



Deliverability

Regeneration Imperative

The site at Parkside West, is in part ‘previously developed’ and suffers in part from being derelict and degraded. The site is blighted by anti-social behavior and the closure of the colliery has left a legacy within the local community that needs to be addressed in terms of skills and opportunities.

The Parkside West site is in part ‘previously developed’ with part of the site currently occupied by large concrete pads, former rail sidings, access roads and operational areas, the electricity sub station, retaining walls and structures, and the colliery spoil mound. There are also areas of degraded character which were used for storage of materials and upon which the impact of former Colliery operations has left scars in the landscape.

As such the majority of the site is an under-utilized and wasted resource that should be redeveloped, in accordance with The Framework which seeks to remediate despoiled, degraded, derelict and contaminated land and allocate land with the least environmental amenity value, where consistent with the other policies in The Framework.

The site has remained vacant and derelict for over 25 years, and has been subject to ongoing anti-social behaviour, which have varied in severity and impact over the years. The activities have included use by off road vehicles, motorbikes, motocross and quad bikes; trespass; theft and vandalism; fly tipping and criminal dumping; and traveller encampments.

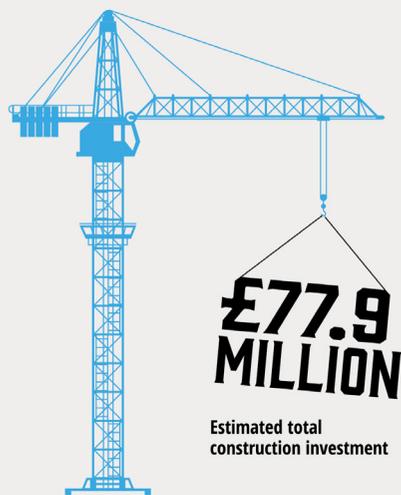
Whilst the site owner has sought to remedy this behaviour, this is difficult given the extensive nature of the site, its location and seclusion. The resultant anti-social behaviour causes nuisance to both the local community and site owner. Redevelopment of the site would enable the site to be brought back into an active use, making it no longer attractive for such activities.

As will be considered in the next section, the communities within Newton-le-Willows are experiencing the legacy of the closure of the former Colliery. There are significant areas of deprivation, with employment deprivation being a particular issue. The number of workless households in St Helens is now 17.3% compared to Wigan (16.5%) and Warrington (10%).

There is a high incidence of ill health in the wards that surround the Parkside site. Average earnings in St Helens lag behind national earnings, and there is a high proportion of people with no qualifications. The development of Parkside West provides an opportunity to deliver a new employment focus for the community to drive forward the regeneration of the locality and the former colliery site.

There is a clear regeneration imperative to redevelop Parkside West, making effective use of the former Colliery, overcoming the persistent anti-social behavior and addressing the legacy of the closure of the former Colliery, revitalising a blighted site.

CONSTRUCTION IMPACTS



457

total jobs supported annually over length of build (3 years)



313 Direct employment

144 supported through supply chain and employee spend



PARKSIDE

This is Parkside

Regeneration Phase 1

DRIVER OF ECONOMIC GROWTH*

■ LOGISTICS ■ NATIONAL AVERAGE



“ Helping to achieve higher productivity in the City Region ”

Net additional GVA (per annum)

£80M GVA



*Source: 'Delivering the Goods: The economic impact of the UK logistics sector' (BPF, December 2015)

Deliverability

Socio Economic Benefits

Amion consulting have reviewed the socio economic context of the Parkside West site. Amion assessed the socio economic effects of the development at Parkside West (Phase 1) and the cumulative impacts (including Phase 2) for the Phase 1 planning application. Parkside West will deliver significant socio-economic benefits, including significant job creation, and GVA creation, as well as responding to wider regeneration ambitions.

Parkside West is located in close proximity to areas suffering from severe levels of deprivation, including some parts of St Helens that are amongst the most deprived areas in the country. Employment deprivation is a particular issue for the Borough, with relatively high proportions of households classed as workless. Furthermore the number of jobs in St Helens has remained relatively static, with high levels of employment growth experienced within the wider sub-region. Earnings in St Helens remain lower than the national average and the proportion of the working age population in St Helens with no qualifications is higher than Warrington, Wigan, and regional and national averages. The proportion of workless households in St Helens is higher than in Wigan or Warrington, as well as the wider Region. Amion note that the “high levels of worklessness in St Helens can be seen as indicating a need for more accessible local employment opportunities”.

The development at Parkside West will provide a noticeable boost to the local economy, with Phase 1 alone estimated to create 1,327 gross direct FTE jobs within the City Region. In terms of net additional job creation, it is estimated that the development will create 930 net additional FTE jobs within the City Region, of which 716 net additional FTE

jobs are anticipated to be in St Helens. Phase 2 estimated to create 2,877 gross direct FTE jobs. In addition many of the jobs would be accessible to new entrants to the labour market and those who are currently unemployed. Based on the skills mix typically associated within the logistics sector, it is anticipated that close to 70% of jobs will be at NVQ level 2 or lower. Consequently, the employment opportunities provided would match well with the skills profile of the unemployed in St Helens, and in particular, help to address people with relatively low level skills that suffer from long-term unemployment.

Importantly, whilst the nature of employment proposed at Parkside West aligns with the skills and educational profile of St Helens, the development will also provide opportunities for progression within the sector, and the achievement of higher than average earnings. The British Property Federation Report “Delivering the Goods in 2020” identifies the range of roles within logistics, noting that there is an increasing need for multi-skill roles including managerial roles, drivers, port, warehouse and transport operatives, IT professionals and trainers. It also confirms that current average salary levels of logistics of £31,600 are higher than the national average of £24,900. Moreover Local Employment Schemes will be agreed to ensure that opportunities for

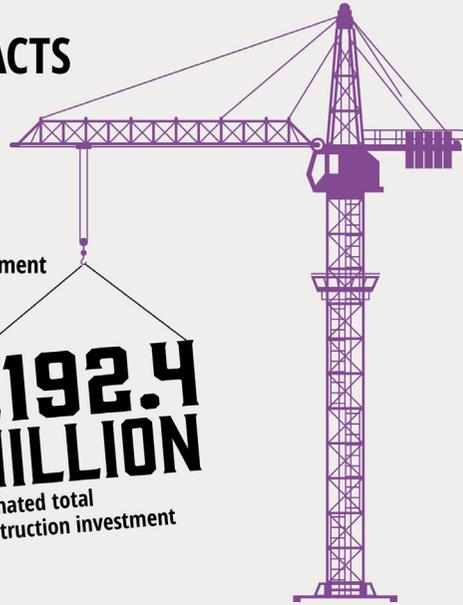
local employment and training are maximised. The local employment scheme for the Phase 1 development will be secured by condition, and will require at least 20% of labour from the Borough of S Helens, focusing on the most deprived Super Output Areas. Furthermore, it will establish a requirement to liaise with the local St Helens Council and other bodies to maximise the accessibility of jobs. This requirement will ensure partnership working and skills training with local organisations, including St Helens Chamber, to ensure the uptake of employment by economically inactive residents can be optimised.

In addition to providing opportunities for local employment and the associated fiscal benefits, such as GVA creation (Phase 1 alone is estimated to be £74.4 million net additional GVA per annum) and increased business rate revenue (Phase 1 estimated at £2.2 million per annum once fully developed), the development at Parkside West will deliver a range of wider socio- economic benefits. The Parkside West development responds directly to the “regeneration imperative”, bringing the former colliery site back into active use, and it will play a significant role in addressing the legacy issues associated with the closure of the Parkside colliery on local communities.

CONSTRUCTION IMPACTS



366 Direct employment



£192.4 MILLION

Estimated total construction investment

534

total jobs supported annually over length of build (6 years)



ECONOMIC IMPACTS

“ Providing new employment opportunities in key growth sectors ”

“ Helping to achieve higher productivity in the City Region ”

Net additional GVA (per annum)

£290M GVA



4,200
Gross operational jobs

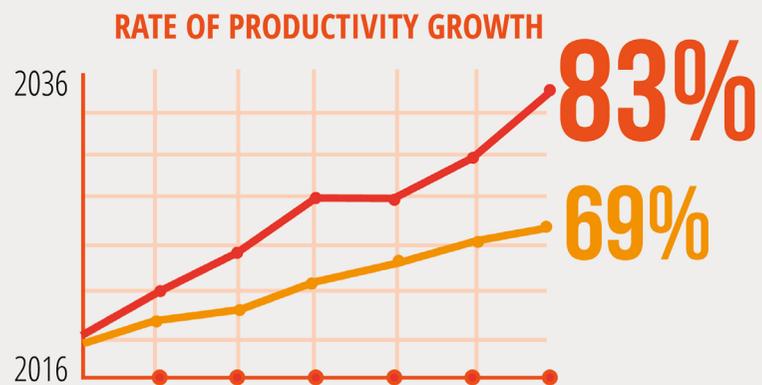
2,940
Net additional jobs

This is Parkside

Regeneration Phase 1 & 2



DRIVERS OF ECONOMIC GROWTH



Growth in productivity in logistics sector also projected to exceed national average over next 20 years



£80,300

MANUFACTURING GVA PER JOB



£42,900

LIVERPOOL CITY REGION ECONOMY AVERAGE GVA PER JOB

*GVA per job (productivity) of manufacturing sector almost double economy average

Deliverability

Socio Economic Benefits

The creation of employment opportunities in areas with significant concentrations of employment deprivation, can overcome some of the barriers to labour market participation, including awareness of opportunities, access and transport. The development will support a range of training and apprenticeship opportunities in an area where educational attainment is generally low and wages are below average. The development can serve to improve the perceptions of the Borough as a place to invest and work. It has the potential to be transformational making St Helens a location of choice for large scale logistics and employment, encouraging developer investment as well as enabling existing businesses to expand and attract new businesses. The provision of logistics space will play an important role in supporting the wider economic growth of the local area and wider City Region. The logistics sector is recognised as a key enabler of growth in terms of its relationship with other sectors, such as manufacturing and transport sector. The development at Parkside West will complement the delivery of SuperPort.

The Parkside West development will deliver additional health and recreational benefits through: enhancement of the green edge and provision of new ecology and wetland areas; provision of a permissive footpath around the site for use by walkers and cyclists including a new heritage trail and interpretative signage/ car parking within the site; provision of public access to the greenspace within the site; and enhancement to bus stops on the A49. The active re-use of the site will address incidents of anti-social behaviour at the site.

The development will also help to address currently high levels of out commuting for work from St Helens through the provision of employment opportunities in an area with growing rates of unemployment, increasing the likelihood that workers will be drawn from the local labour market.

The development at Parkside West will provide significant positive socio-economic benefits to the local area, St Helens, and Liverpool City Region. It will create significant job and skill opportunities in Newton-le-Willows and Earlestown as well as the wider area. The opportunities correlate with the skills and qualifications profile of the local labour force. The Submission Draft Local Plan seeks to deliver balanced regeneration, to reduce deprivation, to improve access for all, to prioritise development and investment in areas that can benefit those who are disadvantaged, and meet local employment needs. Thus, in the light of the above, the development of Parkside West fully accords with the vision and objectives of the Submission Draft Local Plan.

Deliverability

Exceptional Circumstances for Green Belt Release

Parkside Regeneration LLP consider that there is sufficient evidence to demonstrate that exceptional circumstances exist to support the release of Green Belt land for employment purposes. Parkside West represents an excellent opportunity for future employment development, and would allow employment development to be delivered in an appropriate, accessible and sustainable location within St Helens.

Parkside Regeneration LLP note that the Green Belt boundaries within St Helens have remained largely unchanged since 1983. The adopted Core Strategy Policy CSS1 and paragraph 6.11 envisaged that a Green Belt review may be necessary in the long term (10 years from 2012) which is entirely in line with the conclusions of the Submission Draft Local Plan and its evidence base. The need for employment land envisaged in the Core Strategy (37 hectares) is out of date and superseded by the evidence available on employment need and supply in the Submission Draft Local Plan, which informs the need to review Green Belt boundaries to support the preparation of this Local Plan.

As considered in the section on Need, in this Delivery Statement, the ELNS update now provides the evidence for a need of circa 239 hectares of employment land, with a need for circa 110-155 hectares of land for B8 Storage and Distribution. Evidence presented in support of the Call-In inquiry demonstrates that there are no signs that this level of need has abated as a result of Brexit and Covid-19 pandemic. Indeed, it recognises that there has been an acceleration in the growth of e-commerce, and increased need for resilience in the supply chain for all sectors, creating an upward pressure on the need for employment land.

Parkside Regeneration LLP conclude that there is clear evidence of need for employment land within St Helens, across the City Region, and wider region and that the scale of need for B8 warehouses is significant. They also consider that there is a substantial shortage of suitable sites within the urban areas available to meet the identified needs. Furthermore, neighbouring authorities have not indicated that they can help St Helens to meet this need, rather they have or currently are, in the process of undertaking Green Belt reviews to meet their own needs. This is clear evidence that the scale of employment need equates to exceptional circumstances for Green belt change within the Sub Region and LCR authorities. In addition to the need, the regeneration imperative within St Helens (now ranked 26th most deprived Local Authority in England out of 317) provides clear justification that exceptional circumstances exist to support the review and release of Green Belt.

The Alternative Site Assessment and associated Update in 2020, conclude that Parkside West performs the best within the Council's Green Belt reviews of 2016 and 2018. Parkside West represents one of the best opportunities to meet employment need on sites within the Green Belt. Whilst the site has the potential for some negative environmental effects, these are capable of being mitigated. Critically the site at Parkside West is capable of delivering significant economic benefits, and since it is located within 1km of some of the most deprived neighbourhoods in England, then the development of the site for employment use could serve to reduce poverty and social exclusion. Its accessibility by non-car modes of transport will serve to further improve accessibility to the local community, and reduce the need to travel by car.

Exceptional circumstances therefore exist to support both the release of Green Belt land for employment within St Helens in general and specifically the release of the Parkside West (8EA) site by meeting both employment needs and the Plan's overarching regeneration ambitions.

The new Local Plan Green Belt boundary will be formed by existing strong physical features, including the M6, the spoil tip and natural landscaped buffers to the south. These provide strong permanent Green Belt boundaries. The boundaries would accord with The Framework and ensure that the Green Belt is well defined for the long term, ensuring permanency is maintained.

The development of the Parkside West site would not have a significant impact on any of the Green Belt purposes. The site and its immediate environs are well contained by existing topography and man-made features. Due to its high level of enclosure and its part previously developed characteristics, the development of Parkside West will not lead to unrestricted sprawl. The development will also not result in the coalescence of neighbouring towns as whilst the development would extend the build form of Newton-le-Willows eastwards, it has strong permanent boundaries and it utilises partly previously developed land which has been significantly urbanised, and which has limited characteristics of the countryside.

Since the site is heavily influenced by existing urban features then it will not have a significant impact regarding the third purpose of assisting in safeguarding the countryside from encroachment. There are no historic towns in St Helens thus the site does not perform a role in preserving the setting and special character of historic towns. In terms of "assisting in urban regeneration by recycling of derelict or other urban land", the former Colliery is part previously developed and hence its re-development will "recycle" the site for a positive economic use, which will assist in urban regeneration. The development of the site will not therefore significantly harm any of the Green Belt purposes at this location.

In light of the above, the Parkside West site is a logical site for Green belt release, that will deliver significant benefits, and hence exceptional circumstances exist to justify its release from Green Belt.



Deliverability

SEA Conclusions

The Sustainability Appraisal, January 2019, as amended by the Sustainability Appraisal Addendum, September 2020 (SA), confirms the Strategic Aims of the Local Plan. These include:

- Supporting regeneration and balanced growth;
- Ensuring quality development;
- Promoting sustainable transport;
- Meeting housing needs;
- Ensuring a strong and sustainable economy;
- Safeguarding and enhancing quality of life; and
- Meeting resource and infrastructure needs.

The SA through its assessment of reasonable alternatives in relation to the scale of employment growth concluded that Site 8EA (Parkside West) was related to the provision of large scale employment and that alongside the development of Site 7EA is intended to support rail enabled freight. Critically the SA notes that the site(s) are of such a size to make their delivery important even under a 'reduced growth' alternative.

The SA goes on to consider employment sites against the sustainability appraisal site assessment framework. The SA confirms that whilst part of the strategy is to maximise brownfield redevelopment, that this approach will not meet the Boroughs need for employment development or indeed provide for the full range of sites that are required, providing the example of large scale logistics operators. As a result it confirms that there is a need to consider Green Belt sites, and whether they can make a contribution towards meeting the identified needs without having unacceptable impacts on the Green Belt.

The summary findings of the SA site appraisal confirms that Parkside West performs highly against key aims of the Plan, Mitigating against climate change; Supporting the local economy; Reducing poverty and social exclusion; and reducing the need to travel. The SA considers that the site performs poorly against the aims to protect and enhance biodiversity; protect and improve land quality; and improve air quality.

These conclusions do not take into account the detailed assessments that have been undertaken in order to inform and support the Phase 1 application and the development of proposals for Phase 2, namely the achievement of 10% net biodiversity gain, detailed assessments of agricultural land, and assessments of air quality. These matters are addressed in more detail in subsequent sections of this Delivery Report.

The SA concludes that "the site includes the site of the former Parkside Colliery and is therefore partly previously developed. The site has good transport links with a planning application pending consideration for a new link road between the A49 and Junction 22 of the M6. The site is adjacent to one of the Boroughs most deprived areas and is suitable to provide substantial new employment opportunities".

Deliverability

Transportation/ Movement

Curtins has undertaken a Transport and Movement assessment. The assessment has considered the existing transport network in the vicinity of the site, the impact of Parkside West on the network and relevant national and local transport planning policy. It has demonstrated that the Parkside West allocation site is in a highly sustainable location, can be accessed by all modes of transport and that the road network can accommodate the Parkside West development subject to appropriate road infrastructure improvements.

Sustainable Access

The site is located in an highly accessible location, with three major motorway junctions providing access to the north, east, south and west, within circa 3 to 4 km, making the site ideally located to serve the logistics industry and the movement of goods across the North West, Midlands and further afield.

The site is highly accessible by sustainable means of transport. Walking is a realistic mode of travel, with over 2,500 households located within 2 km of the site. The quality of the existing infrastructure which will be supported by further improvements will enable and encourage access to the site by foot. There is an extensive network of cycle routes to the east of the site, and a number of suggested off road cycle tracks and suggested cycle routes within an 8km cycle catchment. This, along with proposals to enhance the existing cycle facilities within the site and to the west of the site, mean that cycling is a realistic mode of travel for employees that live within 8km of the site, which includes the whole of Newton-le-Willows, Earlestown, Lowton, Burtonwood, Vulcan, Winwick, Orford and Dallam. This supports active modes of travel for a significant proportion of the anticipated workforce.

The site is also well served by public transport. A number of Bus Services have stops on the A49, providing access to and from Warrington, Newton-Le-Willows and Wigan. Parkside Regeneration LLP are supporting further enhancements to accessibility by bus, through the support of a new shuttle bus that would provide connection between the site, the Newton-le-Willows interchange and the most deprived areas of St Helens.

Newton-le- Willows station is within reasonable walking distance from the site, with regular services to destinations such as Manchester and Liverpool as well as nearby local stations meaning that rail travel is a realistic mode of travel for employees.

In light of the above, with regards to accessibility and sustainability, Parkside West represents "sustainable development" consistent with The Framework and the current and emerging Development Plan policies.

Access

Access to Phase 1 can be provided off the A49 Winwick Road. Phase 1 access is not reliant on the delivery of the PLR, however the access has been developed in conjunction with the PLR team to ensure that the route and design of the PLR accords with the Phase 1 plans, ensuring that neither scheme is prejudiced.

The Phase 2 site will be accessed by the PLR. This connects to the Phase 1 site and the access onto the A49. The access is fully consistent with The Framework regarding safe and suitable access.

Impact on the highway network.

Robust assessments have been undertaken with respect of the delivery of Phase 1 and the PLR planning application and through subsequent Call-In inquiries. These assessments confirm that the Phase 1 scheme can be delivered within the capacity of the existing road infrastructure subject to additional mitigation measures at some junctions. No unacceptable highway impacts will occur.

The PLR modelling team have considered the impact of the PLR in detail as part of the recent application and Call-In Inquiry. This included consideration of Parkside West Phase 2 (8EA) and Parkside East Phase 3 (7EA). No severe impacts on the local highway network are anticipated as a result of the PLR. Whilst further detailed work will be undertaken to assess the impact of Phase 2 on the local highway network in isolation of Phase 3, on the basis of the available evidence, there is no evidence to demonstrate that Phase 2 could not be accommodated on the highway network. Whilst mitigation may be required at some junctions this is not unusual for a development of this scale. The development of Parkside West is therefore deliverable from a transport and movement perspective and consistent with the provisions of The Framework.

Curtins conclude that no unacceptable highway safety or capacity issues are anticipated as a result of the proposed development that cannot be mitigated through junction improvements and hence that the development proposals are acceptable and can be supported from a transport perspective.

Deliverability

Air Quality

An Air Quality assessment has been undertaken in respect of the Phase 1 application and further assessments will be undertaken when appropriate in connection with an application for Phase 2. An Air Quality Statement has been undertaken by Royal HaskoningDHV to support the Parkside West allocation.

The Air Quality Statement notes that there are a number of Air Quality Management Areas (AQMAs) within proximity of the site. The Air Quality consultant has highlighted that there is evidence from updated monitoring data and other mapping datasets that background air pollutant concentrations are reducing over time, and the baseline air quality has improved since the submission of the Phase 1 application.

The Air Quality Statement assesses the potential air quality impacts from the Phase 1 development and confirms that it is not expected to result in any exceedances of the Government's health-based air quality Objectives, and air quality within designated AQMAs will not be significantly affected. It assesses appropriate air quality measures contained within planning conditions and concludes that there will be no significant air quality effects from the Phase 1 development. It further concludes that there will be limited harm to air quality and that the proposed development will comply with the relevant requirements of the Government's air quality strategies as well as national and local planning policies in respect of air quality.

Recent monitoring data and mapping datasets by Defra, show that background air pollutant concentrations are reducing over time, and increasingly more stringent vehicle emissions specifications will lead to further reductions in pollutant releases compared to when the Phase 1 and PLR applications were first submitted.

Evidence presented at the Call In Inquiry confirmed the travel / modal shift opportunities available at or near the development. In assessing accessibility by bus, cycle, foot and particularly by rail (via the upgraded Newton-le Willows rail station) the evidence demonstrated that accessibility and sustainability opportunities are positive and that the development is suitably located. Therefore in respect of road traffic and associated air quality, there are no material adverse impacts to the scheme.

In terms Phase 2 (8EA), the PLR application and Inquiry considered the potential traffic and associated air quality impacts, based on the assumption that Parkside Phase 2 would be predominantly accessed by the PLR, and thus will come forward once the PLR is constructed.

Whilst Phase 2 has not been assessed in isolation, the evidence with respect to cumulative traffic and air quality impacts presented to date provides sufficient, and proportionate evidence that future local air quality effects arising from the development will not be significant. Evidence presented at the PLR Inquiry concludes that there would be no predicted exceedances of the Government's Health-based statutory air quality Objectives in opening year of 2024 or design year of 2034. The development will not lead to the declaration of a new AQMA or to an unacceptable decline in air quality in any area. Furthermore the Phase 2 of site 8EA will benefit from the same modal shift, accessibility and sustainability measures as for Phase 1. The premise of the Parkside East (7EA) SRFI is that it will inherently provide for enhanced modal shift of the transportation of goods and the associated local and wider air quality benefits will accrue from the replacement of long-haul road vehicles movements.

There are no air quality constraints that would preclude the development of Parkside West. Parkside West development will meet all of the relevant requirements of The Framework, UK Air Quality Strategy Objectives, the Air Quality PPG and local saved and proposed policies.





Legend and JNCC Phase 1 Habitat Codes

- Target Note
- Dry Pond
- No Access
- A2.2- Scattered Scrub
- J2.4 Fence
- G2- Running Water
- J2.1.2- Intact Species- Poor Hedgerow
- A3.1- Broadleaved Parkland/scattered trees
- B6 Poor Semi-Improved Grassland
- C1.1 - Continuous Bracken
- G1 - Open Water
- A1.1.1- Broadleaved Woodland- semi-natural
- A1.1.2- Broadleaved Woodland Plantation
- A1.3.2- Mixed Woodland Plantation
- A2.1- Dense Scrub
- A2.2- Scattered Scrub
- B5- Wet (Marshy) Grassland
- C3.1- Tall Ruderal Herbs
- J1.1- Arable
- J1.3- Cultivated/disturbed land - ephemeral/short perennial
- J4- Bareground
- B2.2- Semi-Improved Grassland
- Hard Standing
- Ownership Boundary

JK Japanese knotweed (*Fallopia japonica*)

1 Waterbody No. **1** Target Note No.

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P1	08-09-14	JD	AM	SS
Issue	Date	By	Chkd	Appd

Site Deliverability

Ecology

Aspect Ecology prepared an Ecology and Nature Conservation Technical Paper as part of the Environmental Statement which supported the Phase 1 planning application. An Ecological Update Survey note was undertaken in November 2020 to support the Preliminary Ecological Appraisal report of 2014 (updated in 2018).

This confirms that the key ecological features within the site are: the woodland and plantation much of which was associated with Oswalds Brook, and which forms part of the Gallows Brook Local Wildlife Site; dense scrub and bracken, assessed to be of limited botanical interest; semi improved grasslands, noted to be species poor; and waterbodies and watercourse habitats. The latest Ecological update in relation to the Phase 1 Call In evidence concluded that the majority of habitats at the site are of limited ecological importance due to their limited ecological diversity, with the exception of the broadleaved woodland, semi improved grassland, marsh grassland, waterbodies, and watercourse.

The Ecological update confirmed that no statutory designated sites were within the site boundary. It is noted that the Highfield Moss SSSI lies to the north west of Parkside West, but is separated from the site and there are no direct surface water pathway linkages which connect the SSSI and Parkside West. No direct impacts are anticipated upon the SSSI as a result of the development at Parkside West. The assessment also confirms that the non-statutory site of Gallows Croft LWS is located within site 8EA but that no development is proposed that would affect it.

In terms of fauna the site provides some opportunities for roosting and foraging/commuting bats, breeding birds, and foraging Barn Owl, and invertebrates. The site is otherwise not constrained in respect of protected species.

As part of the Phase 1 planning application an assessment of the habitats that will be lost, retained and created has been undertaken. This assessment also considered the management benefits of bringing an unmanaged site under a long term management regime. The Phase 1 application included a bio-diversity package of on-site retention, management and enhancement along with off-site mitigation on land adjacent to the site, to include planting and long term management, and an off-site commuted sum to improve bio-diversity within the locality. The evidence presented to the Call In inquiry by Parkside Regeneration LLP demonstrated that a Net Biodiversity Gain of 10% could be achieved. The resultant development will therefore have significantly greater biodiversity benefits than would be the case in the absence of the proposed development.

The ecological implications of Parkside West Phase 2 were considered through the cumulative assessment within the Environmental Assessment for Phase 1. Whilst further ecological assessment work will be undertaken as part of Phase 2 planning application, the cumulative assessment demonstrated that the Phase 2 development will be designed to

ensure that habitat loss is mitigated and that ecological connective linkages from Phase 1 can be maintained. The cumulative assessment confirmed that compensatory tree planting could be established to maintain the north / south corridor and hence there would be no cumulative impacts in terms of loss of woodland or scrub habitats. Semi improved grassland and grassland/scattered scrub will be retained on the eastern mound, whilst to the north there will be additional compensatory planting. Whilst there is potential for loss of semi-improved grassland that cannot be compensated for on site, this could be addressed through an off-site commuted sum. It is concluded that with the exception of the loss of semi-improved grassland, the ecological impacts of the Phase 2 development would be negligible following mitigation and compensation. Consistent with Phase 1 approach, Parkside Regeneration LLP will ensure that Net Biodiversity Gain will be achieved for Phase 2.

The mitigation and compensatory measures to be incorporated into the development of Parkside West will ensure the delivery of Net Biodiversity Gain across the whole allocation in accordance with The Framework. The Proposed Development will also result in the remediation of despoiled, degraded, derelict and contaminated land in accordance with The Framework. Therefore, there are no technical constraints to the delivery of this site in relation to ecological matters.

Deliverability

Flood Risk and Drainage

A Flood Risk Assessment and Drainage Strategy has been prepared by Cundalls in support of the Phase 1 planning application. The site is located in Flood Zone 1 and is therefore defined as having a very low probability of flooding. The Flood Risk to the development site from overland flooding is deemed to be low. Oswalds Brook (to the south) is shown to be of high flood risk due to the flowing nature of the brook but this does not encroach onto the site and is set at a lower level than the site. Employment use is an appropriate use of the site in terms of flood risk.

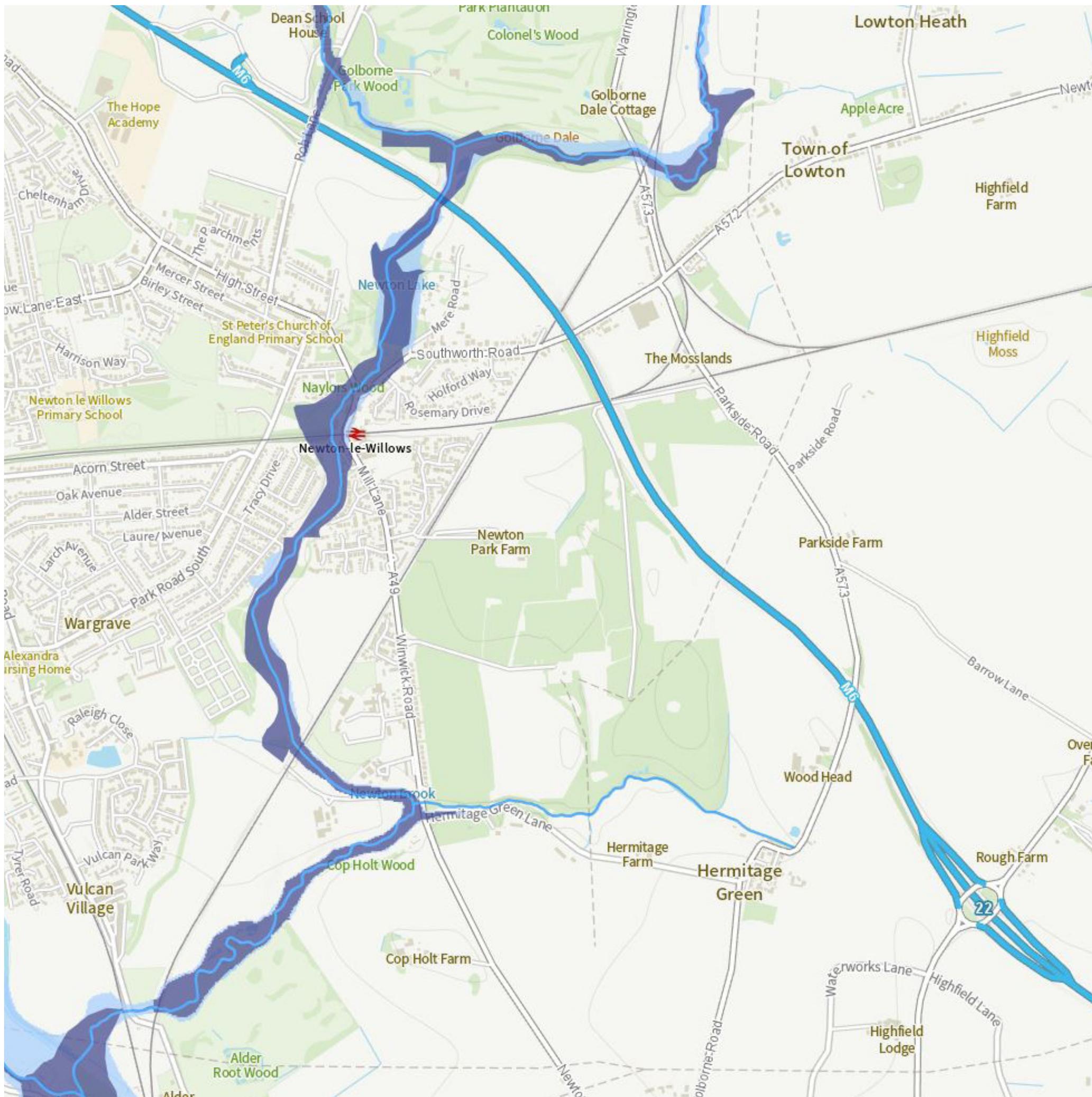
Foul and storm sewers are located within the A49 Winwick Road. The historical operation of the Colliery utilised a separate drainage system. Storm water discharged directly into the brook.

The Sustainable Urban Drainage Systems (SUDs) for Phase 1 have been specified to achieve high levels of water quality and treatment for storm water; that connections to the local sewer authorities waste assets will improve the water quality of the Brook; that the proposed Drainage Strategy will reduce offsite flood risk to low levels providing betterment to the existing situation; that a new connection to Oswalds Brook at a greatly reduced rate of discharge will reduce flood risk offsite from the development site; and that in addition to the new proposals mitigating pollution pathways, the existing drainage within the development footprint and overland flows from the old colliery spoil heap will be removed as part of the proposals resulting in less leachate to receiving waters. It is proposed that surface water discharge will be limited to no more than green field rate to mimic undeveloped state.

Foul water drainage for the Phase 1 development can connect by gravity to United Utilities sewer located on the A49. United Utilities have confirmed that unrestricted flows from the development can be accommodated within the sewers. Phase 2 foul water flows are catered for in Phase 1 drainage infrastructure.

The Phase 2 development has been considered as cumulative development in the Flood Risk and Drainage Strategy. The Phase 2 development will drain its foul and storm water flows to the drainage infrastructure within Phase 1. It will follow the same drainage parameters and requirements for Phase 1 which has been designed to accommodate flows from Phase 2.

In conclusion the flood risk and drainage strategy is consistent with The Framework and delivers benefits in terms of both water quality and management of flood risk that would not occur in the absence of development at Parkside West. There are no flood risk or drainage constraints which prevent the delivery of this site for employment purposes.



Deliverability

Landscape

A Landscape and Visual Assessment supported the Phase 1 application with additional evidence being prepared to support the Call-In Inquiry. The Assessments confirm that the site does not lie within a designated landscape and that there are no statutory environmental designations on the site. The non-statutory Local Wildlife Site known as Gallows Croft, forms part of the woodland on the southern boundary of the site, which will remain undisturbed by the proposed development. There are no Public Rights of Way through the site but there are TPOs within it.

The Assessments confirmed that Parkside West and its surroundings are not a “valued landscape” in the context of The Framework (paragraph 170). The landscape quality and condition is typically ordinary with poor aspects corresponding with the noted degraded landscapes of the former colliery site. Close to and around the Phase 1 site, the visibility is constrained by woodland; outgrown hedgerows; spoil heaps and bunds associated with the colliery; and a more rolling topography associated with Newton Brook.

The Assessments noted that Site 8EA has previously been developed or disturbed over an extensive period of time through its use as a colliery. Though it is now disused, the presence of the colliery is still evident within the site and the surrounding landscape through large visible features associated within its former use. The site is degraded with hardstanding areas, large pylons and with a retained sub-station adding to the industrial appearance. The spoil heaps are prominent features. Whilst Parkside West is a degraded landscape, and not classed as a valued landscape the Assessments accept that it is a landscape with local value with respect to the historic battlefield and the modern history of coal mining.

The development at Parkside West is considered to have “low” landscape effects nationally, and “medium-high” effects through the construction period, and a “medium” effect on the landscape through the operational phase of development. The changes to the landscape need to be balanced against the “nature of the baseline (i.e a large proportion of the site as a derelict former colliery site and the limited visual impacts within the character area that are restricted primarily to properties backing onto the site along the A49 and from locations to the east)”. Whilst the proposals are for large industrial development the site is relatively contained within the topography, existing vegetation and existing development, leading to a conclusion that few landscape and visual effects will result on the receiving landscape.

The proposed mitigation measures for the Phase 1 scheme include: bunding and levels designed to reduce visibility and noise into and out of the site; the retention of trees and vegetation where this is practicable; the creation of a bund and vegetation retention to protect the listed buildings at Newton Park Farm; the creation of a new path and interpretation to assist in mitigating the effects on the Battlefield site; the creation of new habitats including ponds, swales and

grasslands to encourage biodiversity; the replacement planting of trees, hedgerows and woodland throughout the development; and the avoidance of the loss of notable features attributable to the battlefield. These measures will serve to minimise the impact of the development on its surroundings and offer benefits through the creation of wetland, grassland and woodland habitats and public access and interpretation of the Battle of Red Bank.

The effects of development of Phase 2 of Site 8EA have been considered through the Phase 1 application cumulative assessment. Phase 2 is located in the same character area as Phase 1 as it lies within the former colliery site. Whilst such additional development will consolidate the change in landscape character as a result of Phase 1, it will provide opportunities to introduce additional landscape features within the wider site.

The development of Parkside West will result in impacts on the current landscape but this is a landscape that is already affected by urban influences and where additional landscape mitigation can be implemented. It is concluded that there are no landscape constraints to the delivery of the site.