PARKSIDE
J22 M6/ J9 M62

NETWORK RAIL ELECTRICAL HV DEPTH FROM SURVEY TYPCIALLY BETWEEN 1.1 AND 1.2M

NUMERIOUS UNIDENTIFIED CABLES OR PIPES PICKED UP, DEPTHS FROM SURVEY TYPICALLY BETWEEN 0.6 AND 2M.

NUMERIOUS UNIDENTIFIED CABLES OR PIPES PICKED UP, DEPTHS FROM SURVEY TYPICALLY BETWEEN 0.5 AND 1.7M. ASSUMED TO BE OUT OF COMMISSION, REQUIRE TRIAL HOLES

BT SERVICES DEPTH FROM SURVEY TYPICALLY BETWEEN 0.4 AND 0.9M. SURVEY PICKED UP CABLES CUT AT THIS POINT

BT SERVICES DEPTH FROM SURVEY TYPICALLY BETWEEN 0.3 AND 1.3M.

GRID SUPPLY POINT 132kV FROM BOLD POWER STATION TO GOLDBOURNE

OVERHEAD 132kV POWER LINE

ELECTRICAL OVERHEAD LINE FROM THIS POINT TO GRID SUPPLY POINT

NUMERIOUS UNIDENTIFIED CABLES OR PIPES PICKED UP, DEPTHS FROM SURVEY TYPICALLY BETWEEN 0.3 AND 1.9M. ASSUMED TO BE OUT OF COMMISSION, REQUIRE TRIAL HOLES.

OVERHEAD 132kV POWER LINE

FOUL WATER SERVICES,DETAILS FROM SURVEY ADVISE;
- CL FROM 27 TO 22
- IL FROM 24 TO 22

REDUCING IN THE SOUTHERN DIRECTION.

ASSUMED FROM RECORDS AND SURVEY THAT METHANE LINE AND STORM WATER RUN ADJACENT.
DETAILS FROM SURVEY ADVISE;
- CL TYPICALLY 24
- IL TYPICALLY 20

UNIDENTIFIED CABLE OR PIPE, DEPTH FROM SURVEY TYPICALLY BETWEEN 0.7 AND 0.9M.

NOTE

THIS DRAWING IS FOR GUIDANCE ONLY AND IS BASED ON THE UTILITIES RECORD DRAWING RECIEVED AND A GPRS SURVEY CARRIED OUT BY 'SURVEY AND ENGINEERING PROJECTS' THERE ARE A NUMBER OF UNIDENTIFIED LINES THAT REQUIRE FURTHER INVESTIGATION AND ALL SERVICES WILL REQUIRE TRIAL HOLES TO ESTABLISH EXACT LOCATIONS AND DEPTHS.

LEGEND

- UNDERGROUND ELECTRIC CABLE
- UNDERGROUND ELECTRIC CABLE
- WATER
- GAS
- BT
- NETWORK RAIL
- OVERHEAD LINES
- HV PYLON
- UNIDENTIFIED SERVICE REQUIRES FURTHER INVESTIGATION / TRIAL HOLES

Newton Park Farm
Air Shaft
Parkside Colliery (disused)
Pond
Ponds
Met Dist Bdy
Boro Const, CP & UA Bdy
Drain
Def
ETL
Gallows Croft
Hermitage Green Lodge
Penwortham
Issues

Energy and Climate Change

Technical work has been undertaken in respect Energy and Climate Change in respect of Phase 1 of the development. The Energy ES Technical Paper provides a strategic approach to reduce energy and also consideration of what the impacts of energy use will be on Carbon Emissions and NOx production at both construction and operational phases.

The Energy Strategy is to promote Low Carbon Design through passive design, energy efficiency measures, and design features for future installation of renewable and low carbon design. The Phase 1 application is in outline and hence no details of the detailed constructional design have been included. Parkside Regeneration LLP are committed to promoting passive measures to maximise insulation and natural light as well as the adoption of the use of energy efficient technologies such as lighting systems and promotion of the potential incorporation of renewable and low carbon solutions. Parkside Regeneration LLP have confirmed that all buildings will be designed to achieve a BREEAM rating of “excellent”.

A baseline Light Spill Assessment and Light Spill Assessment have been undertaken. These have informed both the Ecology and Nature Conservation and the Landscape and Visual Impact Assessments undertaken in respect of Phase 1. This shows that an operational phase lighting scheme can be designed to avoid light spillage on to areas of bat foraging and commuting habitat. Construction lighting can be controlled through a planning condition requiring a Construction Environment Management Plan (CEMP) and as such would not have an adverse impact.

A lighting strategy will be prepared for each phase of the development in order to maintain the amenity of neighbouring residents, ensure highway safety and protect ecology.

In respect of Climate Change, the recent decision by the Secretary of State when determining a National Distribution Centre building proposed at Barley Castle Lane, Appleton Thorn, Warrington confirmed that “for the reasons given in MR400-402 the Secretary of State agrees with the Inspector that a road-based freight proposal would not be unacceptable as a matter of principle”. As identified in the Transport and Movement section herein, Parkside West is highly accessible to the local community, and wider area, by non-car modes of transport. It is well served by Bus, within reasonable walking distance of the recently upgraded Newton-le-Willows train station, has good pedestrian and cycle infrastructure, with further enhancements proposed as part of the development, all of which will support access to the site by active travel and public transport. Parkside West benefits from excellent connectivity to the Strategic Road Network, connecting the site to Liverpool (and its Port), Manchester (and its airport), crucial for logistics development.

Parkside West is located adjacent to land identified as a future SRFI. The site’s location and proximity to local workforce and significant customer base within a 45 minute drive times also support the use of electric vehicles for deliveries, and electric vehicle charging points will be delivered on site. Having regard to the accessibility credentials of the Parkside West Site, the current commuting patterns and the availability of a local labour force, the development at Parkside West provides an opportunity to address the current commuting imbalance and provides the opportunity for St Helens residents to work closer to home.

The proposed development will also respond to climate change through the adoption of low carbon design, as detailed above, and it will deliver 10% biodiversity net gain, through mitigation measures including compensatory planting both on and off site, and additional off site contribution. With regards to Flood Risk and drainage, sustainable urban drainage will be provided with an allowance for climate change.

The proposed development at Parkside West is consistent with The Framework advice with regard to energy and climate change.

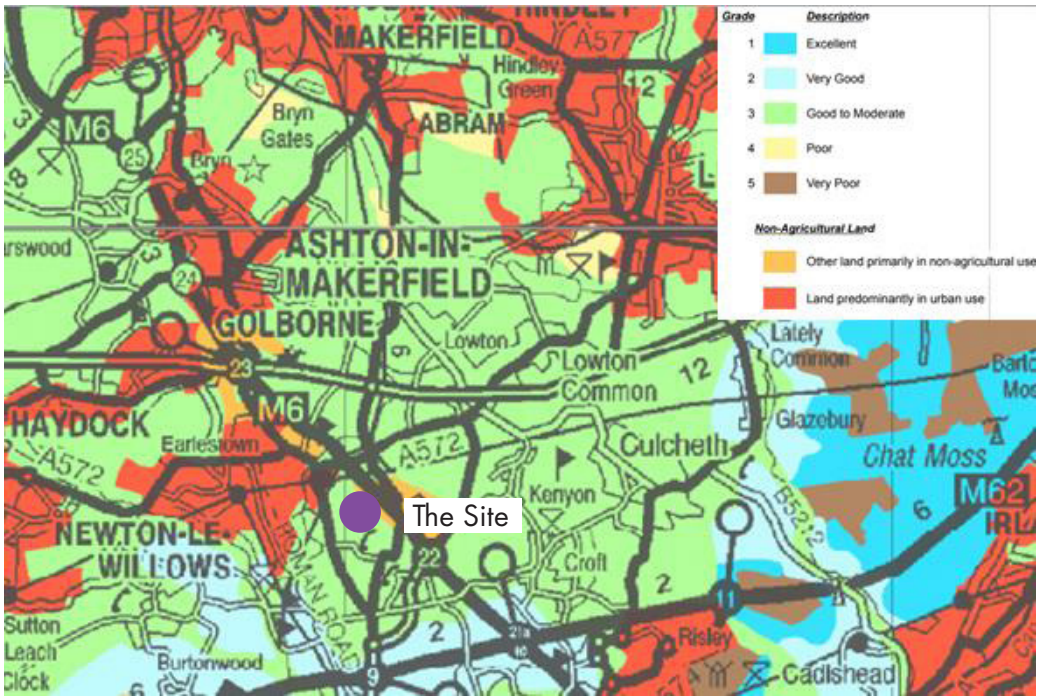
Agricultural Land

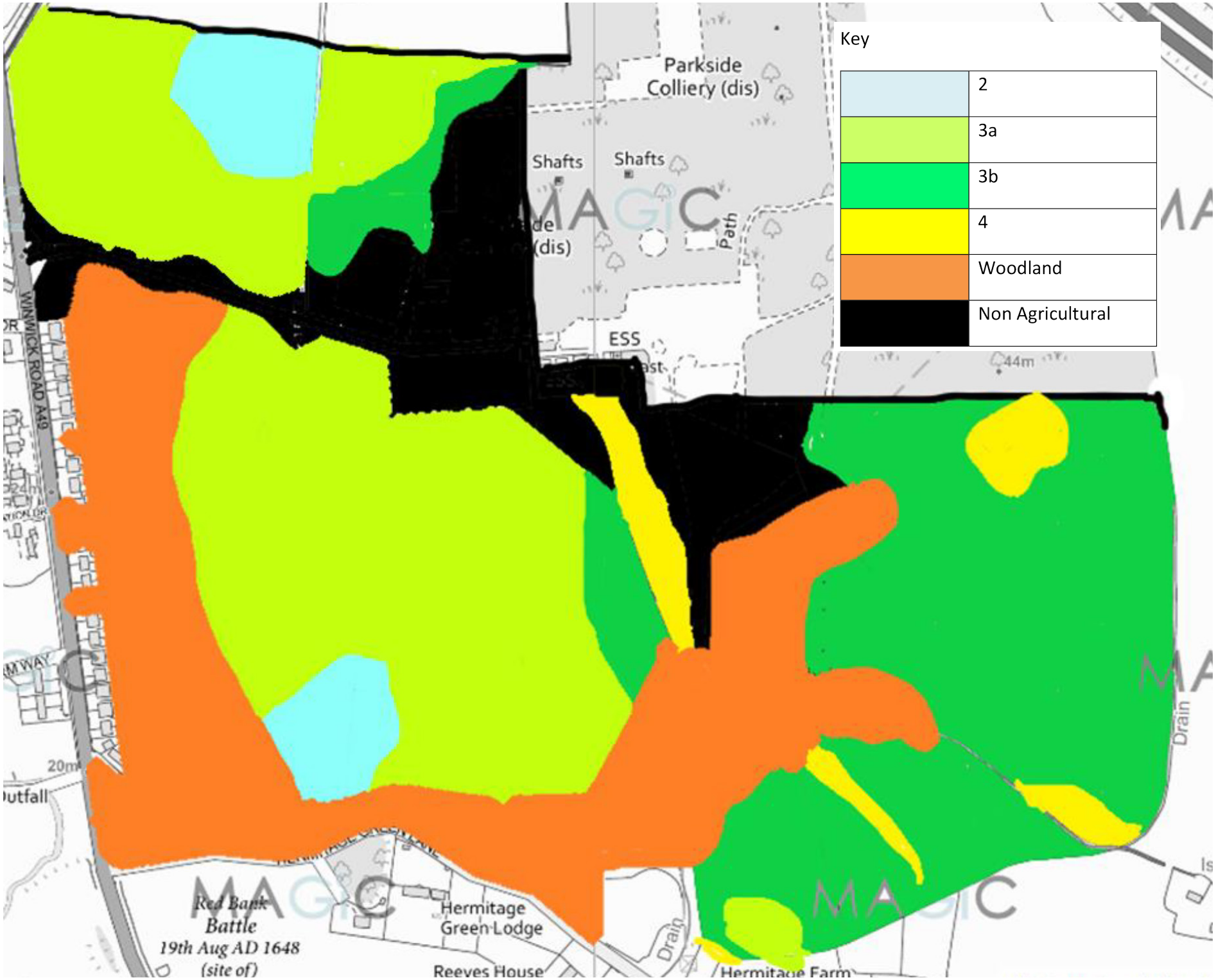
An Agricultural Land Classification Report has been produced by Patrick Stephenson Ltd, in association with the Phase 1 Planning Application. This assesses the agricultural land classification of the land within the application site and also the land proposed for off-site mitigation.

The ALC report concludes that 32.2% (15 ha) of the Phase 1 application site and off site mitigation area comprises land classified as Grade 2 and 3a (Best and Most Versatile land). Consequentially 67.7% of the site is not Best and Most Versatile land. This is in the context of much of the land in St Helens, outside of the urban areas, being classified as Best and Most Versatile.

The site at Parkside West has not been actively farmed since at least 2007. There are no active farm holdings related to the land and its agricultural capability has been compromised by its previous colliery activities. The ALC report considers that compared to soils of similar classification within the area these would have to be regarded as intrinsically lower in potential. The harm from the loss of Best and Most Versatile land at Parkside West is therefore limited.

The Phase 2 site comprises predominantly previously developed land and scrubland and hence the conclusions from Phase 1 are reinforced by Phase 2. Parkside West is therefore one of very few large sites that are not predominantly Best and Most Versatile Land within St Helens. In light of this, it is concluded that there are no constraints related to Best and Most Versatile land that would preclude the development of the site.





Agricultural Land Value Survey

Overall Approach

Parkside Regeneration LLP was formed in 2015 specifically to regenerate and bring forward employment use on the former Parkside Colliery Site (8EA). Parkside Regeneration LLP has been working hard to unlock the significant potential of the site in order to bring substantial economic and regenerative benefits to the local community. A comprehensive approach to the delivery of the site has been adopted, learning lessons from previous attempts to regenerate the site.

Careful consideration has been given to the capacity of existing infrastructure and future requirements in order to inform appropriate phasing and support the development of a viable and realistic scheme.

Fundamental to the approach was an understanding of: the policy approach to Parkside Colliery within the adopted Core Strategy; the requirements necessary to support the delivery of a viable SRFI; the significant change in need for employment land since the adoption of the Core Strategy; and the existing, medium and long term infrastructure requirements necessary to support the development.

Parkside Regeneration LLP has worked collaboratively with the Council to assess the suitability of the Parkside location to deliver rail related employment uses. Evidence provided by both the Council and Parkside Regeneration LLP confirm that the nature of SRFI requirements have evolved since the adoption of the Core Strategy.

Critically, Parkside Regeneration LLP's consultants concluded that the Parkside West site was incapable meeting the train length requirements for a viable SRFI, and such use was no longer appropriate on the former colliery site, however they also concluded that an SRFI could be viably accommodated on the Parkside East site, with a rail reversing leg on the Parkside West site. This view has been corroborated by the Councils expert consultancy.

The conclusion that the Parkside West site can no longer feasibly meet the requirements of a viable SRFI, alongside the significant need for employment use, in particular strategic warehousing and distribution, support the consideration of the site of Parkside West for non-rail enabled employment. The proposed allocation of Parkside West for employment (B2 and B8) recognises its role in meeting the need for employment in a location which is highly accessible by sustainable means to the local labour force, and potential customer base/supply chain, and its ability to drive regeneration and improve access to employment in an area identified as being within 20% most deprived neighbourhood in England.

In order to support the proposals a comprehensive masterplan was developed for the site, but this was broken down into deliverable phases. Phase 1 capable of being accommodated within the existing infrastructure with some localised junction improvements. The illustrative masterplan recognises that a comprehensive road solution would be required to address existing concerns with the road network and facilitate the future growth beyond Phase 1 at Parkside West. A new road link back to Junction 22 of the M6 via the Parkside Road bridge, was identified and this has become the Parkside Link Road project, taken forward by the Council.

Parkside Regeneration support the delivery of the PLR and the approach to phasing and development ensures that the delivery of the PLR is not prejudiced by early phases of development at Parkside West.