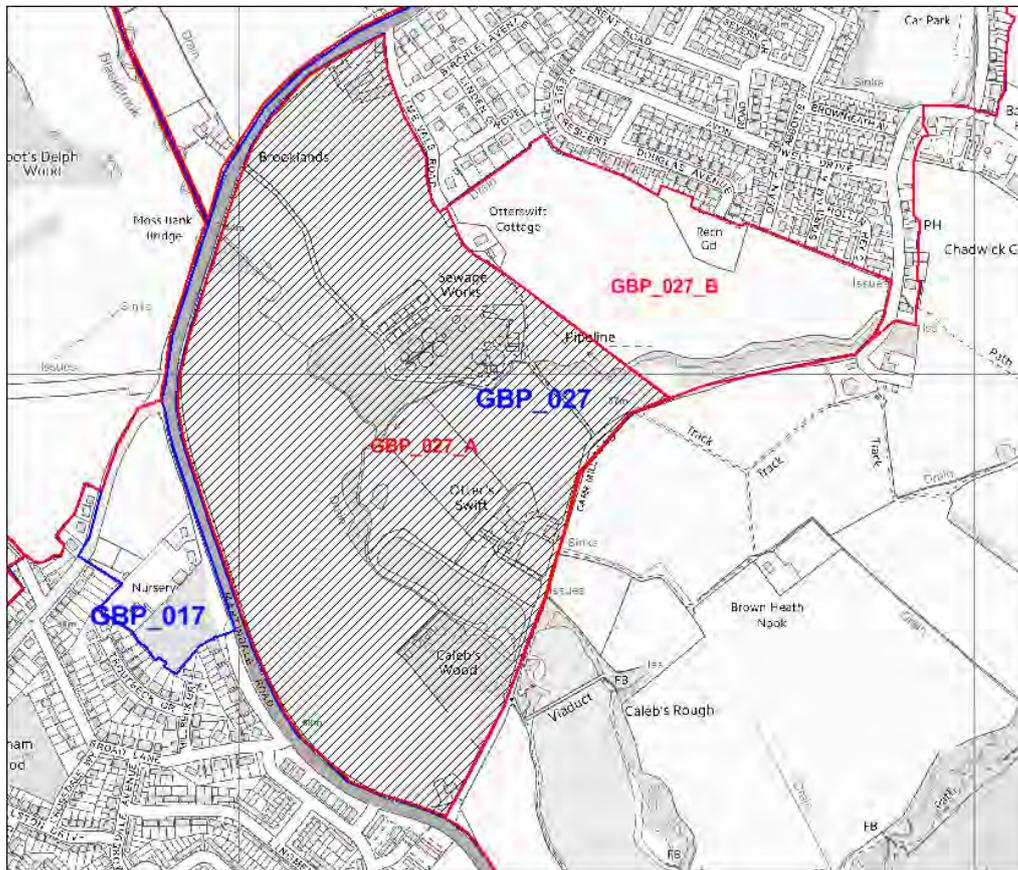
Viability Considerations	<i>The sub-parcels lie within EVA Zone 4, therefore are considered viable for development.</i>
Gross Developable Area	<i>GBP_025_A: 12.92ha (excludes recreational and community uses to the east of the parcel and land north of Leyland Green Road, as developing north of this road is unlikely to be considered appropriate as it would not allow for a strong Green Belt boundary to be maintained in the future). GBP_025_B: 9.58ha (excluding existing housing development within the sub-parcel)</i>
Net Developable Area	<i>GBP_025_A = 9.69ha (75%) GBP_025_B = 7.19ha (75%)</i>
Notional Development Capacity	<i>GBP_025_A = 291 units (75% net developable area and 30dph) GBP_025_B = 216 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><i>Archaeological mitigation could be required (which might require pre-commencement archaeological works) which would need to be secured by means of a planning condition for any future planning permission.</i></p> <p><i>Mine shafts and land stability would need investigation as part of any future planning application process.</i></p> <p><i>In parts the parcel suffers from surface water flooding (in particular parts of GBP_25_B). Improved surface water drainage and potential attenuation solutions would need further investigation at the planning application stage.</i></p> <p><i>The sub-parcels are not within a safe and convenient walking or cycling distance to a local or district centre, but the sub-parcels are accessible to some more localised services and facilities.</i></p> <p><i>The sub-parcels are within 1.2km walking distance of a primary school and within a 40minute bus journey of a secondary school.</i></p> <p><i>The sub-parcels have medium to high landscape and visual sensitivity.</i></p> <p><i>The sub-parcels are considered developable.</i></p>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_025_A: 291 units GBP_025_B: 216 units</i>
Developability Score	<i>GBP_025_A - Good Developable Potential GBP_025_B - Good Developable Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_027 - Land south of Billinge
Sub-parcels discounted at stages 1B or 2A	GBP_027_A, discounted at Stage 1B
Area covered by stage 2B assessment	GBP_027_B - 11.28ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Broad Rural Slopes and the landscape character area is Arch Lane Slopes. Sub-parcel GBP_027_B has a medium to high landscape and visual sensitivity.</i>
Ecology	<i>The sub-parcel does not contain and is not located close to any designated sites of ecological importance. There is no known presence of protected species or habitats located on or close to the sub-parcel.</i>
Agricultural Land Quality	<i>Grade 2: very good quality agricultural land.</i>
Heritage Assets	<i>No recorded assets on or within close proximity of the sub-parcel. However, Otterswift Cottage is of archaeological interest. Therefore, should this sub-parcel be removed from the Green Belt for development, further work would be required to ensure no harm to this potential heritage asset.</i>
Flooding	<i>The sub-parcel is located within flood zone 1. Small areas of the western and eastern sub-parcel fall within 30, 100, 1000year surface water flooding areas, with the most significant surface water 30-year event flooding experienced</i>

	<i>along the inland water (which feeds into Black Brook) which runs along the eastern boundary of the sub-parcel.</i>
Trees and Woodland	<i>There are a number of TPOs along the south-western boundary of the sub-parcel, but no Ancient Woodland.</i>
Open Space and Recreation	<i>Within the northern-central part of the sub-parcel is an area of amenity greenspace.</i>
Minerals	<i>The entire sub-parcel lies within a proposed coal and clay Mineral Safeguarding Area.</i>
Infrastructure	<i>The sub-parcel lies within a Shell Pipeline Buffer Zone.</i> <i>UU would need to be consulted in terms of any potential infrastructure they are aware of that lies within the sub-parcel, should the sub-parcel come forward for development.</i> <i>The sub-parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The sub-parcel contains a small former landfill site (south east of sub-parcel).</i> <i>The sub-parcel is not affected by any known sources of contamination.</i> <i>The majority of the sub-parcel falls within the Coal Authority's 'High Risk' area of known subsidence from the legacy of coal mining operations. There are also known mineshafts within the sub-parcel.</i>
Air, water and noise pollution	<i>No identified issues.</i>
Hazardous installations	<i>The sub-parcel is not located within a Health and Safety Executive (HSE) consultation zone. However, as the sub-parcel lies within the buffer zone for the Essar Oil (formerly Shell) Pipeline, HSE have advised that the sub-parcel lies within a consultation distance of a major hazard pipeline and the operator (Essar Oil (UK) Ltd.) should be consulted should the sub-parcel be put forward for allocation.</i>
Neighbouring uses	<i>Residential and agricultural</i>
Any other constraints	<i>Public Right of Way (footpath) runs along the southern boundary and bridleway bounds the western boundary.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre.</i> <i>Approx. 1.37km walking distance to nearest shops (being Billinge Local Centre)</i>
Cycling	<i>The sub-parcel falls within 1 mile of a safe and convenient cycling radius of a local centre (Billinge).</i>
Public Transport	<i>The sub-parcel is within 400m of a safe and convenient walk to a bus stop.</i> <i>There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre and Wigan.</i> <i>The sub-parcel is not within an 800m walking distance of a train station.</i>

Vehicular Traffic	<p><i>Douglas Avenue is considered too narrow for an access to a major development, with no ability to widen the carriageway on the bend and only 20m short of max cul-de-sac length already.</i></p> <p><i>Dean Close already has 25 properties, should the cul-de-sac limit be removed, the number of dwellings (including the existing) would still be restricted to 50 for that type of road. Dean Close would be acceptable in terms of cul-de-sac length, but it is approximately 5m wide, so is substandard. However, some additional dwellings may be able to be accessed off here, but unlikely of the entire sub-parcel. It also doesn't appear to have a ransom strip - it looks like its adopted highway up to the site boundary.</i></p> <p><i>Startham Avenue has similar issues as Dean Close, but the chicane at Hollin Hey Close junction adds an additional problem.</i></p> <p><i>Hollin Hey Close is a narrow road, with a 90degree bend and a ransom strip at the southern point.</i></p> <p><i>Carr Mill Road has an existing water course between the site and Carr Mill Road which could make construction of an access difficult, with culverting watercourse / habitat issues. It is too long in terms of cul-de-sac length and appears to have a levels difference with the site, which may make access difficult to achieve from here. Statham Avenue is already 150m cul-de-sac length, therefore a limited number of dwellings maybe acceptable from here.</i></p>
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AVAILABILITY

Ownership	<i>Unknown – land not promoted</i>
Existing use	<i>Predominantly agriculture with an open space.</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Unknown - Land not promoted by landowner</i>

ACHIEVABILITY

Viability Considerations	<i>The sub-parcel lies within EVA Zone 4, therefore, is considered viable for development.</i>
Gross Developable Area	<i>GBP_027_B = 11.28ha</i>
Net Developable Area	<i>GBP_027_B = 8.46ha (75%)</i>
Notional Development Capacity	<i>GBP_027_B = 254 units (75% net developable area and 30dph). However due to the access and highway concerns addressed above the NDC is reduced to 50 units</i>

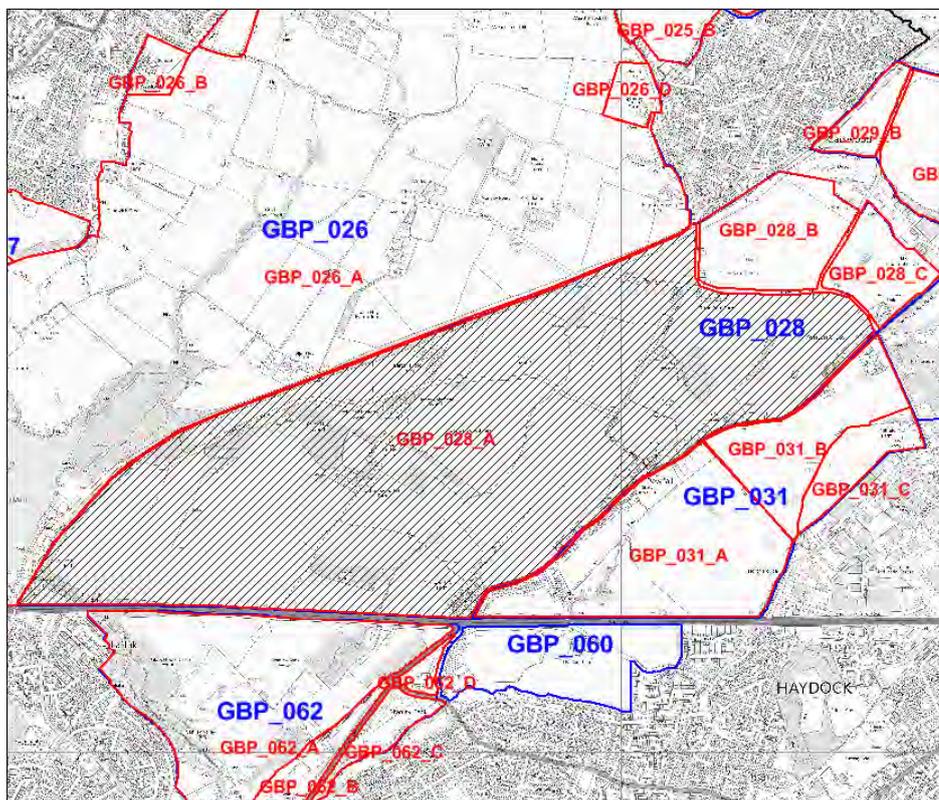
CONCLUSIONS ON DEVELOPABILITY

Summary of Developability	<i>The sub-parcel has medium to high landscape and visual sensitivity.</i>
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Assessment	<p><i>Grade 2: very good quality agricultural land</i></p> <p><i>There are highway problems in terms of access to the parcel, which would significantly limit the number of dwellings possible in this location. As such with only a small percentage of the sub-parcel being available for development, an artificial boundary would therefore be created within the site.</i></p> <p><i>The land has not been promoted by the landowners, which could impact on its developability prospects.</i></p>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_027_B = 50 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_028 - Land north of A580 and west of A58.
Sub-parcels discounted at stages 1B or 2A	GBP_028_A, discounted at Stage 1B
Area covered by stage 2B assessment	GBP_028_B – 23.24ha GBP_028_C – 12.66ha



SUITABILITY

Landscape and visual character	<i>The sub-parcels landscape character type is Broad Rural Slopes and the landscape character area is Arch Lane Slopes. The sub-parcels have medium to high landscape and visual sensitivity.</i>
Ecology	<i>The sub-parcels do not contain and are not located close to any designated sites of ecological importance. There is no known presence of protected species or habitats located on or close to the sub-parcels.</i>
Agricultural Land Quality	<i>Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>There are two Grade II Listed Buildings – Garswood Library and The Manor House located approximately within 70m and 100m of the northern boundary of sub-parcel GBP_028_B and one Grade II Listed Building – Gate Piers, Gate and Flanking Walls at Ashton Cross located within 50m of the southern boundary of sub-parcel GBP_028_C. However, given the distance to these assets (and to the north the presence of the railway line) it is considered unlikely that development of the sub-parcels would affect the character, and appearance of setting of these assets.</i>

Flooding	<i>The sub-parcels are located within flood zone 1. Small parts of the parcel as a whole, fall within 30, 100, 1000year surface water areas, with the most significant surface water 30-year event flooding experienced along the western boundary of GBP_028_B.</i>
Trees and Woodland	<i>There are a number of TPOs that run along the southern boundary of sub-parcel GBP_028_C.</i>
Open Space and Recreation	<i>No open space or sporting facility within the sub-parcels.</i>
Minerals	<i>The entire parcel lies within a mineral safeguarding area.</i>
Infrastructure	<i>No identified issues.</i>
Ground conditions	<i>The eastern third of GBP_028_B and three small areas within GBP_028_C are located within an area identified by the Coal Authority as being at a high risk of potential land instability from the legacy of coal mining operations.</i> <i>The majority of GBP_028_B has a record of potential land contamination.</i>
Air, water and noise pollution	<i>There are no identified issues.</i>
Hazardous installations	<i>There are no identified issues.</i>
Neighbouring uses	<i>The northern boundaries of the sub-parcels adjoin Park Industrial Estate and residential development lies to the west of GBP_028_B beyond the railway line. The south eastern corner of GBP_028_C contains Ashton Cross Rehabilitation which offers support and rehabilitation to people following a brain injury.</i> <i>Residential use and some forms of employment uses could also be compatible subject to amenity considerations.</i>
Any other constraints	<i>The south eastern corner of sub-parcel GBP_028_C contains a rehabilitation unit; this area should be excluded from any developable area of the sub-parcel.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcels are not within an 800m walking distance of a district or local centre. The nearest local centres are Haydock (located 2.1km south of the sub-parcels) and Billinge (located approximately 2.6km to the west of the sub-parcels).</i> <i>Station Road located approximately 300m to the north of the western boundary of sub-parcel GBP_028_B, has some retail and leisure facilities including a post office, newsagent, take-aways, hairdressers and public houses. Garswood library is located approximately 240m north of sub-parcel GBP_028_B. The town centre of Ashton-in-Makerfield is located approximately 1.5km east of the parcel that has a wider range of facilities including supermarkets and banks.</i> <i>The western third of the parcel (as a whole) is within 1.2km walking distance of a primary school, the remainder of the parcel is over 1.2km walking distance away from a primary school.</i>
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Cycling	<i>The sub-parcels are not within 1-mile cycling distance of a district or local centre.</i>
Public Transport	<p><i>All of sub-parcel GBP_028_C and the majority of GBP_028_B is within 400m safe and convenient walking distance of a bus stop with a minimum of two services an hour.</i></p> <p><i>The western half of GBP_028_B is located within an 800m safe and convenient walking distance of Garswood train station. The eastern half of GBP_028_B and all of GBP_028_C lie within approximately 0.82km – 1.25km of a safe and convenient walking distance of Garswood train station. Direct services provided from this station include Wigan and Liverpool, with connections to Manchester and Bolton.</i></p> <p><i>The parcel is within a 40minute bus journey to a secondary school.</i></p>
Vehicular Traffic	<i>Safe vehicular access could be provided from Tithebarn Road, Garswood Road or Gibbons Road.</i>

AVAILABILITY

Ownership	<p><i>Mixed Ownership:</i></p> <ul style="list-style-type: none"> • <i>GBP_028_B – Part by Derek Picton (Call for Sites form 2015_012), remaining unknown as land has not been promoted</i> • <i>GBP_028_C – Seddon and Jayne Bradbury, represented by Cassidy + Ashton (Call for Sites form 2016_029)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential and employment</i>

ACHIEVABILITY

Viability Considerations	<i>The sub-parcels lie within EVA Zone 3 and are therefore considered viable for development.</i>
Gross Developable Area	<p><i>GBP_028_B = 1.7ha (excludes the non-promoted parts of the sub-parcel)</i></p> <p><i>GBP_028_C = 10.69ha (excludes the rehabilitation centre)</i></p>
Net Developable Area	<p><i>GBP_028_B = 1.53ha (90%)</i></p> <p><i>GBP_028_C = 8.02ha (75%)</i></p>
Notional Development Capacity	<p><i>GBP_028_B = 45 units (90% net developable area and 30dph)</i></p> <p><i>GBP_028_C = 240 units (75% net developable area and 30dph)</i></p>

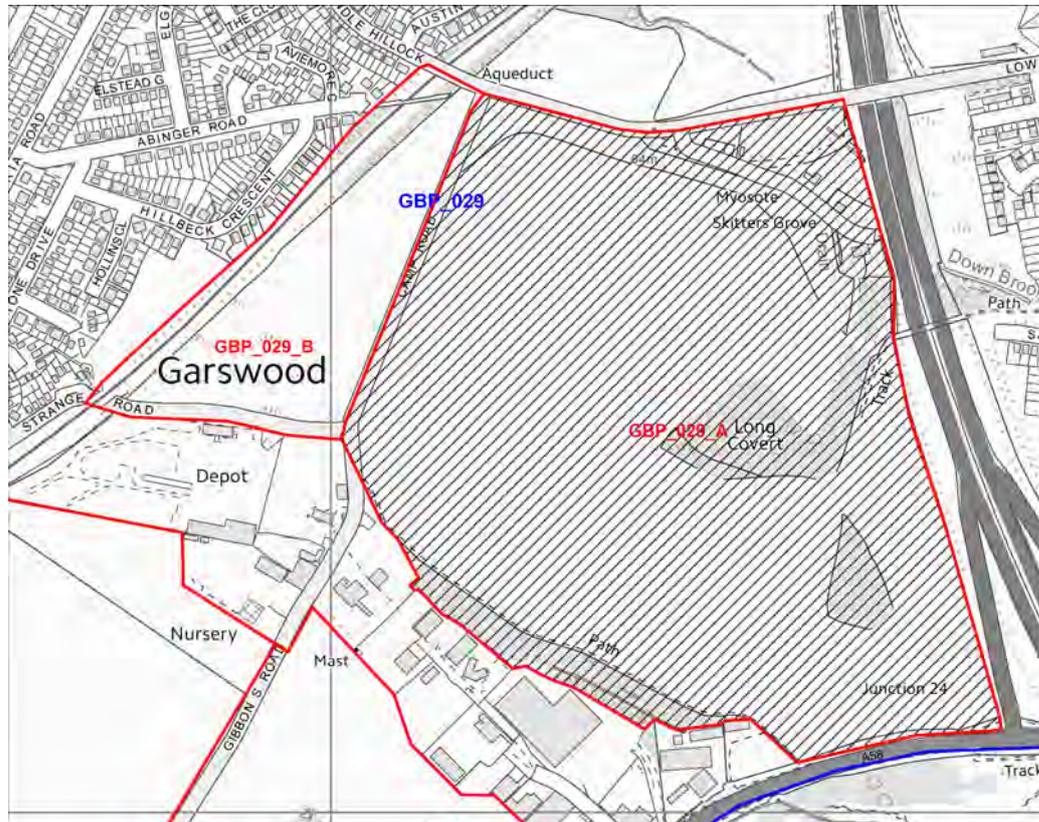
CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><i>Any potentials impact on nearby heritage assets would have to be considered at planning application stage.</i></p> <p><i>Drainage and surface water flooding issues along the western boundary</i></p>
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	<p><i>of GBP_028_B would need to be considered at planning application stage.</i></p> <p><i>The western third of the parcel is within 1.2km walking distance of a primary school, the remainder of the parcel is over 1.2km walking distance away from a primary school.</i></p> <p><i>Land stability and land contamination would need investigation as part of any future planning application process.</i></p> <p><i>The sub-parcels are not within safe and convenient walking or cycling distance to a local or district centre, but the parcel is accessible to some more localised services and facilities.</i></p> <p><i>The sub-parcels have medium to high landscape and visual sensitivity.</i></p> <p><i>Only 1.7ha of sub-parcel GBP_028_B is being promoted by a landowner. The non-promoted part of sub-parcel GBP_028_B is therefore not considered available for development or developable.</i></p> <p><i>The south eastern corner of sub-parcel GBP_028_C contains Ashton Cross Rehabilitation that offers support and rehabilitation to people following a brain injury. Any future development of sub-parcel GBP_028_C would have to be sensitive to this neighbouring use.</i></p> <p><i>Park Industrial Estate is located to the north of the promoted part of sub-parcel GBP_028_B and to the north of sub-parcel GBP_028_C, the potential for adverse impacts on the amenity of future occupiers of any future development would have to be considered. This is likely to be a particular developability constraint for sub-parcel GBP_028_B.</i></p> <p><i>In conclusion, for sub-parcel GBP_028_B given its isolation away from a local centre and primary school (the majority of the sub-parcel is over 1.2km walking distance away from a primary school), and the potential for adverse impacts on the future amenity of occupiers from the neighbouring industrial estate (and the likely need for a buffer to the industrial estate that could further reduce the net developable area), the developability of the site is considered to be limited.</i></p> <p><i>In conclusion, for sub-parcel GBP_028_C given the sensitivity of neighbouring rehabilitation centre, the isolated location of the sub-parcel away from a local centre and primary school (over 1.2km walking distance away from a primary school) and the potential for adverse impacts from neighbouring uses the developability of the site is considered to be limited.</i></p>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_028_B = 45 units</i> <i>GBP_028_C = 240 units</i>
Developability Score	<i>GBP_028_B – Limited Development Potential</i> <i>GBP_028_C – Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_029 - Land east of Garswood and west of M6
Sub-parcels discounted at stages 1B or 2A	GBP_029_A, discounted at Stage 1b.
Area covered by stage 2B assessment	GBP_029_B - 6.47 ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Broad Rural Slopes and the landscape character area is Arch Lane Slopes. The sub-parcel has medium to high landscape sensitivity and medium to high visual sensitivity.</i>
Ecology	<i>The sub-parcel does not contain and is not located close to any designated sites of ecological importance. There is no known presence of protected species or habitats located on or close to the parcel. However, the sub-parcel does contain a valuable wildlife habitat to the south, that should be retained if development were to come forward on this site. This area would lend itself to the Town in the Forest project.</i>
Agricultural Land Quality	<i>Grade 3 - good to moderate quality agricultural land.</i>
Heritage Assets	<i>No recorded assets on or within close proximity of the sub-parcel.</i>
Flooding	<i>The sub-parcel is located within flood zone 1. Parts of the sub-parcel fall within 30, 100, 1000year surface water flooding areas, with the most significant surface water 30-year event experienced to the south of the sub-</i>

	<i>parcel.</i>
Trees and Woodland	<i>No TPO's or Ancient Woodland in or adjacent to the sub-parcel.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within the sub-parcel. A designated Amenity Greenspace adjoins the parcel on its western boundary.</i>
Minerals	<i>The entire sub-parcel lies within a proposed coal and clay Mineral Safeguarding Area.</i>
Infrastructure	<i>Pressurised distribution main and main surface water sewer passes through the centre of the site, north-west to south-east. These would need to be afforded due regard in the masterplanning process.</i>
Ground conditions	<i>The sub-parcel is not within 250m of an active or former landfill site. The sub-parcel is not affected by any known sources of contamination. 50% of the sub-parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations and 50% falls within the Coal Authority's 'High Risk' area.</i>
Air, water and noise pollution	<i>The sub-parcel lies adjacent to a railway line, therefore should development come forward on this site noise attenuation measures would need to be provided to off-set noise. The existing tree line should be kept as a buffer with acoustic fencing and possibly triple glazing for the dwellings directly adjacent to the railway line.</i>
Hazardous installations	<i>No identified issues. The sub-parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Predominantly residential, however there are some industrial uses south of the sub-parcel.</i>
Any other constraints	<i>Tithebarn Road / Liverpool Road / Millfield Lane junctions all experience capacity issues.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcel is not within an 800m safe and convenient walking distance of a district or local centre. However, the sub-parcel is within an 800m of a local convenience store, and other small shops within Garswood, including a take-away.</i>
Cycling	<i>The sub-parcel is not within a 1 mile safe and convenient cycling distance of a district or local centre.</i>
Public Transport	<i>The sub-parcel is within 400m of a bus stop. There is a minimum of 2 bus services an hour in this location, predominantly to and from Wigan, Ashton-in-Makerfield and St. Helens Town Centre. The sub-parcel is within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Only one access would be required for a sub-parcel of this size. Access could be provided off Camp Road. Tithebarn Road / Liverpool Road / Millfield Lane junction experience capacity issues.</i>

AVAILABILITY

Ownership	<i>Wainhomes, represented by Emery Planning (Call for Sites form 2015_010)</i>
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Existing use	<i>Part agriculture, part equestrian</i>
Current planning status	<i>Green Belt – no relevant planning history other than P/2008/1211 – COU of land from agricultural to equestrian – Approved 28/01/2009</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

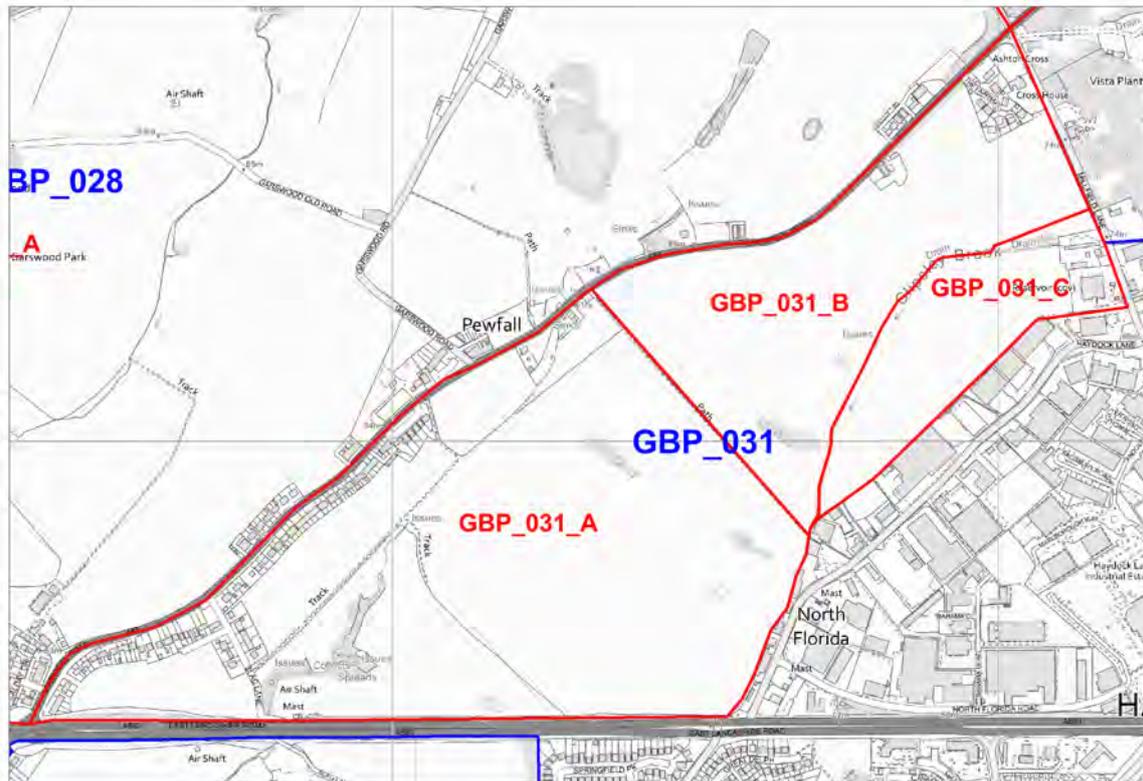
Viability Considerations	<i>Sub-parcel lies within EVA Zone 3. Sub-parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_029_B = 2.56ha (excluding wildlife habitat site to the south and the rail line buffer)</i>
Net Developable Area	<i>GBP_029_B = 1.95ha (75%)</i>
Notional Development Capacity	<i>GBP_029_B = 58 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><i>The sub-parcel has medium to high landscape sensitivity and medium to high visual sensitivity.</i></p> <p><i>Although the sub-parcel is outside an 800m walking distance of a district or local centre, it is within 800m walking distance of a local convenience store, required for day to day essentials.</i></p> <p><i>Acoustic fencing and triple glazing would be required should the land come forward for residential development, specifically for residential units constructed along the boundary with the railway line.</i></p> <p><i>There are potential highway constraints with Tithebarn Road / Liverpool Road / Millfield Lane junctions all experience capacity issues.</i></p>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_029_B = 58 units</i>
Developability Score	<i>Medium Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_031 - Land to the west of Haydock Industrial Estate
Sub-parcels discounted at stages 1B or 2A	None
Area covered by stage 2B assessment	GBP_031_A - 50.66ha GBP_031_B - 22.52ha GBP_031_C - 9.28ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Broad Rural Slopes and the landscape character area is Arch Lane Slopes. The sub-parcels have medium to high landscape sensitivity and medium to high visual sensitivity.</i>
Ecology	<i>The parcel, as a whole, does not lie close to or contain a SSSI, LWS, Local Geological Site or Nature Reserve. MEAS have commented that the parcel is close to known great crested newt sites and a survey would be required with any future planning application.</i>
Agricultural Land Quality	<i>Part Grade 2 - very good quality agricultural land (GBP_031_A); part Grade 3 - good to moderate quality agricultural land (GBP_031_B and GBP_031_C).</i>
Heritage Assets	<i>North eastern edge of sub-parcel GBP_031_B lies within the 50m buffer of Listed Buildings (Le Chateau and Gate piers, gates and flanking walls at Ashton Cross). Based on a HIA the potential impact of development on the setting of a Listed Building would need to be addressed. Part of the parcel (sub-parcel GBP_031_A) contains the following non-designated heritage assets recorded on the Merseyside Historic Environment:</i>

	<p>MME 8603 – the former route of Stanley Bank Incline, built 1766 MME 15443 – the former site of Ashton Colliery, early 19th century MME 16592 – Coal pit recorded on 1st Edition Ordnance Survey (1849)</p> <p>There is a potential for buried archaeological remains associated with the coal mining industry to be encountered by development.</p>
Flooding	<p>The parcel is located predominantly within flood zone 1. Part of sub-parcel GBP_031_A lie within flood zone 2 towards the south eastern corner. Parts of the parcel fall within 30, 100, 1000year surface water flooding areas, with the most significant surface water 30-year event experienced across the centre of sub-parcel GBP_031_A (stretching broadly from Pewfell Park to the north down towards the A580).</p>
Trees and Woodland	<p>There are TPO trees and protected woodland within sub-parcel GBP_031_A, with no ancient woodland.</p>
Open Space and Recreation	<p>There is a small section of designated Amenity Greenspace in the upper northern section of sub-parcel GBP_031_A. The remaining sub-parcels adjoin Ashton-in-Makerfield Golf Course to the north-east.</p>
Minerals	<p>The entire sub-parcels lie within a proposed coal and clay Mineral Safeguarding Area.</p>
Infrastructure	<p>Sub-parcel - GBP_031_B - the West East Link Main and a pressurised trunk main lies within the site that would need to be given due consideration in the masterplanning of the site. Clipsley Brook flows along the south of the site. UU would expect the developer to explore options to discharge surface water to this watercourse.</p> <p>Sub-parcel - GBP_031_C - the site borders Millfield Service Reservoir, and a pressurised distribution main runs through the site. All of which would need to be given due consideration in the masterplanning of the site.</p>
Ground conditions	<p>The sub-parcels are not within 250m of an active or former landfill site. The sub-parcels are not affected by any known sources of contamination. The majority of the sub-parcels fall within the Coal Authority's 'High Risk' area of known subsidence from the legacy of coal mining operations. There are a number of mineshafts identified within the sub-parcels too.</p>
Air, water and noise pollution	<p>There are no identified issues.</p>
Hazardous installations	<p>There are no identified issues. The sub-parcels are not located within a Health and Safety Executive consultation zone. Sub-parcels GBP_031_B & GBP_031_C do fall within a consultation distance of a major hazard pipeline (oil pipeline), and as such should these sub-parcels be removed from Green Belt for allocation then Essar Oil (UK) Ltd. need to be consulted.</p>
Neighbouring uses	<p>Predominantly industrial to the east with a small pocket of residential to the north.</p>
Any other constraints	<p>None</p>

TRANSPORT ACCESSIBILITY

Walking	<p>The sub-parcels are not within 800m safe and convenient walking distance</p>
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	<p><i>of a district or local centre.</i></p> <p><i>Approx. 3km walking distance to nearest shops (being Clipsley Lane Local Centre).</i></p>
Cycling	<i>The sub-parcels fall just short of a 1 mile safe and convenient cycling distance of a district or local centre.</i>
Public Transport	<p><i>The sub-parcels are within 400m of a safe and convenient walk to a bus stop. There is a minimum of 2 bus services an hour in this location, predominantly to and from Haydock and St. Helens Town Centre.</i></p> <p><i>The sub-parcels are not within 800m walking distance of a train station.</i></p>
Vehicular Traffic	<i>As part of the planning permission for sub-parcel GBP_31_A, a new access is proposed from the A580. This access should allow linkage to all sub-parcels.</i>

AVAILABILITY

Ownership	<p><i>Mixed Ownership:</i></p> <p><i>GBP_031_A – J. Moore (Call for Sites form 2008_010)</i></p> <p><i>GBP_031_B - Mr Allan Worthington, Trustee Worthington Land Settlement (Call for Sites form 2013_139)</i></p> <p><i>GBP_031_C - Canmoor Developments, represented by Indigo Planning (Call for Sites 2013_090)</i></p>
Existing use	<i>See below</i>
Current planning status	<p><i>Sub-parcel GBP_031_A - P/2016/0608/HYBR – Hybrid Planning Application, new access, 2 commercial/industrial buildings – Approved 27/04/2017</i></p> <p><i>Sub-parcel GBP_031_C – P/2017/0920/FUL – Full planning application for four industrial units – Refused 24/07/2019</i></p>
Use(s) promoted by landowner(s)	<i>Employment</i>

ACHIEVABILITY

Viability Considerations	<i>The sub-parcels lie within EVA Zone 3. Sub-parcels are considered viable for development.</i>
Gross Developable Area	<p><i>GBP_031_A – 36.67ha (excluding existing built development within the sub-parcel)</i></p> <p><i>GBP_031_B – 20.58ha (excluding existing built development within the sub-parcel)</i></p> <p><i>GBP_031_C – 7.75ha (excluding existing built development within the sub-parcel)</i></p>
Net Developable Area	<i>As Above</i>
Notional Development	<i>As Above</i>

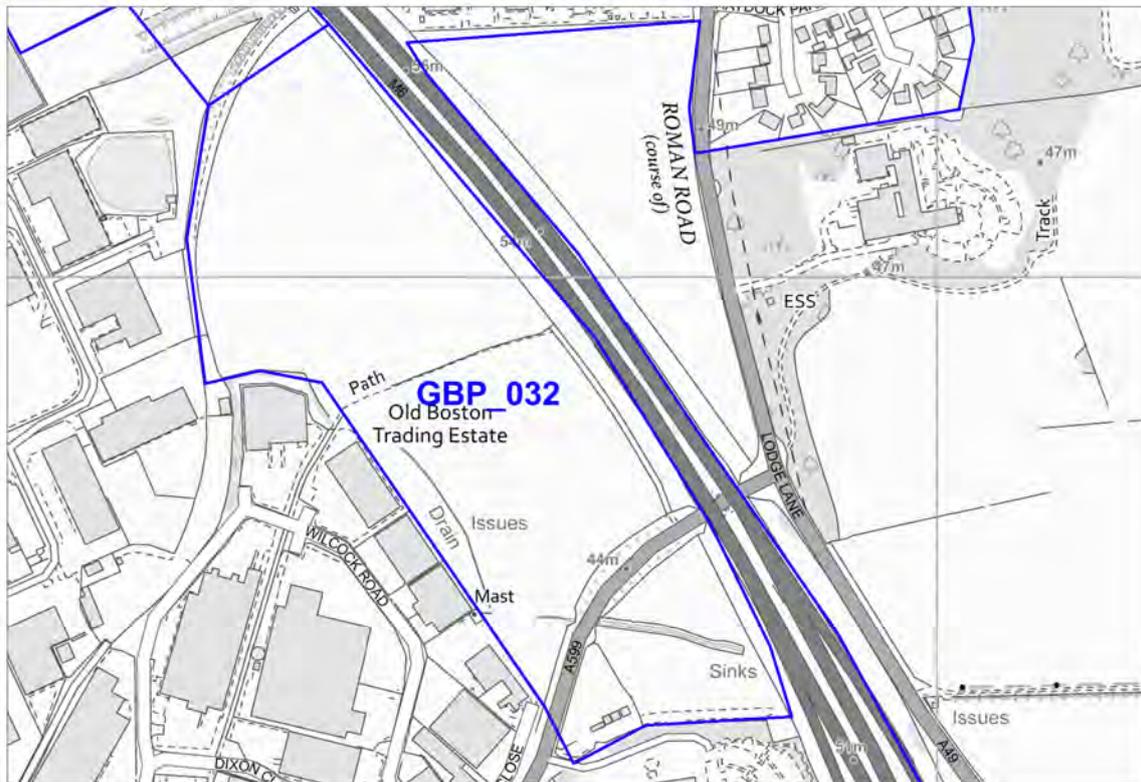
Capacity	
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CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>Sub-parcel GBP_031_A has consent for development – employment/industrial.</i>
Preferred use (to be considered in stage 3)	<i>Employment/Industrial</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_031_A – 36.67ha GBP_031_B – 20.58ha GBP_031_C – 7.75ha</i>
Developability Score	<i>Good Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	<i>GBP_032 - Land to the east of Haydock Industrial Estate and to the west of M6</i>
Sub-parcels discounted at stages 1B or 2A	<i>N/A</i>
Area covered by stage 2B assessment	<i>Whole parcel – 14.79ha</i>



SUITABILITY

Landscape and visual character	<i>The landscape character type is Industrial Fringe and the landscape character area is Haydock Industrial Estate. The parcel has low landscape sensitivity and medium visual sensitivity.</i>
Ecology	<i>Two LWSs (Haydock Cross (LWS31) and Plantation copse and ponds (LWS30)) lie adjacent to the north west and north of the parcel. Initial concerns from MEAS due to the presence of Great Crested Newts recorded within the vicinity. As such any planning application would have to be accompanied by an Environmental Impact Assessment.</i>
Agricultural Land Quality	<i>Non-agricultural</i>
Heritage Assets	<i>No recorded assets on or within close proximity of the parcel.</i>
Flooding	<i>The parcel is located within flood zone 1. Small parts of the parcel fall within 30, 100, 1000year surface water areas with the most significant surface water 30-year event experienced along Penny Lane and on pockets to the north east and north west. The parcel is within Ground Water Source Protection Zone (Total Catchment Zone 3).</i>

Trees and Woodland	<i>There are no TPO's or Ancient Woodland within or adjacent to the parcel.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within or adjoining the parcel.</i>
Minerals	<i>The parcel lies outside any proposed Mineral Safeguarding Area.</i>
Infrastructure	<i>The West East Link Main (large pressurised treated water main) and surface water sewer passes through the site and would need to be given due consideration in any site masterplanning.</i>
Ground conditions	<i>The parcel is not within 250m of an active or former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>Parcel (north-east boundary) lies within an Air Quality Management Area Buffer zone (M6 corridor). The parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>The parcel is located within a Health and Safety Executive consultation zone. Therefore, part of the site may have to act as a buffer zone (boundary with M6, which is also within the AQMA).</i>
Neighbouring uses	<i>Industrial uses to the west, and various other employment use to the south and east.</i>
Any other constraints	<i>A Public Right of Way (footpath) runs through the centre of the parcel. Its proximity to J23, which experiences capacity issues and queuing.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within 800m safe and convenient walking distance of a district or local centre. Approx. 1.96km (as the crow flies) walking distance to nearest shops (Clipsley Lane Local Centre).</i>
Cycling	<i>The parcel is not within a 1 mile safe and convenient cycling distance of a district or local centre.</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from Haydock and St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Access to the parcel would be gained from Penny Lane (see planning approval – Ref: P/2015/0571/HYBR)</i>

AVAILABILITY

Ownership	<i>Morley Estates, c/o Roman Summer Associates Ltd (Call for Sites form 2014_027)</i>
Existing use	<i>See below</i>
Current planning status	<i>P/2015/0571/HYBR – planning for the erection of B8 warehouse, ancillary</i>

	<i>office space etc. – Approved 23/09/2016</i>
Use(s) promoted by landowner(s)	<i>Employment</i>

ACHIEVABILITY

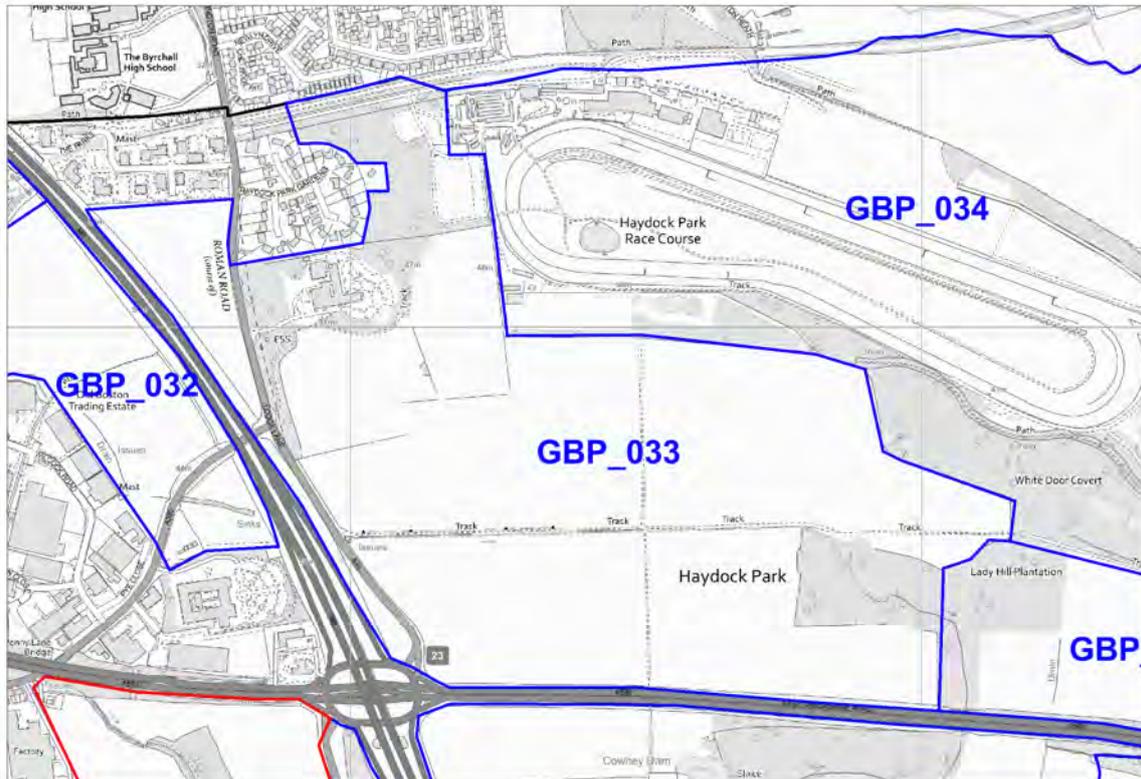
Viability Considerations	<i>The parcel lies within EVA Zone 3. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_032 = 13.21ha (excluding existing infrastructure on site)</i>
Net Developable Area	<i>As Above</i>
Notional Development Capacity	<i>As Above</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>The parcel already benefits from planning consent for employment/industrial use.</i>
Preferred use (to be considered in stage 3)	<i>Employment/Industrial</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_032 = 13.21ha</i>
Developability Score	<i>Good Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_033 - Land to the east of M6 Junction 23
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole parcel - 85.7ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Woodland Former Estate and the landscape character area is Haydock Park. The parcel has medium landscape sensitivity and medium visual sensitivity.</i>
Ecology	<i>A LWS (Haydock Park Woodland) lies adjacent to the east and north of the parcel. The Sankey Catchment Partnership have advised that should development take place on this site then any development should seek to improve water vole habitat by extending further into the woodland. MEAS have commented that a buffer would need to be maintained and incorporate woodland planting. An Ecological Appraisal would also be required if any planning application were to be submitted.</i>
Agricultural Land Quality	<i>Grade 3 - good to moderate quality agricultural land.</i>
Heritage Assets	<i>No recorded assets on or within close proximity of the parcel. The site contains the following non-designated heritage assets recorded on the Merseyside Historic Environment: MME 9118 – Haydock Park, 14th century There is a potential that both buried archaeological features and surviving earthworks associated with the former park might be encountered by</i>

	<i>development.</i>
Flooding	<i>The parcel is located within flood zone 1. Parts of the parcel fall within 30, 100, 1000year surface water areas, with the most significant surface water 30-year event experienced to the centre of the southern boundary along the A580. LLFA Comments: At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. Easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery.</i>
Trees and Woodland	<i>Protected woodland to the south-east of the parcel (Lady Hill Plantation), that would need to be retained should the parcel be allocated.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within or adjoining the parcel.</i>
Minerals	<i>The parcel lies outside any proposed Mineral Safeguarding Area.</i>
Infrastructure	<i>The West East Link Main, Lodge Lane Wastewater Pumping Station, a pressurised foul sewer and a gravity foul sewer all lie within the site and would need to be afforded due consideration in any site masterplanning.</i>
Ground conditions	<i>The parcel is not within 250m of an active or former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>A small part of parcel (western boundary) lies within an Air Quality Management Area Buffer zone (M6 corridor). The parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Small section of office uses and racecourse to the north, but mainly agricultural uses.</i>
Any other constraints	<i>Surrounding highway network is congested on race days. Haydock Island experiences congestion issues (J23 of the M6 motorway).</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within 800m safe and convenient walking distance of a district or local centre. Approx. 2.82km walking distance to nearest shops (being Clipsley Lane Local Centre)</i>
Cycling	<i>The parcel is not within a 1 mile safe and convenient cycling distance of a district or local centre.</i>
Public Transport	<i>There are parts of the parcel within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 services an hour in this location, predominantly to and from Ashton-in-Makerfield and St. Helens Town</i>

	Centre. <i>The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	Access could be provided over the racecourse entrance route, but the existing access gates would need to be relocated. There is no obvious opportunity to extend Haydock Park Gardens without purchasing one of the existing dwellings. Currently St. Helens Council are carrying out a Transport Study at J23 of the M6 to identify what the required future enhancement and improvement requirements would be to address the existing capacity issues and potential future issues generated as a result of proposed growth for the Borough, the land requirements for which have yet to be defined.

AVAILABILITY

Ownership	Peel Investments (North) Ltd., represented by Turley (Call for Sites form 2014_013)
Existing use	Agricultural
Current planning status	Green Belt – current planning application (P/2017/0254/OUP – outline application for development of the site for B8/B2 uses with ancillary offices etc. – awaiting decision
Use(s) promoted by landowner(s)	Employment/Industrial

ACHIEVABILITY

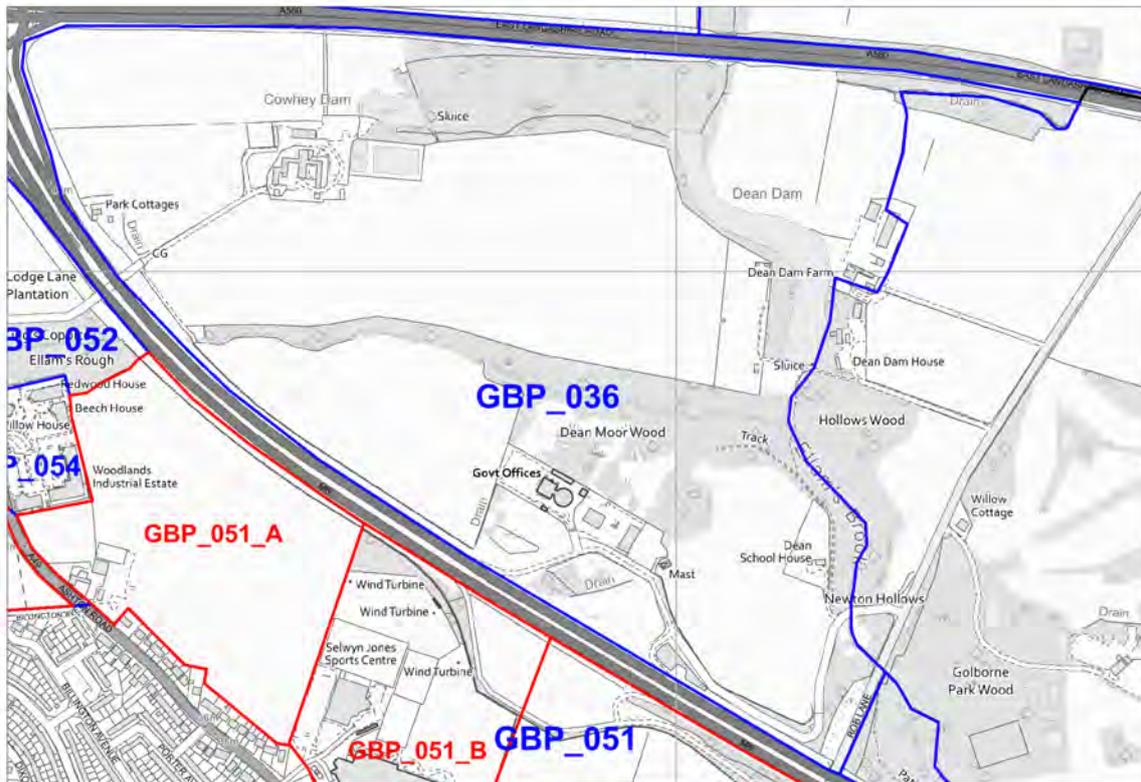
Viability Considerations	Parcel lies within EVA Zone 3. Parcel is considered viable for development.
Gross Developable Area	GBP_033 = 85.7ha
Net Developable Area	As Above
Notional Development Capacity	As Above

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>The parcel contains a number of protected copses and woodland to the north and south-east. Part of the parcel (western boundary) lies within an Air Quality Management Area Buffer zone (M6 corridor), therefore if the parcel should come forward for allocation this would need to be investigated further and dealt with at planning application stage. There are existing capacity problems at J23, and access to the site would have to be via the A580. Transport assessments would need to clearly show that development of this parcel would not have a further detrimental impact on the free flow of the junction. Access to the site could also have an impact on the outcomes and findings of the J23 Transport Improvement Study. The parcel has received strong market interest. It is a prime location for large scale distribution warehousing due to its easy access to a motorway, nearby labour supply and public services.</i>
Preferred use (to be considered in stage 3)	Employment/Industrial
Notional development capacity (to be considered in stage 3)	GBP_033 = 85.7ha
Developability Score	Medium Development Potential

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	<i>GBP_036 - Land south of A580 East Lancashire Road and south east of M6 Junction 23</i>
Sub-parcels discounted at stages 1B or 2A	<i>N/A</i>
Area covered by stage 2B assessment	<i>Whole parcel - 73.57ha</i>



SUITABILITY

Landscape and visual character	<i>The landscape character type is Woodland Former Estate and the landscape character area is Haydock Park. The parcel has medium landscape sensitivity and medium visual sensitivity.</i>
Ecology	<i>The parcel contains two LWSs - Fox Covert including Cow Hey Dam (LWS44) to the north and Ellams Brook (LWS51) running through it. There is potential for protected species etc. to be present, so further Ecological Appraisal would be required in consultation with MEAS should the parcel be allocated for development.</i>
Agricultural Land Quality	<i>Part Grade 3 - good to moderate quality agricultural land; part Non-Agricultural.</i>
Heritage Assets	<i>A Listed Building lies to the south east. The potential impact of development on a Listing Building would need to be addressed.</i>
Flooding	<i>Part of the parcel lies within flood zones 2 (2%) and 3 (1.8%). Parts of the parcel fall within 30, 100, 1000year surface water flooding areas, with the most significant surface water 30-year flooding event experienced broadly following the water course of Ellam's Brook and around Dean Dam.</i>

Trees and Woodland	<i>Significant parts of the parcel are designated protected woodlands. No Ancient Woodland.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within the parcel. However, a small section of the parcel on the southern boundary adjoins a designated Amenity Greenspace.</i>
Minerals	<i>The parcel lies outside any proposed Mineral Safeguarding Area.</i>
Infrastructure	<i>The north-western side of the parcel falls within a Shell pipeline buffer zone.</i>
Ground conditions	<i>The parcel is not within 250m of an active or former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>The parcel (south and western boundaries) lies within an Air Quality Management Area Buffer zone (M6 corridor). The parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>There are no identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Agricultural</i>
Any other constraints	<i>Surrounding highway network is congested on race days. Haydock Island experiences congestion issues. The parcel contains a TRUABI Rehabilitation Centre that offers support and rehabilitation to people with mental health issues, physical disabilities, sensory impairments etc. Any future development of GBP_036 would have to be sensitive to this neighbouring use.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre. Nearest shops being Newton-le-Willows Local Centre.</i>
Cycling	<i>The southern section of the parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Newton-le-Willows).</i>
Public Transport	<i>The parcel is not within 400m of a safe and convenient walk to a bus stop. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Access could only be gained via the A580, which would be unacceptable. Currently St. Helens Council are carrying out a Transport Study at J23 of the M6 to identify what the required future enhancement and improvement requirements would be to address the existing capacity issues and potential future issues generated as a result of proposed growth for the Borough, the land requirements for that have yet to be defined.</i>

AVAILABILITY

Ownership	<i>Mixed Ownership:</i> <ul style="list-style-type: none"> • <i>Part Peel Investments (North Ltd), represented by Turley (Call for</i>
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	<p>Sites form 2014_014)</p> <ul style="list-style-type: none"> Part unknown as site not promoted (Haydock Park Farm)
Existing use	Agricultural
Current planning status	Green Belt – no relevant planning history
Use(s) promoted by landowner(s)	Employment

ACHIEVABILITY

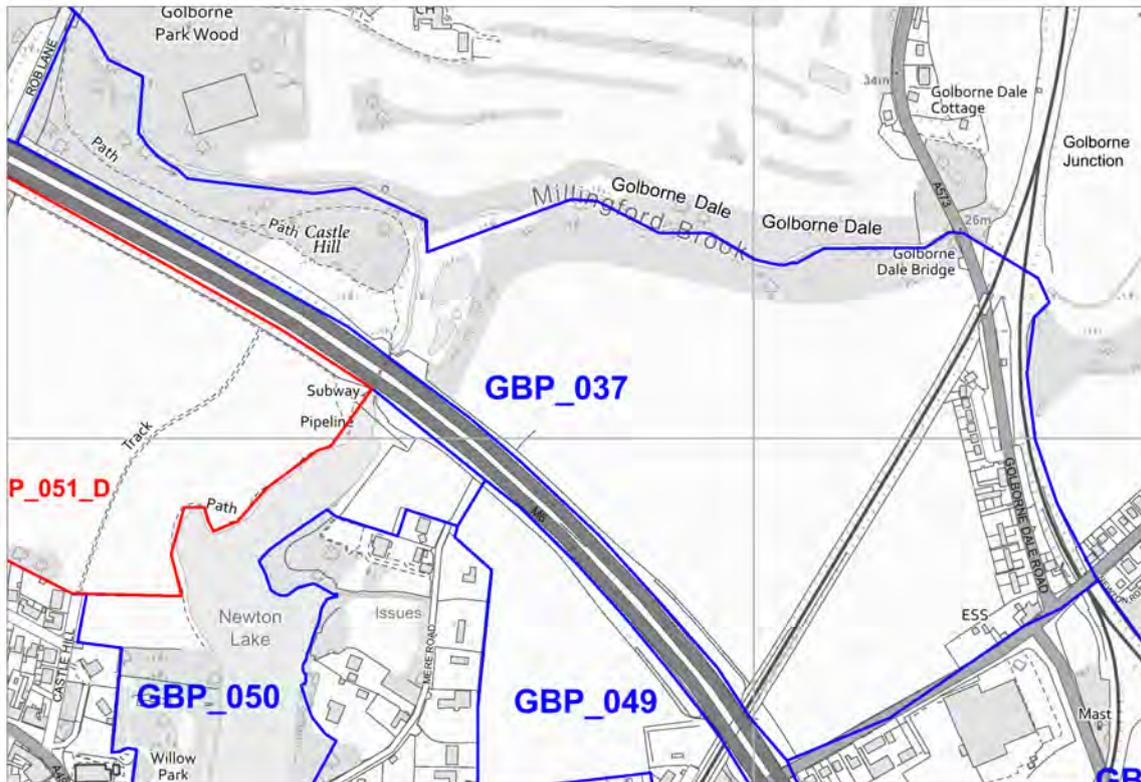
Viability Considerations	Parcel lies within EVA Zone 2. Parcel is considered viable for development.
Gross Developable Area	GBP_036 = 73.57ha (not excluding flood zone 3 or protected woodland which would significantly reduce the NDA)
Net Developable Area	As above
Notional Development Capacity	As above

CONCLUSIONS ON DEVELOPABILITY

<p>Summary of Developability Assessment</p>	<p>There are significant areas within the parcel that are protected woodlands and would need to be retained with buffer zones. Due to their locations within the parcel, they would reduce the NDA.</p> <p>The parcel contains a TRUABI Rehabilitation Centre that offers support and rehabilitation to people with mental health issues, physical disabilities, sensory impairments etc. Any future development of GBP_036 would have to be sensitive to this neighbouring use.</p> <p>Parts of the parcel are covered by an AQMA, and should the parcel come forward for development then AQMA issues would have to be addressed at planning application stage.</p> <p>There would be access and highway issues with this parcel, due to its proximity to the A580 and J23 that has known capacity issues.</p>
Preferred use (to be considered in stage 3)	Employment
Notional development capacity (to be considered in stage 3)	GBP_036 = 73.57ha
Developability Score	Limited Development Potential

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_037 - Land east of M6 and south of Haydock Park Golf Club
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole parcel - 31.23ha



SUITABILITY

Landscape and visual character	<p>Landscape character type is Woodland Former Estate and the landscape character area is Haydock Park.</p> <p>The parcel has medium landscape sensitivity and medium visual sensitivity.</p>
Ecology	<p>The parcel includes a LWS (Castle Hill) to the north.</p> <p>There is potential for protected species to be present, so further Ecological Appraisal would be required in consultation with MEAS should the parcel be allocated for development.</p>
Agricultural Land Quality	<p>Part Grade 3 - good to moderate quality agricultural land; part Non-Agricultural.</p>
Heritage Assets	<p>Parcel contains a Scheduled Monument and a Conservation Area. Potential impact of development on these assets would need to be addressed.</p>
Flooding	<p>Part of the parcel is within flood zone 2 (14%) and 3 (11%). Parts of the parcel fall within 30, 100, 1000year surface water areas with the most significant surface water 30-year event experienced along the northern boundary (Millingford Brook).</p>

Trees and Woodland	<i>No TPOs or Ancient Woodland within the parcel however, the parcel adjoins protected woodland on the upper northern boundary.</i>
Open Space and Recreation	<i>The northern section of the parcel is a designated Amenity Greenspace and would need to be protected if the parcel were allocated for development.</i>
Minerals	<i>The parcel lies outside any proposed Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development. The parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The parcel has an area of historic landfill within it (southern section). The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>The parcel (south and western boundaries) lies within an Air Quality Management Area Buffer zone (M6 corridor). The parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Agricultural</i>
Any other constraints	<i>None</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre. Nearest shops being Newton-le-Willows Local Centre.</i>
Cycling	<i>The western section of the parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Newton-le-Willows).</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Access to parcel would be difficult, may be possible via Rob Lane.</i>

AVAILABILITY

Ownership	<i>Unknown – land not promoted</i>
Existing use	<i>Agricultural</i>
Current planning status	<i>Green Belt – no relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Landowner not promoting parcel</i>

ACHIEVABILITY

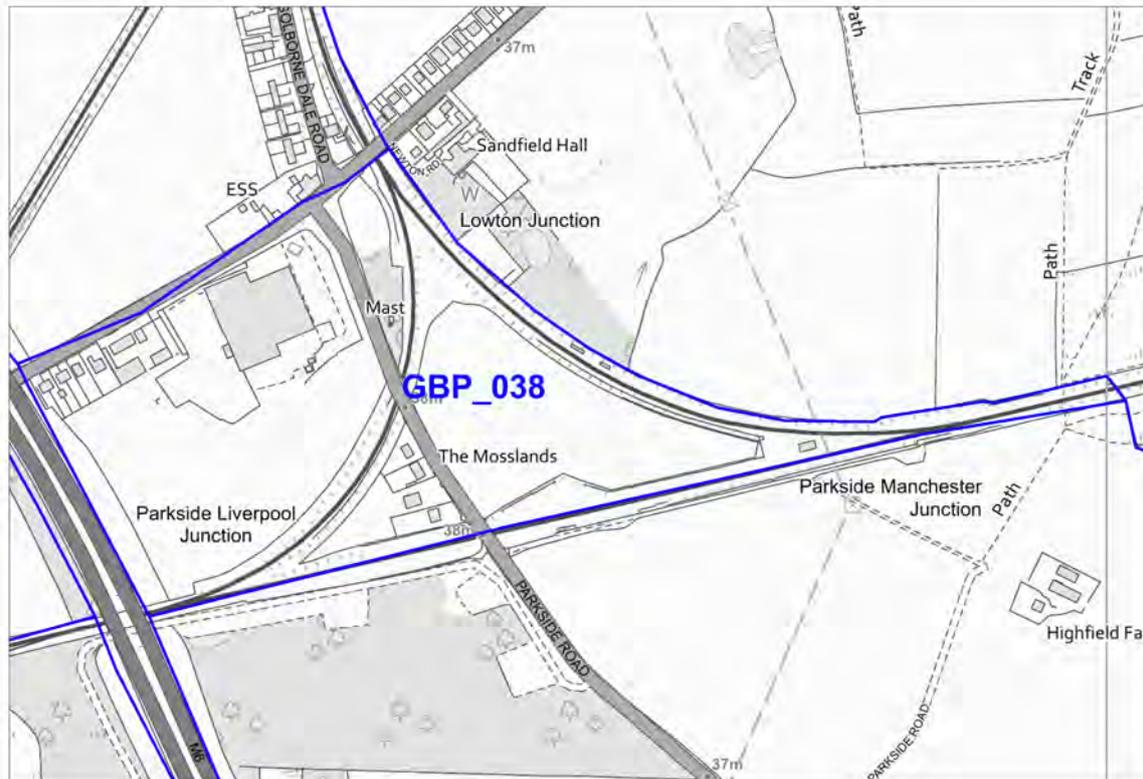
Viability Considerations	<i>Parcel lies within EVA Zone 4. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_037 = 27.7ha (excluding flood zone 3)</i>
Net Developable Area	<i>GBP_037 = 20.25ha (75%)</i>
Notional Development Capacity	<i>GBP_037 = 607 units (75% net developable area and 30dph) – it is likely that this number would reduce further once the area of the LWS is excluded.</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><i>The landowner is not promoting the land for development.</i></p> <p><i>Sections of the parcel fall within an AQMA and as such any development could potentially impact on this AQMA.</i></p> <p><i>Potential access issues for the parcel.</i></p> <p><i>The parcel is fairly remote and as such is unsustainable.</i></p> <p><i>Part of the parcel is a designated LWS and an amenity greenspace, which would both require protecting and a buffer zone created, that would impact on the developable area of the parcel.</i></p>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_037 = 607 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_038 – Land east of M6 and south of Southworth Road
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel – 14.8ha



SUITABILITY

Landscape and visual character	<p>The landscape character type is Agricultural Moss and the area is Highfield Moss. Landscape sensitivity is low to medium, with a medium for landscape visual sensitivity.</p> <p>Development on this parcel would not lead to enhancement of a derelict or previously developed site.</p>
Ecology	<p>The parcel lies within 300m of a SSSI (Highfield Moss) (approximately 234m to the east).</p> <p>MEAS commented on the adjoining site and advised that any development in this proximity would need to consider impacts to the SSSI and NIA from site drainage and air quality. The development should look to complement and enhance the NIA through appropriate landscaping and habitat provision.</p> <p>Development would need to consider Habitats Regulations Assessment, particularly in relation to air quality impacts on Manchester Mosses SAC as well as potential impacts on qualifying bird species of other European Sites, e.g. Mersey Estuary. The site may be used by qualifying bird species, and a wintering bird survey may be required.</p>
Agricultural Land Quality	<p>Grade 3: good to moderate agricultural land.</p>

Heritage Assets	<i>There is a Listed Building buffer zone to the mid southern section of the parcel. The Listed Building lies within the boundary of parcel GBP_039, however, due to its proximity with the boundary of this parcel the buffer zone falls within this site. Therefore, any development of this parcel would need to take this into consideration. There is no known archaeological interest.</i>
Flooding	<i>The parcel lies within flood zone 1, with negligible surface water flooding recorded. No comments from LLFA.</i>
Trees and Woodland	<i>There are no TPOs or Ancient Woodland within or adjacent to the parcel.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within or adjoining the parcel.</i>
Minerals	<i>The entire parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development. UU has not made any specific comments regarding this specific parcel, however they have advised that a gravity sewer and alive treated water main (and associated easements) run through the adjoining parcel (GBP_039), that may also have some impact on this parcel. If development were to come forward on this site these elements would need to be given due consideration. The parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>Approximately 28% of the parcel was a former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>A significant section of the parcel (western boundary) lies within an Air Quality Buffer zone (M6 corridor). A significant part of the parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Parcel is fairly isolated with a garden centre on site. Residential or employment would be compatible with neighbouring uses on this parcel. There should be no access problems that would lead to amenity issues for the wider area.</i>
Any other constraints	<i>There is a walking distance of over 1.2km to the nearest primary school, and the site is within a 40minute bus drive to the nearest secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre. Approx. 1.14km walking distance to nearest shops (being Newton-le-Willows).</i>
Cycling	<i>The parcel is not within 1 mile safe and convenient cycling distance of a district or local centre.</i>

Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Safe vehicular access could be provided from Southworth Road and Parkside Road (A573).</i>

AVAILABILITY

Ownership	<i>Unknown – land not promoted</i>
Existing use	<i>Sui Generis - Part Garden Centre, part agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Parcel not promoted by landowner</i>

ACHIEVABILITY

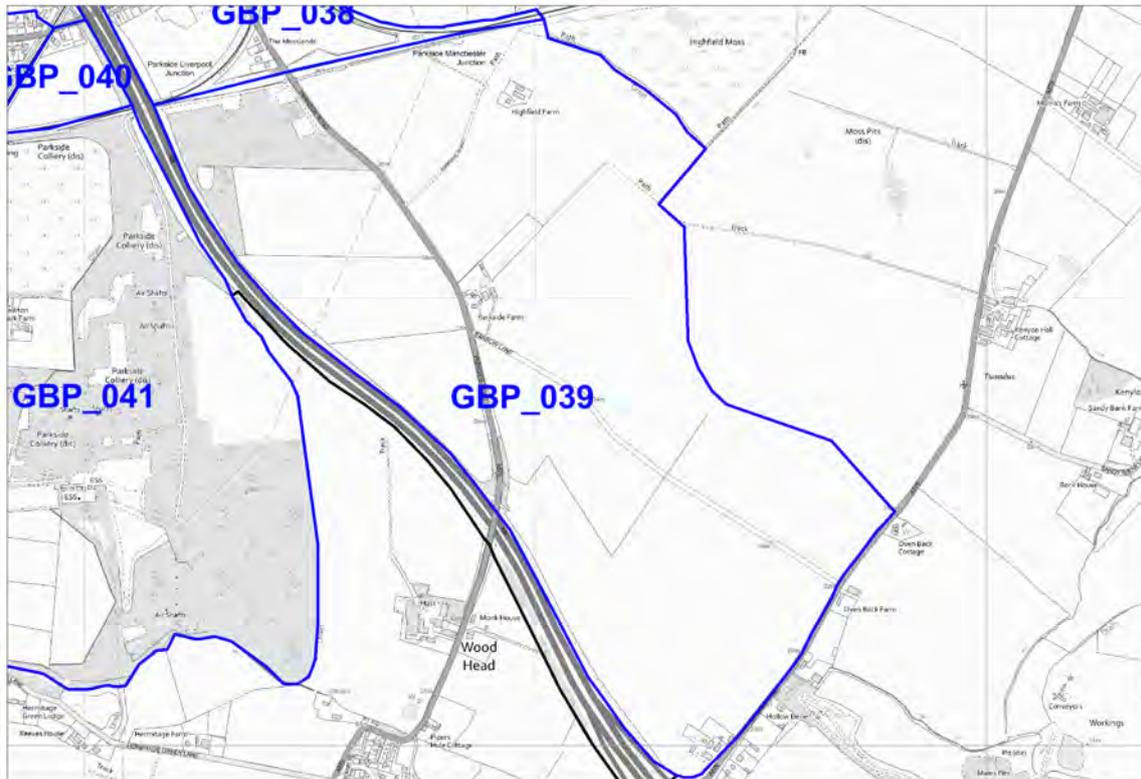
Viability Considerations	<i>Parcel lies within EVA Zone 4. Parcel is considered viable for development. 28% of the parcel was a former landfill site, so groundworks etc. may need to be carried out prior to any development.</i>
Gross Developable Area	<i>GBP_038 = 4.1 (excluding existing built development, and AQMA buffer zone)</i>
Net Developable Area	<i>GBP_038 = 3.08ha (75%)</i>
Notional Development Capacity	<i>GBP_038 = 92 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>The parcel has not been promoted by the landowner. The parcel falls within an AQMA Buffer Zone (M6 corridor). Approximately 28.1% of the parcel was a former landfill site. The parcel lies within 300m of a SSSI (Highfield Moss) (approximately 234m to the east). There is a Listed Building buffer zone to the mid southern section of the parcel. The parcel is not within 800m safe and convenient walking distance of a district or local centre.</i>
Preferred use (to be considered in stage 3)	<i>Residential or Employment</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_038 = 92 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_039 – Land east of M6 and north of A579 Winwick Lane
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel – 126.65ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Agricultural Moss and the area is Highfield Moss. Landscape land sensitivity is low to medium, with a medium for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel contains Highfield Moss, a designated SSSI, located in its most northern point. MEAS have commented that any development here would need to consider impacts to the SSSI and NIA from site drainage and air quality. The development should look to complement and enhance the NIA through appropriate landscaping and habitat provision. Development would need to consider Habitats Regulations Assessment, particularly in relation to air quality impacts on Manchester Mosses SAC as well as potential impacts on qualifying bird species of other European Sites, e.g. Mersey Estuary. The site may be used by qualifying bird species, and a wintering bird survey may be required.</i>
Agricultural Land Quality	<i>Mixed including Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>After concerns were raised by, HE at LPPO stage in regard to this parcel and parcel GBP_041 and their proximity of heritage assets a HIA was carried out</i>

	<p>(Ref: GBP_039-41). The conclusions from the HIA suggested that development should not take place on parcel GBP_041. MEAS advises that the site contains the following non-designated heritage assets recorded on the Merseyside Historic Environment:</p> <ul style="list-style-type: none"> • MME 9311 – former site of Newton Park, 14th century • MME 9312 – former site of a barn, 18th century • MME 9317 – The Stables, 18th century • MME 9338 – possible barrow • MME 9339 – Rough Farm barn, 18th century • MME 9360 – possible post-medieval field boundaries • MME 9361 – former site of a house, 18th century • MME 9362 – former site of Barrow Lane Cottages, 18th century • MME 9363 – former site of Barrow Lane Cottage, 18th century • MME 9365 – Rough Cottage, 18th century • MME 9366 – possible ring ditch cropmark • MME 9367 – possible post-medieval field boundaries • MME 13856 – Battle of Winwick Pass, 1648 • MME 15014 – possible site of a house (undated) <p>There is a potential that buried archaeological remains of a prehistoric and/or post-medieval date, as well as artefacts from the Battle of Winwick Pass, might be encountered by the development. In this instance a number of field names suggest that this might include human remains dating to the prehistoric period.</p>
Flooding	<p>The parcel is located in flood zone 1. There is some surface water flooding recorded as a 30, 100 and 1,000-year event within the parcel, predominantly on the eastern and southern boundaries.</p> <p>The LLFA Comments: At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. Easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery.</p>
Trees and Woodland	<p>There are no TPO's or Ancient Woodland adjacent or within the parcel.</p>
Open Space and Recreation	<p>No Open Space or Recreation Areas within or adjoining the parcel.</p>
Minerals	<p>The entire parcel lies outside any Mineral Safeguarding Area.</p>
Infrastructure	<p>The parcel is not affected by any pipeline easements that would restrict development.</p> <p>UU has advised that a gravity sewer and alive treated water main (and associated easements) runs through the parcel. Therefore, if this parcel were to come forward for development these elements would need to be given due consideration in the masterplanning of the site.</p>
Ground conditions	<p>The parcel is within 250m (approximately 60m) of a former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</p>
Air, water and noise pollution	<p>The entire section that runs adjacent to the M6 corridor is an AQMA. Development of this site could have adverse impacts on the M6 AQMA and the High Street AQMA.</p>

	<i>The Council's Environmental Health department have commented that noise and air quality could be reduced due to the proximity to the railway line and M6. The site has pylons within it too. The parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>The parcel is large and isolated, therefore residential or employment development of this site would be acceptable. There should be no access problems that would lead to amenity issues for the wider area.</i>
Any other constraints	<i>Two Public Rights of Way (footpath) run through the parcel.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre. Approx. 1.28km walking distance to nearest shops (being Newton-le-Willows).</i>
Cycling	<i>The parcel is just outside of a 1 mile safe and convenient cycling distance to a district or local centre (Newton-le-Willows).</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is just outside an 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Access off A49 would be acceptable. Due to the size of the parcel and potential scope of development proposed, a significant access junction would be required. Robust highway network through the site would be required to support potential quantum of development. A49 south, on approach to J23 experiences significant queuing into Newton-le-Willows. Other junctions along A49 would need upgrading / improving. There is currently a planning application for the formation of the new link road.</i>

AVAILABILITY

Ownership	<i>Parkside Regeneration LLP, represented by Spawforths (Call for Sites form 2016_059)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>P/2006/1296 – Strategic Rail Freight Interchange – Withdrawn 12/08/2010 P/2018/0249/FUL – Formation of new link road – Awaiting Decision (as of October 2018)</i>
Use(s) promoted by landowner(s)	<i>As above</i>

ACHIEVABILITY

Viability Considerations	<i>Parcel lies within EVA Zone 4. Parcel is considered viable for development. Significant infrastructure costs for project of regional significance.</i>
Gross Developable Area	<i>GBP_039 = 124.55ha (excluding existing infrastructure)</i>
Net Developable Area	<i>As Above</i>
Notional Development Capacity	<i>As Above</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>MEAS have commented that any development here would need to consider impacts to the SSSI and NIA from site drainage and air quality.</i>
Preferred use (to be considered in stage 3)	<i>Employment</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_039 = 124.55ha (excluding existing infrastructure)</i>
Developability Score	<i>Good Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_040 – Land west of M6 and south of A572 Southworth Road
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel – 4.31ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Agricultural Moss and the area is Highfield Moss. Landscape land sensitivity is low to medium, with a medium for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel does not lie close to or contain a SSSI, LWS, Local Geological Site or Nature Reserve. No comments from MEAS in terms of protected species etc.</i>
Agricultural Land Quality	<i>Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>The parcel adjoins Newton-le-Willows Conservation Area to the north, however given the distance between the two, it is considered that development of the parcel would not lead to any harm to the character, appearance or setting of this heritage asset. No known archaeological interest.</i>
Flooding	<i>The parcel lies within flood zone 1, with no surface water flooding recorded. No comments from LLFA.</i>

Trees and Woodland	<i>There are no TPOs or Ancient Woodland in or adjacent to the parcel.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within or adjoining the parcel.</i>
Minerals	<i>The entire parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development. The parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The parcel is not within 250m of an active or former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>The entire north-eastern boundary of the parcel lies within an Air Quality Buffer zone (M6 corridor). The majority of the parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Residential development to the west. However, due to the location of the parcel and proximity to the M6 and railway lines, along with the on-site petrol station, employment/industrial uses may be more appropriate within this location. There should be no access problems that would lead to amenity issues for the wider area.</i>
Any other constraints	<i>None</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre. Approx. 0.85km walking distance to nearest shops (being Newton-le-Willows). However, there is a convenience store (petrol station) within the perimeter of the parcel.</i>
Cycling	<i>The parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Newton-le-Willows).</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>The parcel is bounded by railway lines on two sides with the M6 on the other. The only highway frontage is off Southworth Road that currently provides access to a service station/garage. Access to the parcel would be via the service station off Southworth Road that may need to be removed. Access would be acceptable. It is wide enough and has sufficient visibility splays. In terms of the cul-de-sac length, the length of the site is less than 220m.</i>

AVAILABILITY

Ownership	<i>Unknown – land not promoted</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Parcel not promoted by landowner</i>

ACHIEVABILITY

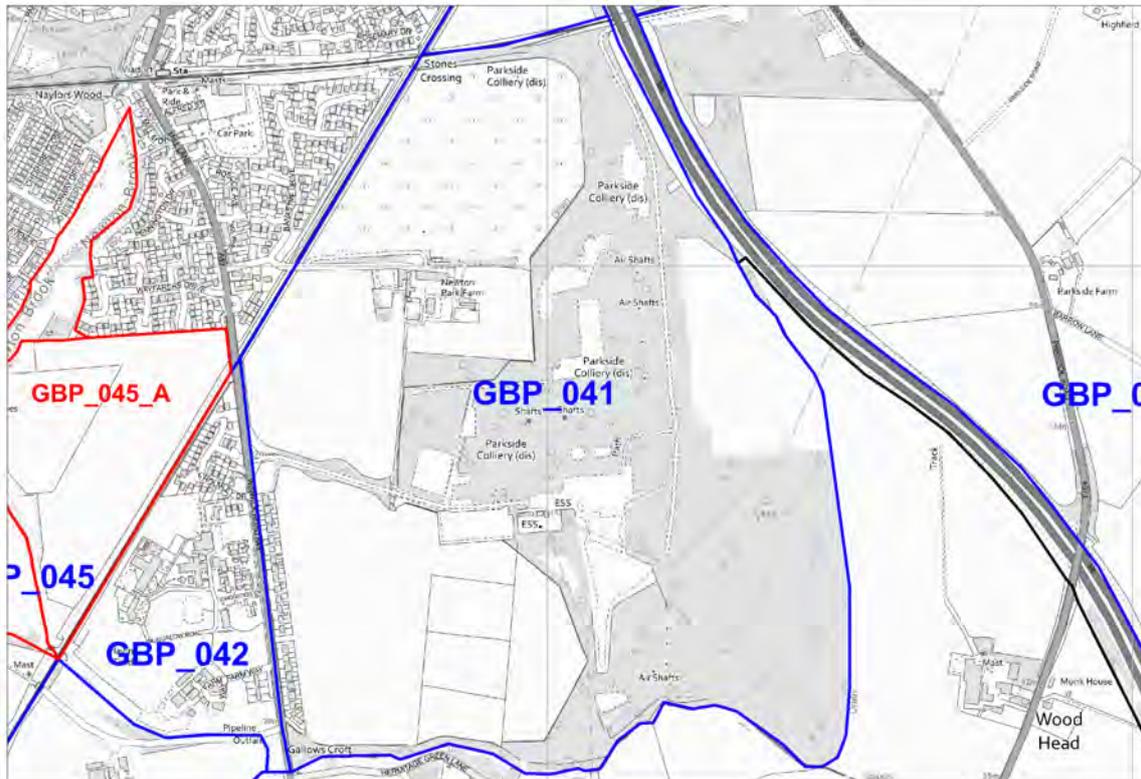
Viability Considerations	Parcel lies within EVA Zone 4. Parcel is considered viable for development.
Gross Developable Area	<i>GBP_040 - 4.31ha (excluding existing garage)</i>
Net Developable Area	<i>As above</i>
Notional Development Capacity	<i>As above</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><i>The parcel has not been promoted by the landowner for development.</i></p> <p><i>Potential issues with access into the parcel.</i></p> <p><i>Part of the parcel lies within an AQMA that may have an impact on the parcel and overall deliverability.</i></p>
Preferred use (to be considered in stage 3)	<i>Employment (see reasons above)</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_040 - 4.31ha</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_041 – Land west of M6 at the former Parkside Colliery
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel – 100.59ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Agricultural Moss and the area is Highfield Moss. Landscape land sensitivity is low to medium, with a medium for landscape visual sensitivity. This parcel was formerly part of the Parkside Colliery, and as such development could potentially lead to the enhancement of this previously developed site.</i>
Ecology	<i>The parcel has a length of designated LWS (Gallow's Croft) on its southern boundary. MEAS have commented that the site may be used by qualifying bird species, and a wintering bird survey may be required. Previous applications on this site have identified the presence of a range of habitats and species. Full Ecological Appraisal would be required. Development would need to consider Habitats Regulations Assessment, particularly in relation to air quality impacts on Manchester Mosses SAC as well as potential impacts on qualifying bird species of other European Sites, e.g. Mersey Estuary. Impacts to Highfield Moss SSSI in relation to air quality would also need to be assessed.</i>
Agricultural Land Quality	<i>The parcel is not recorded.</i>
Heritage Assets	<i>After concerns were raised by Historic England at LPPO stage in regard to this parcel and parcel GBP_039, a HIA was carried out (Ref: GBP_039-41), The conclusions from the HIA suggested that any potential development of</i>

	<i>this parcel should ensure the repair and long-term viable use of the listed buildings, as this would be beneficial and could offset any harm potential development could cause. In respect of the battlefield, the area nearest the pass is the most sensitive, and any development should be suitably offset from the pass. This would not negate the harm to its significance, but it would reduce the extent of harm.</i>
Flooding	<i>The parcel lies within flood zone 1, with negligible surface water flooding recorded. LLFA Comments: At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. Easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery.</i>
Trees and Woodland	<i>There are a number of protected trees in the upper central location, around Newton Park Farm, and a length of protected woodland on the southern boundary (Gallows Croft). There is no Ancient Woodland.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within or adjoining the parcel.</i>
Minerals	<i>The entire parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development. UU has advised that a gravity sewer and a live treated water main (and associated easements) run through the parcel. Therefore, if this parcel were to come forward for development these elements would need to be given due consideration in the masterplanning of the site.</i>
Ground conditions	<i>The parcel is not within 250m of an active or former landfill site. However, approximately 12.1ha of land within the parcel is occupied by a spoil heap and is considered undevelopable. There is a significant area identified as contaminated land to the mid southern section of the parcel that would need further investigating or excluding from the NDA, should the parcel come forward for allocation. The majority of the parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations, however there are just two small areas within the centre of the parcel that are classed within the Coal Authority's 'High Risk'.</i>
Air, water and noise pollution	<i>The entire boundary that lies west of the M6 (north-east boundary) lies within an Air Quality Management Area Buffer zone (M6 corridor). As such development of this parcel could lead to adverse impacts on the M6 AQMA and the High Street AQMA. The Council's Environmental Health department have commented that noise and air quality could be reduced due to the proximity to the railway line and M6. The site has pylons within it too. Almost 50% of the parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone, with a small section on the western boundary falling within an Outer Zone (Zone 2) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety</i>

	<i>Executive consultation zone.</i>
Neighbouring uses	<i>Residential development to the west, site was formerly the Parkside Colliery. There should be no access problems that would lead to amenity issues for the wider area.</i>
Any other constraints	<i>None</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre. Approx. 1.24km walking distance to nearest shops (being Newton-le-Willows).</i>
Cycling	<i>Parts of the parcel fall within a 1 mile safe and convenient cycling radius of a local centre (Newton-le-Willows).</i>
Public Transport	<i>Parts of the parcel fall within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. Sections of the parcel are within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Access off A49 would be acceptable. Due to the size of the parcel and potential scope of development proposed, a significant access junction would be required. Robust highway network through site would be required to support potential quantum of development. A49 south, on approach to J23 experiences significant queuing into Newton-le-Willows. Other junctions along A49 would need upgrading / improvement.</i>

AVAILABILITY

Ownership	<i>Mixed Ownership:</i> <ul style="list-style-type: none"> • <i>Mike Arnold (Call for sites form 2016_017)</i> • <i>Peter Brian Astles (Call for Sites form 2016_018)</i> • <i>Parkside Regeneration LLP, represented by Spawforths (Call for Sites form 2016_059)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>P/2006/1296 – Strategic Rail Freight Interchange P/2018/0048/OUP – Outline application for employment use – Called in by the Secretary of State 26/05/2020 P/2018/0249/FUL – Formation of new link road – Called in by the Secretary of State 26/05/2020</i>
Use(s) promoted by landowner(s)	<i>As above</i>

ACHIEVABILITY

Viability Considerations	<i>Parcel lies within EVA Zone 4. Parcel is considered viable for development. Significant infrastructure costs for project of regional significance.</i>
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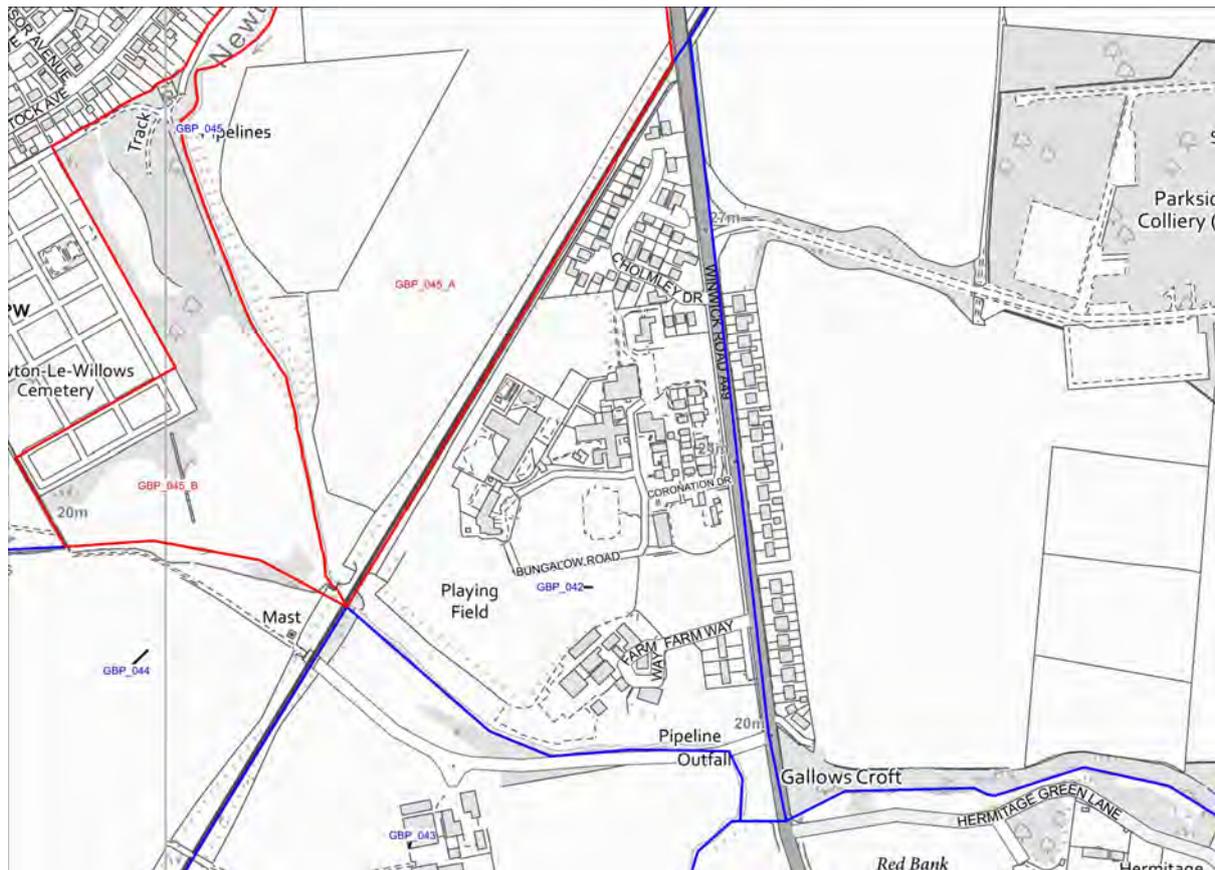
Gross Developable Area	GBP_041 = 85.15ha (excluding contaminated land)
Net Developable Area	As above
Notional Development Capacity	As Above

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><i>Archaeological mitigation could be required (which may require pre-commencement archaeological works) that would need to be secured by means of a planning condition for any future planning permission.</i></p> <p><i>Full Ecological Appraisal would be required. Development would need to consider Habitats Regulations Assessment, particularly in relation to air quality impacts on Manchester Mosses SAC as well as potential impacts on qualifying bird species of other European Sites, e.g. Mersey Estuary.</i></p> <p><i>A buffer would be required around the protected woodland and trees.</i></p> <p><i>Possible adverse impact on existing AQMA.</i></p>
Preferred use (to be considered in stage 3)	<i>Employment</i>
Notional development capacity (to be considered in stage 3)	GBP_041 = 85.15ha
Developability Score	<i>Good Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_042 – Land West of The A49 Mill Lane and to the East of the West Coast Mainline Railway Line, Newton-le-Willows
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel – 13.74ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Separate Settlement and the area is Newton-le-Willows. Landscape land sensitivity is medium to high, with a medium for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel lies within 100m of a designated LWS (Gallows Croft). No comments from MEAS in terms of protected species etc.</i>
Agricultural Land Quality	<i>The parcel is not recorded.</i>
Heritage Assets	<i>Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. MEAS advises that this parcel can be allocated with no archaeological work considered necessary.</i>
Flooding	<i>Majority of parcel lies within flood zone 1, with 9.5% within flood zone 2 and 8.12% within flood zone 3, and negligible surface water flooding recorded.</i>

	<p><i>LLFA Comments:</i></p> <p><i>At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rates. Infiltration main discharge point (however UU comments indicate to protect groundwater therefore requires further discussion), minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. Easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery.</i></p>
Trees and Woodland	<p><i>There are a small number of individually protected trees to the north of the parcel and along the upper eastern boundary.</i></p> <p><i>No Ancient Woodland.</i></p>
Open Space and Recreation	<p><i>No Open Space or Recreation Areas within the parcel. A Greenway in Green Belt designation lies to the west of the parcel in sub-parcel GBP_045_A and GBP_045_B. However, allocation and potential development of this parcel should not have a detrimental impact on the Greenway designation.</i></p>
Minerals	<p><i>The entire parcel lies outside a Mineral Safeguarding Area.</i></p>
Infrastructure	<p><i>The parcel is not affected by any pipeline easements that would restrict development.</i></p> <p><i>UU has advised that an area where the main building lies, near the railway line, falls within groundwater SPZ2, and as such adequate mitigation would need to be put in place to ensure protection of the groundwater.</i></p>
Ground conditions	<p><i>The parcel is sited adjacent to a former landfill site (neighbouring sub-parcel GBP_045_A).</i></p> <p><i>The parcel is not affected by any known sources of contamination.</i></p> <p><i>The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i></p>
Air, water and noise pollution	<p><i>Approximately 50% of the parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone, and the other 50% falls within an Outer Zone (Zone 2) Groundwater Source Protection Zone.</i></p>
Hazardous installations	<p><i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i></p>
Neighbouring uses	<p><i>Residential</i></p> <p><i>Creating access to this parcel would not lead to amenity issues for the wider area.</i></p>
Any other constraints	<p><i>Red Bank Community Home and School is located within the parcel; however, this is currently closed.</i></p> <p><i>A Public Right of Way (footpath) runs along the southern boundary of the parcel.</i></p> <p><i>There is a walking distance of over 1.2km to the nearest primary school, and a secondary school is within 40 minutes bus drive.</i></p>

TRANSPORT ACCESSIBILITY

Walking	<p><i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre. Although, it is 1.44km walking distance to Newton-le-Willows Local Centre.</i></p>
Cycling	<p><i>The northern section of the parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Newton-le-Willows).</i></p>

Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 3 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a railway station. However, it is less than 1km along a safe and convenient highway.</i>
Vehicular Traffic	<i>A single access is currently provided into the parcel (accessing the Community Hub). The existing access provides good visibility but would need to be widened to provide access to a number of dwellings if the parcel were to be allocated for development. Furthermore, dependent on the number of dwellings proposed on the parcel, an emergency access may also be required, which would be provided off the A49. Frontage is limited in this location so it is likely this would be located close to the main access junction, which although not ideal is acceptable.</i>

AVAILABILITY

Ownership	<i>St. Helens Council (Call for Sites form 2015_001)</i>
Existing use	<i>Class Use C2 or Class Use C2A (Community Home and School)</i>
Current planning status	<i>Green Belt – Planning History = Various applications in regard to the community home and school on site.</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

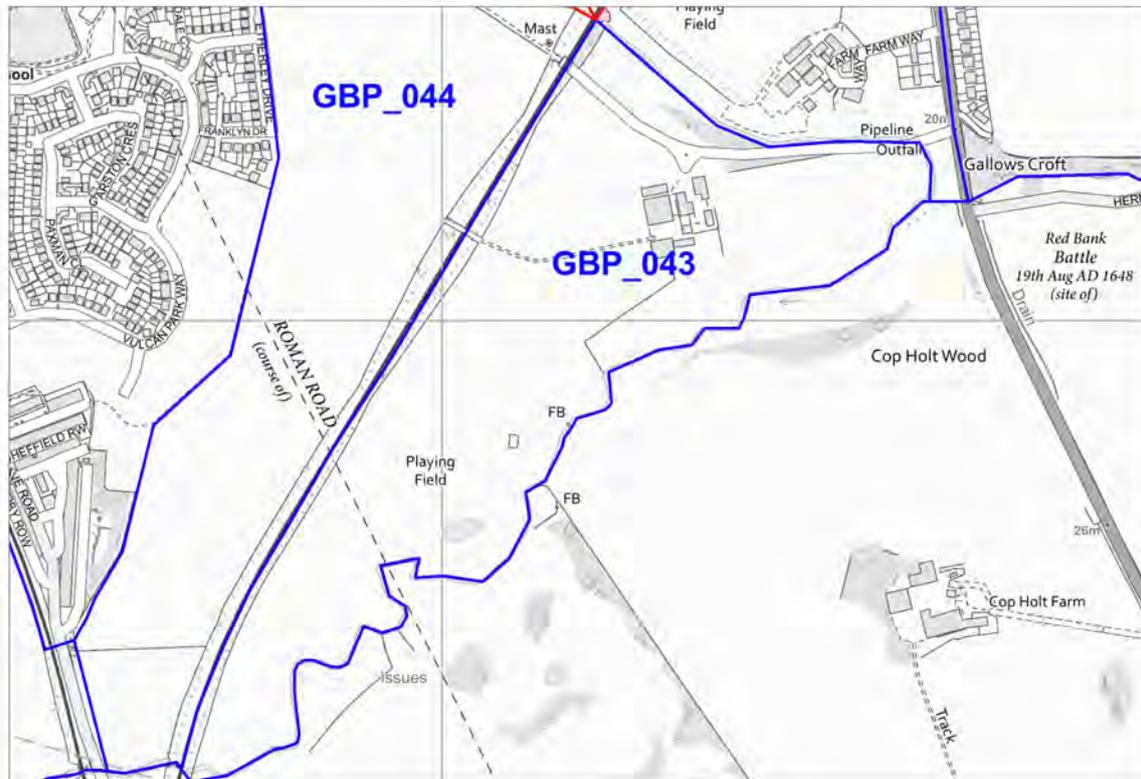
Viability Considerations	<i>Parcel lies within EVA Zone 4. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_042 = 8.03ha (excluding Red Bank Farm, existing residential development, buffer from railway line and area within flood zone 3)</i>
Net Developable Area	<i>GBP_042 = 6.021ha (75%)</i>
Notional Development Capacity	<i>GBP_042 = 181 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>Southern boundary lies within flood zone 3, which has reduced the developable area slightly, and would require a full SuDS assessment at application stage. Existing access would need to be widened and potential second emergency entrance may be required. A significant amount of the parcel has already been developed.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_042 = 181 units</i>
Developability Score	<i>Good Developable Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_043 – Land east of the West Coast Mainline railway line and west of Newton Brook
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel – 19.4ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Separate Settlement and the area is Newton-le-Willows. Landscape land sensitivity is medium to high, with a medium for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel lies within 100m of a designated LWS (Gallows Croft). No comments from MEAS in terms of protected species etc.</i>
Agricultural Land Quality	<i>Mixed including Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. No known archaeological interest.</i>
Flooding	<i>24.9% of the parcel lies in flood zone 2 and 22.5% lies within flood zone 3. There are small pockets of surface water flooding recorded, with the most significant surface water 30-year event experienced along the south-eastern boundary along Newton Brook. No comments from LLFA.</i>

Trees and Woodland	<i>No TPOs or Ancient Woodland in or adjacent to the parcel.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within the parcel. A Greenway in Green Belt designation lies to the north-west of the parcel in sub-parcel GBP_045_A, GBP_045_B and parcel GBP_044. However, allocation and subsequent development of this parcel should not have a detrimental impact on the Greenway designation.</i>
Minerals	<i>The entire parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development. UU has advised that as the parcel falls within groundwater SPZ2 adequate mitigation would need to be put in place to ensure protection of groundwater in this location, should this parcel come forward for development. The parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The parcel is sited within 250m (approximately 100m) of a former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>The parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>The parcel is fairly isolated, with residential development to the north. Therefore, residential development on this parcel would be the preferred option. Access should not lead to amenity issues for the wider area, however access to the parcel may be difficult.</i>
Any other constraints	<i>A Public Right of Way (footpath) runs along the northern boundary of the parcel. There is a walking distance of over 1.2km to the nearest primary school, and the nearest secondary school is within a 40minute bus drive.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre (approx. 1.56km to Newton-le-Willows Local centre). However, the parcel is within an 800m walk (as the crow flies) to a convenience store.</i>
Cycling	<i>The parcel is not within a 1 mile safe and convenient cycling distance of a district or local centre.</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 3 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Narrow bridge under a railway line on Alder Root Lane. Access possible off Wargrave Road, but a second access would have to be provided via Vulcan Park Way, which may be problematic to provide a full</i>

	<i>access junction. Development would need two access junctions.</i>
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AVAILABILITY

Ownership	<i>Unknown – land not promoted</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Parcel not promoted by landowner</i>

ACHIEVABILITY

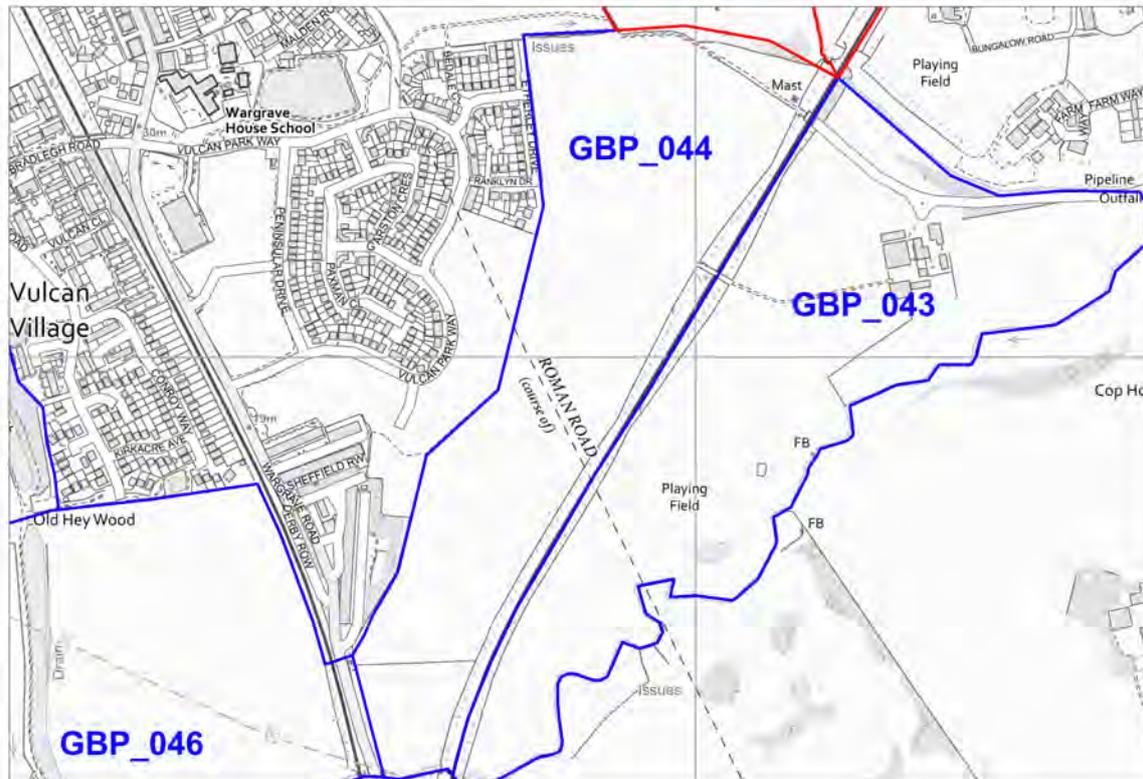
Viability Considerations	<i>Parcel lies within EVA Zone 4. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_043 = 15ha (excluding flood zone 3)</i>
Net Developable Area	<i>GBP_043 = 11.25ha (75%)</i>
Notional Development Capacity	<i>GBP_043 = 337 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><i>The parcel is not being promoted by the landowner.</i></p> <p><i>Parcel has flooding issues in parts that would reduce the developable area.</i></p> <p><i>Potential access issues, two access junctions would be required this would be problematic to provide.</i></p>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_043 = 337 units</i>
Developability Score	<i>Limited Developable Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_044 – Land East of Newlands Grange (former Vulcan works) and West of West Coast mainline, Newton-le-Willows
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel – 17.62ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Separate Settlement and the area is Newton-le-Willows. Landscape land sensitivity is medium to high, with a medium for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel is south of a designated LWS. No comments from MEAS in terms of protected species etc.</i>
Agricultural Land Quality	<i>Mixed including Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>Part of the parcel adjoins Vulcan Village Conservation Area (southern tip) and after concerns were raised by HE at LPPO stage and the Council's Conservation officer in regard to the proximity of this Conservation Area to the parcel a HIA was carried out (Ref: GBP_044). The conclusion of the HIA was that development should not take place close to the Conservation Area in order to remove any potential harm to both the character and appearance of the Conservation Area and its setting. MEAS commented that the parcel contains the following non-designated heritage assets recorded on the Merseyside Historic Environment:</i> <ul style="list-style-type: none"> <i>MME 9025 – Roman road from Wilderspool to Wigan, c.69-117AD</i> <i>Therefore, there is a potential for buried archaeological remains associated</i>

	<i>with both the road and possible roadside settlement of the Roman period to be encountered by development.</i>
Flooding	<i>The majority of the parcel is located in flood zone 1, with negligible surface water flooding recorded. LLFA Comments: At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. Easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery.</i>
Trees and Woodland	<i>There are no TPOs or Ancient Woodland within the parcel.</i>
Open Space and Recreation	<i>The parcel has two Open Space and Recreation Areas designated within it. To the north, a section of Greenway in Green Belt is designated, and to the south is an area designated as Amenity Greenspace. The conclusions of the Open Space Assessment Report (June 2016), specifically stated that there were noticeable gaps in the Earlestown and Newton-le-Willows area and that the contribution these sites provide as a visual amenity and for wildlife habitats should not be overlooked.</i>
Minerals	<i>The entire parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development. UU has advised that as part of the parcel falls within groundwater SPZ2 adequate mitigation would need to be put in place to ensure protection of groundwater in this location, should this parcel come forward for development. The parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The parcel is within 250m (approximately 100m) of a former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>The majority of the parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone, with just a small section of the north falling within an Outer Zone (Zone 3) Groundwater Source Protection Zone. The site would need noise attenuation measures, in the form of acoustic fencing and/or bund, due to its proximity to the railway line.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>New residential development to the west of the parcel. Creating access to this parcel has the potential to lead to amenity issues for the wider area, due to capacity issues experienced on the existing highway network.</i>
Any other constraints	<i>A Public Right of Way (footpath) runs through the northern section of the parcel. There is a walking distance of over 1.2km to the nearest primary school, and the nearest secondary school is within a 40-minute bus drive.</i>

TRANSPORT ACCESSIBILITY

Walking	<p>The parcel is not within an 800m safe and convenient walking distance of a district or local centre.</p> <p>Approx. 1.56km (as the crow flies) walking distance to nearest local centre (being Newton-le-Willows). However, a new Aldi store has recently opened within the old Vulcan Works site to the west of the parcel, which is approximately 500m away from the parcel.</p>
Cycling	<p>The parcel is not within a 1 mile safe and convenient cycling distance of a district or local centre. However, it is within 800m of a superstore.</p>
Public Transport	<p>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 3 services an hour in this location, predominantly to and from St. Helens Town Centre.</p> <p>The parcel is not within 800m walking distance of a train station.</p>
Vehicular Traffic	<p>If the parcel were to come forward at a reduced size due to the HIA concerns, then access would need to be provided via the site to the west which is currently under construction. Typically, 199 or less dwellings would only require a single access, however given the location of the site and restricted cul-de-sac length, Highways would want to see two connection points provided. Access to the parcel is possible off Wargrave Road, however given the limited notional capacity area, access wouldn't be possible if just the northern part of the parcel were to be brought forward.</p> <p>There are issues with the surrounding highway networks. The parcel is boxed in and at present none of the existing highway junctions in the surrounding vicinity are capable of any further upgrades to allow more capacity. The narrow bridge under the railway line on Alder Root Lane is also a concern. The bridge is narrow and only allows a single line of traffic at any one time.</p>

AVAILABILITY

Ownership	Mr Thomas Drinkall (Call for Sites form 2013_013)
Existing use	Agricultural land
Current planning status	Green Belt – No relevant planning history
Use(s) promoted by landowner(s)	Residential

ACHIEVABILITY

Viability Considerations	Parcel lies within EVA Zone 4. Parcel is considered viable for development.
Gross Developable Area	GBP_044 = 9.76ha (excluding southern part of site adjacent to the Vulcan Village Conservation Area as advised by HIA, and playing field adjoining Wargrave Road)
Net Developable Area	GBP_044 = 7.32ha (75%)
Notional Development Capacity	GBP_044 = 256 units (75% net developable area and 35dph)

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><i>Parcel adjoins Vulcan Village Conservation Area, and conclusions from HIA advised that no development should take place in the lower section of the parcel, as it would lead to substantial harm to the character and setting of this CA.</i></p> <p><i>Two access points from the site would still have to be provided via the existing site to the west, due to the cul-de-sac restrictions. There are issues with the surrounding highway networks. The parcel is boxed in and at present none of the existing highway junctions in the surrounding vicinity are capable of any further upgrades to allow more capacity.</i></p>
Preferred use (to be considered in stage 3)	<p><i>Residential</i></p>
Notional development capacity (to be considered in stage 3)	<p><i>GBP_044 = 256 units</i></p>
Developability Score	<p><i>Medium Development Potential</i></p>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_045 – Land west of Winwick Road and south and east of Wayfarers Drive
Sub-parcels discounted at stages 1B or 2A	GBP_045_B discounted at Stage 2a.
Area covered by stage 2B assessment	GBP_045_A – 13.59ha



SUITABILITY

Landscape and visual character	<p>The landscape character type is Separate Settlement and the area is Newton-le-Willows. Landscape sensitivity is medium to high, with a medium landscape visual sensitivity.</p> <p>Development on this sub-parcel would not lead to enhancement of a derelict or previously developed site.</p>
Ecology	<p>The sub-parcel contains a designated LWS (Newton Brook (LWS86)) that runs almost the entire length of the western boundary.</p> <p>MEAS has made no specific comments in regard to this site. However, a buffer zone would be expected between any development and the protected LWS.</p>
Agricultural Land Quality	<p>Grade 3: good to moderate agricultural land.</p>
Heritage Assets	<p>Development of the sub-parcel would not lead to any harm to the character, appearance or setting of any designated heritage asset.</p> <p>MEAS has commented that the sub-parcel contains the following non-designated heritage assets recorded on the Merseyside Historic Environment:</p> <ul style="list-style-type: none"> • MME 13856 – Battle of Winwick Pass, 1648 <p>There is a potential that artefacts associated with the Battle may be encountered by development.</p> <p>(NB the site is not included in the battlefield area designated Historic</p>

	<i>England).</i>
Flooding	<p>16.68% of the sub-parcel lies in flood zone 2 and 17.7% lies within flood zone 3. Sections of surface water flooding are recorded within the sub-parcel, with the most significant surface water 30-year flooding event experienced on the western boundary with Newton's Brook.</p> <p><i>LLFA Comments:</i> <i>At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rates. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting.</i></p>
Trees and Woodland	<i>There are no TPOs or Ancient Woodland.</i>
Open Space and Recreation	<p><i>The entire western boundary of the sub-parcel falls within a designated Greenway in Green Belt.</i></p> <p><i>The Open Space Assessment Report (June 2016) identified these areas as good quality. With this in mind if this sub-parcel were to be allocated a buffer zone would be required to protect the designated Greenway from development.</i></p>
Minerals	<i>The entire sub-parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	<p><i>The sub-parcel is not affected by any pipeline easements that would restrict development.</i></p> <p><i>UU has advised that the western corner of the site is situated within groundwater SPZ1 and the remainder of the site is situated within groundwater SPZ2. Adequate mitigation would need to be put in place to ensure protection of groundwater in this location should the sub-parcel be removed from Green Belt and allocated for development.</i></p> <p><i>The sub-parcel is not affected by any known existing or future transport or other infrastructure projects.</i></p>
Ground conditions	<p><i>Approximately 30.1% of the sub-parcel was a former landfill site that accepted waste from 1961 – 1971, and is recorded as a putrescible waste landfill, however there are no records of exact waste, so further investigation would need to be undertaken.</i></p> <p><i>The sub-parcel lies adjacent to a known source of contamination.</i></p> <p><i>The sub-parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i></p>
Air, water and noise pollution	<p><i>The majority of the sub-parcel is located within an Outer Zone (Zone 2) Groundwater Source Protection Zone, with a small area on the mid-west boundary as an Inner Zone (Zone 1) Groundwater Source Protection Zone.</i></p> <p><i>The Council's Environmental Health department has commented that there could also be possible problems in terms of odour/noise due to the proximity to the industrial estate. The sub-parcel could also have an adverse impact on air quality on the A49.</i></p>
Hazardous installations	<i>No identified issues. The sub-parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<p><i>Residential development would be preferable within this sub-parcel, in keeping with surrounding development.</i></p> <p><i>Creating access to this sub-parcel would not lead to amenity issues for the wider area.</i></p>
Any other constraints	<i>A Public Right of Way (footpath) runs along the western boundary of the</i>

	<p>parcel.</p> <p><i>There is a walking distance of over 1.2km to the nearest primary school, and the sub-parcel is within a 40-minute bus drive to the nearest secondary school.</i></p>
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TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcel is not within an 800m safe and convenient walking distance of a district or local centre (approx. 875m)</i>
Cycling	<i>The northern section of this sub-parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Newton-le-Willows).</i>
Public Transport	<p><i>The sub-parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre.</i></p> <p><i>The northern section of this sub-parcel is within 800m walking distance of a train station.</i></p>
Vehicular Traffic	<p><i>If the entire sub-parcel were to be allocated for development (over 199 dwellings) then 1 access plus an emergency access would be required. If only one access was provided, no more than 199 dwellings permitted, plus a maximum cul-de-sac length of 220m (restricting access to north of the site).</i></p> <p><i>Access would be possible off the A49; the 30mph speed limit zone would need to be extended south along the A49 to achieve the required junction separation distances.</i></p> <p><i>Cul-de-sacs off Wayfarers Drive could provide an emergency access but would need to be negotiated with private owners. Emergency access would otherwise need to cross Newton Brook or the railway line, this would also be expensive. If no emergency access could be provided, then the NDA would be reduced due to maximum cul-de-sac length of 220m.</i></p>

AVAILABILITY

Ownership	<i>Unknown – land promoted by Wainhomes Developments Ltd. (Call for Sites form 2015_009)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential Use</i>

ACHIEVABILITY

Viability Considerations	<i>The sub-parcel lies within EVA Zone 4. The sub-parcel is considered viable for development, however potential second access (emergency access) could prove expensive, and the site contains a former landfill site.</i>
Gross Developable Area	<i>GBP_045_A = 7.29ha (excluding historic landfill site)</i>

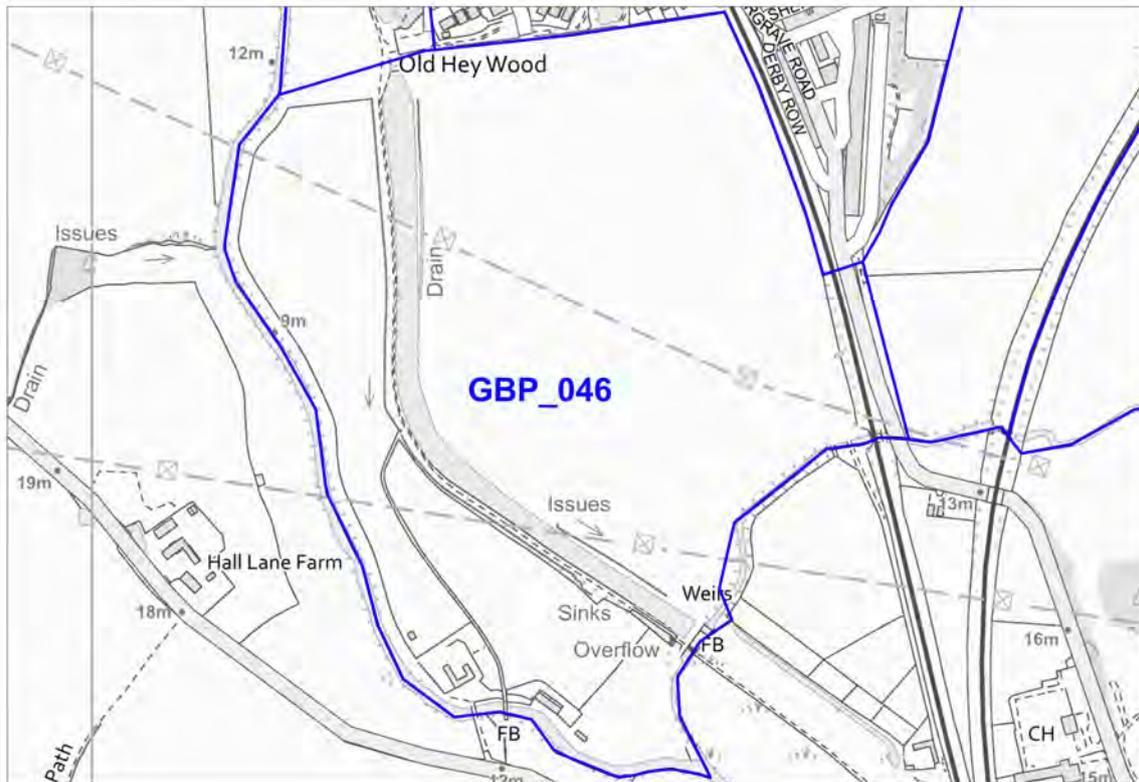
Net Developable Area	<i>GBP_045_A = 5.47ha (75%) (will allow for flood zone 3, and buffers from LWS and railway line)</i>
Notional Development Capacity	<i>GBP_045_A = 191 units (75% net developable area and 35dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><i>Buffer zone would need to be included around the LWS and that would need to be removed from the overall developable area.</i></p> <p><i>Archaeological mitigation could be required (which may require pre-commencement archaeological works) that would need to be secured by means of a planning condition for any future planning permission.</i></p> <p><i>There are potential problems in terms of access and providing a secondary access into the site, therefore potential yield needs to be reduced.</i></p> <p><i>Adequate mitigation would need to be put in place to ensure protection of groundwater in this location.</i></p> <p><i>Due to the potential contamination of the historic land fill site (putrescible waste) this area of land has been excluded from the NDA. Should the site come forward for allocation then further investigations in regard to contaminated land may have to be carried out.</i></p> <p><i>Acoustic fencing and noise attenuation measures along the railway boundary would need to be provided should the land come forward for development.</i></p>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_045_A = 191 units</i>
Developability Score	<i>Medium Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_046 – Land south of Tyer Road and west of the West Coast Mainline railway line
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel – 20.68ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is mixed with approximately 50% identified as a Separate Settlement and 50% identified as River Valley, the area too is mixed with approximately 50% identified as Sankey Valley and 50% as Newton-le-Willows. Landscape land sensitivity is medium to high, with a medium for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel has a designated LWS (Old Hey Wood – LWS93) that runs the entire length of its western and southern boundary. No comments from MEAS in terms of protected species etc.</i>
Agricultural Land Quality	<i>Mixed including Grade 2: very good agricultural land.</i>
Heritage Assets	<i>The parcel lies adjacent to Vulcan Village Conservation Area (southern tip) and after concerns were raised by HE following consultation at LPPO stage in regard to the proximity of this Conservation Area and the parcel, a HIA was carried out (Ref: GBP_046). The conclusion of the HIA was that this parcel should not be released from the Green Belt for any form of development. As any development of this parcel would have a negative impact on the setting of Vulcan Village Conservation Area. MEAS advises that this parcel can be allocated with no archaeological work</i>

	<i>considered necessary.</i>
Flooding	<p>42.13% of the parcel lies in flood zone 2 and 13.75% lies within flood zone 3. Significant sections of the parcel fall within 30, 100 and 1,000-year surface water flooding areas, with the most significant surface water 1,000-year event experienced in the southern section of the parcel.</p> <p><i>LLFA Comments:</i> <i>At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rates. Infiltration main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. Easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery. St Helens Canal runs adjacent to the site, if this is utilised by discharging to the inlet of the canal section it could provide freshwater and flow to reduce algae.</i></p>
Trees and Woodland	<i>The parcel contains no TPOs or Ancient Woodland.</i>
Open Space and Recreation	<p><i>A large section of the parcel falls within a designated Semi-natural Greenspace and Amenity Greenspace.</i></p> <p><i>The Open Space Assessment Report (June 2016) identified noticeable gaps in the Earlestown and Newton-le-Willows area in terms of Amenity Greenspace and that the contribution these sites provide as a visual amenity and for wildlife habitats should not be overlooked.</i></p> <p><i>Therefore, in order to protect this area, should the parcel be allocated for development a buffer zone would need to be implemented to protect this area from development.</i></p>
Minerals	<i>The entire parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	<p><i>A Cadent Pipeline runs through the centre of the parcel.</i></p> <p><i>UU has advised that a gravity sewer lies to the eastern side and north east corner of the parcel which would need considering if the parcel were to be removed from Green Belt and allocated for development.</i></p> <p><i>The parcel is not affected by any known existing or future transport or other infrastructure projects.</i></p>
Ground conditions	<p><i>The parcel is sited adjacent to a former landfill site.</i></p> <p><i>The parcel is not affected by any known sources of contamination.</i></p> <p><i>The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i></p>
Air, water and noise pollution	<i>The parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<p><i>Residential development would be preferable within this parcel, in keeping with surrounding development.</i></p> <p><i>Creating access to this parcel would not lead to amenity issues for the wider area.</i></p>
Any other constraints	<p><i>A number of Public Rights of Way (footpaths) run through and adjacent to the parcel.</i></p> <p><i>There is a walking distance of over 1.2km to the nearest primary school, and the site is within a 40-minute bus drive to the nearest secondary school.</i></p>

TRANSPORT ACCESSIBILITY

Walking	<p><i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre.</i></p> <p><i>However, a new Aldi supermarket store has opened approximately 500m walking distance of the site.</i></p>
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Cycling	<i>The parcel is not within a 1 mile safe and convenient cycling distance of a district or local centre. However, it is within a suitable distance (approximately 500m) of an Aldi supermarket.</i>
Public Transport	<i>The northern section of the parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 3 services an hour in this location, predominantly to and from St. Helens Town Centre. However, the remainder of the parcel is not within a convenient walk to a bus stop. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>If the parcel were to be allocated for development (residential), due to its size and potential yield it would require two access points. Tyrer Road could provide one access. Any access off Wargrave Road would require a bridge to be provided across the railway line. Tyrer Road is a residential street with 5.7m width, so could provide access into the site (provided no more than 300 dwellings are located along its length). Any more dwellings would require a 6.1m width to be provided. Cul-de-sac lengths would need to be adhered to.</i>

AVAILABILITY

Ownership	<i>St. Helens Council (Call for Sites form 2013_111)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential Use</i>

ACHIEVABILITY

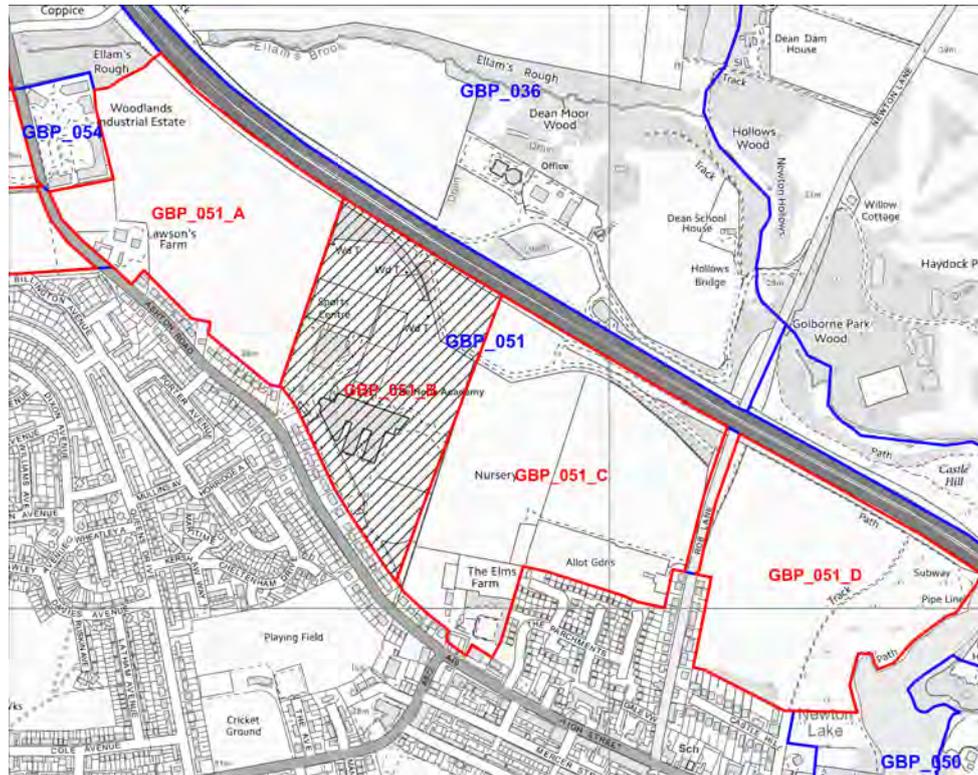
Viability Considerations	<i>Parcel lies within EVA Zone 4. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_046 = 17.8ha (excludes flood zone 3)</i>
Net Developable Area	<i>GBP_046 = 12.8ha (75%)</i>
Notional Development Capacity	<i>GBP_046 = 383 units (75% net developable area and 30dph) – the number of units would reduce when the designated Green Space and required buffers are also excluded from the overall NDA.</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>HIA concludes that the parcel should not be taken forward as it would significantly harm the character and setting of the Vulcan Village Conservation Area. Two access points would be required, which may be difficult to provide. Significant section of the parcel is a designated Greenway – which would have to be retained and have an impact on the overall developable area of the parcel.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_046 = 383 units</i>
Developability Score	<i>Limited Developable Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_051 - Land north-east of Newton-le-Willows, adjacent to M6
Sub-parcels discounted at stages 1B or 2A	GBP_051_B, discounted at stage 2a
Area covered by stage 2B assessment	Sub-parcel GBP_051_A (carried on a separate proforma from sub-parcels GBP_051_C and GBP_051_D as they no-longer adjoin each other) - 12.57ha



SUITABILITY

Landscape and visual character	<i>The landscape character is identified as 'Woodland Former Estate' and the area is Haydock Park. Land sensitivity and visual sensitivity are both medium. Development on this sub-parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The sub-parcel is south of Ellam's Brook (LWS51), which is a designated LWS. No comments from MEAS in terms of protected species etc.</i>
Agricultural Land Quality	<i>Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>Development of the sub-parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset.</i>
Flooding	<i>The sub-parcel is located in flood zone 1. There is some significant surface water flooding identified as a 30-year event within the centre of the sub-parcel. LLFA Comments: At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Infiltration main discharge point, minimum of 40% climate change allowance. Full SuDS</i>

	<i>components preference of open swale/pond systems. Avoid culverting.</i>
Trees and Woodland	<i>The sub-parcel contains no TPO's or Ancient Woodland.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within or adjoining the sub-parcel. There is the possibility of the sub-parcel contributing to the enhancement of the Green Infrastructure network north of the site adjacent to the designated LWS.</i>
Minerals	<i>The entire sub-parcel falls outside a Mineral Safeguarding Area.</i>
Infrastructure	<i>Part of the sub-parcel (to the north) lies within a Shell pipeline buffer zone. UU has advised that a number of utilities pass through the site, including a combined sewer, raw water distribution main, treated water trunk main and associated easements that would need to be considered during any masterplanning process. Future highway improvements have been identified as being required at Junction 23 of the M6.</i>
Ground conditions	<i>The sub-parcel is not within 250m of an active or former landfill site. The sub-parcel is not affected by any known sources of contamination. The sub-parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>Part of the sub-parcel (north-east boundary) lies within an Air Quality Management Area Buffer zone (M6 corridor). In addition, due to the proximity to the M6 and potential noise issues, a substantial buffer zone would need to be provided. The Council's Environmental Health department have commented that there could be potential adverse impacts on the A49 AQMA should this sub-parcel be developed. The sub-parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection zone.</i>
Hazardous installations	<i>The sub-parcel is not located within a Health and Safety Executive (HSE) consultation zone. However, as the sub-parcel lies within the buffer zone for the Essar Oil (formerly Shell) Pipeline, HSE have advised that the sub-parcel lies within a consultation distance of a major hazard pipeline and the operator (Essar Oil (UK) Ltd.) should be consulted should the sub-parcel be put forward for allocation.</i>
Neighbouring uses	<i>Woodlands Industrial Estate to the north, Leisure Centre and Secondary School to the south. There should be no access problems that would lead to amenity issues for the wider area.</i>
Any other constraints	<i>Not known</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcel is not within an 800m safe and convenient walking distance of a district or local centre (approx. 1km to Newton-le-Willows Local Centre).</i>
Cycling	<i>The sub-parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Newton-le-Willows).</i>
Public Transport	<i>The sub-parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 3 services an hour in this location, destinations</i>

	<p>include St. Helens Town Centre, Newton-le-Willows and Garswood.</p> <p>The sub-parcel is not within 800m walking distance of a train station.</p>
Vehicular Traffic	<p>Access would have to be gained via the A49. For 75 dwellings, one access would be required. For 600 dwellings, two accesses would be needed. The site's boundary fronting the A49 is limited, which may result in two accesses being situated close together, which is not ideal. Visibility is restricted (particularly to the north) from some frontage points on-site; an extension of the 30mph speed limit could help contribute to overcoming this but may not fully mitigate.</p> <p>Haydock Island experiences congestion issues. Currently St. Helens Council are carrying out a Transport Study at J23 of the M6 to identify what the required future enhancement and improvement requirements would be to address the existing capacity issues and potential future issues generated as a result of proposed growth for the Borough, the land requirements for which have yet to be defined.</p>

AVAILABILITY

Ownership	Trustees of the Legh Estate, represented by Dickman Associates Ltd. (Call for Sites form 2013_047)
Existing use	Agricultural Land
Current planning status	Green Belt – No relevant planning history
Use(s) promoted by landowner(s)	Residential

ACHIEVABILITY

Viability Considerations	Sub-parcel lies within EVA Zone 2. Sub-parcel is considered viable for development.
Gross Developable Area	GBP_051_A = 3.21ha (excluding noise buffer from the M6)
Net Developable Area	GBP_051_A = 2.41ha (75%)
Notional Development Capacity	GBP_051_A = 72 units (75% net developable area and 30dph)

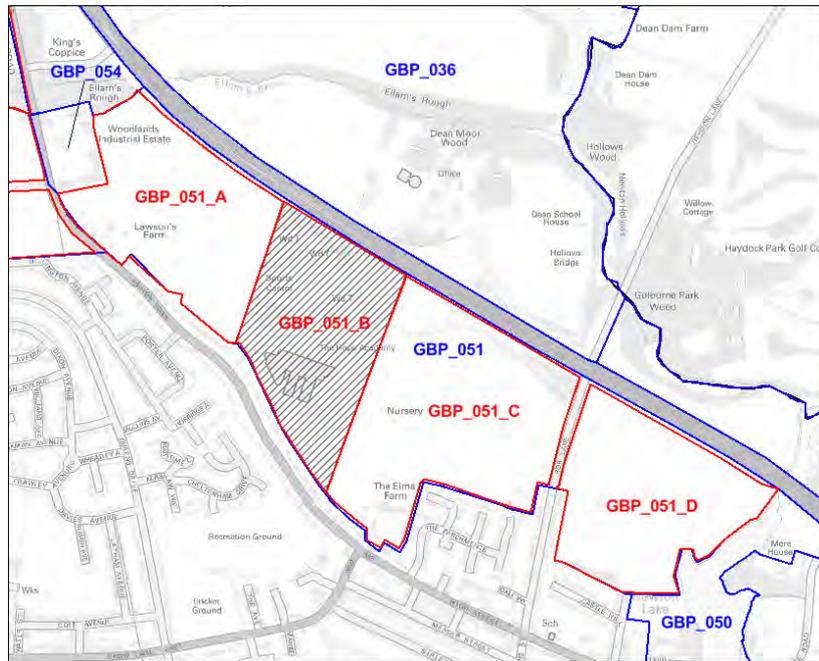
CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p>A number of utilities pass through the sub-parcel that would have to be taken into consideration at planning stage.</p> <p>Part of the sub-parcel falls within an AQMA and development could potentially have a negative effect on the air quality in this area. Noise is an issue in this location due to the sub-parcel's proximity to the M6. A substantial buffer zone would have to be applied which significantly reduces the NDA, and results in an artificial Green Belt boundary on the ground. Potential access issues due to the proximity to limited frontage onto the A49 and visibility splays.</p>
Preferred use (to be considered in stage 3)	Residential
Notional development capacity (to be considered in stage 3)	GBP_051_A = 72 units

Developability Score	Limited Development Potential
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STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_051 - Land north-east of Newton-le-Willows, adjacent to M6
Sub-parcels discounted at stages 1B or 2A	GBP_051_B (discounted at stage 2a)
Area covered by stage 2B assessment	Sub-parcels GBP_051_C and GBP_051_D (carried on a separate Proforma from sub-parcel GBP_051_A as they no longer adjoin each other) – GBP_051_C – 17.16ha GBP_051_D – 12.12ha



SUITABILITY

Landscape and visual character	The landscape character is identified as 'Woodland Former Estate' and the area is Haydock Park. Land sensitivity and visual sensitivity are both medium. Development on these sub-parcels would not lead to enhancement of a derelict or previously developed site.
Ecology	South-east of the site (sub-parcel GBP_051_D) adjoins a designated LWS (Willow Park – LWS71). No comments from MEAS in terms of protected species etc.
Agricultural Land Quality	Non-Agricultural Classification
Heritage Assets	Part of sub-parcel GBP_051_D falls within a buffer zone for a Scheduled Ancient Monument. After concerns were raised by HE following the LPPO consultation, with regards to the proximity of the Scheduled Ancient Monument and Newton-le-Willows Conservation Area to the east and south a HIA was carried out (Ref: GBP_051). The conclusions of which were - providing the area to be released from Green Belt land was reduced in size then development of the sub-parcel

	<p>would not have a likely effect on the character and appearance or setting of the designated heritage asset.</p> <p>Similarly, as there is an existing housing estate between the proposed sub-parcel and Newton-le-Willows Conservation Area, the setting would not be harmed further by housing development on this sub-parcel.</p> <p>MEAS advises that this parcel can be allocated with no archaeological work considered necessary.</p>
Flooding	<p>The majority of the sub-parcels lie within flood zone 1, with only 2.4% of the sub-parcels being in flood zone 2 and 0.64% in flood zone 3.</p> <p>Very little surface water flooding within the two sub-parcels.</p> <p>LLFA Comments:</p> <p>At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield Run-off rate. Infiltration main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting.</p>
Trees and Woodland	<p>There are no TPOs or Ancient Woodland.</p>
Open Space and Recreation	<p>Part of sub-parcel GBP_051_C contains designated open space and recreation, specifically allotments. There are no other allotments within the locality, however there would be sufficient capacity within the sub-parcel to re-locate the allotments.</p> <p>Similarly, approximately a third of sub-parcel GBP_051_D is designated as Greenway in Green Belt. There is more of this allocated land to the north of this parcel, however if retained it would also alleviate the potential likely harm caused by development to the Scheduled Ancient Monument.</p> <p>Therefore, due to the size of the sub-parcels and existing designated Greenway, there are a number of opportunities within the sub-parcels to contribute to the enhancement of the Green Infrastructure network further.</p>
Minerals	<p>The entire parcel falls outside a Mineral Safeguarding Area.</p>
Infrastructure	<p>The sub-parcels are not affected by any pipeline easements that would restrict development.</p> <p>UU has advised that there is a main combined sewer within the parcel, which would need considering as part of the site masterplanning process.</p> <p>The western corner (GBP_051_D) is situated within groundwater SPZ1. The remainder is situated within groundwater SPZ2. Adequate mitigation would need to be put in place to ensure protection of groundwater in this location.</p>
Ground conditions	<p>The sub-parcels are not within 250m of an active or former landfill site.</p> <p>Just under 50% of sub-parcel GBP_051_C is identified as Contaminated Land.</p> <p>The sub-parcels fall within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</p>
Air, water and noise pollution	<p>Part of the sub-parcels (north-east boundary) lies within an Air Quality Buffer zone (M6 corridor).</p> <p>The Council's Environmental Health department has commented that a buffer zone from the M6 would be required for both noise and air quality. They also add that if the sub-parcels were to be allocated, there would be an adverse impact on the A49 AQMA due to potential increased traffic. The parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</p>
Hazardous installations	<p>No identified issues. The sub-parcels are not located within a Health and Safety Executive consultation zone.</p>
Neighbouring uses	<p>Leisure Centre and Secondary School to the north, designated LWS to the</p>

	<p>south. There should be no access problems that would lead to amenity issues for the wider area.</p>
Any other constraints	<p>A Public Right of Way (footpath) runs along the boundary and through the centre of sub-parcel GBP_051_D. There is a walking distance of over 1.2km to the nearest primary school.</p>

TRANSPORT ACCESSIBILITY

Walking	Both sub-parcels lie within 800m of a local centre.
Cycling	Both sub-parcels lie within a 1 mile safe and convenient cycling distance of a local centre.
Public Transport	<p>The sub-parcels lie within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 services an hour in this location, predominantly to and from St. Helens Town Centre and Warrington. A small section of sub-parcel (GBP_051_D) falls within 800m walking distance of a train station.</p>
Vehicular Traffic	<p>If both sub-parcels were to be allocated for development, then two accesses would be required. Access would have to be provided off Rob Lane; Castle Hill is currently only suitable as an emergency access. The current 30mph speed limit along Rob Lane would need to be extended.</p> <p>There is potential to exit onto Newton-le-Willows High Street, which can be congested, however this would require the removal of existing homes in this area, that could then have a detrimental impact on the Conservation Area.</p> <p>Haydock Island also experiences congestion issues. Currently St. Helens Council are carrying out a Transport Study at J23 of the M6 to identify what the required future enhancement and improvement requirements would be to address the existing capacity issues and potential future issues generated as a result of proposed growth for the Borough, the land requirements for which have yet to be defined.</p>

AVAILABILITY

Ownership	<p>GBP_051_C - Trustees of the Legh Estate, represented by Dickman Associates Ltd. promoted by Wainhomes (Call for Sites form 2013_045 and 2015_006)</p> <p>GBP_051_D - Trustees of the Legh Estate, represented by Dickman Associates Ltd. promoted by Wainhomes (Call for Sites form 2013_044 and 2015_006)</p>
Existing use	Agricultural Land
Current planning status	Green Belt – No relevant planning history
Use(s) promoted by landowner(s)	Residential

ACHIEVABILITY

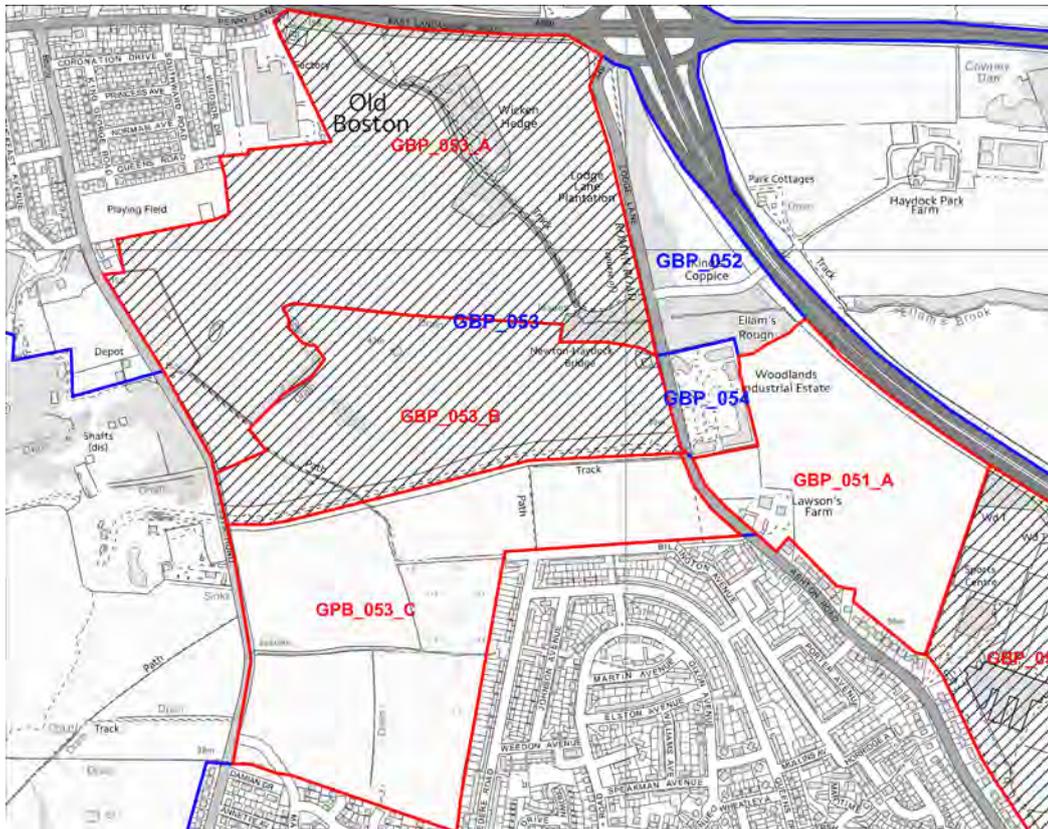
Viability Considerations	<i>Sub-parcels lie within EVA Zone 2. Sub-parcels are considered viable for development.</i>
Gross Developable Area	<i>GBP_051_C = 6.33ha (excludes M6 buffer and allotment site) GBP_051_D = 3.8ha (excludes Greenway designation, buffers for Scheduled Ancient Monument and M6)</i>
Net Developable Area	<i>GBP_051_C = 4.75ha (75%) GBP_051_D = 2.85ha (75%)</i>
Notional Development Capacity	<i>GBP_051_C = 142 units (75% net developable area and 30dph) GBP_051_D = 86 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><i>Overall developable area of sub-parcel GBP_051_D would have to be reduced due to the proximity of a Scheduled Ancient Monument and in order to incorporate a buffer zone from the M6. A further buffer would also have to be created around the designated Greenway on sub-parcel GBP_051_D, which takes up almost a third of the site.</i></p> <p><i>The existing allotments on sub-parcel GBP_051_C would have to be re-located, and although an initial buffer zone from the M6 has also been incorporated, should this sub-parcel come forward for allocation this buffer zone may need to be further extended.</i></p> <p><i>There is a main combined sewer within the sub-parcels which would need considering as part of any planning application.</i></p> <p><i>Almost half of sub-parcel GBP_051_C is known to be contaminated land, which may have a cost implication.</i></p> <p><i>Access to the whole of sub-parcel GBP_051_C could be difficult and potentially involve the purchase of an existing dwelling in order to create a sufficient access.</i></p> <p><i>Parts of both sub-parcels fall within an AQMA, which would need to be addressed at planning application stage.</i></p>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_051_C = 142 units GBP_051_D = 86 units</i>
Developability Score	<i>GBP_051_C – Limited Development Potential GBP_051_D - Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	<i>GBP_053 - Land east of Haydock, north of Newton-le-Willows</i>
Sub-parcels discounted at stages 1B or 2A	<i>GBP_053_A and GBP_053_B, discounted at stage 1b</i>
Area covered by stage 2B assessment	<i>Sub-parcel GBP_053_C - Land between Vista Road and Belvedere Road, Earlestown – 22.8ha</i>



SUITABILITY

Landscape and visual character	<i>The landscape character is identified as 'Woodland Former Estate' and the area is Haydock Park. Land sensitivity and visual sensitivity are both medium. Development on this sub-parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The sub-parcel does not lie close to or contain a SSSI, LWS, Local Geological Site or Nature Reserve. No known protected species and/or habitats on or close to the sub-parcel.</i>
Agricultural Land Quality	<i>Mixed including Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>Development of the sub-parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. MEAS commented that there is a potential for buried archaeological remains associated with settlement of the early-mid 18th century to be encountered by development.</i>
Flooding	<i>The sub-parcel lies in flood zone 1. Substantial surface water flooding recorded as 30, 100 and 1000-year event, specifically to the mid and south of the sub-parcel.</i>

	<p><i>LLFA Comments:</i></p> <p><i>At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. Easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery. Potential to reduce surface water and runoff to nearby watercourses (which results in flood risk downstream). Development allows accessible access to the main culverted watercourse through Newton le Willows for access, maintenance and inspection.</i></p>
Trees and Woodland	<i>No TPOs or Ancient Woodland.</i>
Open Space and Recreation	<i>There are no open space or recreation areas within the sub-parcel. However, due to the size of the sub-parcel there is potential for the sub-parcel to contribute to the enhancement of the Green Infrastructure network.</i>
Minerals	<i>The entire sub-parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	<p><i>A Shell Pipeline runs from the north-eastern corner across the sub-parcel to the south-western corner. The whole of the sub-parcel is within the pipeline's buffer zone.</i></p> <p><i>A further pipeline runs through part of the sub-parcel (as identified on the Old Hazard Sheet) on the western corner, that may require further investigation should this sub-parcel be allocated for removal from the Green Belt.</i></p> <p><i>UU has advised that land falls within groundwater SPZ2, and a rising main and pumping station is located in the southern section of the site. These UU assets would need to be afforded due regard in the masterplanning process. Adequate mitigation would need to be put in place to ensure protection of groundwater in this location. Access to the pumping station would need to be maintained. A brook runs through the site, and UU would expect surface water to be disposed via this watercourse.</i></p>
Ground conditions	<p><i>The sub-parcel is not within 250m of an active or former landfill site.</i></p> <p><i>The sub-parcel is not affected by any known sources of contamination.</i></p> <p><i>The sub-parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from mining.</i></p>
Air, water and noise pollution	<p><i>The sub-parcel is not within or close to an Air Quality Management area.</i></p> <p><i>The sub-parcel is located within an Outer Zone (Zone 2) Groundwater Source Protection Zone.</i></p> <p><i>Due to its proximity to the M6 motorway, noise attenuation measures may be required for parts of the sub-parcel.</i></p>
Hazardous installations	<i>The Essar Oil Pipeline runs from the east to the western edge of the sub-parcel; as such the HSE has advised against residential development on a large area of this sub-parcel. HSE have advised that as the sub-parcel lies within a consultation distance of a major hazard pipeline the operator (Essar Oil (UK) Ltd.) should be consulted should the sub-parcel be put forward for allocation.</i>
Neighbouring uses	<p><i>Residential development to the south.</i></p> <p><i>There should be no access problems that would lead to amenity issues for the wider area.</i></p>
Any other constraints	<p><i>A Public Right of Way (footpath) runs along the northern boundary of the sub-parcel.</i></p> <p><i>The southern and eastern sections of the sub-parcel are within 1.2km walking distance of a primary school, and the nearest secondary school is within a 40-</i></p>

	<i>minute bus drive.</i>
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TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcel is not within an 800m walking distance of a district or local centre (approx. 1.km of Newton-le-Willows Local Centre). However, the southern section of the sub-parcel is within an 800m walking distance of a convenience store.</i>
Cycling	<i>Part of the sub-parcel (eastern side) falls within the 1 mile safe and convenient cycling radius of a local centre (being Newton-le-Willows).</i>
Public Transport	<i>The sub-parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 3 bus services an hour in this location, destinations include St. Helens Town Centre, Garswood and Newton-le-Willows.</i> <i>The sub-parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>If the whole sub-parcel were to be allocated for housing, then two accesses would be required. An appropriate access off A49 may be restricted due to queuing on the approach to J23 in future year assessment (which has been identified in the Haydock Point modelling). Access off Vista Road would be possible.</i>

AVAILABILITY

Ownership	<i>Trustees of the Legh Estate, represented by Dickman Associates Ltd. promoted by Taylor Wimpey (Call for Sites form 2013_046)</i>
Existing use	<i>Agricultural Land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

Viability Considerations	<i>Sub-parcel lies within EVA Zone 2. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_053_C = 7.92ha (reduced from 22.8ha to exclude the HSE pipeline buffer zone, and to provide a stronger more robust Green Belt boundary on the ground)</i>
Net Developable Area	<i>GBP_053_C = 5.94ha (75%)</i>
Notional Development Capacity	<i>GBP_053_C = 178 units (75% net developable area and 30dph)</i>

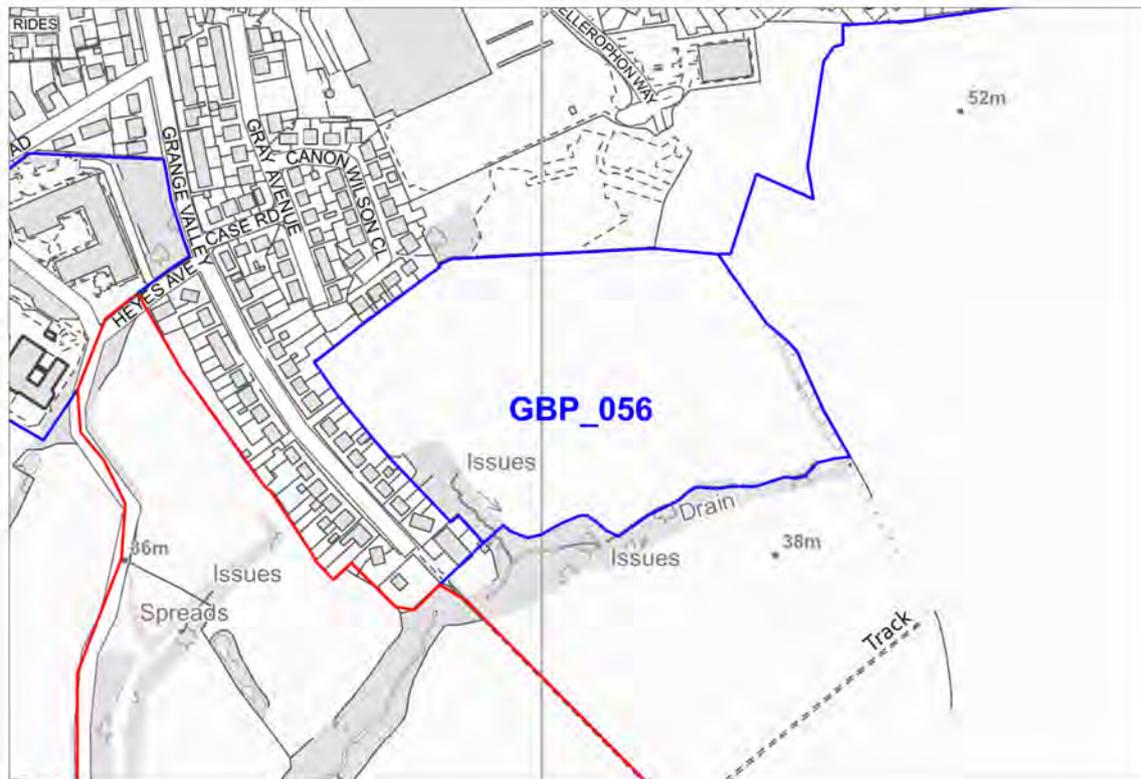
CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>Archaeological mitigation could be required (that may require pre-commencement archaeological works) which would need to be secured by means of a planning condition for any future planning permission.</i> <i>The HSE have advised against residential development on a substantial</i>
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	<p>section of this sub-parcel due to the Essar Pipeline, which has reduced the NDA.</p> <p>The parcel is just outside of a 800m walking distance to a local or district centre.</p> <p>Access may be restricted from the A49 due to queuing on the approach to J23 of the M6 motorway.</p>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_053_C = 178 units</i>
Developability Score	<i>Good Development Potential – the highway to the north that separates it with sub-parcel GBP_053_B is temporary in nature and very open, and following the Essar buffer line would be unacceptable, as it could lead to unrestricted sprawl and encroachment, and would not be in-line with National policy.</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_056 - Land rear of Tesco Superstore, Haydock
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel - 5.48ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Raised Spoil Heap and the area is Lyme and Wood Pit. Landscape land sensitivity is low, with a medium to high for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel is adjacent to and partially includes a LWS (Cloghe Wood – LWS61) on its southern boundary. MEAS have commented that the parcel is directly north of Clough Wood and grassland LWS, any development of the parcel would need to maintain a buffer with the LWS.</i>
Agricultural Land Quality	<i>Mixed including Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. MEAS advises that this parcel can be allocated with no archaeological work considered necessary.</i>
Flooding	<i>The parcel is located in flood zone 1. However, there are significant surface water issues with this site and the site is often recorded as waterlogged.</i>

Trees and Woodland	<i>Protected woodland to the south west of the parcel and beyond the southern boundary. Therefore, a significant buffer would be required to protect these trees from any development should the parcel come forward for development. No Ancient Woodland.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within or adjoining the parcel.</i>
Minerals	<i>Approximately 75% of the parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development. UU has advised that there is a gravity surface water sewer to the northern boundary of the parcel which would need considering if the parcel were to be removed from the Green Belt and allocated for development. The parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The parcel is within 250m of an active and former landfill site. The parcel is within 250m (approximately 100m) of a known source of contamination. The majority of the parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations. There are also approximately four known mineshafts within the parcel in the north eastern corner.</i>
Air, water and noise pollution	<i>The majority of the parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Residential development and retail uses. Creating access to this parcel would not lead to amenity issues for the wider area.</i>
Any other constraints	<i>The parcel is within 1.2km walking distance of a primary school, and a 40-minute bus drive to the nearest secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is within an 800m safe and convenient walking distance of a district or local centre (Haydock).</i>
Cycling	<i>The parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Haydock).</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>There are access issues with this site. The obvious way to access the site would be from Bellerophon Way, however this land is outside the control of the current owners, so would be reliant on third party land. There is also a planning application in for residential use to the north of the site, and as such any proposed layout would need to include access to this site. Furthermore, there would be issues with cul-de-sac lengths, which may</i>

	<i>mean that an acceptable access could not be provided from this route.</i>
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AVAILABILITY

Ownership	<i>Richard Purser, DPP One Ltd. (Call for Sites form 2013_102)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

Viability Considerations	<i>Parcel lies within EVA Zone 3. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_056 = 5.48ha (the area of the LWS would have to be removed which would reduce the overall number further)</i>
Net Developable Area	<i>GBP_056 = 3.95ha (75%)</i>
Notional Development Capacity	<i>GBP_056 = 138 units (75% net developable area and 35dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><i>Access to the parcel can only be via land outside the owner’s control, which may lead to a time delay in the site coming forward, if at all.</i></p> <p><i>A buffer zone would be required around the LWS and protected woodland, which could further reduce the NDA.</i></p> <p><i>A gravity surface water sewer runs to the north of the boundary which would need considering if the parcel were to be removed from the Green Belt and allocated for development.</i></p> <p><i>There are significant surface water issues, which leaves the parcel waterlogged.</i></p>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_056 = 138 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_058 - Land south of Station Road, Haydock
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel - 10.63ha



SUITABILITY

Landscape and visual character	<i>The landscape character is identified as 'Broad Rural Slopes' and the area is Sankey Slopes. Land sensitivity and visual sensitivity are both medium to high. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel does not lie close to or contain a SSSI, LWS, Local Geological Site or Nature Reserve. No known protected species and/or habitats on or close to the parcel.</i>
Agricultural Land Quality	<i>Approximately 55% of parcel is not recorded and remaining 45% recorded as mixed including Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset.</i>
Flooding	<i>The parcel lies within flood zone 1. Small amounts of 30, 100 and 1,000-year surface water events recorded but nothing significant. LLFA Comments: At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change</i>

	<i>allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. The easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery.</i>
Trees and Woodland	<i>There are pockets of protected woodland to the west and south of the parcel and a number of individual protected trees within the parcel. The total area of protected woodland is 1.24 hectares, which equates to 11.73% of the parcel. There is no Ancient Woodland within the parcel.</i>
Open Space and Recreation	<i>There is a negligible amount of open space and recreation area designated within the parcel, to the west and parts of the eastern boundary.</i>
Minerals	<i>The entire parcel lies within a proposed coal and clay Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development. UU has advised that there is a main surface water sewer and pressurised trunk main (and associated easement) to the northern boundary of the parcel, that would need considering as part of the site masterplanning process.</i>
Ground conditions	<i>The parcel is not within 250m of an active or former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'High Risk' area of known subsidence from mining, with three mineshafts identified within the parcel.</i>
Air, water and noise pollution	<i>No identified issues.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Residential development. Creating access to this parcel would not lead to amenity issues for the wider area.</i>
Any other constraints	<i>A Public Right of Way (footpath) runs along the western boundary of the parcel. 50% of the parcel is within 800m walking distance to a primary school and the remaining 50% is within 1.2km walking distance. The parcel is in a 40-minute bus drive to the nearest secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is within an 800m safe and convenient walking distance of a district or local centre (Haydock).</i>
Cycling	<i>The parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Haydock).</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Cooper Lane could provide a suitable access into the parcel, but the highway is only partially adopted. This may require a crossroads junction with Quayle Close, or an extension of adopted highway.</i>

	<i>100 dwellings would need a single access only.</i>
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AVAILABILITY

Ownership	<p><i>Mixed Ownership:</i></p> <ul style="list-style-type: none"> • <i>Morston Western Region Properties Limited (Call for Sites form 2013_051)</i> • <i>David Kay, Arrowsmith Homes (Call for Sites form 2008_055)</i> • <i>Eccleston Homes (Call for Sites form 2016_081)</i> • <i>Christopher Leonard and Marguerite Leonard</i>
Existing use	<i>Mixed Uses – Care Home, Apartments, School</i>
Current planning status	<i>Green Belt - as above</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

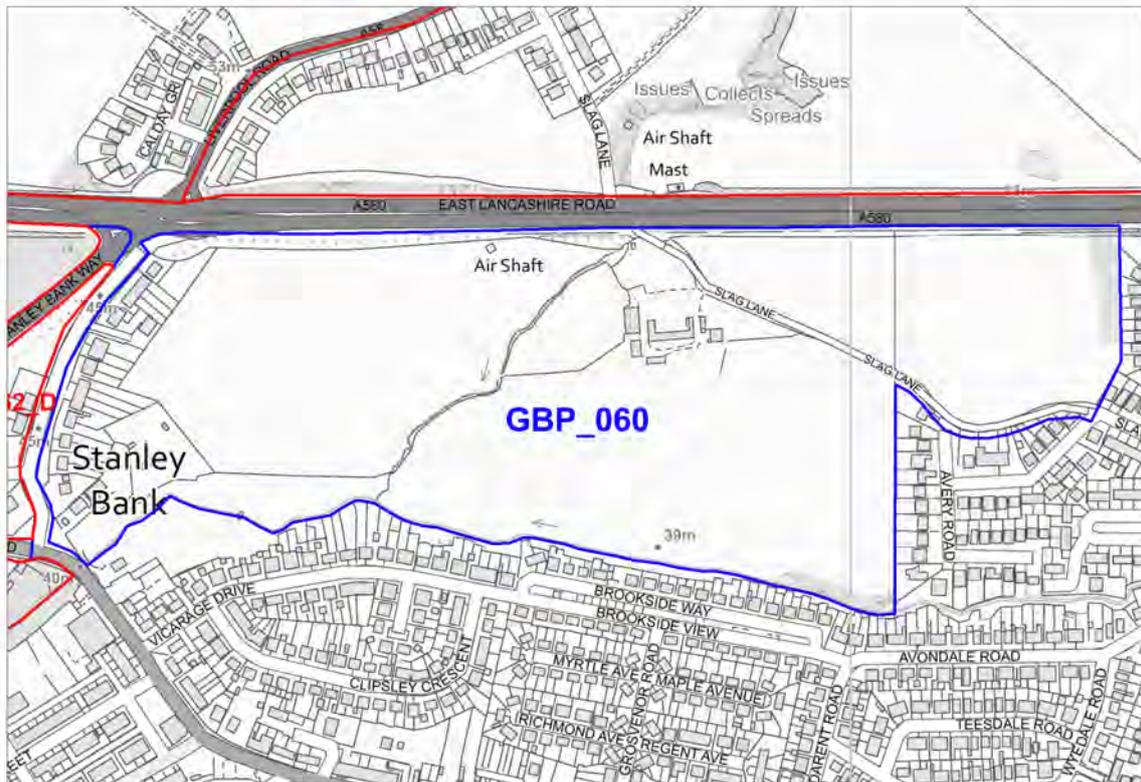
Viability Considerations	<i>Parcel lies within EVA Zone 3. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_058 = 3.68ha (excluding existing built development & buffer, open space and protected woodland)</i>
Net Developable Area	<i>GBP_058 = 2.76ha (75%)</i>
Notional Development Capacity	<i>GBP_058 = 83 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><i>A significant amount of protected woodland and individual trees are located within the parcel and would need to be taken into consideration.</i></p> <p><i>The parcel is in multiple ownership, which may lead to a time delay in the parcel coming forward for development.</i></p> <p><i>There are a number of historic mineshafts within the parcel. If development took place on this parcel it would result in a large area of land being removed from Green Belt for only a small residential yield.</i></p> <p><i>Visually, if developed the parcel would extend out further into the open countryside then the existing established urban settlement boundary.</i></p>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_058 = 83 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_060 – Land at Florida Farm (south of A580), Slag Lane, Blackbrook
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel - 24.32ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Broad Rural Slopes and the area is Arch Lane Slopes. Landscape land and visual sensitivity is medium to high. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel does not lie close to or contain a SSSI, LWS, Local Geological Site or Nature Reserve. No comments from MEAS in terms of protected species etc.</i>
Agricultural Land Quality	<i>Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. After concerns were raised by HE in regard to the proximity of a listed building to the site (Pear Tree Farmhouse, Grade II) a HIA was carried out (Ref: GBP_060). The conclusions of which were that national and local policies in relation to heritage, design and landscaping would ensure that any development of this site could be delivered in a manner that avoids or minimises harm to the setting of the nearby listed building. MEAS advises that this parcel contains the following non-designated heritage assets recorded on the Merseyside Historic Environment:</i> <ul style="list-style-type: none"> • MME 8603 – the former route of Stanley Bank Incline, built 1766

	<ul style="list-style-type: none"> • MME 8605 – the former incline from Gerard’s Quay to Pewfall Colliery, c. 1830 • MME 12112 – barn and outbuilding at Florida Farm, mid-19th century, demolished post 2013-15. • MME 16585-16587 Old Coal Pits shown on 1st Edition Ordnance Survey (1850) <p><i>There is a potential for buried archaeological remains associated with both the coal industry and agriculture to be encountered by development.</i></p>
Flooding	<p><i>The majority of the parcel is located in flood zone 1, with just 5.28% located in flood zone 2. There is some surface water flooding recorded as a 30, 100 and 1,000-year event, primarily within the centre, to the south and on the eastern side of the parcel.</i></p> <p><i>LLFA Comments:</i></p> <p><i>At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. Easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery. High potential to reduce surface water and runoff to nearby watercourses and highways (which result in flood risk downstream). LLFA Design Preference: This parcel has the potential to place ponds, swales and water features to the north west of the development to deal with flood risk, provide attenuation and amenity benefit, similar to development in new bold estate south of the Borough.</i></p>
Trees and Woodland	<i>There are no TPOs or Ancient Woodland.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within or adjoining the parcel.</i>
Minerals	<i>The entire parcel lies within a proposed coal and clay Mineral Safeguarding Area.</i>
Infrastructure	<p><i>UU has advised that there is a possibility that an abandoned pipe following the route of the access road to the farm (this would need confirming) runs within the parcel. And should this parcel come forward for development then discharge to a watercourse via Clipsley Brook would be expected before a mains sewer.</i></p> <p><i>The parcel is not affected by any known existing or future transport or other infrastructure projects.</i></p>
Ground conditions	<p><i>The parcel is not within 250m of an active or former landfill site.</i></p> <p><i>The parcel is not affected by any known sources of contamination.</i></p> <p><i>Approximately 75% of the parcel falls within the Coal Authority’s ‘High Risk’ area of known subsidence from the legacy of coal mining operations, with six identified mineshafts on site.</i></p>
Air, water and noise pollution	<p><i>No identified issues, however, a junction to the east (East Lancashire Road and Stanley Bank Way) is being monitored for Air Quality Management purposes.</i></p> <p><i>The Council’s Environmental Health department has commented that there could be potential impacts on residential development along the A580, and that a “stand-off” distance from the road would need to be calculated.</i></p>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Residential development</i>

	<i>Creating access to this parcel would not lead to amenity issues for the wider area.</i>
Any other constraints	<i>50% of the parcel is within 1.2km walking distance of a primary school, and a 40-minute bus drive to the nearest secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre (approx. 975m to Haydock Local Centre)</i>
Cycling	<i>The parcel just falls outside of a 1 mile safe and convenient cycling radius of a local centre.</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 services an hour in this location, predominantly to and from St. Helens Town Centre.</i> <i>The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>If the parcel were to be allocated, then two access points would be required. A left-in / left-out junction off A580 would be acceptable.</i> <i>Development of the parcel would require a junction off Vicarage Road to cater for all right-turning movements.</i>

AVAILABILITY

Ownership	<i>Mr John Moore, represented by Indigo Planning Ltd (Call for Sites 2014_20)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

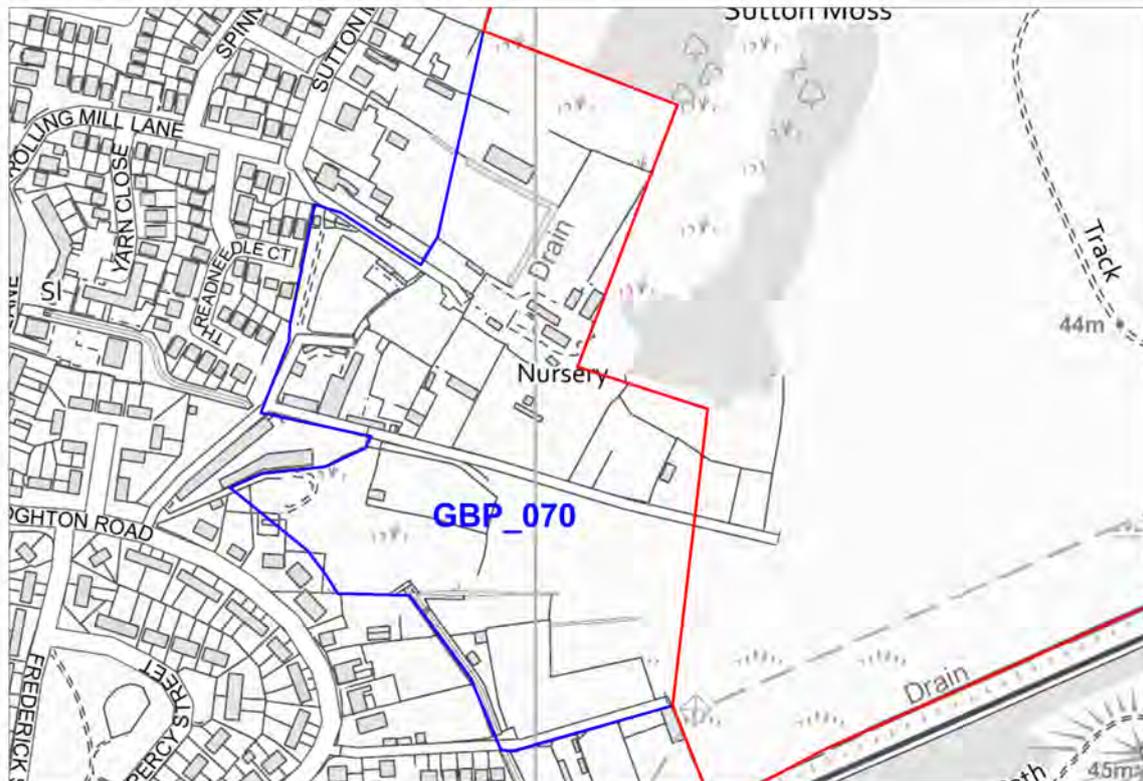
Viability Considerations	<i>The parcel lies within EVA Zone 2 and is considered viable for development. There are a number of mine shafts on site which may need additional ground works. Additional highway improvements may also be required.</i>
Gross Developable Area	<i>GBP_060 = 23.19ha (excluding existing development and associated garden land)</i>
Net Developable Area	<i>GBP_060 = 17.39ha (75%)</i>
Notional Development Capacity	<i>GBP_060 = 522 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><i>Landscape land and visual sensitivity is medium to high.</i></p> <p><i>Archaeological mitigation could be required (which might require pre-commencement archaeological works) which would need to be secured by means of a planning condition for any future planning permission.</i></p> <p><i>A potential abandoned pipe following the route of the access road to the farm, would need confirming and could lead to additional ground works. In addition, there are historic mineshafts within the parcel that would also need to be investigated further. Development of the parcel would require a junction off Vicarage Road to cater for all right-turning movements.</i></p> <p><i>If the parcel was to come forward for development, then a significant buffer would be required adjacent to the A580 to alleviate noise and air pollution issues for potential new residents. Due to flooding issues in this area, attenuation ponds etc. would be required throughout the site, which could benefit the wider area.</i></p>
Preferred use (to be considered in stage 3)	<p><i>Residential</i></p>
Notional development capacity (to be considered in stage 3)	<p><i>GBP_060 = 522 units</i></p>
Developability Score	<p><i>Good Development Potential</i></p>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_070 - Land west of Parr and Sutton
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel - 7.21ha



SUITABILITY

Landscape and visual character	<p>The landscape character type is Raised Soil Heap and the area is Sutton Moss. Landscape land sensitivity is low, with a medium to high for landscape visual sensitivity.</p> <p>The parcel is an irregular shape with intermittent uses and character. Development on this parcel would lead to the enhancement of derelict and previously developed land.</p>
Ecology	<p>The parcel has various ecological designations both adjoining and within its boundary (Colliers Moss Common – LWS96). Parts of the southern section of the parcel are allocated as a nature reserve (26.3%) and a small section to the north is an allocated LWS.</p>
Agricultural Land Quality	<p>Parcel is not recorded.</p>
Heritage Assets	<p>Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. No known archaeological interest.</p>
Flooding	<p>The parcel lies within flood zone 1. Small amounts of 30 and 1,000-year surface water events are recorded to the south of the parcel.</p>

Trees and Woodland	<i>There are no TPOs or Ancient Woodland.</i>
Open Space and Recreation	<i>The sub-parcel lies adjacent to a designated semi-natural green space. There is potential for the sub-parcel to contribute to the enhancement of the Green Infrastructure network.</i>
Minerals	<i>The entire parcel lies within a proposed coal and clay Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development. The parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The parcel is within 250m (approximately 200m) of a former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from mining.</i>
Air, water and noise pollution	<i>No identified issues.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Residential development would be preferable within this parcel, in keeping with surrounding development. Creating access to this parcel would not lead to amenity issues for the wider area.</i>
Any other constraints	<i>A Public Right of Way (footpath) runs through the centre of parcel. There is a walking distance of over 1.2km to the nearest primary school, and the parcel is within a 40-minute bus drive and rail journey to the nearest secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>Part of the parcel is within an 800m safe and convenient walking distance of a district or local centre (Sutton).</i>
Cycling	<i>The parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Sutton).</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 services an hour in this location, predominantly to and from St. Helens Town Centre. The bulk of the parcel is not within 800m walking distance of a train station, however a small section to the west is within this walking distance.</i>
Vehicular Traffic	<i>Access would have to be provided off Sutton Moss Road or Nook Road, both of which are narrow and would need upgrading. Nook Road / Watery Lane junction is also substandard and would need improvements. Access may be available via purchasing a couple of the dwellings on Houghton Road. Access off Threadheadle Court would be difficult and there maybe ransom strips.</i>

AVAILABILITY

Ownership	<i>Mixed Ownership:</i> <ul style="list-style-type: none"> • <i>Parts unknown as not promoted</i>
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	<ul style="list-style-type: none"> • C Arkwright (Call for Sites form 2008_001) • R Hunter (Call for Sites form 2008_002) • J Topping (Call for Sites form 2008_003) • D & J Molyneux (Call for Sites form 2008_004) • Mr Kevin Hopkins (Call for Sites form 2013_014)
Existing use	<i>Various uses including boarding kennels & residential development</i>
Current planning status	<i>Green Belt – No relevant planning history other than for above.</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

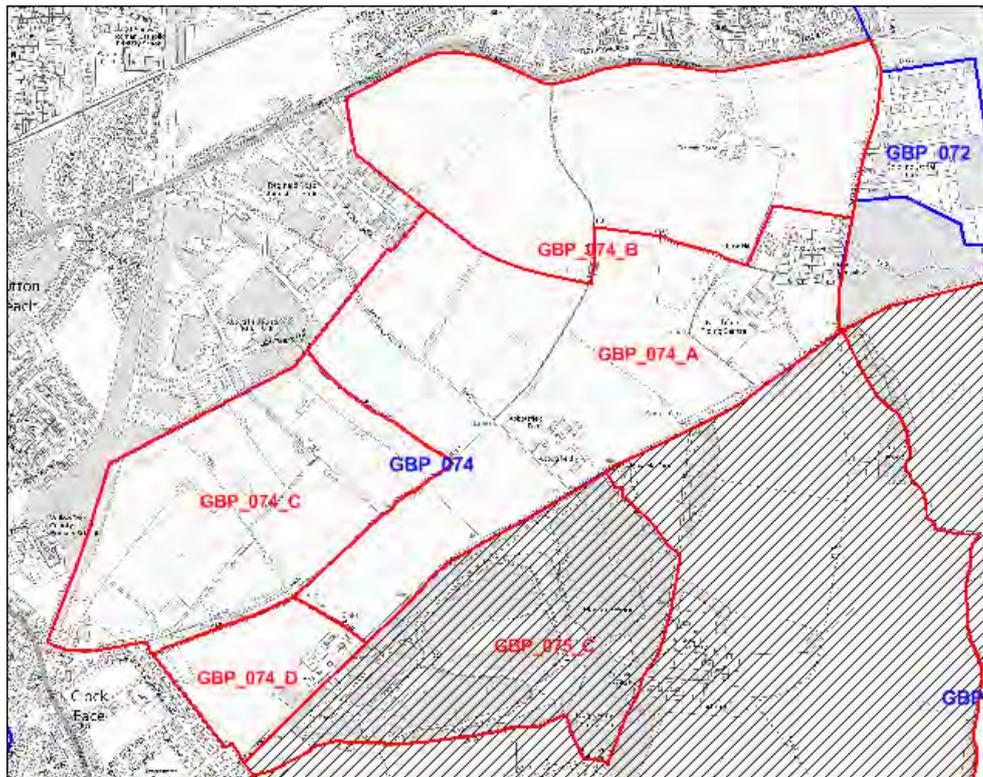
Viability Considerations	<i>Parcel lies within EVA Zone 1 and is considered viable for development. Could be access issues, which may require the purchase of additional dwellings to create better access.</i>
Gross Developable Area	<i>GBP_070 = 7.21ha</i>
Net Developable Area	<i>GBP_070 = 5.4ha (75%)</i>
Notional Development Capacity	<i>GBP_070 = 162 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><i>There are areas of the parcel which have not been promoted by landowners that would hinder the parcel coming forward for development and the remainder of the parcel is in multiple ownership.</i></p> <p><i>Part of the parcel is a designated nature reserve, a buffer zone would need to be created around this area, that would reduce the NDA.</i></p> <p><i>There are potential access issues for parts of the parcel due to its irregular shape. Negotiation for some accesses would be with third party owners, which may lead to a time delay in the site coming forward, if at all.</i></p> <p><i>There are existing kennels within the parcel which would need to be relocated if the parcel were to come forwards for development, due to potential noise issues etc.</i></p>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_070 = 162 units</i>
Developability Score	<i>Limited Development Potential – multiple ownerships, with some landowners not promoting and access issues.</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_074 - Land west of Neills Road, and south of Bold, north of Gorsey Lane.
Sub-parcels discounted at stages 1B or 2A	None
Area covered by stage 2B assessment	GBP_074_A – 66.97ha GBP_074_B – 50.4ha GBP_074_C – 37.58ha GBP_074_D – 10.33ha



SUITABILITY

Landscape and visual character	<p>The landscape character type is Floodplain Farmland and the area is Sutton Fringe. Landscape land sensitivity is low, with a low to medium for landscape visual sensitivity.</p> <p>Development on this parcel would not lead to enhancement of a derelict or previously developed site (planning consent has already been approved for residential development on the brownfield site east of sub-parcel GBP_074_D).</p>
Ecology	<p>Sub-parcel GBP_074_C is significantly covered by a LWS (Tunstall's Farm – LWS108).</p> <p>MEAS have commented that great crested newts have recently been recorded within the LWS and it is likely that GCN are present within the surrounding sub-parcels. Water voles are also present within the LWS and are therefore likely within the remaining sub-parcels. A strategic approach to providing aquatic habitat to provide mitigation and compensation for any impacts to these species and to ensure populations are maintained and enhanced is</p>

	<p>required for this parcel as a whole. Linkages to the LWS would be required to ensure populations are not isolated as well as maintaining linkages to the wider landscape. A strategic approach to protecting and mitigating impacts to great crested newts and water voles within these parcels would be useful and would help future planning applications. Protected species surveys would be required at the planning application stage.</p> <p>The Sankey Catchment Partnership advised that should these sub-parcels come forward for development opportunities should be sought to improve the local water vole habitat, which could be achieved by creating reed beds.</p>
Agricultural Land Quality	Grade 3: good to moderate agricultural land.
Heritage Assets	Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. No known archaeological interest.
Flooding	All sub-parcels lie within flood zone 1. Small amounts of 30, 100 and 1,000-year surface water events are recorded but nothing significant.
Trees and Woodland	Small area of protected woodland to the south of sub-parcel GBP_074_A. No Ancient Woodland.
Open Space and Recreation	<p>There is no Open Space or Recreation Areas allocated within the parcel. A small section of parcel GBP_074 adjoins a semi-natural green space to the east.</p> <p>Due to the size and locations of the sub-parcels, there would be opportunities for the parcel as a whole to contribute to the enhancement of the Green Infrastructure network.</p>
Minerals	The majority of the sub-parcels lie outside a Mineral Safeguarding Area, with only central sections of sub-parcel GBP_074_B, and small areas of sub-parcel GBP_074_A falling within the proposed coal and clay mineral safeguarding area.
Infrastructure	<p>The parcel is not affected by any pipeline easements that would restrict development.</p> <p>The parcel is not affected by any known existing or future transport or other infrastructure projects.</p>
Ground conditions	<p>The parcel is not within 250m of an active or former landfill site.</p> <p>The parcel is not affected by any known sources of contamination.</p> <p>The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from mining.</p>
Air, water and noise pollution	<p>A large proportion of the sub-parcels (specifically sub-parcel GBP_074_A – the central belt of this parcel as a whole) are located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</p> <p>The Council's Environmental Health department has commented that the potential impacts on the surrounding roads would need to be quantified and mitigation put in place should these parcels be allocated for development. In addition, due to the proximity of some of the sub-parcels to the industrial estate there could be potential issues in terms of nuisance from odours and noise.</p>
Hazardous installations	There are no identified issues. The parcel is not located within a Health and Safety Executive consultation zone.
Neighbouring uses	Residential development would be preferable within this parcel, in keeping

	<i>with the bulk of the surrounding development. Creating access to this parcel would not lead to amenity issues for the wider area.</i>
Any other constraints	<i>Various Public Rights of Way (footpaths and bridleway) run throughout the parcel. Majority of sub-parcels fall outside a 1.2km walking distance of a primary school but are within a 40-minute bus route to the nearest secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>Only the northern edge of sub-parcel GBP_074_B is within an 800m safe and convenient walking distance of a district or local centre (Sutton). Due to the size of the sub-parcels a local or district centre could be accommodated as part of the masterplan.</i>
Cycling	<i>The majority of sub-parcel GBP_074_B falls within a 1 mile safe and convenient cycling radius of a local centre (Sutton). However, the remainder of the sub-parcels are not within a 1-mile cycle distance.</i>
Public Transport	<i>The majority of sub-parcels are within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. Part of sub-parcel GBP_074_B is within 800m walking distance of St. Helens Junction train station.</i>
Vehicular Traffic	<i>If the parcel were to be allocated for development at least 2 accesses would be required. These could be provided off Neills Road and the B5204. It would also require a right-turn ghost island off B5204, but there would be sufficient space to provide this. There is ample land within the parcel to provide a link road through the site. No known capacity issues experienced on surrounding highways.</i>

AVAILABILITY

Ownership	<i>Mixed Ownership:</i> <ul style="list-style-type: none"> • William Fletcher • St. Helens Council • John David Cotton • Helen Shone, Neil Shone, Sue & Thomas Cotterill as trustees for Rachel Shone • GMW Property & Machinery Ltd. • Margaret & Bernard Grace • Austin Carroll, Rita Eccleston, Terence Carroll & Valerie Astbury • Andrea Gardam • Taylor Wimpey • Margaret Greenall
Existing use	<i>Majority is agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>

Use(s) promoted by landowner(s)	<i>Residential</i>
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ACHIEVABILITY

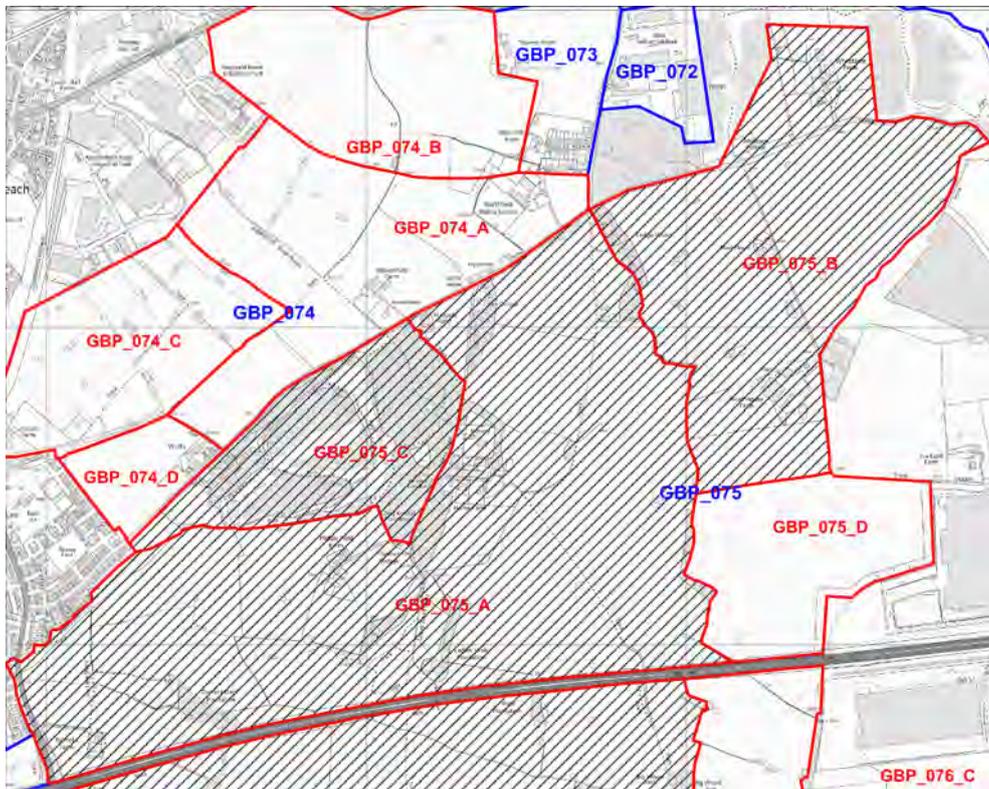
Viability Considerations	<i>Parcel lies within EVA Zone 3. Parcel is considered viable for development. Significant infrastructure would be required to bring the parcel forward.</i>
Gross Developable Area	<i>GBP_074_A, GBP_074_B, GBP_074_C, and GBP_074_D = 132.82ha (excluding existing development, LWS and buffer)</i>
Net Developable Area	<i>GBP_074_A, GBP_074_B, GBP_074_C, and GBP_074_D Total = 99.62ha (75%)</i>
Notional Development Capacity	<i>Cumulatively the sub-parcels would provide - Total = 2,988 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><i>Sub-parcel GBP_074_C is significantly covered by a LWS (Tunstall's Farm), therefore this area would be removed from the overall developable area and a buffer zone around the site would also be required to prevent harm from potential development.</i></p> <p><i>The sub-parcels are not within a walking distance of a local or district centre, however, given the overall size of the parcel any development here would include community and retail facilities etc.</i></p> <p><i>There are electricity pylons which run along the north and follow the boundary with the industrial site to the west, however these should not restrict the developability of the site.</i></p>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>Total = 2,988 units</i>
Developability Score	<i>Good Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_075 – Land north of M62 and south of Gorsey Lane
Sub-parcels discounted at stages 1B or 2A	Sub-parcels GBP_075_A, GBP_075_B and GBP_075_C were discounted at Stage 1B.
Area covered by stage 2B assessment	GBP_075_D, 32.21ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Floodplain Farmland and the area is Clockface Farming. Landscape land and visual sensitivity is medium. Development on this sub-parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The sub-parcel does not lie close to or contain a SSSI, LWS, Local Geological Site or Nature Reserve. No comments from MEAS in terms of protected species etc.</i>
Agricultural Land Quality	<i>Grade 2: very good quality agricultural land.</i>
Heritage Assets	<i>Development of the sub-parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. MEAS commented that the sub-parcel contains the following non-designated heritage assets recorded on the Merseyside Historic Environment:</i> <ul style="list-style-type: none"> <i>MME 8777 – the former site of Woodside Farm, late 18th century</i> <i>Therefore, there is a potential for buried archaeological remains associated with both the coal industry and agriculture to be encountered by development.</i>
Flooding	<i>The sub-parcel is located in flood zone 1. There is some significant surface water flooding identified/recorded as a 30, 100 and 1,000-year event within the centre and southern sections of the sub-parcel.</i> <i>LLFA Comments:</i> <i>At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate.</i>

	<i>Watercourse / infiltration main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. Easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery. Discussion to be held with neighbouring council on SuDS requirements on linked development.</i>
Trees and Woodland	<i>No TPOs or Ancient Woodland within the sub-parcel, however, the western boundary adjoins protected woodland.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within or adjoining the parcel.</i>
Minerals	<i>The sub-parcel lies outside any proposed Mineral Safeguarding Area.</i>
Infrastructure	<i>A Shell pipeline runs to the north-west of the sub-parcel, the buffer zone covers approximately 50% of the sub-parcel. UU has advised that there is a watercourse adjacent to the western boundary of the site, and UU would expect the developer to explore options to discharge surface water to this watercourse.</i>
Ground conditions	<i>The sub-parcel is not within 250m of an active or former landfill site. The sub-parcel is not affected by any known sources of contamination. The sub-parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i>
Air, water and noise pollution	<i>The sub-parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>As the sub-parcel lies within the buffer zone for the Essar Oil (formerly Shell) Pipeline, HSE have advised that the operator (Essar Oil (UK) Ltd.) should be consulted should the sub-parcel be put forward for allocation. Furthermore, due to the proximity of the pipeline it may restrict where buildings can and cannot be constructed on the sub-parcel, including major traffic routes.</i>
Neighbouring uses	<i>Employment development would be preferable within this sub-parcel, in keeping with surrounding development. Creating access to this parcel should not lead to amenity issues for the wider area.</i>
Any other constraints	<i>The sub-parcel is not within a 1-mile radius of a convenience store or supermarket.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcel is not within an 800m safe and convenient walking distance of a district or local centre. Approx. 3.19km (as the crow flies) walking distance to nearest shops (being Marshall's Cross Local Centre).</i>
Cycling	<i>The sub-parcel is not within a 1 mile safe and convenient cycling distance of a district or local centre.</i>
Public Transport	<i>The sub-parcel is not within 400m of a safe and convenient walk to a bus stop. The sub-parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Access off Joy Lane would be difficult due to the narrowness of the route, and as such this would not provide a suitable access into the sub-parcel. It may be possible to provide access off Lockheed Road, but this is likely to require consent of adjacent landowners. Joy Lane is also an unclassified highway. Accessibility of the sub-parcel depends on the sustainable transport infrastructure provided via the neighbouring Omega development. Therefore, access would probably be reliant on third part land. Consultation would also be required with Warrington Council Highways</i>

	<i>department regarding impact on highways within Warrington including junction 8 of the M62, and permission would need to be granted by Warrington Council Highways in terms of connecting to an adopted road etc.</i>
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AVAILABILITY

Ownership	<i>C/O Pegasus Group, Manchester (Call for Sites form 2016_071)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt - no relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Employment</i>

ACHIEVABILITY

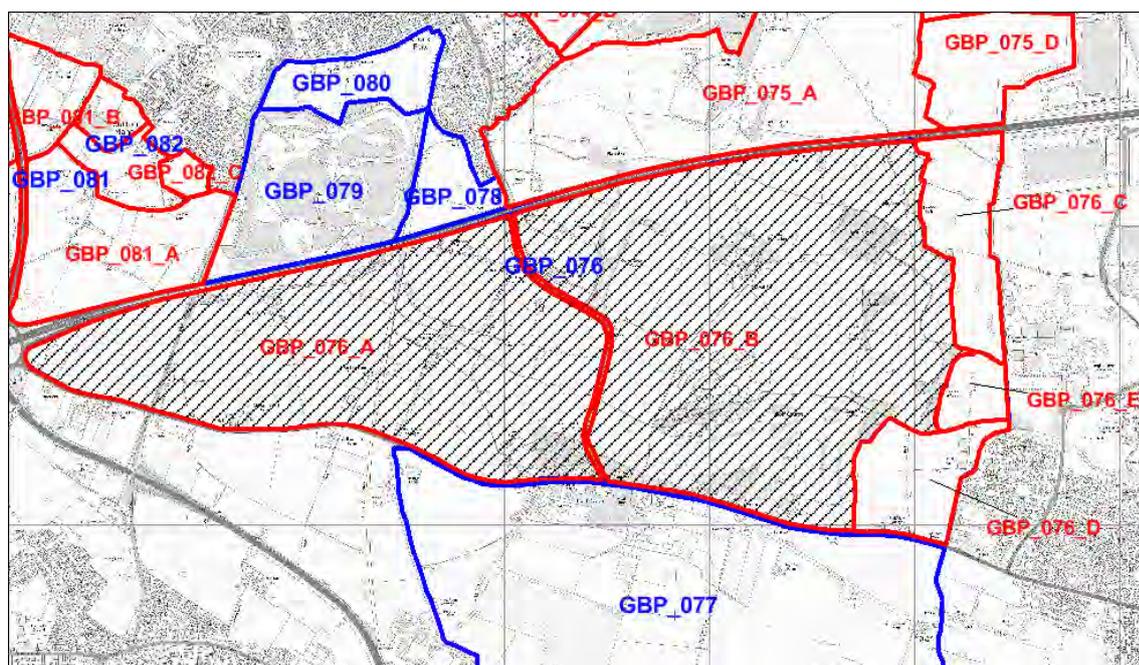
Viability Considerations	<i>Sub-parcel lies within EVA Zone 3. Sub-parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_075_D = 32.21ha</i>
Net Developable Area	<i>As Above</i>
Notional Development Capacity	<i>As Above</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><i>Access to the sub-parcel would have to be gained through a third party, which may delay the site coming forward. Warrington Council would also need to agree access as the public highway is in their control. Consideration would also need to be taken in terms of the potential impact on junction 8 of the M62.</i></p> <p><i>The existing lane would need to be significantly improved, which could then have a potential detrimental impact on the nearby heritage asset.</i></p> <p><i>Therefore, there could be issues with deliverability due to the access issues, especially as there is no confirmed access to a public highway.</i></p> <p><i>The sub-parcel adjoins protected woodland on its western boundary. As such a suitable buffer zone would need to be provided.</i></p> <p><i>Consideration would need to be made in regard to the proximity of the Essar pipeline.</i></p> <p><i>Due to the distance from any local residents, the sub-parcel is considered fairly unsustainable.</i></p>
Preferred use (to be considered in stage 3)	<i>Employment</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_075_D = 32.21ha</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_076 – Land south of M62 and north of A49 Warrington Road
Sub-parcels discounted at stages 1B or 2A	Sub-parcels GBP_076_A and GBP_076_B were discounted at Stage 1B.
Area covered by stage 2B assessment	GBP_076_C – 31.83ha GBP_076_D – 28.68ha GBP_076_E – 10.29ha



SUITABILITY

Landscape and visual character	<p>The landscape character type is Wooded Former Estate and the area is Bold Hall. Landscape land sensitivity is medium to high, with a medium landscape visual sensitivity.</p> <p>Development on this parcel would not lead to enhancement of a derelict or previously developed site.</p>
Ecology	<p>Sub-parcel GBP_076_C contains a negligible section of Booth's Wood, LWS114 (a designated LWS), whilst sub-parcel GBP_076_D adjoins South Park Plantation a further LWS.</p> <p>The sub-parcels do not lie close to or contain a SSSI, Local Geological Site or Nature Reserve.</p> <p>No comments from MEAS in terms of protected species etc.</p>
Agricultural Land Quality	<p>Mixed including Grade 2: very good agricultural land.</p>
Heritage Assets	<p>MEAS have commented that the parcel contains the following non-designated heritage assets recorded on the Merseyside Historic Environment:</p> <ul style="list-style-type: none"> MME 8654 – the former site of medieval (?) and post-medieval park <p>And as such there is a potential that both buried archaeological features and surviving earthworks associated with the former parks might be encountered by development.</p> <p>It is anticipated that a range of mitigation techniques would be employed on the above sub-parcels, which might include geophysical survey, trial trenching, open-area excavation as well as strip, map and sample.</p> <p>Should any of these sub-parcels require intrusive techniques then it is</p>

	<p>important that at the planning application stage an integrated approach is taken because of other known sensitive environmental receptors.</p> <p>Furthermore, MEAS advises that these sub-parcels would require assessment of their archaeological potential and should therefore not be allocated until such assessment works have been undertaken.</p>
Flooding	<p>Majority of sub-parcels located in flood zone 1, with some small sections falling within flood zone 2. There is surface water flooding identified/recorded as a 30, 100 and 1,000-year event within the sub-parcels.</p> <p>LLFA Comments:</p> <p>At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. Easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery. Discussion to be held with neighbouring council on SuDS requirements on linked development.</p>
Trees and Woodland	<p>Five areas of protected woodland within sub-parcel GBP_076_C, with sub-parcel GBP_076_E adjoining a protected woodland.</p> <p>No Ancient Woodland.</p>
Open Space and Recreation	<p>Sub-parcel GBP_076_D adjoins an outdoor sports area, but no Open Space or Recreation Areas within the sub-parcels.</p> <p>Due to their size, there is the possibility of the sub-parcels contributing to the enhancement of the Green Infrastructure network.</p>
Minerals	<p>The sub-parcels lie outside any proposed Mineral Safeguarding Area.</p>
Infrastructure	<p>A Shell pipeline runs to the west of the sub-parcels and through sub-parcel GBP_076_C, the buffer zone covers approximately 33% of the sub-parcels. UU has advised that a watercourse lies to the north and south of the parcel. Should the sub-parcels be allocated UU would expect any developer to explore options to discharge surface water to these water bodies.</p>
Ground conditions	<p>The sub-parcel GBP_076_E is sited adjacent to a former landfill site.</p> <p>The sub-parcels are not affected by any known sources of contamination.</p> <p>The sub-parcels fall within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</p>
Air, water and noise pollution	<p>The sub-parcels are located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</p>
Hazardous installations	<p>The sub-parcels are not located within a Health and Safety Executive (HSE) consultation zone. However, as the Essar Oil (formerly Shell) Pipeline runs through sub-parcel GBP_076_C, and sub-parcel GBP_076_D is within the buffer zone, HSE have advised that as the sub-parcels lie within a consultation distance of a major hazard pipeline the operator (Essar Oil (UK) Ltd.) should be consulted should the sub-parcels be put forward for allocation.</p>
Neighbouring uses	<p>Employment development would be preferable within these sub-parcels, in keeping with surrounding development.</p> <p>Creating access to this parcel should not lead to amenity issues for the wider area.</p>
Any other constraints	<p>Only sub-parcel GBP_076_D is within a mile radius of a convenience store or supermarket.</p>

TRANSPORT ACCESSIBILITY

Walking	<p>The sub-parcels are not within an 800m safe and convenient walking distance of a district or local centre (approx. 3.23km (as the crow flies) from Marshall's Cross Local Centre). Although there may be a closer local or district centre in the neighbouring authority.</p>
Cycling	<p>The sub-parcels are not within a 1 mile safe and convenient cycling distance of a district or local centre.</p>

Public Transport	<i>The sub-parcels are not within 400m of a safe and convenient walk to a bus stop. The sub-parcels are not within 800m walking distance of a train station</i>
Vehicular Traffic	<i>Access would be off Warrington Council's highway network and as such would require their approval. Highways England would also need to be consulted with. J8 on the M62 experiences congestion issues although a highway improvement study is to be undertaken.</i> <i>Accessibility of the sub-parcels depends on the sustainable transport infrastructure provided via the neighbouring Omega development. Therefore, access would probably be reliant on 3rd part land.</i> <i>Consultation would also be required with Warrington Council Highways department regarding impact on highways within Warrington including junction 8 of the M62.</i>

AVAILABILITY

Ownership	<i>Homes and Communities Agency (Call for Sites form 2016_001)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt - no relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Employment</i>

ACHIEVABILITY

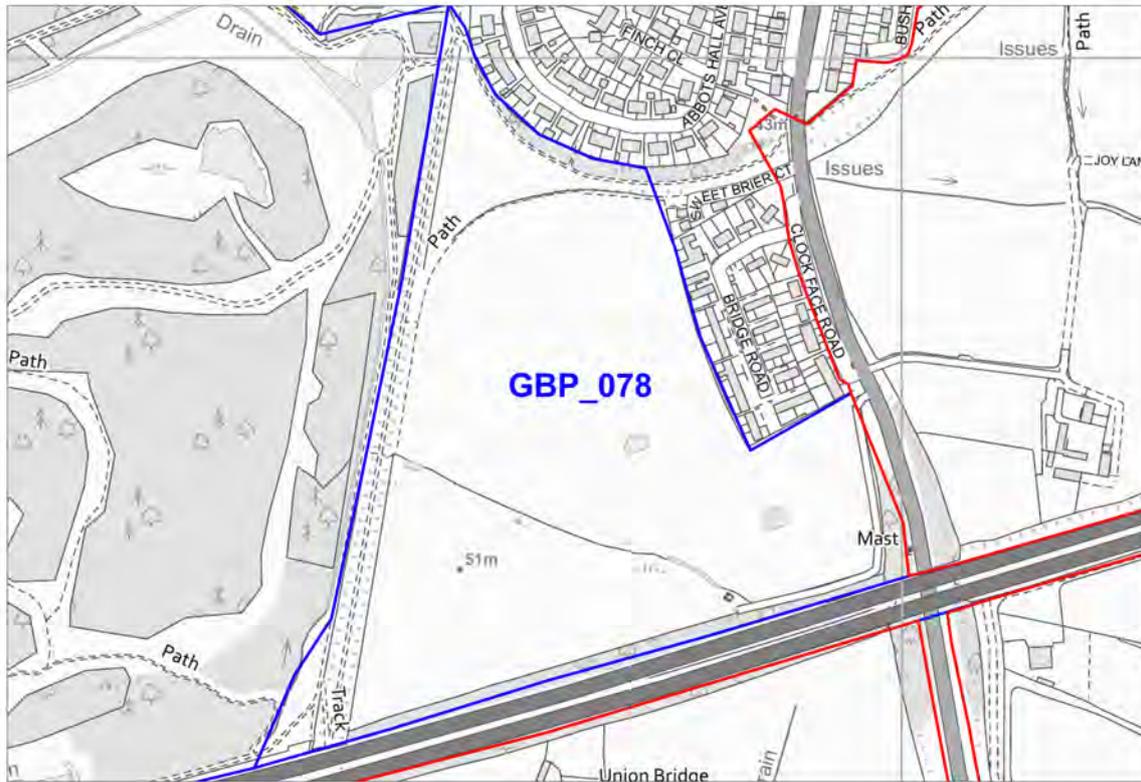
Viability Considerations	<i>Sub-parcels lie within EVA Zone 3. Sub-parcels are considered viable for development.</i>
Gross Developable Area	<i>GBP_076_C = 31.22ha (excluding protected woodland) GBP_076_D = 28.68ha GBP_076_E = 10.29ha</i>
Net Developable Area	<i>As Above</i>
Notional Development Capacity	<i>As Above</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>The sub-parcels have landscape land sensitivity as medium to high. There is a negligible area of protected woodland within sub-parcel GBP_076_C, which would need to be retained, however it would not affect the majority of the site.</i>
Preferred use (to be considered in stage 3)	<i>Employment</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_076_C = 31.22ha GBP_076_D = 28.68ha GBP_076_E = 10.29ha</i>
Developability Score	<i>GBP_076_C - Medium Development Potential GBP_076_D - Limited Development Potential GBP_076_E - Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_078 - Land south of Clock Face, north of the M62
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel - 15.85ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Settled Low Lying Valley and the area is predominantly Clock Face Farming with Sutton to the north. Landscape land and visual sensitivity is mixed with low and low to medium. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel lies adjacent (to the east) of a LWS (Sutton Manor Woodland – LWS120). A buffer zone may need to be incorporated within any scheme to mitigate any potential damage or loss.</i>
Agricultural Land Quality	<i>Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. No known archaeological interest.</i>
Flooding	<i>The parcel lies within flood zone 1. Various amounts of 30, 100 and 1,000-year surface water events recorded but nothing significant.</i>
Trees and Woodland	<i>There are no TPOs or Ancient Woodland.</i>

Open Space and Recreation	<i>A small section of the parcel has a designated semi-natural green space to the north. Due to its location, adjacent to a designated semi-natural green space and LWS, the parcel has the potential to contribute further to the enhancement of the Green Infrastructure network.</i>
Minerals	<i>The entire parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development. UU has advised that there is a water main, sewage pumping mains and easements present on the parcel. These would need to be afforded due consideration should the parcel come forward for development. The parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The parcel is not within 250m of an active or former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from mining.</i>
Air, water and noise pollution	<i>Due to its proximity to the M62, the NDA would need to be significantly reduced in order to reduce the impact of noise on any potential development. The site would need noise attenuation measures, in the form of acoustic fencing and/or bund.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Residential development. Creating access to this parcel would not lead to amenity issues for the wider area.</i>
Any other constraints	<i>A number of Public Rights of Way (footpaths) run through the parcel (north and western boundaries). The parcel just falls outside a 1.2km walking distance to a primary school (1.4km). The parcel lies within a 40-minute bus journey of the nearest secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre (approx. 1.6km from Marshalls Cross Local Centre). However, the parcel is within an 800m walking distance of a convenience store and a post office.</i>
Cycling	<i>The parcel is not within a 1 mile safe and convenient cycling distance of a district or local centre.</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Access would be possible off Clock Face Road but would need to be supported by the extension of the 30mph speed limit past the access junction. If allocated for development, it is likely that a ghost island, right turn into site would be required; the highway is of sufficient width to provide this. However, development may be restricted due to acceptable cul-de-sac</i>

	<p>lengths if only one access could be provided.</p> <p>None of the junctions surrounding the site appear to experience congestion issues.</p>
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AVAILABILITY

Ownership	Alexander Critchley (Call for Sites form 2011_015)
Existing use	Agricultural Land
Current planning status	Green Belt – No relevant planning history
Use(s) promoted by landowner(s)	Residential

ACHIEVABILITY

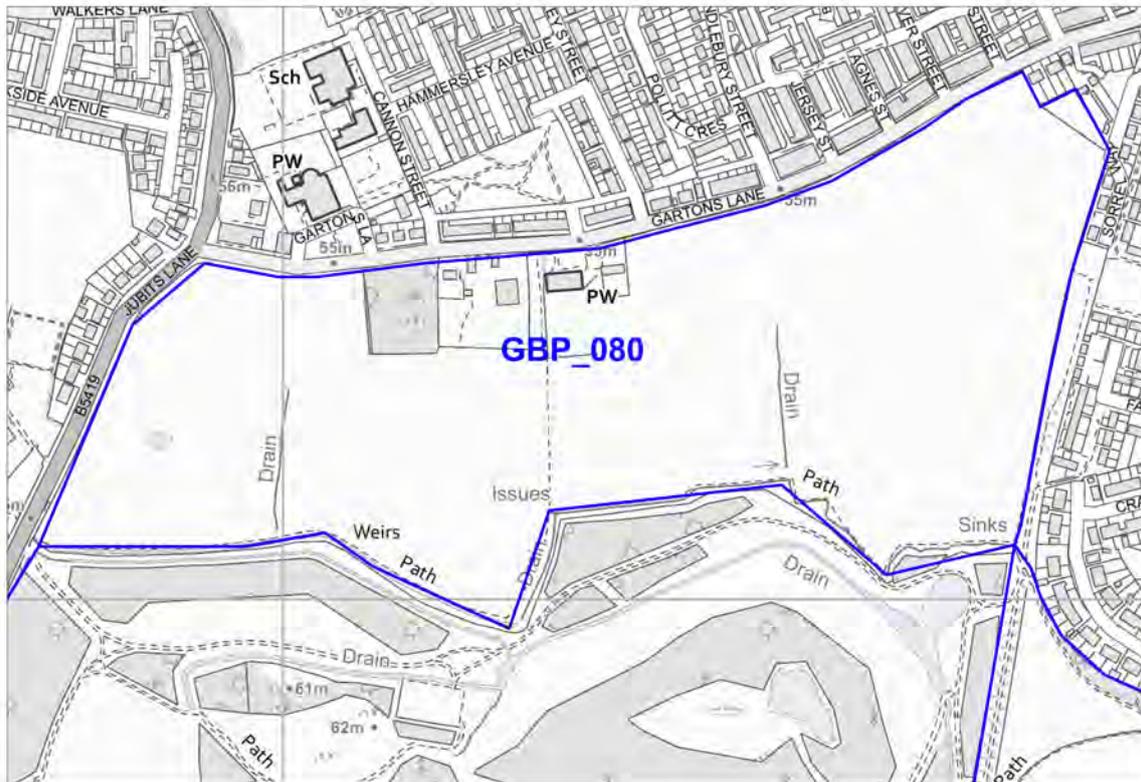
Viability Considerations	The parcel lies within EVA Zone 3. The parcel is considered viable for development. However, due to its proximity with the M62 there could be costs involved in regard to noise attenuation measures.
Gross Developable Area	GBP_078 = 5ha (excluding designated open space and noise buffer from M62)
Net Developable Area	GBP_078 = 3.75ha (75%)
Notional Development Capacity	GBP_078 = 113 units (75% net developable area and 30dph)

CONCLUSIONS ON DEVELOPABILITY

<p>Summary of Developability Assessment</p>	<p>A buffer zone would be required around the adjacent LWS. Additionally, the designated semi-natural green space to the north would also need to be retained.</p> <p>The parcel is not within an 800m safe and convenient walking distance of a district or local centre.</p> <p>Similarly, the parcel is approximately 1.4km from the nearest primary school.</p> <p>A water main, sewage pumping mains and easements are present within parcel, which would need to be taken into consideration at planning application stage should the parcel come forward as an allocation.</p> <p>The NDA has been significantly reduced due to the proximity of the M62 and the need for noise attenuation in this location.</p>
Preferred use (to be considered in stage 3)	Residential
Notional development capacity (to be considered in stage 3)	GBP_078 = 113 units
Developability Score	Limited Development Potential

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_080 - Land South of Gartons Lane and former St. Theresa's Social Club, Gartons Lane, Bold
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole of parcel - 22.32ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Raised Fringe Settlement (including a small strip of Raised Spoil Heap on the southern boundary) and the area is Sutton. Landscape land sensitivity is low to medium, with a medium for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel lies adjacent (to the north) of an LWS (Sutton Manor Woodland – LWS120). A buffer zone may need to be incorporated within any scheme to mitigate any potential damage or loss. The Sankey Catchment Partnership advised that should development take place on this parcel then development should seek to include reed beds to protect and enhance the water vole population and look to optimise the existing wetland to the south of the site.</i>
Agricultural Land Quality	<i>Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. MEAS advises that this parcel can be allocated with no archaeological work considered necessary.</i>

Flooding	<i>The parcel lies within flood zone 1. Small amounts of 30, 100 and 1,000-year surface water events are recorded but nothing significant, other than the south-eastern corner of the parcel adjacent to the LWS.</i>
Trees and Woodland	<i>No TPOs or Ancient Woodland within the parcel.</i>
Open Space and Recreation	<i>The parcel adjoins a semi-natural green space to the south and an outdoor sports facility to the west. There would be opportunities for the parcel to contribute to the enhancement of the Green Infrastructure network.</i>
Minerals	<i>The majority of the parcel lies within a proposed coal and clay Mineral Safeguarding Area, with only a small section to the south-east of the parcel lying outside of the proposed mineral safeguarding area.</i>
Infrastructure	<i>The parcel is not affected by any pipeline easements that would restrict development. UU has advised that watercourses lie to the south of the site - discharge to these should be considered before mains sewer if the parcel were to be removed from the Green Belt and allocated for development. The parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The parcel is not within 250m of an active or former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from mining.</i>
Air, water and noise pollution	<i>No identified issues.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Residential development would be preferable within this parcel, in keeping with surrounding development. Creating access to this parcel would not lead to amenity issues for the wider area.</i>
Any other constraints	<i>A Public Right of Way (footpath) runs through the centre of the parcel with a bridleway on the southern boundary. The majority of the parcel is within an 800m walking distance of a primary school, and within a 40-minute bus journey to the nearest secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is just within an 800m safe and convenient walking distance of a district or local centre.</i>
Cycling	<i>The parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Clock Face).</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Safe vehicular access could be provided from Gartons Lane and the B5419. Development of the site could help to better access the Bold Forest</i>

	<i>Park.</i>
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AVAILABILITY

Ownership	<i>Taylor Wimpey, represented by Lichfields (Call for Sites form 2013_067, 2016_023)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential Use</i>

ACHIEVABILITY

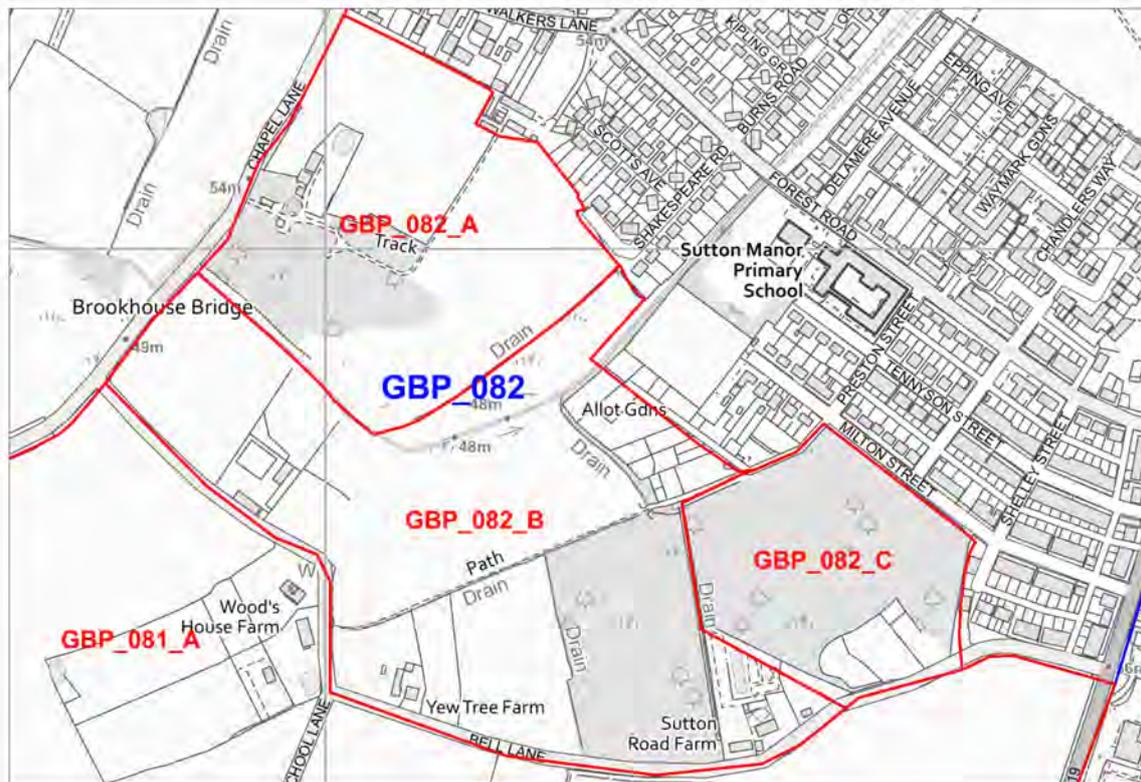
Viability Considerations	<i>Parcel lies within EVA Zone 3. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_080 = 21.67ha (excluding St. Michael & All Angels Church)</i>
Net Developable Area	<i>GBP_080 = 16.25ha (75%)</i>
Notional Development Capacity	<i>GBP_080 = 569 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<i>A buffer zone may need to be incorporated within any scheme to mitigate any potential damage or loss to the adjacent LWS. Some surface water flooding which may need additional work.</i>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_080 = 556 units</i>
Developability Score	<i>Good Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_082 - Land south of Sutton Manor, east of Chapel Lane
Sub-parcels discounted at stages 1B or 2A	None
Area covered by stage 2B assessment	GBP_082_A – 7.33ha GBP_082_B – 13.64ha GBP_082_C – 4.1ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Floodplain Farmland and the area is Sutton Manor Fringe. Landscape land and visual sensitivity is low to medium. Development on these sub-parcels would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>Pendlebury Brook (LWS112) a designated LWS, divides sub-parcels GBP_082_A and GBP_082_B. MEAS have advised that the woodland / scrub area within sub-parcel GBP_082_A should be retained as it provides a habitat corridor to LWS (Pendlebury Brook). MEAS also commented that the parcel is currently regenerating willow scrub and grassland which may have botanical and invertebrate value and provide breeding bird habitat. An Ecological Appraisal would be required with any future planning application should the parcel come forward for development.</i>
Agricultural Land Quality	<i>Grade 3: good to moderate agricultural land (approximately 10% not recorded).</i>
Heritage Assets	<i>There is a heritage asset (listed building) to the south of sub-parcel GBP_082_B, development of the sub-parcel may lead to harm to the character, appearance or setting of the building.</i>

	<p><i>In addition, sub-parcel GBP_082_A falls within an Ancient Schedule Monument (ASM) buffer zone, and similarly any development of the sub-parcel, would have to take this heritage asset into consideration. However, due to the distance involved and the built development between this sub-parcel and the ASM it is not considered to be a potential problem. MEAS advises that this parcel can be allocated with no archaeological work considered necessary.</i></p>
<p>Flooding</p>	<p><i>Only 3.5% of sub-parcel GBP_082_B lies within flood zone 2 and 2.6% lies within flood zone 3. Small parts of the parcel fall within 30, 100 and 1,000-year surface water areas, with the most significant surface water flooding event experienced in sub-parcel GBP_082_C and GBP_082_B adjacent to Bell Lane. Due to flooding issues in the past the Council have carried out extensive flood attenuation schemes in that area, therefore any development coming forward would have to retain surface water.</i></p> <p><i>LLFA Comments:</i></p> <p><i>All sites would require full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting. Easement required from top of bank for maintenance. Easement needs to be accessible, minimal / no private ownership and be able to convey plant machinery. Currently on sub-parcel GBP_082_A there are storage attenuation and drainage lines to the east of the development which links to another development, this must not be altered or connected to for the new development. No housing should be built on the existing drainage scheme and it should be accessible for maintenance.</i></p>
<p>Trees and Woodland</p>	<p><i>Small strip of protected woodland on the north-western boundary within sub-parcel GBP_082_A. No Ancient Woodland.</i></p>
<p>Open Space and Recreation</p>	<p><i>Sub-parcel GBP_082_B contains a small area designated as allotments, mid-north of the sub-parcel.</i></p> <p><i>The Open Space Assessment Report (June 2016) states that although the provision of allotments for the borough is above the national average, waiting list numbers suggest that continuing measures should be made to provide additional plots in the future where possible.</i></p> <p><i>Therefore, if this sub-parcel were to come forward as an allocation for development, the allotments should be retained, or replacement provision should be made.</i></p>
<p>Minerals</p>	<p><i>The entire parcel lies within a proposed coal and clay Mineral Safeguarding Area.</i></p>
<p>Infrastructure</p>	<p><i>The parcel is not affected by any pipeline easements that would restrict development.</i></p> <p><i>UU has advised that as Sankey Brook lies to the south east and south west of the parcel discharge to the watercourse would be expected before a mains sewer, should any of these sub-parcels come forward for development. A combined sewer also runs through the parcel.</i></p> <p><i>The parcel as a whole is not affected by any known existing or future transport or other infrastructure projects.</i></p>
<p>Ground conditions</p>	<p><i>The parcel as a whole is not within 250m of an active or former landfill site. The parcel as a whole is not affected by any known sources of contamination. The majority of the parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from mining, however a small area in the western corner falls within the Coal Authority's 'High Risk' area.</i></p>

Air, water and noise pollution	<i>There are no identified issues.</i>
Hazardous installations	<i>There are no identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Residential development. Creating access to these sub-parcels would not lead to amenity issues for the wider area.</i>
Any other constraints	<i>A Public Right of Way (footpath) runs through the centre of sub-parcel GBP_082_B, and to the north of sub-parcel GBP_082_C. Sub-parcels GBP_082_A and GBP_082_B lie within 1.2km walking distance of the nearest primary school, and sub-parcel GBP_082_C is within a 400m walking distance of a primary school. The parcel is within a 40-minute bus drive to the nearest secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel as a whole is not within an 800m safe and convenient walking distance of a district or local centre (approx. 1.6km from Marshalls Cross Local Centre). However, the parcel lies within 800m walking distance of a convenience store.</i>
Cycling	<i>Majority of the parcel is not within a 1 mile safe and convenient cycling distance of a district or local centre, only the south-eastern side is within the radius of Clock Face local centre.</i>
Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>GBP_082_A – this sub-parcel could be accessed via either Chapel Lane or Shakespeare Road. There could possibly be a ransom strip on Shakespeare Road. Shakespeare Road is 5.5m in width with 2m footways on either side, but the existing cul-de-sac is 141m in length, leaving only 80m for a potential new road. Chapel Lane is 5m in width and has a footway on only one side, both of which would likely need widening. Chapel Lane is adopted along its length and would be considered suitable to access a limited number of dwellings. GBP_082_B - has highway frontage with Chapel Lane and the farm access track. The farm access track is unadopted and unlikely to be built to adoptable standards, so wouldn't be considered suitable for access. Access could possibly be obtained via Chapel Lane but would also be restricted by the maximum cul-de-sac length, which may restrict the number of dwellings that could be accessed. For GBP_082_A and GBP_082_B, it would be worth looking at pedestrian links across the Linkway to connect to Rainhill High School. GBP_082_C - if the sub-parcel were to be designated only a single access would be required. Bell Lane is very narrow and only wide enough for one vehicle so without improvement wouldn't be acceptable for anything more than an emergency access. Alternative access to the sub-parcel would be off Milton Street, which is more appropriate. Adequate separation distances could be achieved</i>

	<i>between junctions to enable access and good visibility splays, provided it is planned properly.</i>
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AVAILABILITY

Ownership	<p><i>Mixed Ownership:</i></p> <p><i>GBP_082_A - Mr George Haslam, represented by Kingsland Strategic Estates Ltd (Call for Sites Form 2016_052)</i></p> <p><i>GBP_082_B – part Mr F. McMahon, represented by Nathaniel Lichfields & Partners (Call for Sites form 2013_052)</i></p> <p><i>GBP_082_C - Bell Lane Plots - numerous ownerships</i></p>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<p><i>Residential</i></p> <p><i>Some land has not been promoted by landowners</i></p>

ACHIEVABILITY

Viability Considerations	<i>The sub-parcels lie within EVA Zone 3, therefore are considered viable for development.</i>
Gross Developable Area	<p><i>GBP_082_A – 5.04ha (excluding protected woodland)</i></p> <p><i>GBP_082_B – 13ha (excluding flood zone 3)</i></p> <p><i>GBP_082_C – 4.1ha</i></p>
Net Developable Area	<p><i>GBP_082_A – 3.78ha (75%)</i></p> <p><i>GBP_082_B – 9.8ha (75%)</i></p> <p><i>GBP_082_C – 3ha (75%)</i></p>
Notional Development Capacity	<p><i>GBP_082_A – 113 units (75% net developable area and 30dph)</i></p> <p><i>GBP_082_B – 293 units (75% net developable area and 30dph)</i></p> <p><i>GBP_082_C – 92 units (75% net developable area and 30dph)</i></p>

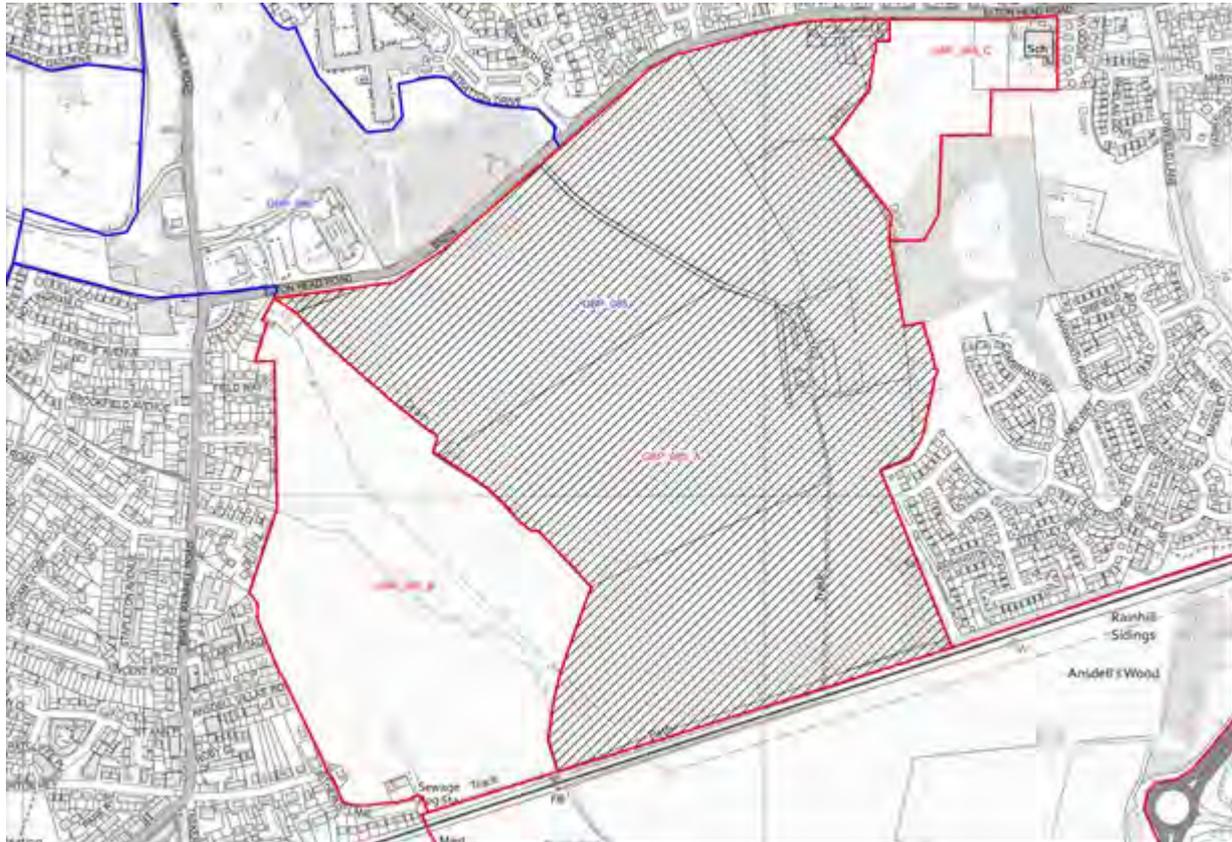
CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><u><i>GBP_082_A</i></u></p> <p><i>The sub-parcel lies within a Schedule Ancient Monument buffer zone, however MEAS nor the Council’s Conservation Officer have raised no concerns regarding the proximity of this site with the ancient scheduled monument. There is an area of protected woodland which would need to be taken into consideration should the sub-parcel be designated for development, including an appropriate buffer.</i></p> <p><i>Highways to access the site would need widening to facilitate development.</i></p> <p><u><i>GBP_082_B</i></u></p> <p><i>Only a small section of the sub-parcel has been promoted by the landowner and could potentially be in the ownership of a number of</i></p>
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	<p>landowners. The existing allotments within the sub-parcel would have to be retained or replaced. Significant works have been carried out in this area by the Council's Flood Risk Engineers, and therefore any development would need to ensure that this work is not compromised.</p> <p><u>GBP_082_C</u></p> <p>The sub-parcel is in the ownership of a number of landowners that may lead to a time delay in the sub-parcel coming forward, if at all. A masterplan would be required for the whole site to ensure development came through as one and not piecemeal development here and there.</p> <p>An Ecological Appraisal would be required with any future planning application, as an LWS runs through the parcel, which would also require protection and a buffer zone.</p> <p>A combined sewer passes through the parcel.</p> <p>The parcel is not within an 800m walking distance of a local or district centre.</p>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<p><i>GBP_082_A – 113 units</i></p> <p><i>GBP_082_B – 293 units</i></p> <p><i>GBP_082_C – 92 units</i></p>
Developability Score	<p><i>GBP_082_A – Medium Development Potential</i></p> <p><i>GBP_082_B – Limited Development Potential</i></p> <p><i>GBP_082_C – Limited Development Potential</i></p>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_085 – Land to the east of Rainhill Road, Rainhill.
Sub-parcels discounted at stages 1B or 2A	GBP_085_A, discounted at stage 1b
Area covered by stage 2B assessment	Sub-parcel GBP_085_B (carried out on a separate proforma to sub-parcel GBP_085_C as they no longer adjoin each other) – 19.22ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Edge Farmland and the area is Elton Head Hall Farm. Landscape land sensitivity is medium, with a medium to high for landscape visual sensitivity. Development on this sub-parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>Pendlebury Brook (LWS112) a designated LWS runs through the sub-parcel. MEAS have advised that as water voles are present within the brook a minimum 5m buffer from top of brook banks would need to be maintained. Methods to enhance the brook corridor and implementation of SUDS to provide wetland features to complement the LWS would need to be investigated and form part of any development proposal.</i>
Agricultural Land Quality	<i>Mixed including Grade 3: good to moderate agricultural land.</i>
Heritage Assets	<i>Development of the sub-parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. No known archaeological interest.</i>
Flooding	<i>19.75% of the sub-parcel falls within flood zone 2, and 7.65% falls within flood zone 3.</i>

	<i>Sections of the sub-parcel fall within 30, 100 and 1,000-year surface water areas, with the most significant surface water recorded as 30 and 1,000-year flooding experienced along Pendlebury Brook.</i>
Trees and Woodland	<i>There are no TPOs or Ancient Woodland.</i>
Open Space and Recreation	<i>No Open Space or Recreation Areas within or immediately adjacent to the sub-parcel.</i>
Minerals	<i>The entire sub-parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	<i>The sub-parcel is not affected by any pipeline easements that would restrict development. UU has advised that there are surface water sewers, pressurised trunk mains, the Norton Prescott Aqueduct, and the Vyrnwy Aqueduct (large pressurised treated water mains) and associated easements running through the sub-parcel, which would need to be considered if the sub-parcel were to be removed from Green Belt and allocated for development. The Sankey Brook passes through the site and UU would expect any potential developer to explore options to discharge to this before agreeing discharge to the public sewer. The sub-parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The sub-parcel is within 250m (approximately 195m) of a former landfill site. The sub-parcel is not affected by any known sources of contamination. The sub-parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from mining.</i>
Air, water and noise pollution	<i>The sub-parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i>
Hazardous installations	<i>No identified issues. The sub-parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Residential development would be preferable within this sub-parcel, in keeping with surrounding development. Creating access to this sub-parcel may lead to amenity issues for the wider area as there are congestion concerns in the surrounding locality.</i>
Any other constraints	<i>A Public Right of Way (footpath) runs to the south of the sub-parcel. The sub-parcel is within a 1.2km walking distance of the nearest primary school, and a 40-minute bus journey to the nearest secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The south-western section of the sub-parcel is within an 800m safe and convenient walking distance of a district or local centre.</i>
Cycling	<i>The sub-parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Rainhill).</i>
Public Transport	<i>The sub-parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 services an hour in this location, predominantly to and from St. Helens Town Centre. The south-western side of the sub-parcel is within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Issues with vehicular access should the whole sub-parcel be allocated for development. For a sub-parcel this size two access would have to be provided. Ritherup Road is not fully adopted, so no access could be provided off here. Ansdell Villas Road appears to have a ransom strip which would restrict access off here. Therefore, the only suitable access would be from Ellaby Road, which would restrict the number of dwellings that could be brought forward on the site. There are also concerns regarding highway congestion. Rainhill experiences junction capacity issues in a number of locations, including Rainhill Road / Warrington Road junction, and there is no scope for</i>

	<i>improvement at this junction.</i>
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AVAILABILITY

Ownership	<p><i>Mixed Ownership:</i></p> <ul style="list-style-type: none"> <i>Truchot Trustees Ltd. represented by Meller Braggins (Call for Sites form 2013_074)</i> <i>St. Helens Council own a strip of land off Elton Road (providing potential access)</i>
Existing use	<i>Agricultural Land</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

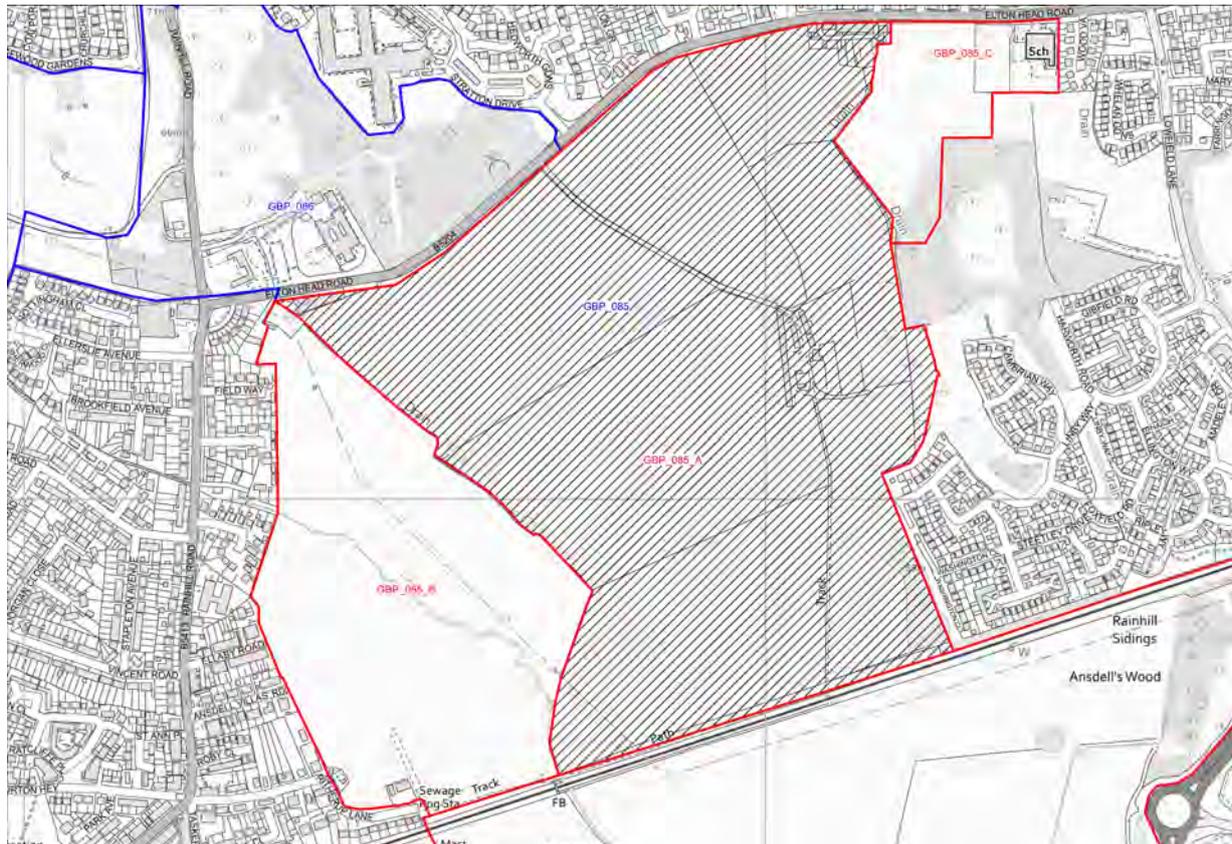
Viability Considerations	<i>The sub-parcel lies within EVA Zone 4. The sub-parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_085_B = 17.94ha (excluding flood zone 3)</i>
Net Developable Area	<i>GBP_085_B = 13.5ha (75%)</i>
Notional Development Capacity	<i>GBP_085_B = 404 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

<p>Summary of Developability Assessment</p>	<p><i>The sub-parcel scores a medium to high on landscape visual sensitivity.</i></p> <p><i>Pendlebury Brook a designated LWS runs through the centre of the sub-parcel. Methods to enhance the brook corridor and implementation of SUDS to provide wetland features to complement the LWS would need to be investigated and form part of any development proposal.</i></p> <p><i>There are surface water sewers, pressurised trunk mains, the Norton Prescott Aqueduct, and the Vyrnwy Aqueduct (large pressurised treated water mains) and associated easements running through the sub-parcel, which would need to be considered at planning application stage.</i></p> <p><i>Various highway and access issues with this sub-parcel. Two accesses would need to be provided and there is little scope to bring these access points forward. In order to allow any development of this sub-parcel the area would need to be reduced considerably.</i></p>
<p>Preferred use (to be considered in stage 3)</p>	<i>Residential</i>
<p>Notional development capacity (to be considered in stage 3)</p>	<i>GBP_085_B = 404 units</i>
<p>Developability Score</p>	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_085 – Land south of Elton Head Road, adjacent to St. John Vianney Catholic Primary School.
Sub-parcels discounted at stages 1B or 2A	GBP_085_A, discounted at stage 1b
Area covered by stage 2B assessment	Sub-parcel GBP_085_C (carried out on a separate proforma from sub-parcel GBP_085_B as they no longer adjoin each other) – 4.82ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is predominantly Edge Farmland and the area is Elton Head Hall Farm. Landscape land sensitivity is medium, with a Medium to High for landscape visual sensitivity. Development on this sub-parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The sub-parcel is not adjacent to an allocated ecological site. However, MEAS have commented that any development should retain S41 Priority Habitats woodland and grassland, south of this sub-parcel.</i>
Agricultural Land Quality	<i>Mixed including Grade 3: good to moderate agricultural land (excluding school).</i>
Heritage Assets	<i>Development of the sub-parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. No known archaeological interest.</i>
Flooding	<i>The sub-parcel lies within flood zone 1. Small amounts of 30, 100 and 1,000-</i>

	<i>year surface water events are recorded but nothing significant.</i>
Trees and Woodland	<i>There are no TPOs or Ancient Woodland.</i>
Open Space and Recreation	<i>Part of the sub-parcel encompasses a designated outdoor sports area which is associated with the primary school within the sub-parcel.</i>
Minerals	<i>The entire sub-parcel lies within a proposed coal and clay Mineral Safeguarding Area.</i>
Infrastructure	<i>The sub-parcel is not affected by any pipeline easements that would restrict development. UU has advised that gravity surface water sewers run along the western side of the site which would need to be considered as part of any masterplanning for the sub-parcel, should this parcel come forward for development. The sub-parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The sub-parcel is within 250m (approximately 230m) of a former landfill site. The sub-parcel is not affected by any known sources of contamination. The sub-parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from mining.</i>
Air, water and noise pollution	<i>There are no identified issues.</i>
Hazardous installations	<i>There are no identified issues. The sub-parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Residential development would be preferable within this sub-parcel, in keeping with surrounding development. Creating access to this sub-parcel would not lead to amenity issues for the wider area.</i>
Any other constraints	<i>There is a primary school within the sub-parcel and a further primary school within 800m walking distance. The sub-parcel is also within a 40-minute bus journey to the nearest secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The sub-parcel is not within an 800m safe and convenient walking distance of a district or local centre. Approx. 1.10km walking distance to nearest shops (being Thatto Heath). However, there is a Co-op convenience store within 250m walking distance of the sub-parcel for day to day supplies.</i>
Cycling	<i>The majority of the sub-parcel (to the north) falls within a 1 mile safe and convenient cycling radius of a local centre (Sutton Heath).</i>
Public Transport	<i>The sub-parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The sub-parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Any potential development of this sub-parcel would require a single point of access, which could be provided off Elton Heath Road. Access off Elton Head Road is likely to be within a 20mph speed limit, with good width of</i>

	<p>highway and visibility provided.</p> <p>The Transport Statement for the housing site off Elton Head Road identifies significant spare capacity on the surrounding highway network. There are no congestion issues identified.</p>
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AVAILABILITY

Ownership	<p>Mixed Ownership:</p> <ul style="list-style-type: none"> The Jones Family, represented by Cassidy + Ashton (Call for Sites form 2015_002) Morris Homes (Call for Sites 2008_064)
Existing use	School, Agricultural land
Current planning status	Green Belt – No relevant planning history
Use(s) promoted by landowner(s)	Residential

ACHIEVABILITY

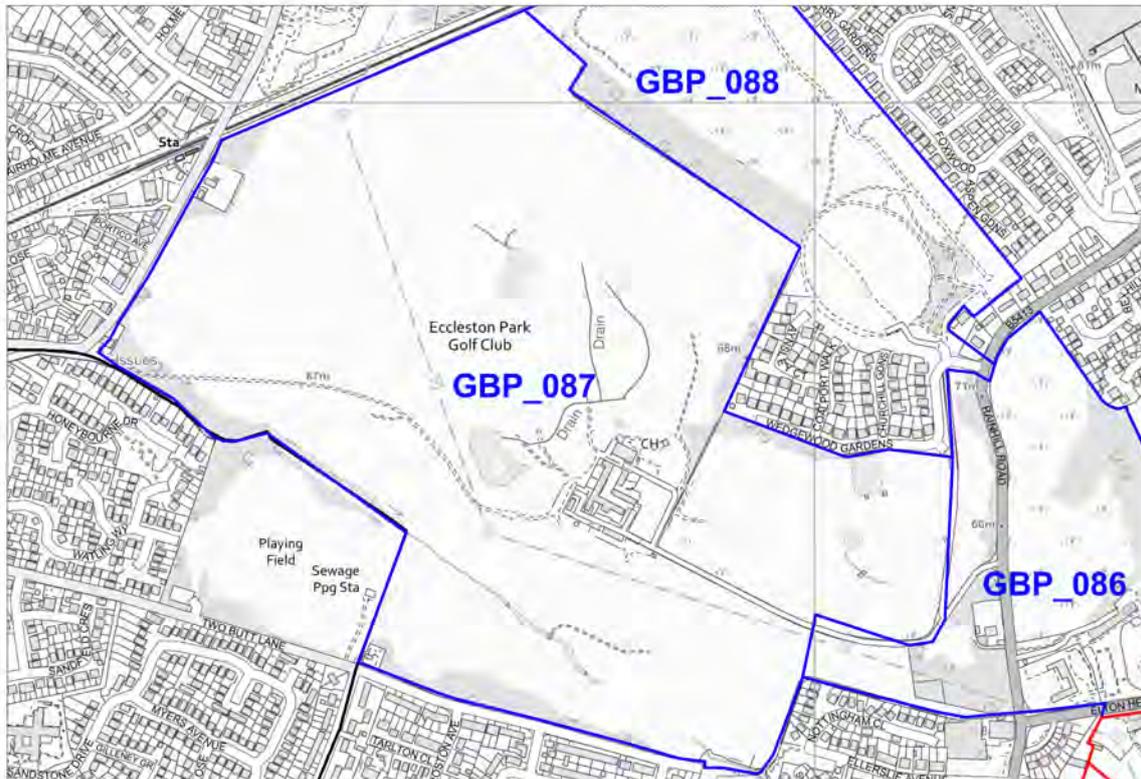
Viability Considerations	The sub-parcel lies within EVA Zone 4. Parcel is considered viable for development.
Gross Developable Area	GBP_085_C = 3.72ha (not including school & playing field, existing built development, existing woodland and marsh reed area).
Net Developable Area	GBP_085_C = 2.79ha (75%)
Notional Development Capacity	GBP_085_C = 84 units (75% net developable area and 30dph)

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p>The sub-parcel scores medium to high for landscape visual sensitivity, however, it is heavily affected by urban influences on 3 of its sides.</p> <p>Gravity surface water sewers run through the western side of the sub-parcel which would need to be considered as part of any planning application.</p> <p>The sub-parcel is in multiple ownership which potentially could lead to a delay in bringing the site forward.</p>
Preferred use (to be considered in stage 3)	Residential
Notional development capacity (to be considered in stage 3)	GBP_085_C = 84 units
Developability Score	Medium Development Potential

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_087 – Former Eccleston Park Golf Club
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole parcel - 49.37ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Urban Greenspace and the area is Rainhill Golf Club. Landscape land and visual sensitivity is low to medium. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel does not lie close to or contain a SSSI, LWS, Local Geological Site or Nature Reserve. No comments from MEAS in terms of protected species etc. However, the Sankey Catchment Partnership have advised that should this parcel come forward for development then it should seek to include attenuation features to help manage surface water run-off and create new habitat. Reed beds should be included to protect and enhance the water vole population. Where possible, opportunities to re-naturalise the brook such as de-culverting should be taken.</i>
Agricultural Land Quality	<i>Parcel is not recorded.</i>
Heritage Assets	<i>Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. MEAS commented that the parcel contains the following non-designated heritage assets recorded on the Merseyside Historic Environment:</i> <ul style="list-style-type: none"> • MME 7183 – the former site of a house, mid-19th century

	<ul style="list-style-type: none"> • MME 7184 – the former site of Plumb’s House, c. 1840 • MME 9880 – Vyrnwy Aqueduct, built 1891 <p>The Township boundary between Eccleston and Rainhill runs through the site. There is a potential for buried archaeological remains associated with settlement of the early-mid 19th century, as well as evidence for the former Township boundary, to be encountered by development.</p>
Flooding	The parcel lies within flood zone 1. Sizeable amounts of 30, 100 and 1,000-year t surface water events are recorded largely within the centre of the parcel and along the Pendlebury Brook that runs to the south of the site.
Trees and Woodland	No TPOs or Ancient Woodland.
Open Space and Recreation	<p>The entire parcel is a designated Outdoor Sports Area (Golf Course).</p> <p>Data from the ‘Indoor and Built Sports Facilities Needs Assessment – Golf Course Addendum’ (June 2016), concluded that St. Helens on the whole is well served by Golf Courses and in the event of an 18 hole course closing due to the current pressures it would still be well served (on a basis of 1 course per 18,394 adults, compared to neighbouring local authorities which average 1 course per 17,311 to 44,093).</p> <p>It also states that there had been a steady decline in golf membership and although there is a projected rise in population it is unlikely to lead to a rise in the demand for more courses, but rather current courses would be able to accommodate it. Consultation with local golf clubs within the borough indicated that they all had spare capacity for all types of new members. However, at Preferred Options stage, Sport England objected to the allocation of the site for housing (proposed at that stage) on the basis that insufficient evidence concerning sporting needs had been provided. Whilst the closure of the golf course was announced in summer 2018, and there are a number of other Golf Courses in St Helens, these points do not preclude the need for further evidence to be brought forward to meet the requirements of Sport England.</p>
Minerals	The entire parcel lies outside a Mineral Safeguarding Area.
Infrastructure	<p>The parcel is not affected by any pipeline easements that would restrict development.</p> <p>UU has advised that a significant amount of UU infrastructure runs through this parcel with several easements, combined sewers, trunk main, North Prescott Aqueduct, Vyrnwy Aqueduct, pumping station. Small sections of land are also within UU ownership. Part of the site also falls within groundwater SPZ2. Adequate mitigation would need to be put in place to ensure protection of the groundwater. The above may result in sections of the land becoming undevelopable.</p> <p>The parcel is not affected by any known existing or future transport or other infrastructure projects.</p>
Ground conditions	<p>The parcel is not within 250m of an active or former landfill site.</p> <p>The parcel is not affected by any known sources of contamination.</p> <p>The parcel falls within the Coal Authority’s ‘Low Risk’ area of known subsidence from mining.</p>
Air, water and noise pollution	The parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.
Hazardous installations	No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.
Neighbouring uses	Residential development would be preferable within this parcel, in keeping

	<p>with surrounding development. Creating access to this parcel may lead to amenity issues for the wider area.</p>
Any other constraints	<p>A Public Right of Way (footpath) runs along the southern boundary of the parcel. The majority of the parcel falls outside a 1.2km walking distance of a primary school or 40-minute bus journey to a secondary school.</p>

TRANSPORT ACCESSIBILITY

Walking	<p>The parcel is not within an 800m safe and convenient walking distance of a district or local centre (approx. 1.79km from St. Helens Town Centre). However, the parcel is within an 800m walking distance of 3 convenience stores.</p>
Cycling	<p>Only a small section of the south-eastern part of the parcel falls within a 1 mile safe and convenient cycling radius of a local centre (Sutton Heath and Rainhill).</p>
Public Transport	<p>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 services an hour in this location, predominantly to and from St. Helens Town Centre. The western section of the parcel is within 800m walking distance of a train station.</p>
Vehicular Traffic	<p>Existing access into golf course is provided via Rainhill Road. However, this would need to be increased in size to support any further development of the parcel should it be allocated. It may require third party land to achieve this, and potentially cause issues with trees and the sandstone wall surrounding the existing access.</p> <p>Possible second access could be achieved off Portico Lane, but it is narrow and would need to be carefully managed / planned.</p> <p>Two Butt Lane / Holt Lane / Wedgewood Gardens are also narrow.</p> <p>Therefore, the best options would be for a primary access from the B5413 Rainhill Road and secondary access at Portico Lane. Consideration for a possible access for a limited number of properties from Two Butt Lane subject to detailed assessment and consultation with Knowsley Highways Authority.</p> <p>However, there are significant highway congestion issues in and around Rainhill which would be exasperated if the parcel were to be developed. As a result, the number of units for the parcel would need to be significantly reduced should it be brought forward for allocation. Modelling work is being carried out on at least 10 local road junctions as part of the Council's Transport Impact Assessment. Knowsley Council have also raised concerns regarding highway congestion in this area.</p>

AVAILABILITY

Ownership	<p>Crown Golf, represented by Savills (Call for Sites form 2016_027)</p> <p>However, the Council now understand that the parcel has been purchased by a housing company – Mulberry Homes.</p>
Existing use	<p>Sui Generis (Use Class D2 – Golf Course)</p>

Current planning status	<i>Planning History - P/2004/1631 – Re-design of golf course – Approved 17/11/2004 P/2005/0263 – Regrading of golf course – Approved 07/09/2005</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

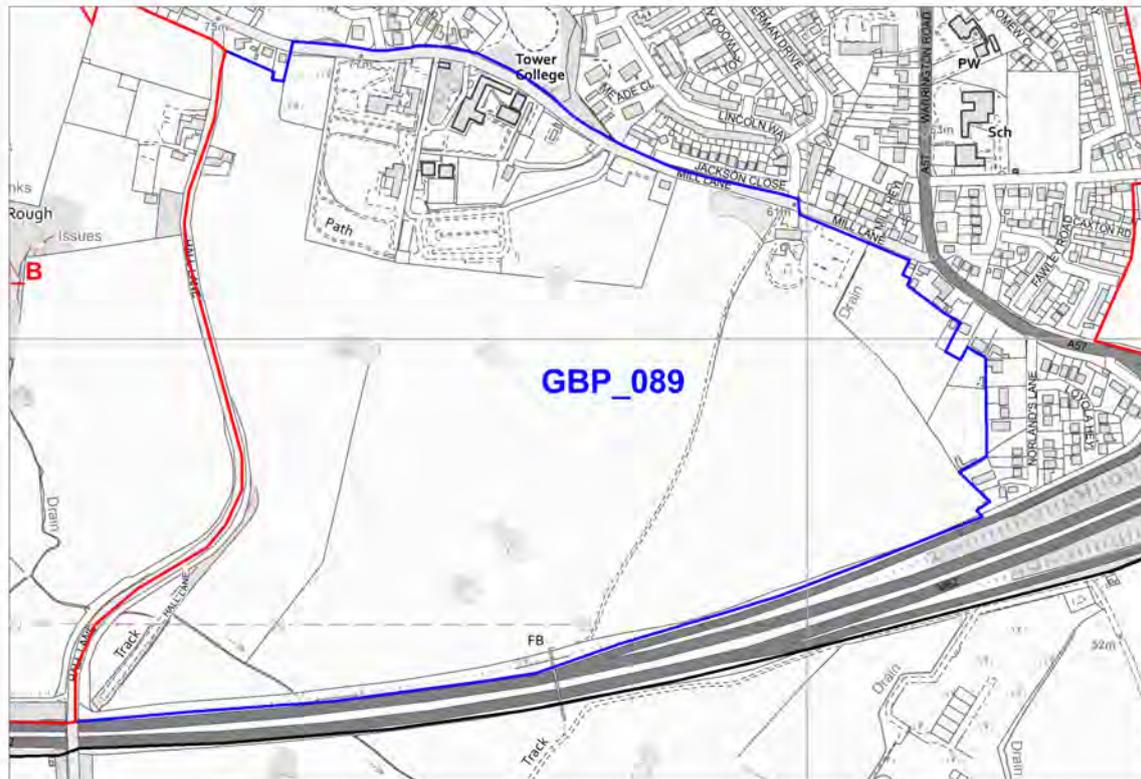
Viability Considerations	<i>Parcel lies within EVA Zone 4. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_087 = 49ha (excluding existing properties and land in parcel not submitted to Council in Call for Sites).</i>
Net Developable Area	<i>GBP_087 = 31.85ha (65% - multiple constraints on site)</i>
Notional Development Capacity	<i>GBP_087 = 956 units (65% net developable area and 30dph) However, due to the significant highway concerns the notional development capacity for the parcel has been reduced to 500 units.</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><i>There are significant highway issues in terms of potential congestion impact this parcel would have on the surrounding road networks. Access is achievable; however, it may require the purchase of third-party land.</i></p> <p><i>UU has advised that a significant amount of UU infrastructure runs through this parcel, which would result in a considerable amount of land within the parcel being unable to be developed.</i></p> <p><i>Sport England object to the parcel being allocated on the basis that insufficient evidence concerning sporting needs have been provided.</i></p> <p><i>Significant surface water recordings within the parcel, that would need due consideration at planning application stage.</i></p> <p><i>Archaeological mitigation could be required (which might require pre-commencement archaeological works) and would need to be secured by means of a planning condition for any future planning permission.</i></p> <p><i>The parcel is not within an 800m walking distance to a local or district centre. However, for a parcel this size it would be presumed a community and retail facilities would also be developed as part of the overall masterplan for the parcel.</i></p>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_087 = 956 units (however the capacity may be capped in the region of 500 units, as there are several highway issues in the local area)</i>
Developability Score	<i>Medium Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_089 – Land north of the M62 and south of Mill Lane
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole parcel - 51.41ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Broad Rural Slopes and the area is Rainhill Slopes. Landscape land sensitivity is medium, with a medium to high for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel does not lie close to or contain a SSSI, LWS, Local Geological Site or Nature Reserve. No comments from MEAS in terms of protected species etc.</i>
Agricultural Land Quality	<i>Majority of the parcel is classed as mixed including Grade 2: very good agricultural land.</i>
Heritage Assets	<i>Following an objection from HE at LPPO consultation stage, a HIA was carried out of the parcel (Ref: GBP_089), the conclusions of which were that this parcel should not be allocated for any development, due to its potential impact on a number of listed buildings, and due to their location and associated individual settings make it impossible to address the concerns in any application. <i>MEAS have commented that the parcel contains the following non-designated</i></i>

	<p><i>heritage assets recorded on the Merseyside Historic Environment:</i></p> <ul style="list-style-type: none"> • MME 7405 – Manor Farm, said to be 14th century but dated 1662 (Grade II* Listed Building), • MME 7408 – possible moated site • MME 14780 – former site of outbuildings, early 19th century <p><i>There is a potential that buried archaeological remains associated with settlement of the medieval and/or post-medieval periods might be encountered by the development.</i></p>
Flooding	<p><i>The parcel lies within flood zone 1, with negligible surface water flooding recorded.</i></p> <p><i>LLFA Comments:</i></p> <p><i>At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Watercourse main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting.</i></p>
Trees and Woodland	<p><i>Significant number of individual protected trees to the north of the parcel. No Ancient Woodland.</i></p>
Open Space and Recreation	<p><i>There is an Open Space/Recreation Area within the parcel identified as an outdoor sports area. This facility is associated with Tower College, and therefore should be considered should the parcel be allocated for development.</i></p>
Minerals	<p><i>The parcel lies outside any proposed Mineral Safeguarding Area.</i></p>
Infrastructure	<p><i>The parcel is not affected by any pipeline easements that would restrict development.</i></p> <p><i>UU has advised that there are several surface water bodies in the form of ponds on the parcel. Should the parcel be allocated UU would expect any developer to explore options to discharge surface water to these water bodies.</i></p>
Ground conditions	<p><i>The parcel is sited adjacent to two former landfill sites.</i></p> <p><i>The parcel is not affected by any known sources of contamination.</i></p> <p><i>The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations.</i></p>
Air, water and noise pollution	<p><i>The parcel is located within a Total Catchment (Zone 3) Groundwater Source Protection Zone.</i></p>
Hazardous installations	<p><i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i></p>
Neighbouring uses	<p><i>Residential development would be preferable within this parcel, in keeping with surrounding development.</i></p> <p><i>Creating access to this parcel may lead to amenity issues in terms of highways, for the wider area.</i></p>
Any other constraints	<p><i>A Public Right of Way (footpath) runs through the centre of the parcel.</i></p> <p><i>Most of the parcel is within 1.2km walking distance of a primary school and lies within a 40minute bus drive to the nearest secondary school.</i></p>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre (approx. 1.53km from Rainhill District Centre). However, the parcel is within a mile radius of a convenience store.</i>
Cycling	<i>Only a small section of the northern part of the parcel is within a 1 mile safe and convenient cycling distance of a district or local centre.</i>
Public Transport	<i>Most of the parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre.</i> <i>The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>If the whole parcel were to be allocated for development, then it would require two access junctions.</i> <i>There are existing rat-running issues along Mill Lane. Mill Lane is narrow and existing capacity and junction layout issues have been identified at the junction with Warrington Road. Hall Lane is also very narrow and wouldn't provide a suitable access, therefore access would have to be provided from Mill Lane.</i> <i>Two access points would be required, but frontage with Mill Lane is limited so they may be too close to each other to be acceptable. There is also a lack of pedestrian facilities on southern side of Mill Lane. Therefore, further discussions with the Council's highway department would be required. Should a dedicated access be required, 50m distance between the access junction and Warrington Road could be achieved. However, the Council would not want to see a crossroads junction formed with Mill Hey.</i>

AVAILABILITY

Ownership	<i>Mixed Ownership:</i> <ul style="list-style-type: none"> • <i>Part unknown as not promoted</i> • <i>Mr David Beattie, represented by Berrys (Call for Sites form 2014_016)</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt - no relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

Viability Considerations	<i>Parcel lies within EVA Zone 4. Parcel is considered viable for development. Would require highway improvements and significant infrastructure.</i>
Gross Developable Area	<i>GBP_089 = 26.9ha (excluding protected trees, Schedule Ancient Monument buffer and noise buffer from M62)</i>
Net Developable Area	<i>GBP_089 = 20.2ha (75%)</i>
Notional Development	<i>GBP_089 = 605 (75% net developable area and 30dph)</i>

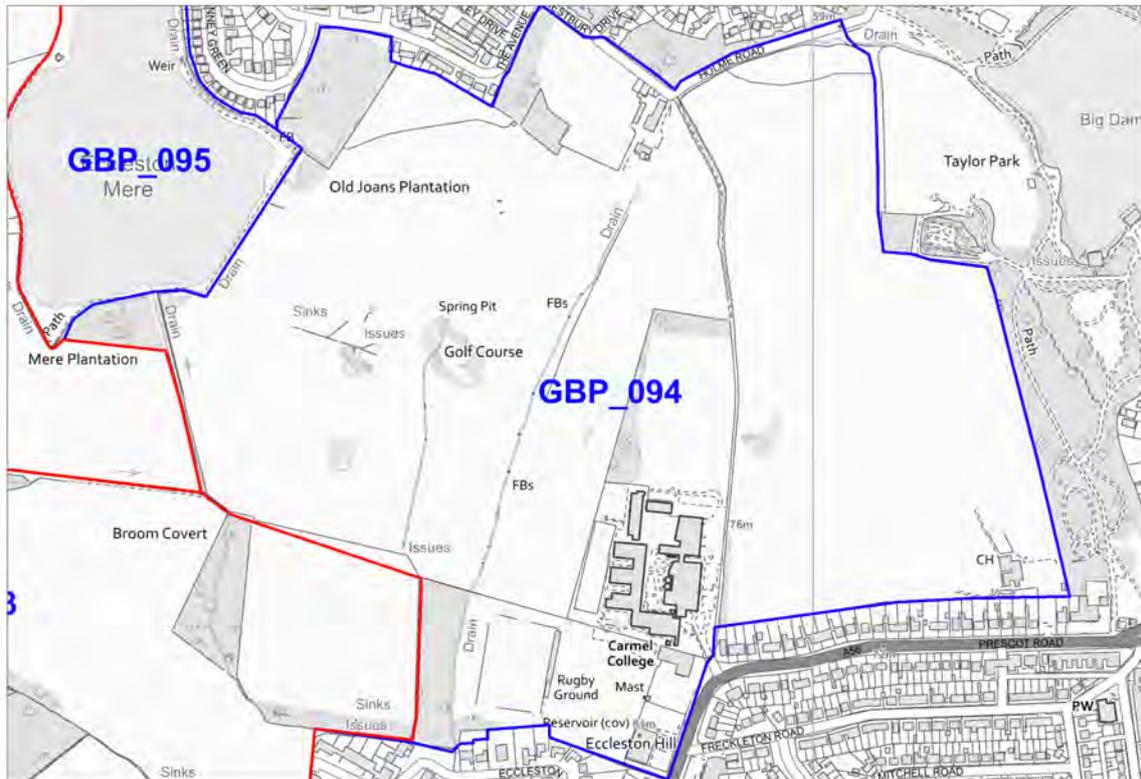
Capacity	
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CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><i>Impact on Heritage Assets, the Council's Conservation Officer has objected to this location coming forward for development due to its impact on nearby heritage assets.</i></p> <p><i>There are protected trees to the north of the parcel, which would need to be protected from development.</i></p> <p><i>The parcel has a medium to high for landscape visual sensitivity, and due to its high position, any development of the site would have a large impact visually, especially when viewed from the M62.</i></p> <p><i>Due to its proximity to the M62, significant acoustic/noise attenuation measures would need to be carried out; in turn these could have a further impact on the setting of the nearby Heritage Assets and the landscape value of the land.</i></p> <p><i>There are potential highway issues. Access is only achievable through 3rd party land, however there is the potential for development of this parcel to help solve the existing 'rat running' problems experienced on Mill Lane.</i></p> <p><i>The parcel is in multiple ownership, and as such may hinder the parcel coming forward for development.</i></p> <p><i>Majority of parcel is classed as mixed including Grade 2: very good agricultural land.</i></p>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_089 = 605 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_094 - Grange Park Golf Club
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole parcel - 64.66ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Urban Greenspace and the area is Big Dam. Landscape land sensitivity is medium to high, with a predominantly medium to high for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel contains two separate LWSs (Eccleston Golf Course West pond, which takes up approximately 4.5% of the parcel) and Old Jones Plantation to the north west of the parcel. The parcel also adjoins Eccleston Mere to the north. Any development would have to have consideration for these sites and include buffer zones.</i>
Agricultural Land Quality	<i>Parcel is not recorded.</i>
Heritage Assets	<i>Development of the parcel would not lead to any harm to the character, appearance or setting of any designated (or non-designated) heritage asset. No known archaeological interest.</i>
Flooding	<i>The parcel lies within flood zone 1. Small amounts of 30 and 1,000-year surface water events are recorded with the most significant surface water 30-year flooding event experienced in the north-western section of the parcel.</i>

Trees and Woodland	<i>Small section of protected woodland to the north-west of the parcel (Old Jones Plantation). No Ancient Woodland.</i>
Open Space and Recreation	<i>The entire parcel is a designated Outdoor Sports Area (Golf Course). Data from the 'Indoor and Built Sports Facilities Needs Assessment – Golf Course Addendum' (June 2016), concluded that St. Helens on the whole is well served by Golf Courses and in the event of an 18 hole course closing due to the current pressures it would still be well served (on a basis of 1 course per 18,394 adults, compared to neighbouring local authorities which average 1 course per 17,311 to 44,093). It also states that there had been a steady decline in golf membership and although there is a projected rise in population it is unlikely to lead to a rise in the demand for more courses, but rather current courses would be able to accommodate it. Consultation with local golf clubs within the borough indicated that they all had spare capacity for all types of new members.</i>
Minerals	<i>The entire parcel lies outside a Mineral Safeguarding Area.</i>
Infrastructure	<i>The parcel lies within a Water Pipe Area and Buffer Zone. UU has advised that as part of the parcel falls within groundwater SPZ1, SPZ2 and SPZ3 adequate mitigation would need to be put in place to ensure protection of groundwater in this location, should this parcel come forward for development. The parcel is not affected by any known existing or future transport or other infrastructure projects.</i>
Ground conditions	<i>The parcel is not within 250m of an active or former landfill site. The parcel is not affected by any known sources of contamination. The parcel falls within the Coal Authority's 'Low Risk' area of known subsidence from mining.</i>
Air, water and noise pollution	<i>The mid-southern boundary is located within an Inner Zone (Zone 1) Groundwater Source Protection Zone. With the remainder of the site divided evenly between an Outer Zone (Zone 2) and Total Catchment (Zone 3) classification of Groundwater Source Protection Zones.</i>
Hazardous installations	<i>No identified issues. The parcel is not located within a Health and Safety Executive consultation zone.</i>
Neighbouring uses	<i>Residential development would be preferable within this parcel, in keeping with surrounding development. Creating access to this parcel would not lead to amenity issues for the wider area.</i>
Any other constraints	<i>A Public Right of Way (bridleway) runs through the centre of the parcel. Part of the parcel is within a 1.2km walking distance of a primary school, the entire parcel is within a 40minute bus journey to a secondary school.</i>

TRANSPORT ACCESSIBILITY

Walking	<i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre. Approx. 1.64km walking distance to nearest shops (being Thatto Heath).</i>
Cycling	<i>Parts of the parcel (south-eastern side) are within a 1 mile safe and convenient cycling distance of a district or local centre (Thatto Heath).</i>

Public Transport	<i>The parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<i>Should this parcel be allocated for development, due to its size and potential yield it would require two access points, joined in a loop which could be achieved by one at Carmel College and one via the golf club car park access.</i>

AVAILABILITY

Ownership	<i>Unknown - land not promoted</i>
Existing use	<i>Sui Generis (Use Class D2 – Golf Course)</i>
Current planning status	<i>Green Belt – No relevant planning history</i>
Use(s) promoted by landowner(s)	<i>Parcel not promoted by landowner</i>

ACHIEVABILITY

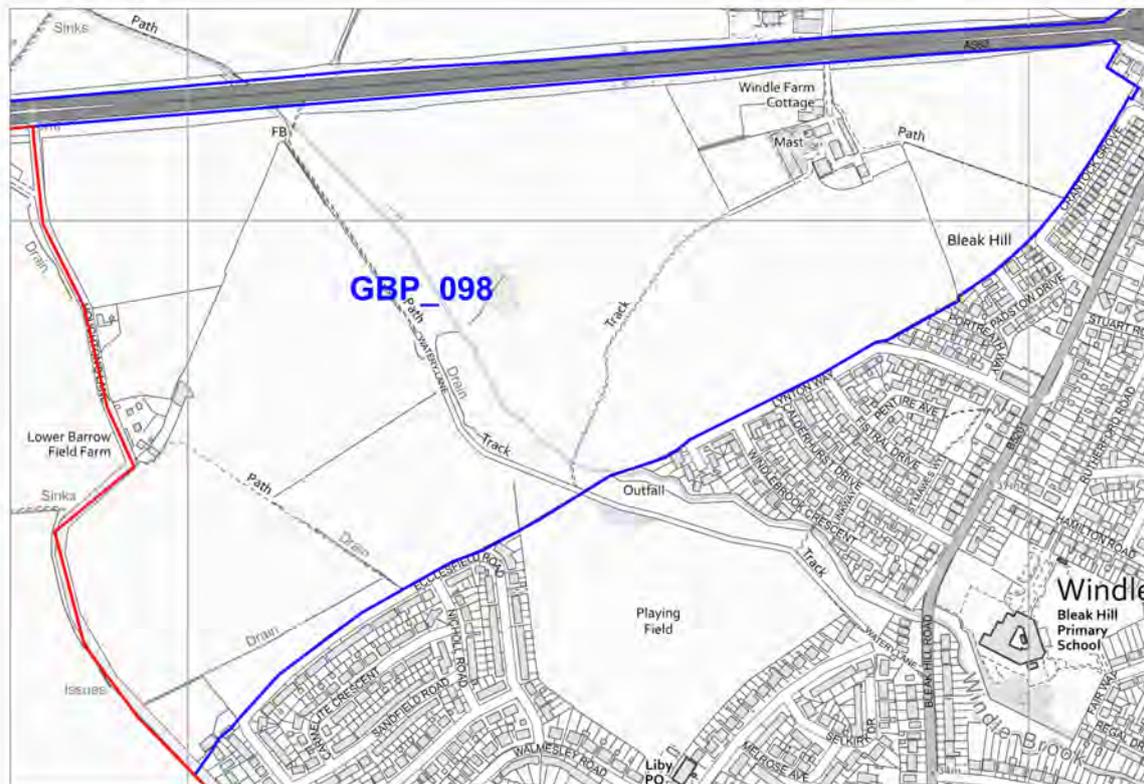
Viability Considerations	<i>Parcel lies within EVA Zone 3. Parcel is considered viable for development.</i>
Gross Developable Area	<i>GBP_094 = 64.66ha</i>
Net Developable Area	<i>GBP_094 = 49.5ha (75%)</i>
Notional Development Capacity	<i>GBP_094 = 1,485 units (75% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><i>The parcel has not been promoted by landowner and is currently an operational golf course.</i></p> <p><i>Landscape land sensitivity and visual sensitivity is Medium to High.</i></p> <p><i>The parcel is not within an 800m safe and convenient walking distance of a district or local centre.</i></p> <p><i>The parcel has two designated LWSs and as such appropriate buffer zones would be required around these.</i></p> <p><i>UU has advised that as part of the parcel falls within groundwater SPZ1, SPZ2 and SPZ3 adequate mitigation would need to be put in place to ensure protection of groundwater in this location.</i></p>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_094 = 1,485 units</i>
Developability Score	<i>Limited Development Potential</i>

STAGE 2B DEVELOPABILITY ASSESSMENT

Parcel Ref and Location	GBP_098 – Land south of A580 East Lancashire Road and east of Houghtons Lane, Windle
Sub-parcels discounted at stages 1B or 2A	N/A
Area covered by stage 2B assessment	Whole parcel - 59.79ha



SUITABILITY

Landscape and visual character	<i>The landscape character type is Undulating Farmland with Woodland and the area is Agricultural Mossborough. Landscape land sensitivity is medium to high, with a medium for landscape visual sensitivity. Development on this parcel would not lead to enhancement of a derelict or previously developed site.</i>
Ecology	<i>The parcel has a LWS (Windle Brook LWS50) running through the centre of the parcel. MEAS have commented that the HRA report identifies that this area is used by qualifying bird species. Therefore, should the parcel be designated for development then a wintering bird survey would be required with any future planning application.</i>
Agricultural Land Quality	<i>The parcel contains both Grade 1: excellent agricultural land and mixed agricultural land including Grade 1.</i>
Heritage Assets	<i>MEAS have commented that the parcel contains the following non-designated heritage assets recorded on the Merseyside Historic Environment:</i> <ul style="list-style-type: none"> • MME 7273 – the former site of a house, late 18th century • MME 7275 – Site of Windle Colliery, late 19th century • MME 14956 – the former site of a house, 18th century • MME 15005 – the former route of Windle Colliery railway, 19th century

	<p>The Township boundary between Windle and Eccleston runs through the parcel.</p> <p>There is a potential for buried archaeological remains associated with settlement of the late 18th century, and coal mining of the late 19th century, as well as evidence of the former Township boundary, to be encountered by development.</p>
Flooding	<p>Most of the parcel lies within flood zone 1, with 4.5% of the parcel lying within flood zone 3 (Windle Brook line). There is some significant surface water flooding identified/recorded as a 30-year event within the centre and west of the parcel.</p> <p>LLFA Comments: At application stage: Requires full SuDS assessment including full management and maintenance proposals. Greenfield run-off rate. Infiltration main discharge point, minimum of 40% climate change allowance. Full SuDS components preference of open swale/pond systems. Avoid culverting.</p>
Trees and Woodland	<p>There are no TPOs or Ancient Woodland within or adjacent to the site.</p>
Open Space and Recreation	<p>No Open Space or Recreation Areas within the parcel. An outdoor sports area adjoins the parcel to the south.</p>
Minerals	<p>The entire parcel lies within a proposed coal and clay Mineral Safeguarding Area.</p>
Infrastructure	<p>A natural gas pipeline operated by Cadent runs along the northern boundary (adjacent to the A580), and a sufficient stand-off distance will be required. Two major water aqueducts run through parcel, parallel to the southern boundary, which cannot be built over. Roads could cross them but need to be carefully designed. UU has advised that there is a main combined sewer within the site which would need considering as part of the site masterplanning process.</p> <p>The parcel is not affected by any known existing or future transport or other infrastructure projects.</p>
Ground conditions	<p>The parcel is not within 250m of an active or former landfill site.</p> <p>The parcel is not affected by any known sources of contamination.</p> <p>The parcel is mixed and has sections that fall within the Coal Authority's 'Low Risk' area of known subsidence from the legacy of coal mining operations, and areas that fall within the Coal Authority's 'High Risk'.</p>
Air, water and noise pollution	<p>No identified issues.</p>
Hazardous installations	<p>No identified issues. The parcel is not located within a Health and Safety Executive (HSE) consultation zone. However, as the Cadent Gas Pipeline runs along the northern boundary, HSE have advised that the parcel lies within a consultation distance of a major hazard pipeline and the operator (Cadent Gas Ltd.) should be consulted should the parcel be put forward for allocation.</p>
Neighbouring uses	<p>Residential development would be preferable within this parcel, in keeping with surrounding development.</p> <p>Creating access to this parcel would not lead to amenity issues for the wider area.</p>
Any other constraints	<p>Several Public Rights of Way (footpaths) run through the parcel.</p> <p>The parcel is within a mile radius of a convenience store or supermarket.</p> <p>The southern section of the parcel is within a 1.2km walking distance of a</p>

	<i>primary school, and a 40minute bus journey to the nearest secondary school.</i>
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TRANSPORT ACCESSIBILITY

Walking	<i>The southern section of the parcel is within an 800m safe and convenient walking distance of Eccleston Local Centre.</i>
Cycling	<i>Most of the parcel falls within a 1 mile safe and convenient cycling radius of a local centre.</i>
Public Transport	<i>Most of the parcel is within 400m of a safe and convenient walk to a bus stop. There is a minimum of 4 bus services an hour in this location, predominantly to and from St. Helens Town Centre. The parcel is not within 800m walking distance of a train station.</i>
Vehicular Traffic	<p><i>There are several potential issues regarding the local highway network in this locality. Lynton Way and Ecclesfield Road are both narrow roads and would only be suitable to serve a limited number of dwellings and wouldn't be considered suitable for bus use. The Bleak Hill Road / Rainford Road junction is known to experience queuing and an improvement scheme may be required at this junction should this parcel come forward for allocation.</i></p> <p><i>Houghtons Lane is also narrow, and a revised highway layout would need to be provided within the parcel to divert the existing Houghtons Lane. A new junction would need to be provided at the Houghtons Lane / A580 East Lancashire Road junction. The local highways approaching Houghtons Lane are residential roads and improvements may also be required on these highways should the parcel be allocated.</i></p> <p><i>A highway loop would likely be required, both connecting to Houghtons Lane, to enable the entire parcel to be brought forward. However, this wouldn't be ideal, but given the constraints on the neighbouring highways, it is likely to be the only way of achieving full build-out of the parcel.</i></p> <p><i>Windle Island has recently experienced an improvement scheme to increase capacity at the junction. The proposed development would add traffic onto this junction and may require further work.</i></p> <p><i>A new access from the A580 East Lancashire Road at Houghtons Lane junction would have to be provided during initial phases of development to in order to link a new primary access road into the site.</i></p>

AVAILABILITY

Ownership	<i>Story Homes, represented by Turley (Call for Sites form 2016_034), have agreements with the landowners</i>
Existing use	<i>Agricultural land</i>
Current planning status	<i>Green Belt – no planning history</i>
Use(s) promoted by landowner(s)	<i>Residential</i>

ACHIEVABILITY

Viability Considerations	<i>Parcel lies within EVA Zone 3. Parcel is considered viable for development. Would require highway improvements and significant infrastructure within the parcel.</i>
Gross Developable Area	<i>GBP_098 = 52.69ha (excluding roads or land that has homes or business buildings on which have not been suggested through Call for Sites)</i>
Net Developable Area	<i>GBP_098 = 34.25ha (65% - lower than 75% NDA due to water & gas pipelines, A580 and other landscape buffers likely to be required)</i>
Notional Development Capacity	<i>GBP_098 = 1,027 units (65% net developable area and 30dph)</i>

CONCLUSIONS ON DEVELOPABILITY

Summary of Developability Assessment	<p><i>The parcel contains both, Grade 1: excellent agricultural land and mixed agricultural land including Grade 1.</i></p> <p><i>There are two UU water aqueducts (pipelines) that run through the parcel reducing the NDA as they cannot be developed over.</i></p> <p><i>The parcel has landscape land sensitivity rated Medium to High.</i></p> <p><i>There is a significant LWS (Windle Brook) that runs through the parcel and an area of flood zone 3, both of which would require buffers and due consideration should the parcel be designated for development.</i></p> <p><i>Should the parcel come forward for allocation then as part of a masterplan exercise, highways issues would need to be addressed, including impact on surrounding and existing development, all of which could be mitigated for, with local bus routes extended and accommodated within the development.</i></p>
Preferred use (to be considered in stage 3)	<i>Residential</i>
Notional development capacity (to be considered in stage 3)	<i>GBP_098 = 1,027 units</i>
Developability Score	<i>Medium Development Potential</i>