

Appendix B

SUSTAINABILITY STATEMENT (INCLUDING HIGHWAYS, FLOOD RISK AND DRAINAGE)



Mr M Dickens
St Helens MBC
Town Hall
Victoria Square
St Helens
WA10 1HP

By email and post

9 October 2017

[REDACTED]
let.044.MD.21450001

Dear Mark

LAND AT FLORIDA FARM, HAYDOCK

Further to your meeting with Barratt Homes on 1 August 2017 and following on from subsequent correspondence, please find enclosed further information in support of the proposed allocation of the site for housing in the emerging draft St Helens Local Plan. This includes:

- **Sustainability Statement:** to articulate the overall accessibility and suitability of the site for housing and to summarise the key benefits that will arise from development in this location;
- **Infographic:** highlighting the key socio-economic benefits of the proposal;
- **Flood Risk Assessment:** assessing the potential flood risk of the site and setting out preliminary surface water and foul water drainage strategies;
- **Transport Technical Note:** confirming the proposed site access arrangements and setting out a preliminary scope of further assessment work needed.

At the meeting, we also discussed two other issues and it was agreed that Barratt Homes would provide further information to address these. Taking each in turn:

Agricultural Land Quality

The site is categorised as Grade 3 Agricultural Land (Good to Moderate). A more detailed survey will be commissioned and the findings of this will be reported back to the Council in due course, in defining the precise classification of the site (i.e. Grade 3a or 3b).

Phasing of development

On the basis that allocation of the site for housing is secured through the Local Plan in 2018, Barratt Homes is keen to work with the local planning authority to bring forward development proposals to enable work to commence on site from

2019.

On a site of this scale, Barratt Homes is likely to split the development into up to four phases, working from one outlet on each phase (noting that Barratt Homes may sell from two phases at any one time). On this basis, there is scope to deliver between approximately 50 and 60 dwellings per annum during the lifetime of the sites' development.

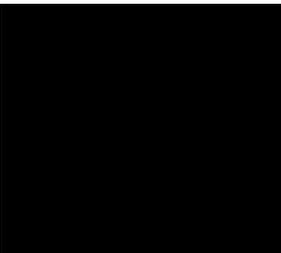
Next steps

The Florida Farm site represents an excellent development opportunity, building on its overall location and proximity to employment (both existing and planned) and broad range of services and facilities.

This submission reaffirms the many socio-economic benefits that will arise from planned housing development on this site and how, in technical terms, development can be accommodated and in many ways, deliver key environmental improvements in the area.

We trust that the Council finds this information useful in continuing to put forward the Florida Farm site as a draft housing allocation, however, should you require any further information or wish to discuss matters further, please do not hesitate to contact us.

Yours sincerely



Sarah Wozencroft

Enc: Sustainability Statement (inc. Flood Risk Assessment and Outline Drainage Strategy and separate Transport Technical Note)
Infographic

cc: Barratt Homes

Florida Farm South



Key socio-economic benefits



526 homes

Additional homes created*



£56m

Estimated construction cost



314

person years

Temporary construction employment



£21.2m

Gross value added to the local economy



£2,787,208

New homes bonus payments



31 jobs

This scheme will create 31 on site permanent full-time jobs



£6.9m

Gross value added to the local economy - per annum in perpetuity



157 affordable homes**

Up to 157 affordable homes



£696,802

per annum in additional Council tax receipts

Florida Farm South

Sustainability Statement

October 2017



Ref: 21450001

Florida Farm South - Sustainability Statement

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London ● Manchester ● Leeds ● Birmingham ● Dublin

Florida Farm South

Sustainability Statement

1. Introduction	04
2. Sustainability	06
3. Sustainability of Haydock Village	08
4. Retail provision	09
5. Access to education	10
6. Health Facilities	12
7. Community facilities	14
8. Green infrastructure and open space	16
9. Connectivity and accessibility	18
10. Employment Connectivity	22
11. Socio-economic Benefits	24
12. Environmental Benefits	28
13. Conclusions	29
Appendix 1	31
Appendix 2	32

1. Introduction

- 1.1. This Sustainability Statement has been prepared by Indigo Planning, E*cape and Vectos in support of the proposed allocation of the Florida Farm South site (Reference HA3) for residential development in the Publication Version of the St Helen's Local Plan (2017). Barratt Homes, a national housebuilder, is promoting the site for residential development and is committed to delivering high quality family housing in this location.
 - 1.2. The 21.57 Hectare (Ha) site forms a natural infill opportunity. It is currently surrounded by the settlement of Haydock to the south, west and east. The East Lancashire Road (A580) creates a strong defensible boundary to the north. The recently approved Bericote proposals for Florida Farm North will enclose the site further once built, with development of the Bericote site expected to commence in 2017.
 - 1.3. This Statement demonstrates that the site is a sustainable location for residential development in terms of its overall proximity to existing services and facilities and general accessibility, thereby supporting its proposed release from the Green Belt in the emerging Local Plan. The site represents a deliverable housing site which is suitable, available and able to contribute towards housing delivery in the next five years.
 - 1.4. The recently published DCLG Consultation (September 2017) on a standardised formula for calculating OAN and housing numbers may have an impact on housing requirements in St Helens should it be taken forward. Therefore sites such as Florida Farm South, which are sustainable and deliverable in the short term, should be supported in the Local Plan in order to ensure that St Helens has a sufficient supply of housing land.
 - 1.5. An Illustrative Parameters Plan has been prepared which broadly indicates the proposed quantum of development, as well as clarifying the proposed access arrangements, surface water drainage measures and potential phased delivery of the site.
 - 1.6. Additionally, pursuant to discussions and feedback from St Helen's Council, this statement includes a report prepared by Vectos (**see Appendix 1**), which expands on the deliverability of the site accesses and sets out how the detail of these will be assessed later this year, in further demonstrating how access in this location can be safely achieved.
 - 1.7. In addition, a report from Hydrock, Barratt's drainage consultant, has been prepared in assessing flood risks and explaining the potential drainage strategy for the site (**see Appendix 2**). Both consultants have significant recent experience in the Haydock area.
 - 1.8. This Statement provides the Council with further clear evidence of the site's sustainability, including its connections to the wider area, and the opportunity to further support their viability and enhancement over time.
 - 1.9. Development of Florida Farm South will provide sustainable, well-designed and quality addition to Haydock village.
- ## Benefits
- 1.10. The proposal will deliver a number of benefits to the community, including:
 - Provision of a mix of new homes, including starter and family homes to meet the needs of existing residents;
 - Provision of homes for new families and young couples to move into the village and diversify the population dynamic;
 - New affordable homes to help address local affordability issues;
 - Injection of expenditure from new residents to support local shops and services (£6.9m per annum in perpetuity);

1. Introduction (Cont.)

- Creation of 314 person years of temporary construction employment and associated indirect benefits from the development once occupied;
- Support from larger population to ensure the future vitality and viability of existing services and facilities including community groups/organisations;
- Increased gravitas of Haydock as a village to help attract new businesses and services;
- New residents to increase patronage and the viability of public transport links to Haydock, St. Helens and the wider area;
- Increased Council Tax funding approx. £696,802 per annum, plus New Homes Bonus payments (in excess of £2.7m) to facilitate the improvement of services, facilities and infrastructure;
- Provision of significant areas of new open spaces (circa 8.6 Ha) which retain principle trees on the site and encourage accessibility to important wildlife and biodiversity features; and
- Provision of high quality development which respects the existing character of the village.

Illustrative Parameters Plan



2. Sustainability

- 2.1. The National Planning Policy Framework (NPPF) (2012) states that the purpose of planning is to help achieve sustainable development. There are three dimensions to sustainable development; economic, social and environmental and developments must seek to address these three dimensions. It is important that new development is carefully located so that the benefits arising can be experienced by both the existing community and new residents and ensuring that new development is properly integrated into the existing economic, social and environmental fabric of the area.
- 2.2. Sites, such as Florida Farm South, located sustainably on the edge of the urban area, can integrate into and enhance the community and local area.
- 2.3. This Statement focuses largely on the social aspect and the role of the Florida Farm South site in this regard. It demonstrates how the site's location and connectivity with the surrounding area will help support a strong and healthy community with good accessibility to local services that reflect the community's needs and support its health, social and cultural wellbeing.
- 2.4. It also considers other benefits attributable to the wider area which will stem from the development of the site.

Methodology

- 2.5. There are several elements to social sustainability and therefore the accessibility of the following services has been considered this;

Education

- 2.6. This looks at the provision of government funded nurseries, primary and secondary schools in the immediate area.

Health

- 2.7. This takes account of the provision of NHS funded services such as doctors and dentist surgeries and the closest hospitals.

Retail

- 2.8. For the purpose of the statement, food retail facilities are identified as these are considered to be an essential service for residents.

Open Space

- 2.9. In accordance with the council's most recent open space study, areas of open space within close proximity to the site have been identified.

Community Facilities

- 2.10. Facilities which provide services to the wider community such as meeting spaces for community groups, sport pitches for local teams or places of worship have been identified.

Accessibility

- 2.11. The sites connectivity to the local and wider area via public transport and public rights of way is identified on the map and explained in further detail.
- 2.12. The Statement examines facilities within a 2km radius of the site (as the crow flies). This is generally considered to be a 25 minute walking distance. Whilst there is no set standard for accessibility, this distance is largely accepted to be an appropriate walking distance and a short car journey for people to reach facilities.
- 2.13. Any development will create additional economic and environmental benefits and these are also explored in relation to residential development at the Florida Farm South site.



3. Sustainability of Haydock Village

- 3.1. Haydock is one of the key settlements in the borough and therefore is a focus for development. It is identified in the emerging plan as an area which can accommodate growth. Haydock as a settlement is sustainable in its own right.
- 3.2. Haydock is a village which contains a wide variety of local services. There is no defined centre but the majority of shops and services are focused along Clipsley Lane, which runs just south of the Florida Farm South site.
- 3.3. Haydock is well connected to other larger settlements in the north west via the A580 which meets the M6 to the east and the M57 to the west. The A580 corridor is a focus for employment development in the borough and Haydock is therefore well connected to various sources of employment, both existing and proposed.
- 3.4. Haydock is located to the north of the boroughs main settlement of St Helens, connected by buses which run at regular intervals. St Helens has a train station and further shops and services which are within close reach of the residents of Haydock.
- 3.5. The Florida Farm South site is located to the north of the settlement but to the south of the A580, within the existing urban area . As such residents of the development will benefit from Haydock's sustainable location within the borough.

Local Services Plan

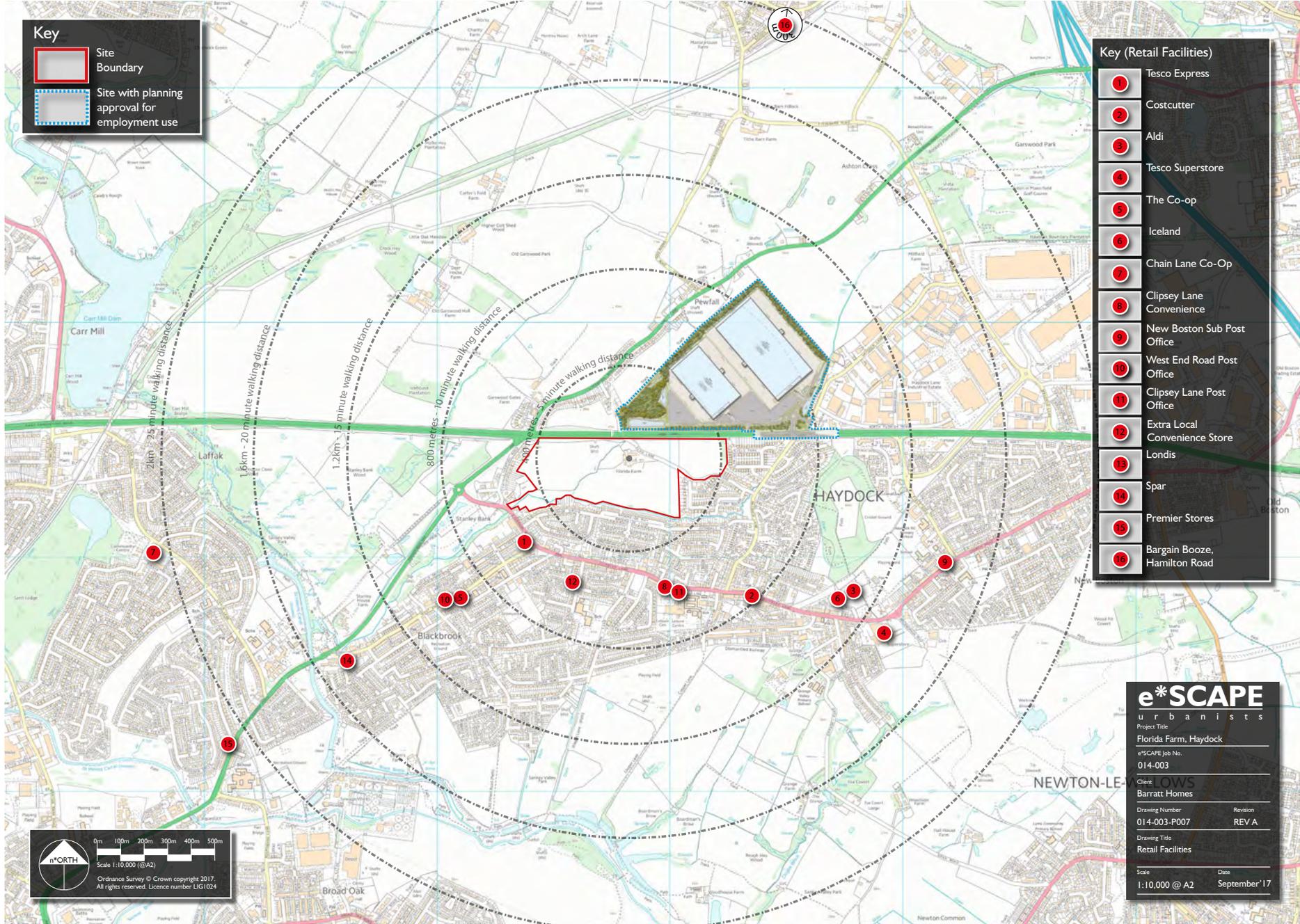


4. Retail provision

- 4.1. There are 9 food retailers which lie within 2km of the site and two which are located approximately 100m beyond the 2km radius. The closest of these is Tesco Express on Vicarage Road which is approximately 600m from the centre of the site and therefore within a short walk for the majority of the site's potential residents. The store is open 6am – 11pm seven days a week and provides a range of convenience items.
- 4.2. Larger supermarkets closest to the site include a Tesco Superstore on Clipsey Lane and an Aldi, west of the site on Branch Way. The Tesco Superstore is open 7am – 11pm Monday to Saturday and 10am – 4pm on a Sunday. It provides a range of grocery goods as well as a petrol station and a Costa Coffee. Aldi is open daily Monday to Saturday 8am – 10pm and 10am – 4pm on a Sunday. It is a popular supermarket which sells a range of items at discounted prices.
- 4.3. Of the other eight shops, two are Co-Ops and the others are smaller local retailers and corner shops. These stores provide people with a choice of locations in which to shop.
- 4.4. There are three post offices within a 2km radius also. Post offices provide various services including banking, foreign exchange and insurance. They provide a key service within the community particularly for older people who may struggle to travel further afield or use the internet.



Retail Facilities Plan



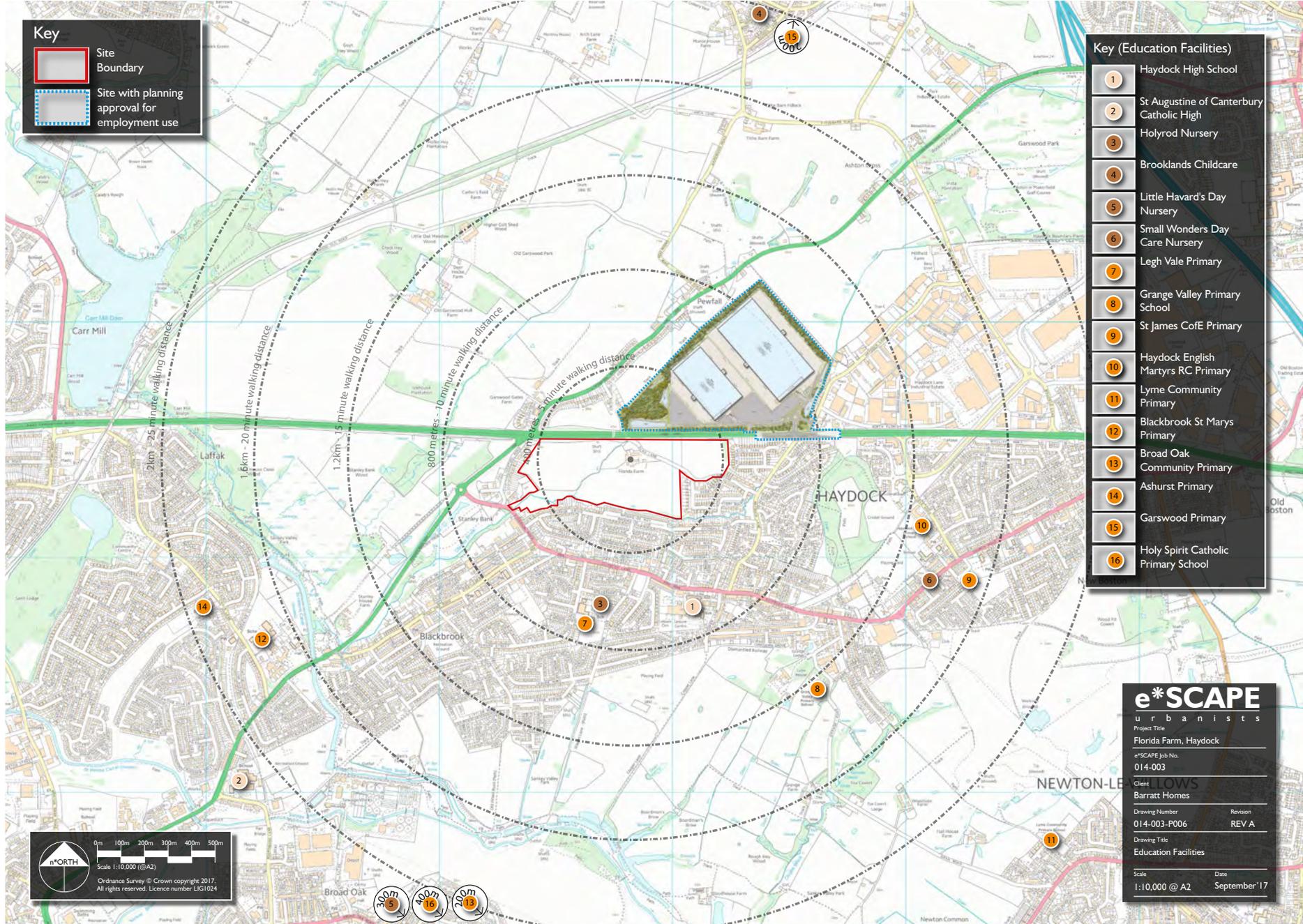
5. Access to education

- 5.1. There are 10 education facilities within a 2km radius of the site as shown on the Education Facilities Plan. These include a high school, six primary schools and three nursery and childcare centres. An additional high school, two primary schools and a nursery sit just over 2km away from the site.
- 5.2. Only schools which are operated by the Local Education Authority (LEA) have been identified in order to provide an accurate representation of those which will be the choice for the majority of the sites residents. There may also be other smaller private nurseries/schools in the area but for the same reason these haven't been included.
- 5.3. The closest schools to the site are Haydock High School, Legh Vale Primary and Holyrod Nursery. All three of these facilities are within a short walk of the site and would be suitable for use by residents.
- 5.4. Haydock High School has a six forms of entry and in May 2017 had 624 pupils on role against a capacity of 900. The school therefore currently has capacity to take on additional pupils. The school does not have a sixth form facility.
- 5.5. Haydock Leisure Centre is attached to the school and provides a range of facilities for pupils and the wider community.
- 5.6. Legh Vale is a feeder school for Haydock High School, has three forms of entry and in May 2016 had 484 pupils on role and 491 overall places. There is therefore some capacity for the school to take on additional pupils. The school provides a variety of after school clubs including Touch Rugby and Music Club.
- 5.7. Holyrod Nursery is within the grounds of Legh Vale Primary School and the two are closely linked. Holyrod Nursery provides a breakfast club and after school club for the primary school.
- 5.8. The following primary schools in the area also had the following capacity at May 2016;
- Grange Valley Primary School – 2 places;
 - Ashurst Primary School – 11 places;
 - Blackbrook St Marys Primary – 16 places;
 - St James CoE Primary School – 18 places; and
 - Haydock English Martyrs' Catholic Primary School – 25 places;
- 5.9. The figures are taken from the Government survey of school capacity for the academic year 2015-2016 (published April 2017).
- 5.10. There are a variety of schools within the standard 2km walking distance of the site who are currently taking on pupils and as such it is considered to be sufficient choice and provision for the site's residents.



Pupils in school

Education Facilities Plan



6. Health Facilities

- 6.1. As the site lies within the existing settlement of Haydock there are a number of health facilities within a 2km radius of the site. These are marked on the Health Facilities Plan. These include three pharmacies, three doctor's surgeries and three dentist surgeries. Larger hospital facilities at Newton Community Hospital and St Helens Hospital lie 2.9km and 3km from the site respectively. Accident and Emergency services are provided at St Helens Hospital.
- 6.2. Taylors Pharmacy and Woodside Health Centre are the closest pharmacy and doctors to the site and both lie within close proximity to each other, around a 10-15 minute walk from the site. The health centre is currently accepting new patients.
- 6.3. The closest dental surgery to the site is Clipsley Dental Surgery which is an NHS dental practice. This is within a 10 minute walk of the site.
- 6.4. The site is well provided for in terms of health facilities with several options for residents within walking distance. There are additional private clinics in close proximity to the site; two Physiotherapists – Lymewood Physiotherapy and Revive Physiotherapy, The Chiropody Clinic providing treatments for feet and nails and Kneads a sports injury clinic.



Pharmacy



St. Helens Hospital

Health Facilities Plan



7. Community facilities

7.1. Community facilities have been defined as community centres, places of worship and locations which provide spaces for community groups. Locations such as these play an important role in providing services such as playgroups, community gatherings and youth facilities. The location of these facilities is marked on the community facilities plan.

7.2. There are two discrete community centres within a 2km radius of the site and two which sit just outside this radius. The closest is Haydock Community Leisure Centre which has a gym and other leisure facilities such as an astro-turf pitch which can be hired out to local sports teams. The Grange Valley Youth Centre is located some 1.2km from the site the centre provides after school clubs on Wednesdays and Fridays for both primary and secondary school aged children.

7.3. The Park Farm Community Centre and the Chain Lane Community Centre lie just outside of the 2km radius. Both provide services for local groups and their facilities can be hired for events etc.

7.4. There are seven places of worship within a 2km radius of the site all of which are churches with several denominations being accommodated for. There are no facilities for other religious groups within a 2km radius of the site.

7.5. St Mark's Church in Haydock, amongst others, also provides community facilities in the form of Parent and Toddler Group 'Smarties' which meets Wednesday's and Thursday's 9am to 11.30am. St James the Great hosts the mother and toddler group 'Tiddlers' which meets on a Wednesday between 1.30pm and 3pm.



7.6. At Haydock High School community facilities include a climbing wall, sports hall and a gym. The following activities are offered throughout the week including dance, karate, badminton, football, basketball and archery. There is an astro-turf pitch which is used for winter training by local football teams including Haydock Juniors FC and Billinge Juniors FC.



Community Facilities Plan



8. Green infrastructure and open space

- 8.1. The illustrative site parameters plan indicates provision of some 8.63ha of green infrastructure within the site, although the precise amount of open space to be provided will be informed by an assessment of planning policy at the application stage.
- 8.2. The proposal includes a Linear Park running along the northern frontage of the site, a Waterside Park which provides much of the sites sustainable drainage and a Central Park which provides green space in the centre of the development. Emerging local plan policy requires at least 40sqm of new public open space provision per dwelling. Based on a scheme of 526 dwellings (as per the Illustrative Parameters Plan) this would amount to a minimum requirement for 2.1ha of public open space provision.
- 8.3. Within 2 km of the site there are currently ten public open spaces accessible to residents as shown on the Open Space Plan. Of these, four are considered to be natural and semi-natural space which includes woodland, scrub, grassland and wetlands. These spaces are considered within the St Helens Open Space Study (2016) to provide 'wildlife conservation, biodiversity and environmental education and awareness'. The closest location to the site is Princess Pit / Piele Park. This is an area of greenspace which is a grassed over spoil heap.
- 8.4. There are three areas of amenity greenspace within 2km of the site. Amenity greenspace is defined as areas offering opportunities for informal activities close to home or work. They include informal recreation spaces, housing green spaces and other incidental space. The closest location to the site is St Marks Field.
- 8.5. There are two facilities for children and young people within 2km of the site and one just over 2km away. They include areas designated primarily for play and social interaction for children and young people such as equipped play areas, ball courts and skateboard areas. The closest facility to the site is Fosters Park Play Area which contains an equipped play area for children.
- 8.6. In addition to the above there are two cemeteries and church yards within 2km of the site. Whilst they do not directly provide recreational space they do play an important role within communities. They provide areas for quiet contemplation and burial of the dead, and are often linked to the promotion of wildlife conservation and biodiversity.



Open Spaces Plan



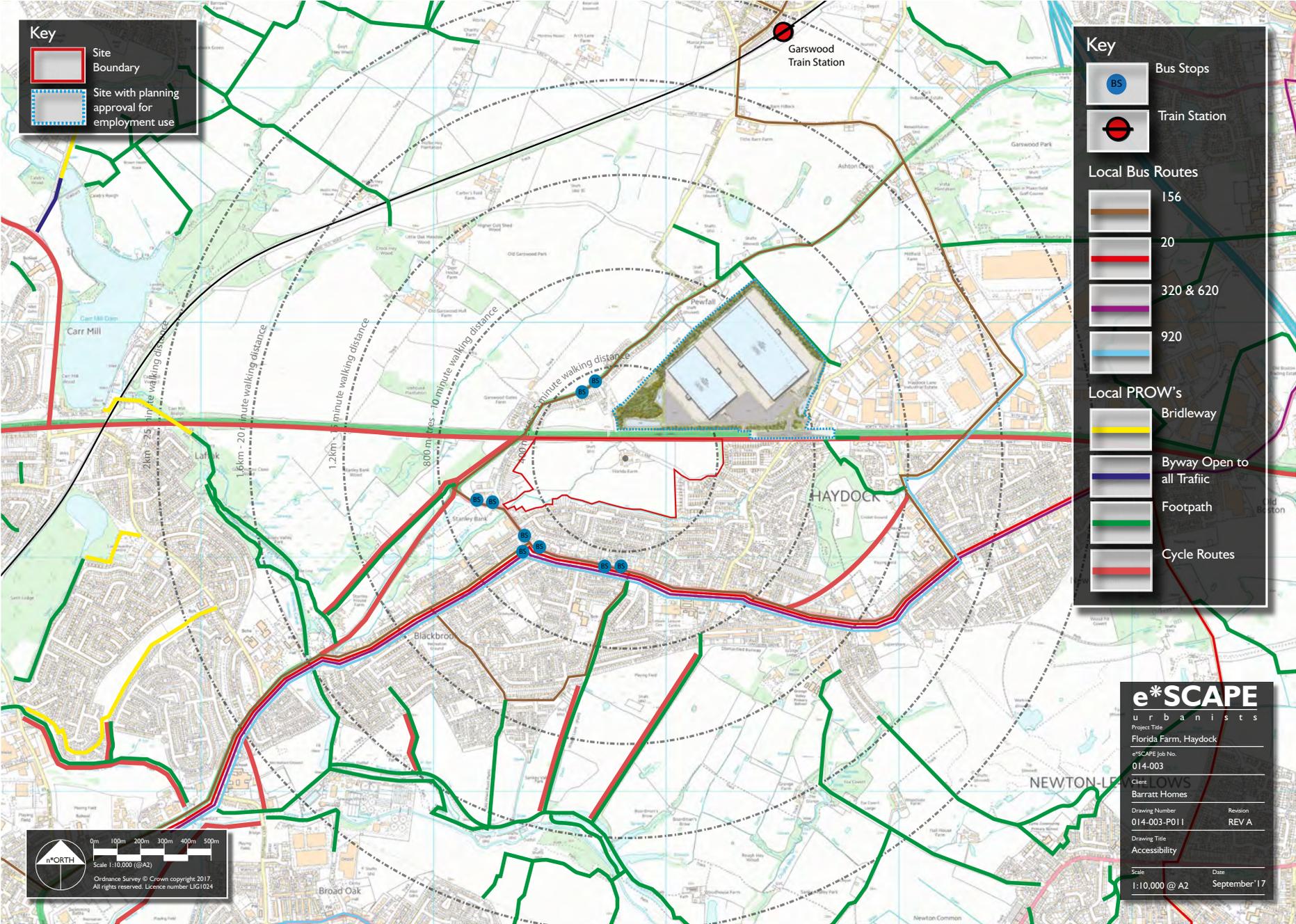
9. Connectivity and Accessibility

- 9.1. The site is well located within the settlement and as the masterplan shows there are a considerable number of services and community facilities within walking distance of the site.
- 9.2. The Accessibility Plan shows specifically public transport routes and public rights of way around the site. For travelling further afield there are nine bus stops within a 10 minute walk of the site from which services depart to the wider area. These services run largely along Clipsley Lane to the south of the site and the timetable details are set out.
- 9.3. Services are provided at regular intervals throughout the day to St Helens, Wigan, Hindley Green and Ashton-in-Makerfield. In addition, these bus routes run through Haydock and will provide services for residents wishing to travel shorter distances within the settlement itself.
- 9.4. St Helens and Wigan both have national rail stations which will be easily reached via public transport.
- 9.5. Bus services to the north provide access to Garswood Train Station from which local services leave to Wigan and Liverpool.
- 9.6. The Vectos plans (Ref: VN40349 – G106 and VN40349-G107) show the public transport travel times from the site into the

- wider area with many destinations being achievable in under an hour.
- 9.7. There are also a variety of public rights of way which link Clipsley Lane to the open countryside to the south of Haydock.
- 9.8. The site is well linked to the wider area via public transport links and the bus stops near the site have regular services to nearby settlements. The site itself will be designed in such a way that connectivity with key transport routes, including cycle corridors and bus services, will be optimised.

Bus services along Clipsley Lane							
Service No	Route	Mon – Fri: Frequency per hour				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
20	Earlestown - Blackbrook --St Helens	2	2	2	0	2	0
156	Wigan Road – Ashton Cross – St Helens	1	1	1	1	1	1
320	St Helens - Ashton-in-Makerfield or Wigan	5	6	5	2	4	2
620	St Helens - Earlestown, Ashton-in-Makerfield, Wigan or Hindley Green	4	4	4	0	3	0
920	St Helens – Bold – North Florida	2 buses each day and direction. 05:40 & 21:37 to Haydock Industrial estate, 06:19 & 22:19 to St Helens					

Accessibility Plan



Key

- Site Boundary
- Site with planning approval for employment use

Key

- Bus Stops
- Train Station
- Local Bus Routes**
 - 156
 - 20
 - 320 & 620
 - 920
- Local PROW's**
 - Bridleway
 - Byway Open to all Traffic
 - Footpath
 - Cycle Routes

e*SCAPE
urbanists

Project Title
Florida Farm, Haydock

e*SCAPE Job No.
014-003

Client
Barratt Homes

Drawing Number
014-003-P011

Revision
REV A

Drawing Title
Accessibility

Scale
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Date
September 17

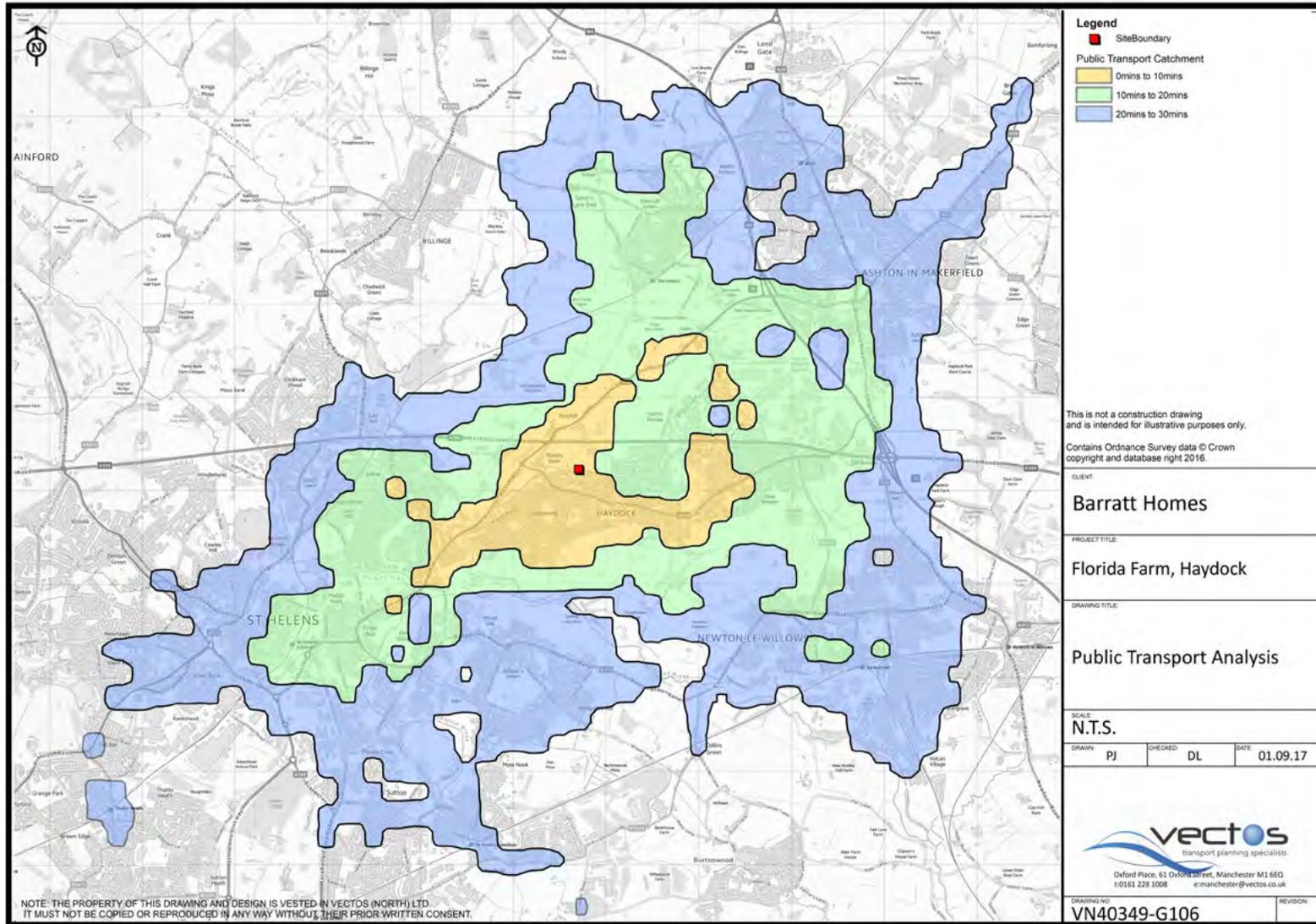
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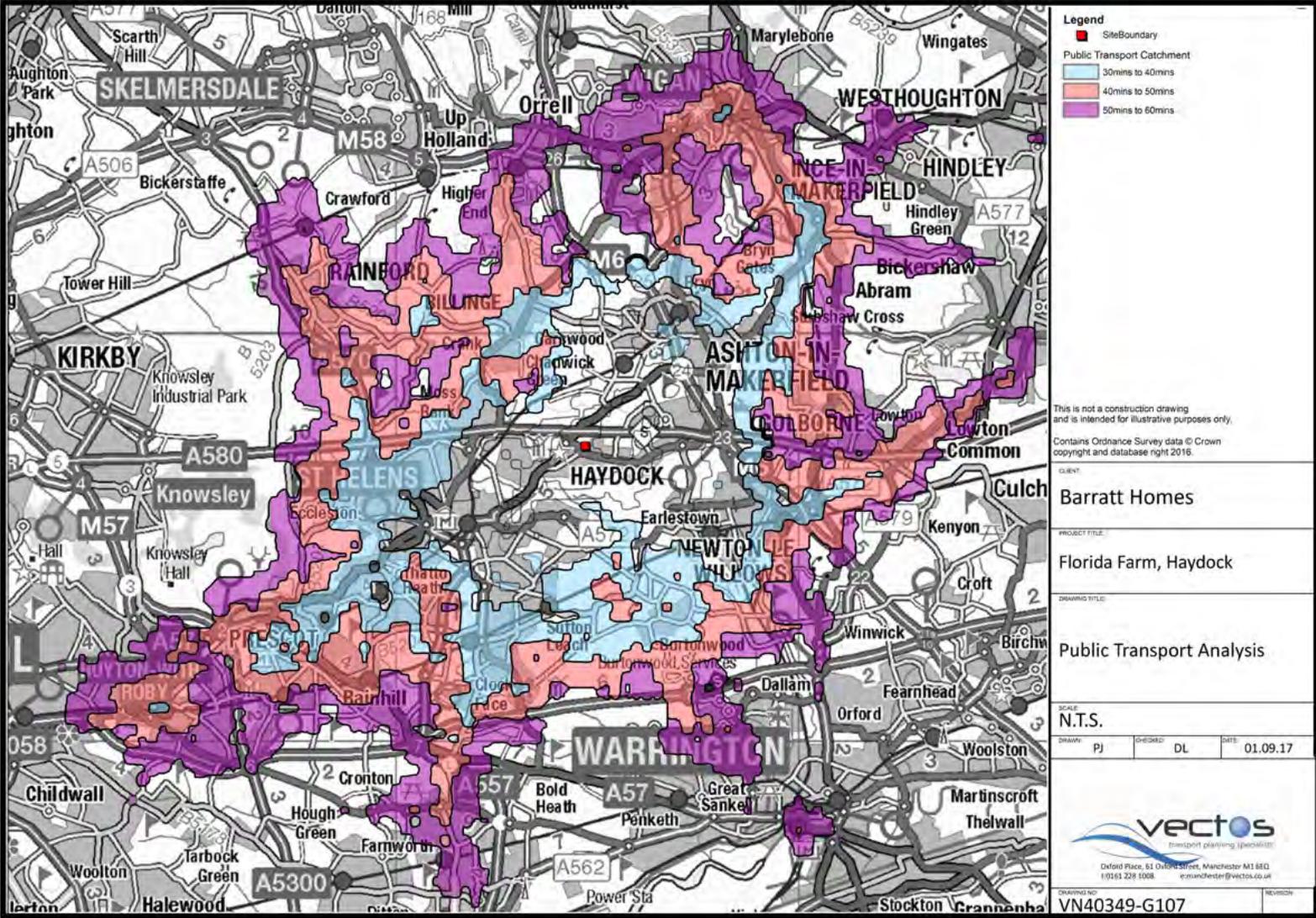
9. Connectivity and Accessibility (Cont.)

Vectos Public Transport Analysis Map



9. Connectivity and Accessibility (Cont.)

Vectos Public Transport Analysis Map



10. Employment Connectivity

- 10.1. The site and the wider settlement of Haydock are well connected to both existing and proposed employment opportunities.
- 10.2. The A580 corridor is a key location for employment development in the north west due to its strong road connections and linkages to Manchester and Liverpool.
- 10.3. To the north east of the site lies the Haydock Lane Industrial Estate which sits adjacent to the Haydock Cross Industrial Estate and the Old Boston Trading Estate. These three industrial estates are home to a variety of businesses providing employment opportunities close to the site.
- 10.4. To the north of the site lies Florida Farm North which has consent (Ref: P/2016/0608/HYBR) for 1.4 million square feet of industrial and warehousing floorspace. This development will bring a wealth of new employment opportunities to the area and lies within walking distance of the site.
- 10.5. To the east along the A580, Peel has a 'live' planning application currently pending determination by the Council for up to 1.8million square feet of logistics floor space. The Peel site is a draft allocation in the emerging local plan and if approved would provide further employment opportunities for the site's residents.
- 10.6. To the south of the site lies another small industrial estate at Merton Bank and beyond that further employment opportunities within St Helens which is well connected to the site via public transport.
- 10.7. As set out in the section considering accessibility, the site is connected via bus and national rail services in St Helens to wider employment opportunities within the north west.
- 10.8. The site is located within close proximity of many employment opportunities including a wide variety of logistics, industrial and warehousing businesses which are located along the A580. The approved Bericote development to the north of the site will provide opportunities for employment within walking distance of the site.

11. Socio-economic Benefits

11.1. In addition to the provision of services and community facilities, socio-economic benefits play an important role in sustainability. Development should contribute towards building a strong, responsive and competitive economy.



526
Additional homes created*

11.2. Based on a proposed scheme of 526 dwellings, the following socio-economic benefits will arise:

Headline figures

11.3. The development will create the following temporary socio-economic benefits:

- 314 person years of temporary construction employment ie 31.4 permanent construction jobs will be supported by the £56 million construction cost of the scheme;
- £21.2 million in gross value added to the local economy by the temporary construction employment, as a result of the estimated £56 million construction cost of the scheme; and

*indicative yield

- £3 million in New Homes Bonus payments to the St. Helen's Council over a four year period.

11.4. The following permanent socio-economic benefits will be enjoyed in perpetuity:

- £696,802 per annum in additional Council tax receipts; and
- £6.9 per annum of increased consumer spending by the new households at the site.

Explanation: Temporary economic benefits

Construction employment

11.5. The spin off benefits from new construction projects are greater than for many other economic sectors in the UK. The development will include a construction phase which will generate turnover and temporary employment for local construction firms and related trades.

11.6. Barratt Homes has confirmed the likely total construction cost for the development of 526 dwellings would be circa £56 million.



£56m
Estimated construction cost

11.7. Data from the Annual Business Survey published in November 2016 reveals that total turnover in the construction sector during 2015 was £242,148 million. The average number of people employed in the construction sector during 2015 was 1.361 million, suggesting that average turnover per full time equivalent construction job in 2015 was £177,919.

11.8. The construction cost of £56 million will generate 314.7 person years of temporary construction employment. This is equivalent to 314 construction workers being employed on a full time basis for 12 months.

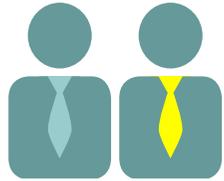


314
person years

Temporary construction employment

11.9. The standard convention in economic impact assessment is that ten person years of construction employment equate to one full-time equivalent, permanent job in the construction sector. This means that 31.4 permanent construction jobs will be supported by the £56 million construction cost of the scheme.

11. Socio-economic Benefits (Cont.)



31 jobs

This scheme will create 31 on site permanent, full-time jobs

11.10. Additionally Barratt Homes as an active developer within the north west, offers a range of apprenticeships and in house training as part of their recruitment process and seeks to employ local people where possible. Over the past 10 years the company has employed 995 apprentices and Barratt Manchester this year had vacancies for eight trade apprentices.

Gross Value Added (GVA) by temporary construction employment

11.11. The Annual Business Survey 2015 provides estimates of the approximate gross value added by different sectors of the UK economy. During 2015, the approximate gross value added by the construction sector was £92.122 billion.

11.12. With an average number of people employed in the construction sector during 2015 of 1.361 million, this suggests the GVA per full time equivalent in construction jobs in 2015 was £67,687.

11.13. Indigo Planning estimates that the 314 person years of temporary construction employment generated by the £56 million construction cost of the development will create GVA to the local economy of approximately £21.2 million.



£21.2m

Gross value added to the local economy

New Homes Bonus

11.14. The “New Homes Bonus” is a Government scheme which is designed to encourage local authorities to grant planning permissions for the construction of new houses in return for additional revenue. The scheme provides a lump sum payment for each new home built and is payable for a total of four years.

11.15. Indigo Planning has used the New Homes Bonus Calculator tool, provided by the Department for Communities and Local Government, to estimate the New Homes Bonus payment which could potentially be generated by the development.

11.16. Based on an overall total of 526 new homes, and the assumption that all



£2,787,208

New Homes Bonus payments

new homes fall into Council Tax Band D, the scheme will generate New Homes Bonus payments to St. Helen’s Council of £696,802 in year 1. The New Homes Bonus payment to St. Helens Council over a four year period will be a total of £2,787,208.

11.17. The New Homes Bonus scheme includes an additional premium of £350 per year for each new affordable built home. Barratt Homes have confirmed that 30% of the 526 dwellings will be affordable housing, which equates to 158 affordable homes. The affordable housing premium will be £55,300 in year 1, and a total of £221,200 over the four year period.

11.18. The affordable housing premium is added to the New Homes Bonus. Therefore, together, the scheme will generate £752,102 for St. Helen’s Council in year 1, and will generate a total of £3 million over a four year period (£3,008,408).

11.19. Some care is required in considering these estimates. The precise timing of New Homes Bonus payments will depend on the construction programme for delivering

11. Socio-economic Benefits (Cont.)

the new residential accommodation at the site. There is also a lag between the construction of new homes and the commencement of New Homes Bonus payments to local authorities.

Permanent socio-economic benefits

Additional Council Tax receipts

11.20. The development of residential accommodation at the proposed site will have a beneficial impact on the annual Council Tax receipts for St. Helens Borough Council.

11.21. In order to estimate the scale of this effect, Indigo Planning has made the following assumptions:

- All new properties at the development are rated as Council Tax Band D, which in Haydock, are subject to an annual Council Tax charge of £1565.03 in 2017/18;
- We assume that all properties will be occupied by more than one person and therefore there is no single adult discount (25% on the standard Band D charge) applied; and
- All the residential units are fully occupied.

11.22. Of the Band D Council Tax rate (£1,565.03), £1,324.72 is received by St. Helen's Council. The remaining sum of £240.31 is received by Merseyside Police & Crime Commissioner and Merseyside Fire and Rescue Authority.

11.23. Based on these assumptions, and when deducting the amount received by the Merseyside Police & Crime Commissioner and Merseyside Fire and Rescue Authority, Indigo estimates that 526 new households at the proposed development site would generate additional Council Tax receipts for St. Helen's Council of £696,802.72 per annum at 2017/18 prices.



£696,802
per annum in
additional Council
tax receipts

11.24. This additional council tax revenue would be generated in stages as the residential accommodation at the proposed development site is constructed and occupied. The full effect of the increased Council Tax receipts would be felt on full completion and occupation of the 526 dwellings.

11.25. Indigo has assumed that all the new homes fall into Council Tax Band D. In reality, there could be a mix of properties falling into more than one Council tax band and as a result, this figure could be subject to change.

Increased consumer spending

11.26. The potential new residential population on the proposed development site will generate additional demand by increasing household spending in the local area.

11.27. The Statement on Family Spending 2016 published by the Office for National Statistics in February 2017 provides data (a three year average) for the financial year ending 2014 to financial year ending 2016 on household expenditure. The total number of UK households surveyed over this three year period is 26,870.

11.28. Family Spending 2016 reveals that the average weekly household expenditure in the North West region for the period 2014 to 2016 was £472.50. The survey also shows that, on average, each household in the North West region spends £64.20 on net housing (excluding mortgage interest payments and Council tax), fuel and power costs. Since this spending typically goes to major national institutions with only modest impacts on the local economy,

11. Socio-economic Benefits (Cont.)

Indigo has deducted this spending from average weekly household expenditure.

11.29. This means that for the period from 2014 to 2016 (net), average weekly household expenditure in the North West region was £408.30, which is equivalent to an annual figure of £21,231.60. Assuming that VAT of 20% had been paid on all of this spending, the average annual household expenditure (net of indirect taxation and housing, fuel and power costs) was £17,693 for the North West region during the period 2014 – 2016.

11.30. Based on this analysis and the net addition of 526 new households, Indigo Planning estimates that the gross additional household expenditure generated by the new residential population at the proposed development site will be around £9.3 million per annum. This assumes that the scheme's potential 526 households demonstrate spending patterns typical of the North West region as a whole.



£6.9m

Gross value added to the local economy - per annum in perpetuity

11.31. This additional expenditure of £9.3 million per annum is a gross effect. Some of this spending will clearly leak out of the St Helen's area. Indigo has assumed that 25% of the additional household expenditure generated by the new residential population at the proposed development site will be spent outside the local economy. This means that the net additional household expenditure generated by the new residential population at the proposed development site will be around £6.9 million per annum.

11.32. This net additional household expenditure will be generated in stages as the residential accommodation is constructed and subsequently occupied. The full effect of the net additional household expenditure will be felt on completion and occupation of the new residential accommodation at Florida Farm South.

Affordable housing delivery

11.33. Other social benefits of the scheme would include provision of a significant level of affordable housing, in line with the Council's policy on affordable housing at the time any application is determined.



157

affordable homes*

Summary

11.34. The development of the Florida Farm South site will provide homes for local families and encourage people from outside of the Haydock area to relocate there. This, in turn, will increase spending power and footfall in the local area, supporting local businesses and increasing engagement in community activities.

*subject to current policy requirements and discussions with SHBC

12. Environmental Benefits

- 12.1. One of the three dimensions of sustainable development is an environmental role. Development should contribute to protecting and enhancing our natural environment.
- 12.2. Clipsley Brook runs through the site and whilst the site lies within Flood Zone 1 the land to the south lies within Flood Zone 2. The Bericote development to the north of the site sought to provide a restriction in run off and as such reduced the extent of the Flood Zone 2 area.
- 12.3. The proposed development will also seek to provide significant betterment downstream by the restriction of run-off. The report by Hydrock, details how the proposed surface water drainage strategy will seek to achieve this betterment.
- 12.4. The improved drainage at the site is intended to reduce the level of flood risk for residents of Haydock who live south of the site. As such the proposal brings forward benefits, not only for residents of the site, but for the wider community.



13. Conclusions

- 13.1. The plans and corresponding information included within this statement demonstrate that the Florida Farm South site is a highly sustainable location for residential development.
- 13.2. At a district level, the Council has an ambitious growth agenda which relies on Green Belt release, including around Haydock.
- 13.3. The Florida Farm South site is a sustainable location in which to direct some of this growth and this statement demonstrates how, in accessibility terms, the site provides the opportunity to deliver new housing which will not only build on existing linkages and access to employment, services and facilities, but deliver significant socio-economic benefits in the locality and wider St. Helens area.
- 13.4. Barrat Homes is committed to delivery of development at Florida Farm South and will continue to work with St. Helens Council, engage with stakeholders and the local community, to ensure that the proposals meet the aims and aspirations of the emerging local plan and wider community and to inform work on more detailed proposals for the site in due course.



Appendix 1

FLORIDA FARM SOUTH – TRANSPORT TECHNICAL NOTE

1 INTRODUCTION

- 1.1 The Florida Farm South is situated between Haydock Village and the A580, approximately 3.5km to the north east of the centre of St Helens. The site currently comprises of open farmland with farm buildings located toward the middle of the site which are served by Slag Lane that sits in a northwest/southeast orientation and provides a link between the A580 and Haydock Lane.
- 1.2 The A580 provides the northern border of the site with residential dwellings off Springfield Park and Avery Road border the site to the east with further residential dwellings located immediately to the south off Brookside Way and Vicarage Drive and to the west off Liverpool Road. A small proportion of the site also directly abuts Vicarage Road to the south west.
- 1.3 The site can potentially accommodate approximately 600 residential units with vehicular access taken from both Vicarage Road and the A580 with emergency access provided on to Slag Lane. An indicative parameters masterplan (Rev K) is appended to this document as **Plan 1**.

2 SITE ACCESS

- 2.1 It is proposed that the primary access to the site will be taken from Vicarage Road via a new priority T-junction with a ghost island right turn facility. Vicarage Road features a 30mph speed limit and the appropriate visibility splays for a road of this nature (2.4m x 43m) can be accommodated according to Manual for Streets design standards. Drawing VN40349-200, attached to this note (**Plan 2**), provides an indicative design of the access proposals which takes into consideration the location of the existing watercourse which would be culverted under the new access road. The design proposals also include 2m wide footways situated on both sides of the access road that would tie in with the existing provision along Vicarage Road.
- 2.2 A secondary access is proposed from the A580 to the north. Given that the A580 is a dual carriageway, this access would operate on a left in, left out basis. A design has been devised demonstrating that the proposed access arrangement could be implemented which meets all DMRB design criteria. Drawing VN40349-D202, attached to this note (**Plan 3**), also shows that pedestrian and cycle access could also be provided by linking in to the existing combined pedestrian/cycleway that extends along the A580.
- 2.3 In addition, an access onto Slag Lane to the east of the site will be provided, this will cater for pedestrians, cyclist and emergency vehicles only (**Plan 4**).
- 2.4 The access proposals outlined in this section demonstrate that a suitable access strategy, which is appropriate for the scale and nature of the proposed development, is deliverable.

3 ST HELENS MBC SCOPING COMMENTS

- 3.1 SHMBC have raised issues with regards to the future operation of the surrounding highway network and the available capacity of the associated junctions given the number of pending applications and potential allocations taking access directly from the A580 along with the surrounding area. In particular, the operation of Junctions 22, 23 and potentially Junction 24 of the M6 and junctions along the A580 where impact from the development proposals is likely to be significant. Particular consideration will also have to be taken of the routing of development generated traffic heading east towards Manchester.
- 3.2 SHMBC will therefore require assessment work to be carried out to ascertain, not only the traffic impact of the development proposals, but also the cumulative impact of the additional sites likely to come forward and therefore a full 'future year' assessment scenario of the surrounding network.

4 SCOPE OF OTHER ASSESSMENTS

- 4.1 Given the planning status, close proximity and comparable size of the adjacent Florida Farm North scheme, it is considered prudent to review the assessment criteria requested by SHMBC for that application in order to ascertain the likely scope of work for the Florida Farm South proposals.
- 4.2 A number of committed development sites were considered with regards to traffic generation, these comprised of the Parkside Strategic Rail Freight Interchange, Haydock Green Development and the Canmoor Scheme within the Haydock Industrial Estate. The traffic impact of the development was assessed at the following junctions;
- Site Access/A580 East Lancashire Road/Haydock Lane Junction.
 - A580 East Lancashire Road/A58 Liverpool Road Junction.
 - Millfield Lane/A58 Liverpool Road Junction.
 - Haydock Lane/Millfield Lane Junction.
- 4.3 In addition to the above committed development schemes, SHMBC also requested the use of traffic growth (TEMPro) factors to increase background traffic flows.
- 4.4 It should be noted that, in order to mitigate the impact of the Florida Farm North scheme, the developer is providing a contribution of £500k to fund improvements at the A580/Liverpool Road Junction which have been secured as part of a S106 agreement.
- 4.5 Other schemes are now coming forward and being considered along the A580 corridor, such as the Peel commercial/warehousing site (Ref: F/2017/0254/OUT) on the eastern side of the J23 M6 Junction, with the assessment methodology approach still in the process of being agreed with the SHMBC Highways Officer.
- 4.6 It is also understood that SHMBC and Highways England (HE) have appointed WSP to produce an area wide traffic model to assist in the consideration of the highways impacts of various developments on the highways network. Vectos will engage with SHMBC/HE/WSP with respect to our site and the traffic model being prepared.

5 SCOPE OF OUR ASSESSMENT

5.1 Whilst review of the work undertaken for other schemes in the area gives an indication of the scope of assessment likely to be requested by the Council, it is likely that an extended assessment will be requested given the number of schemes that have come forward since the Florida Farm North site gained planning consent. Bearing this in mind it is likely that the assessment network will be potentially required to cover the following junctions (but not exclusive to);

- A580/Liverpool Road Junction.
- A580/Haydock Lane/Florida Farm North Junction.
- Junction 23 of the M6.
- Junction 22 of the M6.
- A58 Stanley Bank Way/Vicarage Road Roundabout.
- A599 Vicarage Road/W End Rd.
- A599 Clipsley Lane/Haydock Lane.
- A58 Stanley Bank Way/W End Road.

5.2 Whilst this represents a likely scope of assessment, it should be noted that we do not at present have traffic count data for the junctions listed. DfT guidance requires traffic surveys to be undertaken in a 'neutral' month as to discount periods where traffic levels naturally differ, during school summer holidays, for example. As such, the first opportunity to collect the relevant traffic data will be mid-September 2017.

5.3 As part of the preparation of a Transport Assessment to support the development proposals, a full scope of work will be agreed with SHMBC which will include assessment of the impact of the development proposals at all key locations whilst also providing mitigation measures where appropriate in agreement with SHMBC.

5.4 Essentially, it is considered that to assess the potential impact of the residential scheme on the Surrounding highway network, base data needs to be collected, a scope of assessment needs to be agreed with the Council and Highways England and a full detailed Transport Assessment needs to be undertaken. We will share this work with the plan making authority to assist moving forward.

6 SUSTAINABILITY

6.1 The site would provide a natural extension of surrounding residential area of Haydock and is well positioned to take advantage of existing walking and cycling routes with connections proposed to existing facilities on Vicarage Road and Slag Lane in addition to the combined footway/cycleway along the A580. Uncontrolled pedestrian crossing facilities, comprising of dropped kerbs and tactile paving, are provided at all junctions along the surrounding highway network.



6.2 Bus stops are situated along the extent of the A599 in proximity to the site, providing up to five services per hour to a number of locations including major the local destinations of St Helens, Ashton-in-Makerfield and Wigan. Consequently, journeys to destinations further afield such as Manchester, Liverpool and Warrington are easily achievable via linked trips utilising rail services.

7 SUMMARY

7.1 It has been demonstrated that the proposed site can provide an access off Vicarage Road, a secondary access off A580 East Lancashire Road and an emergency access off Slag Lane to the east of the site.

7.2 To demonstrate the potential impact on the surrounding highway network as a result of the residential scheme, a full Transport Assessment needs to be undertaken. In order to complete a Transport Assessment, base data will be required which cannot be collected until mid-September 2017. Once the base data is collected a scoping exercise need to be undertaken and agreed with the Council and Highways England, then the Transport Assessment can be undertaken.

7.3 This process is likely to take several months to complete based on the level of work required, it should also be noted that other applications coming forward are still in the lengthy process of agreeing baseline and future year assessment traffic flows on the wider highway network.

7.4 The Transport Assessment, once completed, will quantify the level of potential impact on the surrounding highway network and identify locations on the network where potential mitigation highway works are required.

- Plan 1** **Indicative Parameters Masterplan (Rev K)**
- Plan 2** **Proposed Site Access off Vicarage Road**
- Plan 3** **Proposed Site Access off A580**
- Plan 4** **Emergency Access off Slag Lane**

Plan 1

Indicative Parameters Masterplan (Rev K)

Key

-  Site Boundary
-  Existing Watercourses
-  Village Streets
-  Existing Trees
-  Green Infrastructure/Blue Infrastructure
-  Village Lanes
-  Existing Hedgerows
-  Development Parcels
-  Footpath/Cycleways

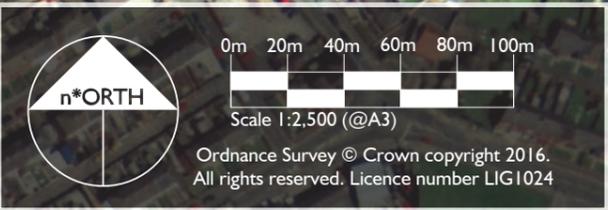
Development Statistics:

Gross Site Area: 21.57 hectares.
 Net Developable: 12.94 hectares.
 Green Infrastructure: 8.63 hectares.
 New Homes: 526 (@ an average net density of 41 units/ha).

Approved Employment Development



- Parcel 1: 0.22ha, 12 Units @ 55/ha
- Parcel 2: 0.30ha, 14 Units @ 45/ha
- Parcel 3: 2.65ha, 106 Units @ 40/ha
- Parcel 4: 0.55ha, 25 Units @ 45/ha
- Parcel 5: 0.72ha, 25 Units @ 35/ha
- Parcel 6: 1.0ha, 40 Units @ 40/ha
- Parcel 7: 0.65ha, 26 Units @ 40/ha
- Parcel 8: 0.40ha, 16 Units @ 40/ha
- Parcel 9: 0.26ha, 10 Units @ 40/ha
- Parcel 10: 0.72ha, 32 Units @ 45/ha
- Parcel 11: 1.20ha, 48 Units @ 40/ha
- Parcel 12: 0.60ha, 27 Units @ 45/ha
- Parcel 13: 0.52ha, 23 Units @ 45/ha
- Parcel 14: 0.36ha, 14 Units @ 40/ha
- Parcel 15: 0.31ha, 11 Units @ 35/ha
- Parcel 16: 0.38ha, 13 Units @ 35/ha
- Parcel 17: 2.10ha, 84 Units @ 40/ha



e*SCAPE
 urbanists

Project Title
 Florida Farm, Haydock

e*SCAPE Job No.
 014-003

Client
 Barratt Homes

Drawing Number
 014-003-P003b

Revision
 REV K

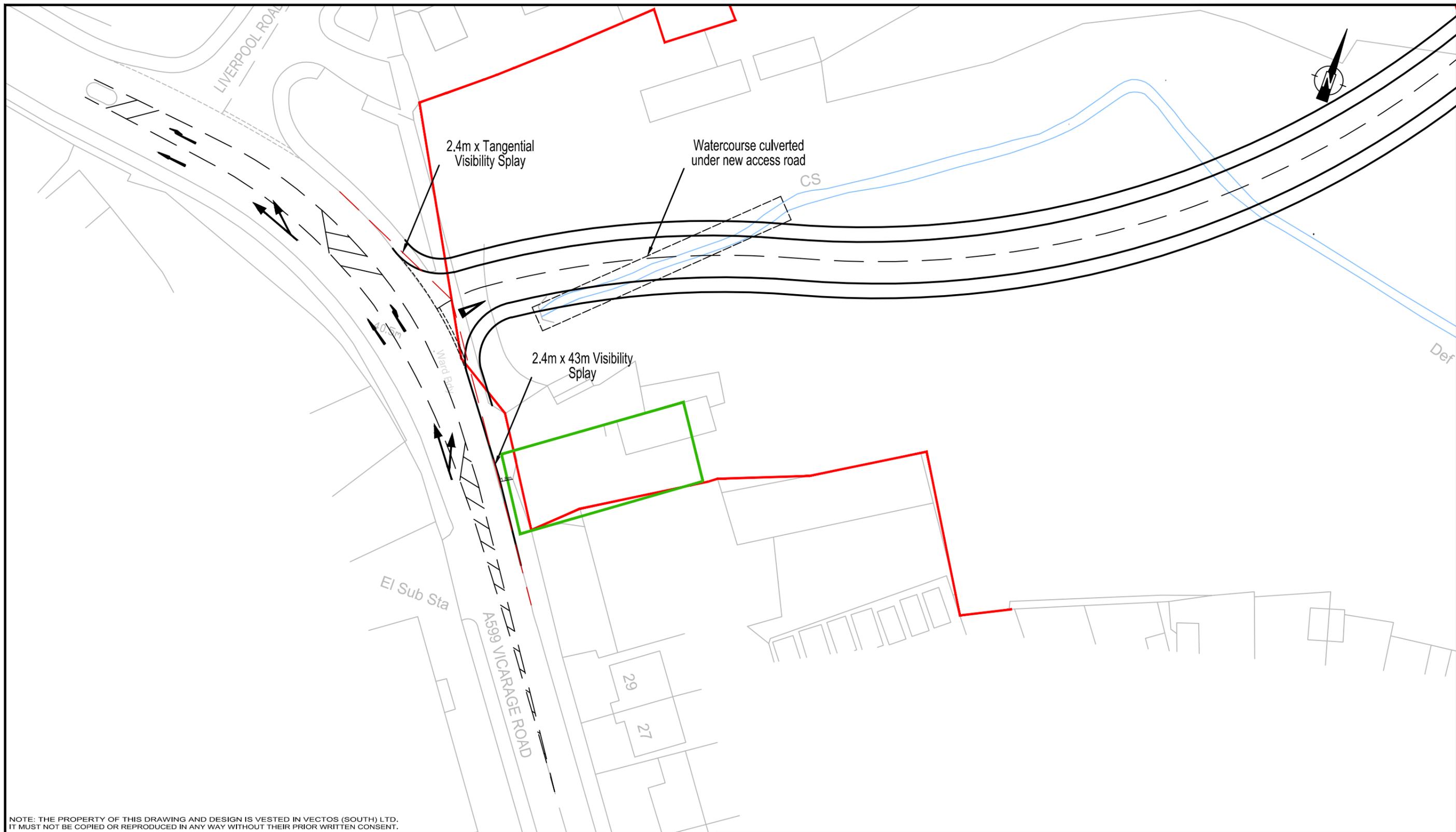
Drawing Title
 Parameters Masterplan:
 Site Wide

Scale
 1:2,500 @ A3

Date
 August '17

Plan 2

Proposed Site Access off Vicarage Road



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	LiDAR data added	HS	DL	20.11.14
B	Development access road added	DB	DL	1.12.14
C	Access road amended and Land Registry title added.	HS	DL	08.01.15

Notes:
1.
2.

KEY

— SITE BOUNDARY

— Land Registry Title - MS291408

Florida Farm, Haydock

Potential Access on Vicarage Road

DRAWN: DB	CHECKED: DL	DATE: Nov 2014	SCALES: 1:500 at A3
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DRAWING NUMBER: VN40349-104	REVISION: C
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