

Appendix I3

Parkside Regeneration LLP

Former Parkside Colliery, Newton-le-Willows

Alternative Sites Assessment

Revision B November 2018



Revision Record

Revision Reference	Date of Revision	Nature of Revision	Author	Checked By
B	November 2018	Following Council Comments	WM	WM
C	November 2018	Following Legal Review	WM	WM

Report Author	W Mulvany
Report Date	November 2018
Project No.	3638
Document Ref.	PO-TP-SPA-RP-P3638-0017
Revision	C

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I. Introduction

I.1. This Alternative Sites Assessment study is produced as part of a planning application for Phase I of a new Logistics Park at the former Parkside Colliery submitted on behalf of Parkside Regeneration LLP, a Joint Venture (JV) partnership between St Helens Council and Langtree Property Partners. The aim of the JV is the delivery of development through regeneration of the former Parkside Colliery.

I.2. The planning application is described as follows:

“The outline application (all matters reserved except for means of access) comprises the construction of up to 92,900 m2 (gross internal) of employment floorspace (Use Class B8 with ancillary B1(a) offices) and associated servicing and infrastructure including car parking and vehicle and pedestrian circulation and alteration of existing access road into site including works to existing A49 junction, noise mitigation, earthworks to create development platforms and bunds, landscaping including buffers, works to existing spoil heap, creation of drainage features, substations, ecological works, and heritage trail (including parking, routing and associated signage/information material)”

I.3. The application site is 47.9 Ha in area. The application site is part of a wider development proposal for the colliery that will provide an additional 43 Ha of land for logistics and manufacturing as part of phase 2.

I.4. The application site is located in Newton-le-Willows in the east of the Borough. The adopted development plan for St Helens includes the 1998 UDP and 2012 Core Strategy. Approximately 65% of the borough of St Helens is identified as Green Belt. The application site is designated as Green Belt.

I.5. In line with National Policy and the adopted development plan requirements, development that is identified as being “inappropriate” in Green Belt should not be approved except in “very special circumstances”. The case for “very special circumstances” for development at Parkside is set out in greater detail within the Planning Statement that accompanies this planning application.

I.6. This Alternative Sites Assessment report considers whether there are potential alternative sites that could accommodate the proposed development in whole or in part. This is not in

itself a ‘test’ of national Green Belt policy, but where there is a lack of alternatives to accommodate a development, this may form a part of the case for development.

- 1.7. The Assessment is undertaken in the context of a number of recent planning applications for large scale employment development at Haydock that have been determined or are currently being considered by St Helens Council, all of which are within Green Belt on greenfield land in their entirety.
- 1.8. It is also material to understand the context within which this application and the others are being promoted. It has been demonstrated that there is a significant need for new employment floorspace, particularly of a larger footplate to address the employment deficit in St Helens. It has also been demonstrated in evidence that has been submitted as part of the Local Plan and the aforementioned planning applications that St Helens has a significant proportion of its administrative area designated as Green Belt, which has not been reviewed for a considerable time. As a result, The local Authority has acknowledged through published “needs” studies and emerging Local Plan documents that to meet development needs in St Helens, particularly through larger scale developments, there will be a need to use land that is currently in Green Belt.
- 1.9. In this same context, it should be noted that the former Parkside Colliery (an employer of some 2,000 people until its closure in 1992), has been subject to a range of employment-led regeneration proposals since its closure. The site also has Policy support for the principle of employment development within the Green Belt, as part of an area identified as a strategic rail freight interchange (Core Strategy Policy CAS3.2). Whilst the current application proposals are not rail-linked, they are not prejudicial to future delivery of the SRFI in this locality (this is dealt with elsewhere in the planning submission).
- 1.10. This application is made in the context of an emerging Local Plan which has acknowledged that the application site is an employment (logistics) park opportunity that should be removed from Green Belt to serve the needs of the borough. Whilst the Local Plan is emerging and the weight ascribed to it may be limited as it still needs to go through due process, the application site has been subject of assessment within a Green Belt Review in 2016 that forms part of the evidence base for the emerging Local Plan. This Assessment therefore has regard to the approach taken. Similar alternative site assessments have recently been made to support logistics development on other sites within St Helens and we have had regard to these, particularly where the Council has addressed the studies and supported their findings

through the development management process. It is important to note that the Parkside site has been identified in those alternative site studies as a suitable alternative location for logistics on a part brownfield site. The assessments (for those applications) have recognised that the Parkside site is a preferred alternative that has been supported within these assessments and hence has not been discounted in other studies.

- I.11. Advice has been sought on market considerations of sites from agents for the applicant.
- I.12. It has been agreed with the Council that the “long list” of sites to be considered as part of an Alternative Sites Assessment are those that have been identified within the Economic Evidence Base Paper 2015 (EEBP). The EEBP is being used by the Council to inform the emerging Local Plan as well as in determination of planning applications. Following submission of the application, the Council has identified alternative sites for consideration in the assessment which are incorporated in this Assessment.
- I.13. This Alternative Sites Assessment will consider a range of sites identified within the EEBP and will also, for robustness, consider the ‘scope for disaggregation’ of the application proposals. In this regard, consideration has been given to the potential to deliver each of the components that make up the planning application scheme. **This includes consideration of minimum unit size as the site is promoted for large units within Use Class B8 (storage and distribution (logistics)). The Applicant is content for this minimum unit size of 150,000 sqft (13,935 sqm) to be controlled via condition.** The indicative layout plan identifies larger units, but to ensure that the site retains a level of flexibility in the market, following advice from agents, the aforementioned minimum unit size will be applied to this assessment. This is considered in the next section.

2. Methodology

Approach

- 2.1. This Assessment considers the potential for alternative sites to accommodate Phase 1 of a new employment/ logistics park at the former Parkside Colliery. The site is part brownfield and part greenfield land.
- 2.2. The development proposals are being submitted in the context of a significant identified need for deliverable employment floorspace in St Helens, alongside a strategic Green Belt Review (2016) that has determined that to meet the needs of St Helens there is requirement for Green Belt release.
- 2.3. The principle of Green Belt release to meet an employment need particularly to meet the needs of the logistics sector is a key element of the emerging Local Plan, but has also been demonstrated and accepted through the development management process in recent approvals for employment/logistics floorspace on greenfield sites in Green Belt around Haydock (these approvals were also not called in following referral to the Secretary of State).
- 2.4. These include hybrid (part full, part outline) permissions at Penny Lane, Haydock for Morley Estates (Ref. P/2015/0571/HYBR) for two units of 11,689 sqm (full) and 34,653 sqm (outline) granted on 23rd September 2016, and at Florida Farm North, Slag Lane, Haydock (submitted by Bericote) (Ref. P/2016/0608/HYBR) for two units providing up to 135,000 sqm floorspace granted on 27th April 2017. Reserved Matters applications (P/2018/0478/RES & P/2018/0479/RES) for the units at Florida Farm were granted in October 2018.
- 2.5. The proposed scheme has considered a Phase 1 of a more comprehensive development of the former colliery. The site is split into two phases of approximately 47.9 Ha (Phase 1) and 43 Ha (Phase 2) meaning a total site area of approximately 91 Ha. Phase 2 will require infrastructure improvements, namely a new direct route to the M6, and is likely to be characterised by a small number of large units.



Indicative Masterplan (Phase 1 & 2) of the Former Parkside Colliery.

- 2.6. The assessment therefore considers primarily whether there are sites that are deliverable to meet the scale of needs accommodated within the Phase 1 scheme. However, for robustness, we have considered the scope for disaggregation, based on the proposed ‘development cells’ at Parkside, which is linked to a minimum unit size. The Applicant is happy for this minimum unit size of 150,000 sqft (13,935 sqm) to be controlled via condition.
- 2.7. The development cells were established through constraints mapping and a review of market requirements and therefore reflect the land area required to develop market-facing logistics buildings. These ‘development cells’ are a key component of the outline planning application and they are therefore established and controlled through the use of “parameters plans”.

- 2.8. The Assessment approach above does not take into account the need (and hence site area) for wider site infrastructure requirements such as primary or secondary roads, utilities (beyond the plot boundary) or strategic landscaping. If these elements were included then the minimum site requirement would increase in size. Whilst the development as a whole is a material consideration, assessing the smallest component parts minus infrastructure is considered to be a robust approach.

The Scope for Disaggregation

- 2.9. The site is being pursued as a logistics park which is characterised by larger floorplate employment units to meet the identified need. There are a range of plot sizes proposed and whilst two of these are 'smaller' in scale, these have been included in the Assessment to make best use of land. Therefore, whilst we identify these smaller cells as being the guide for the threshold for this Assessment, it is material that the smallest cells form a more limited component of a scheme which is more characterised by larger building plots. If therefore, the smaller cells could be accommodated elsewhere (outside of the Green Belt), this would not address the need to deliver the larger building plot(s) which is the main focus of this application proposal.

Plot	Area Ha
Phase 1	
A/B	12.0
C	3.7
D	3.7
Site Boundary	47.9 Ha
Phase 2	
E/F	6.6
G	10.4
H	12.1
Site Boundary	43 Ha
Site Boundary Phases 1 & 2	91 Ha

Figure 1 Schedule of Development Cells

- 2.10. The smallest development cells are Plots C & D with an area of 3.7 Ha. The dimensions of these cells have in part been governed by the need to safeguard an area of the site for use in conjunction with a future potential SRFI that has been identified in this location. A constraints exercise has also identified a range of other parameters which restrict the developable area.

It should be noted that the units will have a maximum height to ridge of 23m. In assessing potential alternative sites, these “parameters” will be considered. These plots are within the site and well away from boundaries and hence sensitive uses. This potential for separation from sensitive uses is a material factor for consideration.

Economic Evidence Base Paper 2015 (EEBP) Criteria

2.11. The Economic Evidence Base Paper 2015 (EEBP) identified certain parameters in establishing an area of search for large scale employment development. This included:

- Minimum site size of 5 Ha
- Drivetime to motorway junction of 10 minutes or less
- HGV access into site possible
- Access to/from the primary/ strategic freight network
- Public Transport access
- Separation from adjacent sensitive uses
- Excluding key leisure facilities such as Sankey Valley Park and Haydock Racecourse

2.12. The application Assessment will therefore consider sites identified within the EEBP of over 5 Ha, and for robustness, it also considers sites of 3.7 Ha or more to identify whether there is any deliverable opportunity to accommodate the smallest component of the application site on land outside of the Green Belt.

Area of Study

2.13. There is a need to define an area of search for potential alternative sites. Given that the proposed development of Parkside is being promoted in the context of meeting the needs of St Helens, the first parameter is that only sites within St Helens are considered. It is noted that in recent planning applications, for instance at Florida Farm, representations were made to suggest that Green Belt sites should be retained as such, and that there was plenty of available space in neighbouring boroughs. It is not our intention to consider this, as it has been proven through those applications (supported by the Secretary of State) and through the Council’s own evidence base, that building employment sites in other authority areas does not have the same socio-economic benefit for St Helens as it would do if located within the authority boundary. An obvious example of this, relates to the retention of business rates and provision of employment opportunities close to those areas of the borough in most need, as well as having greater control over providing skills and training opportunities. It is noted that in the adjacent authority, Warrington Borough, the emerging Local Plan is being progressed on the basis of a need to remove land from the Green Belt for allocation for

employment needs and for future safeguarded land. This confirms the need for Green Belt release for employment uses within the adjacent Borough.

- 2.14. Developing outside of the Authority will also affect travel to work patterns and not directly serve those areas of St Helens that are in greatest need. The employment need has been identified in the context of significant areas of deprivation and joblessness in St Helens, including in Newton-le-Willows and Earlestown. A large proportion of St Helens is Green Belt land (65%) which has not been reviewed for over 30 years in any strategic terms through the Local Plan process. It has been established in the EEBP that there is a need to release Green Belt land to meet those development needs. National guidance is clear that where Green Belt is to be changed, then this must be undertaken with a long-term view of development needs, not a short term 'fix'.
- 2.15. The Parkside site is part brownfield land and it is noted that the strategic Green Belt sites being identified for large scale employment development are greenfield in their entirety. For robustness and to keep a degree of consistency with recent applications that are in Green Belt on greenfield land, and that have been through due process and determined, we will consider those sites also.

Consideration of Potential Sites

- 2.16. In reviewing the potential for alternative sites, consideration has been given to any allocated employment sites remaining in the adopted UDP 1998 that are over 3.7 Ha in area and that could accommodate a unit/ units with a minimum floorplate of 150,000 sqft (13,935 sqm).
- 2.17. As indicated above, the minimum floorplate has been identified to distinguish the site 'offer' from other more traditional and secondary employment sites. The aim is to exploit the relatively unique site characteristics (part brownfield) and location (adjacent to a motorway) that can accommodate large employment units. The application is accommodated by a Market report that is appended to the Planning Statement that justifies this approach. It identifies that key businesses are seeking space of at least 100,000 sqft. Parkside is a key opportunity site to meet the demand for local and regional large scale industrial and logistics schemes. It is on a relatively level site of a significant scale.
- 2.18. For robustness, UDP residential sites were also reviewed, but were discounted as although certain sites were just above the threshold, they were in unsuitable locations and irregular in shape. The largest is the Burgys Brow site in St Helens which is not considered to be

developable and is now being promoted as a local wildlife site in the emerging plan. We have considered Lea Green Farm (east), a 25 Ha UDP allocation, but have discarded this as part of the site has been developed for a Co-op/ Wincanton distribution centre and the remainder has recently been granted planning permission for housing.

- 2.19. Sites with permission for employment development and sites that have been promoted and are identified in the emerging Local Plan are also considered. A list of sites is identified in the EEBP as taken from the 2011 Employment Land and Premises Study. We have included these in our search, although have discarded the site at Mere Grange (Lea Green Farm (west)) as planning permission has recently been granted on part of the site for residential development and the remainder for a series of significant but smaller scale employment units, the first phase of which has been implemented. The EEBP indicated that proximity to housing would preclude a large single unit here.
- 2.20. The assessment takes a series of stages. **Stage 1** is to establish whether the identified sites meet the minimum requirements for logistics development, namely proximity to the motorway network, good access to this via A roads, public transport connectivity and ability to mitigate for sensitive uses where these are present.
- 2.21. **Stage 2** then considers a range of additional factors to establish the suitability of development such as site shape and proximity to workforce.
- 2.22. **Stage 3** then assesses the remaining sites and considers the approach taken by the Local Plan Draft Green Belt Review 2016 and recent planning applications at Florida Farm (permitted) and Haydock Point (pending). This approach has been generally accepted in evidence for the recent planning applications, and is also relevant as it has assessed the application site at Parkside and concluded that it is suitable to take forward for development in the emerging Local Plan.

Stage 1 Site Assessment

- 2.23. At Stage 1 the sites are assessed based on the minimum site requirements as set out in the EEBP and scored using a traffic light system:

Site Requirement	Reasoning/ Comments	Indicator	Score
Motorway Access	There is a need for Motorway access to be within 2.5km	Site is within 2.5km and is well connected to M/Way by A roads	✓
		Site is within 2.5km but less well connected to M/Way	✓/X
		Site is >2.5km from M/Way	X
'A' Road Access	There is a need for the site to have good access to 'A' roads with decent linkage to the Motorway Network	Site is located on key A road	✓
		Site is located on secondary A road network	✓/X
		Site is located off the A road network	X
Public Transport	There is a need for decent access to the site by public transport	Regular bus route at site entrance	✓
		Regular bus route in easy walking distance from site entrance (<400m) or irregular service	✓/X
		Poor Bus route and/ or route >400m distance	X
Separation (sensitive uses)	There is a need for sufficient space within a site to allow for decent buffering/ mitigation and separation from sensitive uses	No adjacent sensitive uses or space for buffering/ mitigation	✓
		Adjacent to sensitive uses but mitigation potential not optimal	✓/X
		Adjacent to sensitive uses and no prospect of mitigation	X

Stage 2 Site Suitability Assessment

- 2.24. The second stage of assessment considers the suitability of the remaining sites. It assesses the sites in terms of potential constraints such as shape, proximity to settlement and topography.

Site Requirement	Reasoning/ Comments	Indicator	Score
Shape	A regular site shape to fit a regular shaped rectangular logistics building of minimum floorplate of 150,000 sqft (13,935 sqm). Shape as a constraint is most relevant to a smaller scale of sites.	Regular shaped site	√
		Regular shaped site with certain anomalies	√/X
		Irregularly shaped site	X
Proximity to Settlement	There is a need for proximity to a settlement to ensure access for a local workforce	Site is part of or adjacent to a key settlement	√
		Site is located <1 km from a key settlement	√/X
		Site is located >1 km from a key settlement	X
Topography	There is a need for sufficient space to create development platforms for development. A varied topography is not necessarily a preclusion to development, it is the ability to create those platforms that is most important to delivery	Site can provide sufficient space for development platforms to accommodate large floorplate units	√
		Site can accommodate large floorplate units but not ideal	√/X
		Site is unable to create appropriate development platforms due to topography	X
Flood Risk	Sites should avoid areas of flood risk in line with Policy.	Flood Zone I	√
		Some parts of the site at risk of flooding	√/X
		Site delivery significantly affected by flood risk	X

Stage 3 Green Belt Assessment

- 2.25. The third stage of assessment considers the sites against the “purposes” of Green Belt. Should any sites that are not in Green Belt be identified at this stage, then clearly they would effectively meet all of the “purposes”. In previous studies submitted as part of the Florida Farm and the Haydock Point applications, it was concluded that only three “purposes” of identifying land in Green Belt were relevant to St Helens. We consider this in the Planning Statement that supports this application, and we agree that “purpose” 4 is not relevant in St Helens. However with regards to “purpose” 5, it is our view that there has been a misapplication of “purpose” 5 in terms of the wording of the ‘test’. The “purpose” relates to

encouraging the recycling of derelict and other urban land. It does not differentiate between whether this is in Green Belt or not. Whilst other Green Belt “purposes” will need to be addressed in any development, where a site is ‘derelict’ land then this a material consideration in relation to “purpose” 5. We have therefore applied this test in our Green Belt assessment.

Site Requirement	Reasoning/ Comments	Indicator	Score
Purpose 1	To check unrestricted sprawl of large built up areas.	Site is well contained	✓
		Site is well related to the urban area and partially contained	✓/X
		Site is not contained/ separate from the urban area	X
Purpose 2	To prevent neighbouring towns from merging into one another.	Site would not lead to merging of towns (physically/ perceptively)	✓
		Site will not physically merge towns, but perceptively may reduce a strategic gap affecting character	✓/X
		Sites would bring towns close together reducing a strategic gap to significantly affect character	X
Purpose 3	To assist in safeguarding the countryside from encroachment.	The development would not mean a spread of development into countryside	✓
		The development would extend the urban area into countryside but there are certain mitigating factors such as surrounding urban areas	✓/X
		The development would mean encroachment into the countryside as an extension of the urban area	X
Purpose 4	All sites are ‘green’ as there are no historic towns in St Helens	It has been confirmed that Purpose 4 does not apply in St Helens and so all sites comply	✓
Purpose 5	To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	Development involves recycling of derelict and other urban land	✓
		Development involves some recycling of derelict and other urban land	✓/X
		Development involves recycling of derelict and other urban land	X

3. Assessment

Identification of Sites

- 3.1. In line with the above methodology, a total of 27 sites have been identified. Whilst consideration has been made to the smallest development cell in the indicative layout, only two sites have been identified that are less than the minimum site threshold of 5 ha identified in the Council's studies. A plan of these sites can be viewed at Annex A to this study. The sites are:

Site Ref	Site Address	Size (Ha)
1	Land South-west of Sandwash Close, Rainford	17.0
2	South of Washway Lane/ Cowley Hill works	15.14
3	Land to east of M62 link/ north of Lea Green Industrial Estate	9.53
4	Former Ibstock Brick, Clock Face	8.1
5	Lock Street (off Merton Street)	6.42
6	Redundant factory at Ravenhead Rd, St Helens	7.38
7	Vacant Site at Peasley Cross, St Helens	5.44
8	Sankey Valley Industrial Estate	12.9
9	Site at Elton Head Road	6.99
10	Florida Farm North, Haydock	35.5
11	Former Parkside Colliery, Newton-le-Willows (The Phase 1 Application Site)	91 total (47.9)
12	Haydock Park Farm (South), Haydock	36.5
13	Haydock Park Farm (North), Haydock	42.3
14	Land to the North of Rainford	27.9
15	Land to the East of Rainhill	17.9
16	Ashton Road, Newton-le-Willows	12.4
17	Land to the North West of Eccleston	91.1
18	Land to the South East of Haydock	32.3
19	Land to the North West of Haydock Industrial Estate	28.4
20	Manor Farm, Rainhill	27.3
21	Ash Grove Farm, Billinge	21.1
22	Haydock Green (Penny Lane)	11.05
23	Bold Industrial Park	10.3
24	Parr Industrial Estate, St Helens	4.42
25	Langtree Park, St Helens	5.6
26	Fishwicks, Kilbuck Lane, Haydock	3.2
27	Land at Haydock Lane, Haydock	7.8

Stage 1: Assessment Against Minimum Site Requirements

- 3.2. The sites have been assessed against the minimum site requirements as set out in the EEBP and scored using a traffic light system. We have removed the HGV Access test as this does not assist the assessment as it is a prerequisite and most sites identified have existing or potential for access. Access to the main roads and motorways is the more important test:

Site Address	M/Way Access	Trunk Road Access	Public Transport	Separation (Sensitive Uses)	Score
South-west of Sandwash Close, Rainford					
South of Washway Lane/ Cowley Hill works					
East of M62 link/ north of Lea Green Ind Est					
Former Ibstock Brick, Clock Face					
Lock Street (off Merton Street)					
Redundant factory at Ravenhead Rd, St Helens					
Vacant Site at Peasley Cross, St Helens					
Sankey Valley Industrial Estate					
Site at Elton Head Road					
Florida Farm North, Haydock					
Former Parkside Colliery, Newton-le-Willows					
Haydock Park Farm (South), Haydock					
Haydock Park Farm (North), Haydock					
Land to the North of Rainford					
Land to the East of Rainhill					
Ashton Road, Newton-le-Willows					
Land to the North West of Ecclestone					
Land to the South East of Haydock					
Land North West of Haydock Ind Est					
Manor Farm, Rainhill					
Ash Grove Farm, Billinge					
Haydock Green (Penny Lane)					
Bold Industrial Park					
Parr Industrial Estate, St Helens					
Langtree Park, St Helens					
Fishwicks, Kilbuck Lane, Haydock					
Land at Haydock Lane, Haydock					

3.3. The first stage of assessment has identified the following sites to be taken to Stage 2 of the assessment. The sites that were filtered out predominantly have access issues for both operators and/or public transport. Smaller sites could accommodate a single unit, but are better suited to smaller schemes as there is insufficient room to mitigate against visual or other impact. Site 26 at Fishwicks has been included following comments from the Council Officers. It is smaller than the minimum site/ unit size threshold and could be discounted before Stage 1. However, it has been included at Stage 2 for robustness. Site 12 Haydock Park Farm South is ruled out at this time due to proximity to bus routes and also as there is an existing sensitive (specialist care) use on site that would need to be relocated. Site 16, Ashton Rd, St Helens is also removed as the need for separation from housing and school would reduce the net developable area. The location of sites in respect of the motorway network also is reflected in market considerations.

3.4. The remaining sites are:

Site	Site Address
3	Land to east of M62 link/ north of Lea Green Industrial Estate
10	Florida Farm North, Haydock
11	Former Parkside Colliery, Newton-le-Willows (The Application Site)
13	Haydock Park Farm (North), Haydock
15	Land to the East of Rainhill
18	Land to the South East of Haydock
19	Land North West of Haydock Ind Est
20	Manor Farm, Rainhill
22	Haydock Green (Penny Lane)
26	Fishwicks, Kilbuck Lane, Haydock
27	Land at Haydock Lane, Haydock

Stage 2: Suitability Assessment

3.5. The sites have been considered against the criteria identified in Stage 2 and scored as follows:

Site Address	Shape	Proximity to Settlement	Topography	Flood Risk	Score
East of M62 link/ north of Lea Green Ind Est					
Florida Farm North, Haydock					
Former Parkside Colliery, Newton-le-Willows					
Haydock Park Farm (North), Haydock					
Land to the East of Rainhill					
Land to the South East of Haydock					
Land North West of Haydock Ind Est					
Manor Farm, Rainhill					
Haydock Green (Penny Lane)					
Fishwicks, Kilbuck Lane, Haydock					
Land at Haydock Lane, Haydock					

3.6. The assessment has removed Site 3 (East of M62 link) as it is an irregular site and could not accommodate a single large footplate employment unit. Site 26 (Fishwicks) is more regular than Site 3 but is too small for the smallest proposed unit/ minimum size at Parkside.

3.7. The remaining sites to progress to Stage 3 of the assessment are:

Site	Site Address
10	Florida Farm North, Haydock
11	Former Parkside Colliery, Newton-le-Willows (The Application Site)
13	Haydock Park Farm (North), Haydock
15	Land to the East of Rainhill
18	Land to the South East of Haydock
19	Land North West of Haydock Ind Est
20	Manor Farm, Rainhill
22	Haydock Green (Penny Lane)
27	Land at Haydock Lane, Haydock

Stage 3: Assessment Against Green Belt Purposes

- 3.8. The sites have been considered against the criteria identified in Stage 3 of the methodology and scored as follows:

Site Address	Green Belt Purpose					Score
	1	2	3	4	5	
Florida Farm North, Haydock	Yellow	Yellow	Red	Green	Red	Red
Former Parkside Colliery, Newton-le-Willows	Yellow	Green	Yellow	Green	Yellow	Yellow
Haydock Park Farm (North), Haydock	Red	Red	Yellow	Green	Red	Red
Land to the East of Rainhill	Red	Yellow	Yellow	Green	Red	Red
Land to the South East of Haydock	Yellow	Red	Red	Green	Red	Red
Land North West of Haydock Ind Est	Red	Yellow	Red	Green	Red	Red
Manor Farm, Rainhill	Red	Yellow	Red	Green	Red	Red
Haydock Green (Penny Lane)	Yellow	Red	Yellow	Green	Red	Red
Land at Haydock Lane, Haydock	Yellow	Yellow	Yellow	Green	Red	Red

- 3.9. The results of Stage 3 indicate that of the seven sites that were taken though to this stage, only Parkside scores sufficiently to be taken forward to a further level of scrutiny, and that there are no alternative sites for the proposed development.
- 3.10. It should be noted that certain sites have the benefit of planning permission and so whilst in theory do not perform as well in this assessment against the former Parkside colliery, it is acknowledged that those sites may be delivered in due course. The sites in question are Florida Farm (North) and Haydock Green (Penny Lane), which have detailed planning permission. Of the remaining sites, it is considered that they may be promoted in their own right and be considered in their individual merits in the context of the increased need. **The assessment simply confirms that Parkside performs better and the proposed development here should not be directed elsewhere.**
- 3.11. The study has considered the scope for disaggregation through identifying a smaller range of sites. It has been demonstrated that there are no suitable sites to accommodate even the smallest component of the scheme that are outside of Green Belt. This is confirmed by the

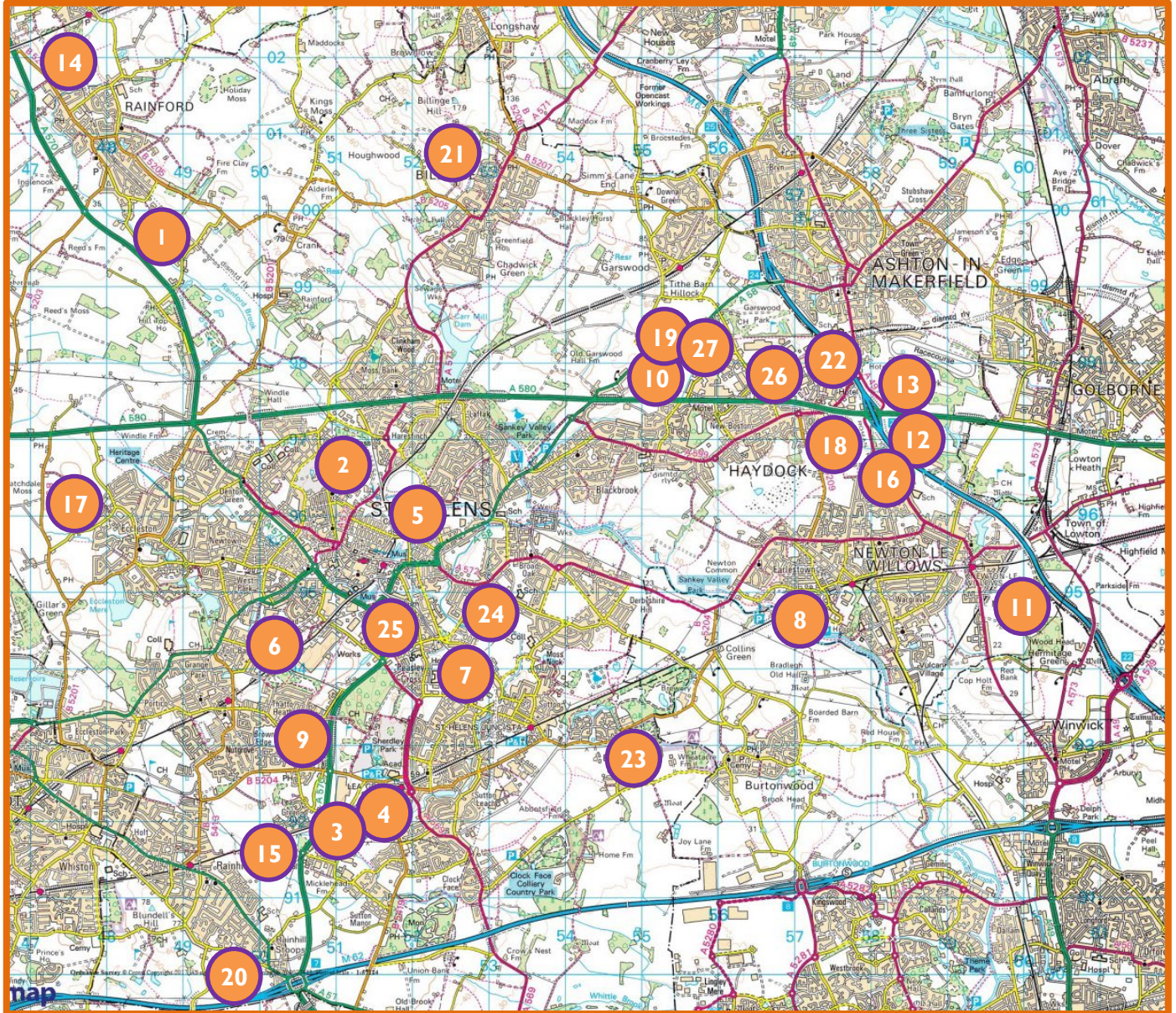
economic evidence base for the emerging Local Plan and in the recent planning applications. The position is clear that there is a need to go into Green Belt to deliver large employment units to meet the need.

- 3.12. It is acknowledged in the recent studies that Parkside performs well against those sites, but due to queries over delivery, was then discounted. The Phase I application counters that position as there is a firm intent to deliver the development in the short term with longer term opportunities in Phase 2.

4. Conclusions

- 4.1. In conclusion, this Alternative Sites Assessment has considered whether development that is being proposed at the former Parkside Colliery could be accommodated elsewhere on land not in Green Belt or on a more suitable site.
- 4.2. The assessment has concluded that there are no sites that are suitable for either the development as a whole, or indeed its component parts (scope for disaggregation).
- 4.3. It should be noted that no other site will deliver the regenerative benefits and the long awaited delivery of development at Parkside Colliery.

Appendix I – Plan of Identified Sites



Appendix I Key:

Site Ref	Site Address	Size (Ha)
1	Land South-west of Sandwash Close, Rainford	17.0
2	South of Washway Lane/ Cowley Hill works	15.14
3	Land to east of M62 link/ north of Lea Green Industrial Estate	9.53
4	Former Ibstock Brick, Clock Face	8.1
5	Lock Street (off Merton Street)	6.42
6	Redundant factory at Ravenhead Rd, St Helens	7.38
7	Vacant Site at Peasley Cross, St Helens	5.44
8	Sankey Valley Industrial Estate	12.9
9	Site at Elton Head Road	6.99
10	Florida Farm North, Haydock	35.5
11	Former Parkside Colliery, Newton-le-Willows (The Phase I Application Site)	91 total (47.9)
12	Haydock Park Farm (South), Haydock	36.5
13	Haydock Park Farm (North), Haydock	42.3
14	Land to the North of Rainford	27.9
15	Land to the East of Rainhill	17.9
16	Ashton Road, Newton-le-Willows	12.4
17	Land to the North West of Eccleston	91.1
18	Land to the South East of Haydock	32.3
19	Land to the North West of Haydock Industrial Estate	28.4
20	Manor Farm, Rainhill	27.3
21	Ash Grove Farm, Billinge	21.1
22	Haydock Green (Penny Lane)	11.05
23	Bold Industrial Park	10.3
24	Parr Industrial Estate, St Helens	4.42
25	Langtree Park, St Helens	5.6
26	Fishwicks, Kilbuck Lane, Haydock	3.1
27	Land at Haydock Lane, Haydock	7.8

Appendix 2 – Individual Site Assessments

Site Ref.	Address/ Site Description	Site Size
I	Land South-west of Sandwash Close, Rainford	17.0
Stage 1 Considerations		Score
Motorway Access	6 miles to M58, 7 miles to M6, 8-9 miles to M62	X
Trunk Road Access	Site is located off the A570 leading to the A580/ M58	√
Public Transport	Bus routes nearby on Pasture Lane	X/√
Separation (Sensitive Uses)	Sites is away from sensitive uses and where these are present mitigation could be introduced due to site size	√
Stage 2 Considerations		
Shape	Regular shape, but may be affected by flood zone	X/√
Proximity to Key Settlement	To the south of Rainford, peripheral from main towns	X
Topography	Relatively flat land with gradual rise	√
Flood Risk	Part of the land is Flood Zone 3	X/√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	The site is on the edge of Rainford and has an existing business park adjacent to it. The boundaries are relatively weak in defensible terms	X/√
To prevent neighbouring towns merging into one another;	As Rainford is located well away from the main urban areas in St Helens it will not lead to coalescence of towns	√
To assist in safeguarding the countryside from encroachment;	The site has relatively weak boundaries. Development would comprise encroachment into the countryside	X
To preserve the setting and special character of historic towns	The Council has confirmed that this is not applicable in St Helens	√
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The Green Belt elements are greenfield with no built form. Development would not mean regeneration of urban areas or comprise of derelict land	X
Other Site Considerations		
Land Use/ Neighbouring uses	Industrial estate, open countryside, residential	
Market Planning Policy	Secondary location being marketed but too remote from the main network for primary interest.	
Summary/ Comments		
Site is too peripheral from the Motorway network to be suitable or attractive to the market for large primary employment development. Performs poorly in Green Belt terms and flood risk and so is unsuitable.		

Site Ref.	Address/ Site Description	Site Size
2	Land to south of Washway Ln and East of City Rd/ Cowley Hill works	15.14
Stage 1 Considerations		Score
Motorway Access	6 miles to M58, 7 miles to M6, 8-9 miles to M62	X
Trunk Road Access	A580 is to the north but not connected by A road	X/√
Public Transport	Bus routes nearby on City Road	√
Separation (Sensitive Uses)	Sites is away from sensitive uses and where these are present mitigation could be introduced due to site size	√
Stage 2 Considerations		
Shape	Regular shape, but various permissions for mixed use development have created development plots which could affect potential for a single regular site	X/√
Proximity to Key Settlement	In the north of St Helens	√
Topography	Relatively flat	√
Flood Risk	Flood Zone I	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	N/A	N/A
To prevent neighbouring towns merging into one another;		
To assist in safeguarding the countryside from encroachment;		
To preserve the setting and special character of historic towns		
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		
Other Site Considerations		
Land Use/ Neighbouring uses	Industrial estate, park, railway, residential	
Market	Secondary location being marketed but too remote from the main network for large footplate primary interest. Good mixed use site	
Summary/ Comments		
Site is too peripheral from the Motorway network to be suitable or attractive to the market for large primary employment development.		

Site Ref.	Address/ Site Description	Site Size
3	Land to east of M62 link/ north of Lea Green Ind Est	9.53
Stage 1 Considerations		Score
Motorway Access	6 miles to M58, 7 miles to M6, 8-9 miles to M62	√
Trunk Road Access	Site is located off the A570 leading to the A580/ M58	X/√
Public Transport	Bus routes nearby on Pasture Lane	√
Separation (Sensitive Uses)	Sites is away from sensitive uses and where these are present mitigation could be introduced due to site size	√
Stage 2 Considerations		
Shape	Irregular shape due to primary substation	X
Proximity to Key Settlement	To the south of St Helens	√
Topography	Relatively flat	√
Flood Risk	Flood Zone I	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	N/A	N/A
To prevent neighbouring towns merging into one another;		
To assist in safeguarding the countryside from encroachment;		
To preserve the setting and special character of historic towns		
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		
Other Site Considerations		
Land Use/ Neighbouring uses	Industrial estate, major electricity facility	
Market	Secondary location. Not appropriate for large footplate unit due to shape constraints.	
Summary/ Comments		
Site is too small for the development and due to the site's shape constraint is unsuitable.		

Site Ref.	Address/ Site Description	Site Size
4	Former Ibstock Brick, Clock Face	8.1
Stage 1 Considerations		Score
Motorway Access	M62 1.2 miles to the south. Access not direct by A road	X/√
Trunk Road Access	Site is located away from the A road network with B road connectivity	X
Public Transport	Bus route on Chester Lane	√
Separation (Sensitive Uses)	Sites is away from sensitive uses and where these are present mitigation could be introduced due to site size	√
Stage 2 Considerations		
Shape	Fairly regular	√
Proximity to Key Settlement	To the south of St Helens	√
Topography	Relatively flat	√
Flood Risk	Flood Zone I	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	N/A	N/A
To prevent neighbouring towns merging into one another;		
To assist in safeguarding the countryside from encroachment;		
To preserve the setting and special character of historic towns		
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		
Other Site Considerations		
Land Use/ Neighbouring uses	Environmental/ recreation areas; residential to the south-east	
Market	Secondary location. Not sufficiently attractive to a large footplate employment unit. May be better suited for residential	
Summary/ Comments		
Site is too small for the Phase I development. In location terms is poor to attract interest for even a smaller component part of the development and so is unsuitable.		

Site Ref.	Address/ Site Description	Site Size
5	Lock Street (off Merton Street)	6.42
Stage 1 Considerations		Score
Motorway Access	M62 5 miles M6 4.7 miles	x
Trunk Road Access	Site is located away from the A road network	x
Public Transport	Bus Route on Merton Bank Road	x/√
Separation (Sensitive Uses)	Sites is away from sensitive uses and where these are present mitigation could be introduced due to site size	x/√
Stage 2 Considerations		
Shape	Fairly regular	√
Proximity to Key Settlement	In St Helens	√
Topography	Relatively flat	√
Flood Risk	Flood Zone I	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	N/A	N/A
To prevent neighbouring towns merging into one another;		
To assist in safeguarding the countryside from encroachment;		
To preserve the setting and special character of historic towns		
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		
Other Site Considerations		
Land Use/ Neighbouring uses	Industrial estates; gas holder; residential to the south-east	
Market	Secondary industrial location. Access issues. Not sufficiently attractive to a large footplate employment unit.	
Summary/ Comments		
Site is too small for the Phase I development, and in location terms is very poor to attract interest for even a smaller component part of the development and so is unsuitable.		

Site Ref.	Address/ Site Description	Site Size
6	Redundant factory at Ravenhead Rd, St Helens	7.38
Stage 1 Considerations		Score
Motorway Access	M62 3.8 miles M6 6.4 miles	X
Trunk Road Access	Site is located away from the A road network	X
Public Transport	Relatively close to St Helens centre	√
Separation (Sensitive Uses)	Sites is away from sensitive uses and where these are present mitigation could be introduced, although size is slightly limited	X/√
Stage 2 Considerations		
Shape	Fairly regular	√
Proximity to Key Settlement	In St Helens	√
Topography	Relatively flat	√
Flood Risk	Flood Zone I	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	N/A	N/A
To prevent neighbouring towns merging into one another;		
To assist in safeguarding the countryside from encroachment;		
To preserve the setting and special character of historic towns		
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		
Other Site Considerations		
Land Use/ Neighbouring uses	Industrial; football centre; railway; residential	
Market	Secondary industrial location. Access issues. Not sufficiently attractive to a large footplate employment unit. Probably smaller units.	
Summary/ Comments		
Site is too small for the Phase I development, but in location terms is poor to attract interest for even a smaller component part of this development and so is unsuitable.		

Site Ref.	Address/ Site Description	Site Size
7	Vacant Site at Peasley Cross, St Helens	5.44
Stage 1 Considerations		Score
Motorway Access	M62 4.3 miles M6 5.4 miles	X
Trunk Road Access	Site is located away from the A road network	X
Public Transport	Site is located close to a bus route	√
Separation (Sensitive Uses)	Sites is near some sensitive uses and access would be through mainly residential area	X/√
Stage 2 Considerations		
Shape	Fairly regular	√
Proximity to Key Settlement	In St Helens	√
Topography	Relatively flat	√
Flood Risk	Flood Zone I	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	N/A	N/A
To prevent neighbouring towns merging into one another;		
To assist in safeguarding the countryside from encroachment;		
To preserve the setting and special character of historic towns		
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		
Other Site Considerations		
Land Use/ Neighbouring uses	Industrial estates; hospital; supermarket	
Market	Secondary industrial location. Access issues. Not sufficiently attractive to a large footplate employment unit.	
Summary/ Comments		
Site is too small for the Phase I development, but in location terms is very poor to attract interest for even a smaller component part of the development and so is unsuitable.		

Site Ref.	Address/ Site Description	Site Size
8	Sankey Valley Industrial Estate	12.9
Stage 1 Considerations		Score
Motorway Access	M62 4 miles M6 2.4 miles	X
Trunk Road Access	Site is located away from the A road network	X
Public Transport	Site is located close to a bus route	√
Separation (Sensitive Uses)	Sites is near some sensitive uses and access would be through mainly residential area	√
Stage 2 Considerations		
Shape	Site is split up into available areas, both of which is irregular although could incorporate a small part of the development	X/√
Proximity to Key Settlement	In Newton-le-Willows	√
Topography	Relatively flat	√
Flood Risk	Flood Zone I	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	N/A	N/A
To prevent neighbouring towns merging into one another;		
To assist in safeguarding the countryside from encroachment;		
To preserve the setting and special character of historic towns		
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		
Other Site Considerations		
Land Use/ Neighbouring uses	Industrial estate; railway;	
Market	Secondary industrial location. Access issues. Not sufficiently attractive to a large footplate employment unit.	
Summary/ Comments		
Site is too small for the Phase I development, but in location terms is poor with access issues to attract interest for even a smaller component part of the development and so is unsuitable.		

Site Ref.	Address/ Site Description	Site Size
9	Site at Elton Head Road	6.99
Stage 1 Considerations		Score
Motorway Access	M62 2.3 miles to the south	X
Trunk Road Access	Site is located close to the A570	√
Public Transport	Bus routes nearby on Lea Green Road	√
Separation (Sensitive Uses)	Site is adjacent to residential uses on north-western boundary with difficulty to mitigate large units due to site shape	X
Stage 2 Considerations		
Shape	Irregular shape	X
Proximity to Key Settlement	In St Helens	√
Topography	Relatively flat	√
Flood Risk	Flood Zone I	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	N/A	N/A
To prevent neighbouring towns merging into one another;		
To assist in safeguarding the countryside from encroachment;		
To preserve the setting and special character of historic towns		
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		
Other Site Considerations		
Land Use/ Neighbouring uses	Industrial estate (in use), residential (2 sides), business park	
Market	Secondary location. Not suitable for large footplate unit due to shape and adjacent uses.	
Summary/ Comments		
Due to the site's shape constraint is unsuitable as this affects the ability to accommodate a large floorplate unit and/ or sufficiently mitigate. The site has also been granted permission for 352 houses (P/2018/0060)		

Site Ref.	Address/ Site Description	Site Size
10	Florida Farm North, Haydock	35.5
Stage 1 Considerations		Score
Motorway Access	Close to J23 M6	√
Trunk Road Access	Site is located off the A580 (new improved access proposed)	√
Public Transport	Bus routes nearby	√
Separation (Sensitive Uses)	Permission granted on basis that adequate mitigation can be provided	√
Stage 2 Considerations		
Shape	Fairly regular	√
Proximity to Key Settlement	Close to Haydock	√
Topography	Relatively flat land with gradual rise to north	√
Flood Risk	Flood Zone I	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	Site is not well contained and would lead to sprawl	X/√
To prevent neighbouring towns merging into one another;	The development will bring Haydock closer to Billinge although will not close the strategic gap	X/√
To assist in safeguarding the countryside from encroachment;	The site has relatively weak boundaries. Development would comprise encroachment into the countryside	X
To preserve the setting and special character of historic towns	The Council has confirmed that this is not applicable in St Helens	√
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The Green Belt elements are greenfield with no built form. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land	X
Other Site Considerations		
Land Use/ Neighbouring uses	Residential; agriculture; A580; Haydock Industrial Estate	
Market	Site has planning Permission for logistics use (two large units)	
Summary/ Comments		
Site is greenfield in its entirety and so is not considered to be an appropriate alternative site for the Parkside development. It has permission for logistics use and will go towards meeting the Objectively Assessed Need for St Helens. It is subject to planning consent for logistics use and so is unavailable for the proposed development.		

Site Ref.	Address/ Site Description	Site Size
11	Former Parkside Colliery, Newton-le-Willows (The Application Site)	93.7 total (47.9)
Stage 1 Considerations		Score
Motorway Access	Close to J22 M6 and J9 M62	✓
Trunk Road Access	Site is located off the A49	✓
Public Transport	Bus routes 90m; railway 400m	✓
Separation (Sensitive Uses)	Large site allowing mitigation/ separation to be implemented	✓
Stage 2 Considerations		
Shape	Fairly regular	✓
Proximity to Key Settlement	In Newton-le-Willows	✓
Topography	Relatively flat site with slope north to south	✓
Flood Risk	Flood Zone 1	✓
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	Site is relatively well contained and would not lead to sprawl as a result.	X/✓
To prevent neighbouring towns merging into one another;	The development will not lead to merging of towns as it is not located adjacent to a strategic gap	✓
To assist in safeguarding the countryside from encroachment;	The site is relatively well contained by existing vegetation, spoil heap, railways and built form and in a wider context the M6 motorway. Development would comprise a level of encroachment into the countryside, but this is less so than other sites in this assessment.	X/✓
To preserve the setting and special character of historic towns	The Council has confirmed that this is not applicable in St Helens	✓
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The site includes derelict land (as well as greenfield land). Development would mean regeneration of derelict land	X/✓
Other Site Considerations		
Land Use/ Neighbouring uses	Residential; agriculture; A49; West Coast Mainline and Chat Moss railways; M6 Motorway	
Market	Site is well located and has interest from the market as well as being recognised in the City Region as a key large employment/ logistics opportunity.	
Summary/ Comments		
Site is part brownfield and part greenfield land. It is recognised in the City Region and by St Helens Council as being a key strategic site for employment use to go towards meeting the Objectively Assessed Need for St Helens. It is well located for access to two Motorways. It is owned by a Joint Venture whose sole remit is to deliver development at Parkside..		

Site Ref.	Address/ Site Description	Site Size
12	Haydock Park Farm (South), Haydock	36.5
Stage 1 Considerations		Score
Motorway Access	Close to J23 M6	√
Trunk Road Access	Site is located off the A580 (new improved access proposed)	√
Public Transport	Difficult access away from bus routes	x
Separation (Sensitive Uses)	Residential special care facility on site	x/√
Stage 2 Considerations		
Shape	Fairly regular	√
Proximity to Key Settlement	Close to Haydock, but on opposite side of the M6 and poorly connected	x/√
Topography	Relatively flat land	√
Flood Risk	Flood Zone 1, but watercourse (Flood Zone 3) crosses site	x/√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	Development would constitute sprawl	x
To prevent neighbouring towns merging into one another;	The development will mean closing the gap to Goldbourne	x/√
To assist in safeguarding the countryside from encroachment;	The site has relatively weak boundaries to the east. Development would comprise encroachment into the countryside	x
To preserve the setting and special character of historic towns	The Council has confirmed that this is not applicable in St Helens	√
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The Green Belt elements are greenfield with no built form. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land	x
Other Site Considerations		
Land Use/ Neighbouring uses	Residential care home; agriculture; A580; M6	
Market	Site is close to the M6, but due to access upgrade requirements is less attractive to the market at the current time than Site 13 or indeed Parkside.	
Summary/ Comments		
Site is greenfield in its entirety and so is not considered to be an appropriate alternative site for the Parkside development. It has access issues and requires the removal of a specialist care use. The site is not available or currently deliverable for the proposed development at Parkside.		

Site Ref.	Address/ Site Description	Site Size
I3	Haydock Park Farm (North), Haydock	42.3
Stage 1 Considerations		Score
Motorway Access	Close to J23 M6	√
Trunk Road Access	Site is located off the A580 (new improved access proposed in undetermined application)	√
Public Transport	Access to bus routes but would need improved access	X/√
Separation (Sensitive Uses)	Away from sensitive uses or mitigatable	√
Stage 2 Considerations		
Shape	Sufficiently regular for large buildings	√
Proximity to Key Settlement	Close to Haydock, but on opposite side of the M6 and poorly connected	X/√
Topography	Relatively flat land	√
Flood Risk	Flood Zone 1, but watercourse (Flood Zone 3) crosses site	X/√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	Development would constitute sprawl	X
To prevent neighbouring towns merging into one another;	The development will mean closing the gap to Goldbourne	X
To assist in safeguarding the countryside from encroachment;	The site has relatively weak boundaries to the east. Development would comprise encroachment into the countryside	X/√
To preserve the setting and special character of historic towns	The Council has confirmed that this is not applicable in St Helens	√
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The Green Belt elements are greenfield with no built form. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land	X
Other Site Considerations		
Land Use/ Neighbouring uses	Haydock Park Racecourse; agriculture; A580; M6	
Market	Site is close to the M6, but due to access upgrade requirements	
Summary/ Comments		
Site is greenfield in its entirety and so is not considered to be an appropriate alternative site for the Parkside development. It has access issues and requires the removal of a specialist care use. The site is not available or currently deliverable for the proposed development at Parkside.		

Site Ref.	Address/ Site Description	Site Size
14	Land to the North of Rainford	27.9
Stage 1 Considerations		Score
Motorway Access	2.3 miles to M58, 7-9 miles to M6, 9 miles to M62	X
Trunk Road Access	Site is located off the A570 leading to the A580/ M58	X/√
Public Transport	Bus routes nearby	√
Separation (Sensitive Uses)	Sites is close to housing to the south but can be mitigated due to site size	√
Stage 2 Considerations		
Shape	Regular shape	√
Proximity to Key Settlement	To the south of Rainford, peripheral from main towns	X
Topography	Relatively flat land	√
Flood Risk	Flood Zone I	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	The site is on the edge of Rainford and has an existing business park adjacent to it. The boundaries are relatively weak in defensible terms	X
To prevent neighbouring towns merging into one another;	As Rainford is located well away from the main urban areas in St Helens it will not lead to coalescence of towns	√
To assist in safeguarding the countryside from encroachment;	The site has relatively weak boundaries. Development would comprise encroachment into the countryside	X
To preserve the setting and special character of historic towns	The Council has confirmed that this is not applicable in St Helens	√
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The Green Belt elements are greenfield with no built form. Development would not mean regeneration of urban areas or comprise of derelict land	X
Other Site Considerations		
Land Use/ Neighbouring uses	Open countryside, residential	
Market	Secondary location but too remote from the main network for primary interest.	
Summary/ Comments		
Site is too peripheral from the Motorway network to be suitable or attractive to the market for large primary employment development. Performs poorly in Green Belt terms and so is unsuitable.		

Site Ref.	Address/ Site Description	Site Size
I5	Land to the East of Rainhill	17.9
Stage 1 Considerations		Score
Motorway Access	M62 1.2 miles to the south	√
Trunk Road Access	Site is located off the A570 but secondary road linkage to it	√
Public Transport	Would require better linkage to Bus routes	X/√
Separation (Sensitive Uses)	Sites is away from sensitive uses	√
Stage 2 Considerations		
Shape	Regular shape	√
Proximity to Key Settlement	To the south of St Helens but less well related/ connected	X/√
Topography	Relatively flat	√
Flood Risk	Flood Zone 1 with areas of Flood Zone 2 and 3	X/√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	Development would constitute sprawl into a strategic gap	X
To prevent neighbouring towns merging into one another;	The site would close the gap between Rainhill & St Helens to a degree, mitigated by the new Waterside Village development	X/√
To assist in safeguarding the countryside from encroachment;	The site has relatively weak boundaries. Development would comprise encroachment into the countryside, again to an extent mitigated by emerging development in the area	X/√
To preserve the setting and special character of historic towns	The Council has confirmed that this is not applicable in St Helens	√
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The Green Belt elements are greenfield with no built form. Development would not mean regeneration of urban areas or comprise of derelict land	X
Other Site Considerations		
Land Use/ Neighbouring uses	Countryside, A570, residential, industrial estate across A570	
Market	Access to M62 via Linkway. May be of interest to market subject to deliverability	
Summary/ Comments		
Site performs poorly against Green Belt purposes. Greenfield in its entirety. Some constraints with flood risk may affect layout options. Site could not accommodate the proposed development at Parkside. Site is not more appropriate.		

Site Ref.	Address/ Site Description	Site Size
I6	Ashton Road, Newton-le-Willows	12.4
Stage 1 Considerations		Score
Motorway Access	Close to J23 M6;	√
Trunk Road Access	Site is close to the A580/ M6 junction	√
Public Transport	Bus routes adjacent; railway to south	√
Separation (Sensitive Uses)	The need for separation from housing and school would reduce the net developable area.	X
Stage 2 Considerations		
Shape	Fairly regular, but mitigation is likely to impact net developable shape	X/√
Proximity to Key Settlement	In Newton-le-Willows	√
Topography	Relatively flat site	√
Flood Risk	Flood Zone I	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	Site is relatively well contained and would may not lead to sprawl as a result.	X/√
To prevent neighbouring towns merging into one another;	The development will not lead to merging of towns	√
To assist in safeguarding the countryside from encroachment;	The site is relatively well contained by the M6 motorway and surrounding development, but. Development would comprise a level of encroachment into the countryside, but this is less so than other sites in this assessment.	X/√
To preserve the setting and special character of historic towns	The Council has confirmed that this is not applicable in St Helens	√
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The Green Belt elements are greenfield with no built form. Development would not mean regeneration of urban areas or comprise of derelict land	X
Other Site Considerations		
Land Use/ Neighbouring uses	Residential; school; agriculture; A49; M6 Motorway	
Market	Site is well located and has interest from the market as well as being recognised in the City Region as a key large employment/ logistics opportunity.	
Summary/ Comments		
Site is pa greenfield land. It is constrained somewhat by adjacent uses. It is well located for access to the M6 Motorway. It could only accommodate a component part of the Parkside scheme, but net developable following implementation of mitigation may reduce this much further. It is not more appropriate.		

Site Ref.	Address/ Site Description	Site Size
17	Land to the North East of Eccleston	91.1
Stage 1 Considerations		Score
Motorway Access	2.3 miles to M58, 7-9 miles to M6, 9 miles to M62	X
Trunk Road Access	To the south of the A580, would need new access.	√
Public Transport	Bus routes nearby, but not connected to the site at present	X
Separation (Sensitive Uses)	Sites is close to housing to the south but can be mitigated due to site size	√
Stage 2 Considerations		
Shape	Large site that would be an extension to the main urban area to the north-west of St Helens	√
Proximity to Key Settlement	Adjacent to the Eccleston area of St Helens	√
Topography	Relatively flat land with slope generally to the south	√
Flood Risk	Flood Zone 1	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	The site is on the edge of Eccleston and would be a progression into the countryside as the boundaries are relatively weak. This would be sprawl.	X
To prevent neighbouring towns merging into one another;	As there is a large degree of separation between the edge of St Helens and urban areas of Knowsley it will not lead to coalescence of towns	√
To assist in safeguarding the countryside from encroachment;	The site has weak boundaries. Development would comprise encroachment into the countryside	X
To preserve the setting and special character of historic towns	The Council has confirmed that this is not applicable in St Helens	√
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The site is greenfield with no built form. Development would not mean regeneration of urban areas or comprise of derelict land	X
Other Site Considerations		
Land Use/ Neighbouring uses	Open countryside, residential	
Market	Secondary location but too remote from the main network for primary interest. Good urban extension potential with mix of uses	
Summary/ Comments		
Site is too peripheral from the Motorway network to be suitable or attractive to the market for large primary employment development. Performs poorly in Green Belt terms and so is unsuitable.		

Site Ref.	Address/ Site Description	Site Size
18	Land to the South East of Haydock	32.3
Stage 1 Considerations		Score
Motorway Access	Close to J23 M6	√
Trunk Road Access	Site is located off the A580	√
Public Transport	Access to bus routes but would need improved access	√
Separation (Sensitive Uses)	Away from sensitive uses or mitigatable due to size	√
Stage 2 Considerations		
Shape	Fairly regular	√
Proximity to Key Settlement	Adjacent to Haydock	√
Topography	Relatively flat land	√
Flood Risk	Flood Zone 1	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	The site is fairly well contained on two sides, but would fill in a gap between Haydock and Newton	X/√
To prevent neighbouring towns merging into one another;	The development will mean closing the gap between Haydock and Newton	X
To assist in safeguarding the countryside from encroachment;	The site has relatively weak boundaries to the south. Development would comprise encroachment into the countryside	X
To preserve the setting and special character of historic towns	The Council has confirmed that this is not applicable in St Helens	√
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The site is greenfield with no built form. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land	X
Other Site Considerations		
Land Use/ Neighbouring uses	Factory; residential; agriculture; A580; M6	
Market	Site is close to the M6, but due to access upgrade requirements is less attractive to the market at the current time than Site 13 or indeed Parkside.	
Summary/ Comments		
Site is greenfield in its entirety and so is not considered to be an appropriate alternative site for the Parkside development. The site is not available or currently deliverable for the proposed development at Parkside.		

Site Ref.	Address/ Site Description	Site Size
19	Land to the North West of Haydock Industrial Estate	28.4
Stage 1 Considerations		Score
Motorway Access	Close to J23 M6	√
Trunk Road Access	Site is located off the A580 (new improved access proposed through Florida Farm approval)	√
Public Transport	Bus routes nearby	√
Separation (Sensitive Uses)	Adequate mitigation can be provided	√
Stage 2 Considerations		
Shape	Fairly regular	√
Proximity to Key Settlement	Relatively close to Haydock	X/√
Topography	Relatively flat land with gradual rise to north	√
Flood Risk	Flood Zone 1	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	Site is not well contained and would lead to sprawl	X
To prevent neighbouring towns merging into one another;	The development will bring Haydock closer to Billinge	X/√
To assist in safeguarding the countryside from encroachment;	The site has relatively weak boundaries. Development would comprise encroachment into the countryside	X
To preserve the setting and special character of historic towns	The Council has confirmed that this is not applicable in St Helens	√
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The site is greenfield with no built form. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land	X
Other Site Considerations		
Land Use/ Neighbouring uses	Residential; agriculture; Haydock Industrial Estate	
Market	Site is of interest to the market and an application may be submitted in due course on part or all of the site	
Summary/ Comments		
Site is greenfield in its entirety and so is not considered to be an appropriate alternative site for the Parkside development. It may require access works to be provided by the Florida Farm development. It is unavailable for the proposed development.		

Site Ref.	Address/ Site Description	Site Size
20	Manor Farm, Rainhill	27.3
Stage 1 Considerations		Score
Motorway Access	M62 to the immediate south	√
Trunk Road Access	Mill Lane (not A road) links to the M62	X/√
Public Transport	Would require better linkage to Bus routes	X/√
Separation (Sensitive Uses)	Sites is away from sensitive uses or can be mitigated	√
Stage 2 Considerations		
Shape	Regular shape	√
Proximity to Key Settlement	Adjacent to Rainhill	√
Topography	Relatively flat	√
Flood Risk	Flood Zone I	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	Development would constitute sprawl due to weak western boundary	X
To prevent neighbouring towns merging into one another;	The site would close the gap between Rainhill & the M62 and therefore settlements to the south	X/√
To assist in safeguarding the countryside from encroachment;	The site has relatively weak western boundaries. Development would comprise encroachment into the countryside	X
To preserve the setting and special character of historic towns	The Council has confirmed that this is not applicable in St Helens	√
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The site is greenfield with no built form. Development would not mean regeneration of urban areas or comprise of derelict land	X
Other Site Considerations		
Land Use/ Neighbouring uses	Countryside, M62, residential	
Market	Access to M62 but via non trunk road. May be of interest to market subject to deliverability	
Summary/ Comments		
Site performs poorly against Green Belt purposes. Greenfield in its entirety. Site could not accommodate the proposed development at Parkside as a whole. Site is not more appropriate.		

Site Ref.	Address/ Site Description	Site Size
21	Ash Grove Farm, Billinge	21.1
Stage 1 Considerations		Score
Motorway Access	4.5 miles to M58, 5 miles to J24 & J23 M6, 7.5 miles to M62	x
Trunk Road Access	Close to the A571 but 2.5 miles from the A580	x
Public Transport	Bus routes nearby, but smaller settlement	x/√
Separation (Sensitive Uses)	Sites is close to housing to the south but could be mitigated due to site size (would affect net developable)	√
Stage 2 Considerations		
Shape	Slightly irregular site	x/√
Proximity to Key Settlement	Adjacent to Billinge, but distant from St Helens or other key settlements	x/√
Topography	Land slopes to the south	x/√
Flood Risk	Flood Zone 1	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	The site is on the edge of Billinge and would be a progression into the countryside as the boundaries are weak. This would be sprawl.	x
To prevent neighbouring towns merging into one another;	As there is a large degree of separation between the edge of Billinge and it will not lead to coalescence of towns	√
To assist in safeguarding the countryside from encroachment;	The site has weak boundaries. Development would comprise significant encroachment into the countryside	x
To preserve the setting and special character of historic towns	The Council has confirmed that this is not applicable in St Helens	√
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The site is greenfield with no built form. Development would not mean regeneration of urban areas or comprise of derelict land	x
Other Site Considerations		
Land Use/ Neighbouring uses	Open countryside, residential	
Market	Very much a rural location too remote from the main network for employment interest, certainly for primary.	
Summary/ Comments		
Site is too peripheral from the main areas of population and the Motorway network to be suitable or attractive to the market for large primary employment development. Performs poorly in Green Belt terms and so is unsuitable.		

Site Ref.	Address/ Site Description	Site Size
22	Haydock Green (Penny Lane)	11.05
Stage 1 Considerations		Score
Motorway Access	Close to J23 M6	√
Trunk Road Access	Site is located off the A580	√
Public Transport	Bus routes nearby	√
Separation (Sensitive Uses)	Permission granted on basis that site can be delivered and wont adversely affect sensitive uses	√
Stage 2 Considerations		
Shape	Fairly regular, but limited	√
Proximity to Key Settlement	Close to Haydock	√
Topography	Relatively flat land with gradual rise to north	√
Flood Risk	Flood Zone I	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	Site is relatively well contained, but weak boundary on the M6 constitutes sprawl	X/√
To prevent neighbouring towns merging into one another;	The development will fill in land at the industrial estate that will bring Haydock closer to Ashton-in-Makerfield	X
To assist in safeguarding the countryside from encroachment;	Site is bordered by the M6, but at grade so boundary is weakened somewhat	X/√
To preserve the setting and special character of historic towns	The Council has confirmed that this is not applicable in St Helens	√
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The Green Belt elements are greenfield with no built form. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land	X
Other Site Considerations		
Land Use/ Neighbouring uses	Agriculture; Haydock Industrial Estate; M6	
Market	Site has planning Permission for logistics use (one large and one very large unit)	
Summary/ Comments		
Site is greenfield in its entirety and so is not considered to be an appropriate alternative site for the Parkside development. It has permission for employment use and will go towards meeting the Objectively Assessed Need for St Helens. It is subject to planning consent and is unavailable for the proposed development.		

9 M62/J22 M6

Site Ref.	Address/ Site Description	Site Size
23	Bold Industrial Park	10.3
Stage 1 Considerations		Score
Motorway Access	M62 2.9 miles to the south	X
Trunk Road Access	Site is on a country road (Gorsey Lane)	X
Public Transport	Bus routes nearby on Lea Green Road	X
Separation (Sensitive Uses)	Site is sufficiently away from residential areas	√
Stage 2 Considerations		
Shape	Slightly irregular	X/√
Proximity to Key Settlement	In St Helens	X
Topography	Relatively flat	√
Flood Risk	Flood Zone I	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	N/A	N/A
To prevent neighbouring towns merging into one another;		
To assist in safeguarding the countryside from encroachment;		
To preserve the setting and special character of historic towns		
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		
Other Site Considerations		
Land Use/ Neighbouring uses	Industrial estate (in use), residential to north west (separation) open countryside	
Market	Secondary location. Poor access	
Summary/ Comments		
The site is an older generation industrial estate that is too remote from the Motorway and A road network to be attractive to the market and be deliverable for a large development. It would not accommodate the Parkside proposals as a whole.		

Site Ref.	Address/ Site Description	Site Size
24	Parr Industrial Estate, St Helens	4.42
Stage 1 Considerations		Score
Motorway Access	5 miles to M6; 4.1 miles to M62	X
Trunk Road Access	Site is away from A road network	X
Public Transport	Bus routes nearby but not direct access	X/√
Separation (Sensitive Uses)	Site is too small to implement mitigation for the proposed development	X
Stage 2 Considerations		
Shape	Small site with limited plots	X/√
Proximity to Key Settlement	In St Helens	√
Topography	Relatively flat	√
Flood Risk	Flood Zone 1	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	N/A	N/A
To prevent neighbouring towns merging into one another;		
To assist in safeguarding the countryside from encroachment;		
To preserve the setting and special character of historic towns		
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		
Other Site Considerations		
Land Use/ Neighbouring uses	Industrial estate (in use), residential; recreational areas	
Market	Secondary location. Poor access	
Summary/ Comments		
The site is an older generation industrial estate that is too remote from the Motorway and not directly linked to the A road network to be attractive to the market and be deliverable for a large development. It is a small site that would just accommodate the smallest development cell, but would not have sufficient space for mitigation to sensitive uses.		

Site Ref.	Address/ Site Description	Site Size
25	Langtree Park, St Helens	c.5.6
Stage 1 Considerations		Score
Motorway Access	3.1 miles to M62; 5.6 miles to M62	X
Trunk Road Access	Site is allocated on the A570 linkway	√
Public Transport	Bus routes nearby stopping at the site. Good linkage to the Town Centre and station	√
Separation (Sensitive Uses)	Site is too small to implement mitigation for the proposed development	√
Stage 2 Considerations		
Shape	Fairly regular but not square	X/√
Proximity to Key Settlement	In St Helens	√
Topography	Flat site	√
Flood Risk	Flood Zone 1	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	N/A	N/A
To prevent neighbouring towns merging into one another;		
To assist in safeguarding the countryside from encroachment;		
To preserve the setting and special character of historic towns		
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.		
Other Site Considerations		
Land Use/ Neighbouring uses	Stadium, foodstore, Linkway, retail park, car showrooms; industrial	
Market	Secondary location too far from the motorway from large floorplate unit. Site could probably only accommodate one large unit that would be out of proportion with surrounding uses	
Summary/ Comments		
The site is Phase 2 of a development that saw the stadium and Tesco built. It is relatively small in the context of this assessment. The owners are actively promoting the site for town centre/ commercial uses and is not available for this development. A single large footplate tall building may not be the most appropriate use of this space. It is away from the Motorway and could not accommodate the scale of development proposed at Parkside.		

Site Ref.	Address/ Site Description	Site Size
26	Fishwicks, Kilbuck Lane, Haydock	3.2
Stage 1 Considerations		Score
Motorway Access	Close to J23 M6	√
Trunk Road Access	Site is located off the A580	√
Public Transport	Bus routes nearby	√
Separation (Sensitive Uses)	The site can be delivered and wont adversely affect sensitive uses	√
Stage 2 Considerations		
Shape	Fairly regular, but too small for minimum unit size	✗
Proximity to Key Settlement	Close to Haydock	√
Topography	Relatively flat land with gradual rise to north	√
Flood Risk	Flood Zone I	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	Site is relatively well contained, but weak boundary on the M6 constitutes sprawl	N/A
To prevent neighbouring towns merging into one another;	The development will fill in land at the industrial estate that will bring Haydock closer to Ashton-in-Makerfield	
To assist in safeguarding the countryside from encroachment;	Site is bordered by the M6, but at grade so boundary is weakened somewhat	
To preserve the setting and special character of historic towns	The Council has confirmed that this is not applicable in St Helens	
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The Green Belt elements are greenfield with no built form. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land	
Other Site Considerations		
Land Use/ Neighbouring uses	Agriculture; Haydock Industrial Estate; M6	
Market	Site has planning Permission for logistics use (one large unit of 11,148 sqm)	
Summary/ Comments		
Site is brownfield land with permission for a distribution warehouse. The site is located between existing development and is limited in size. It will not accommodate the smallest proposed unit on the Parkside development, with the permission for a single unit of 11,148 sqm. It is not considered to be an appropriate alternative site for the Parkside development. It has permission for employment use and will go towards meeting the Objectively Assessed Need for St Helens. It is subject to planning permission and is unavailable for the proposed development. It is understood that the site may not have been delivered sooner due to ecological issues, site specific levels problems and intentions of the site owners.		

Site Ref.	Address/ Site Description	Site Size
27	Land at Haydock Lane, Haydock	7.8
Stage 1 Considerations		Score
Motorway Access	Close to J23 M6	√
Trunk Road Access	Site is located off the A580 (new improved access proposed through Florida Farm approval)	√
Public Transport	Bus routes nearby	√
Separation (Sensitive Uses)	Adequate mitigation can be provided	√
Stage 2 Considerations		
Shape	Irregular shape limiting maximum unit size	X/√
Proximity to Key Settlement	Relatively close to Haydock	X/√
Topography	Relatively flat land with gradual rise to north	√
Flood Risk	Flood Zone 1	√
Stage 3 Green Belt Purposes Test (if Applicable)		
To check the unrestricted sprawl of large built-up areas	Site is partially contained by trees on the north-western boundary but coverage is limited and weak development would lead to sprawl	X/√
To prevent neighbouring towns merging into one another;	The development will bring Haydock closer to Billinge	X/√
To assist in safeguarding the countryside from encroachment;	The site has relatively weak boundaries with some but limited tree cover. Development would comprise encroachment into the countryside	X/√
To preserve the setting and special character of historic towns	The Council has confirmed that this is not applicable in St Helens	√
To assist in urban regeneration by encouraging the recycling of derelict and other urban land.	The site is greenfield with no built form. Development would not mean regeneration of urban areas nor comprise of regeneration of derelict land	X
Other Site Considerations		
Land Use/ Neighbouring uses	Residential; agriculture; Haydock Industrial Estate	
Market	Site is of interest to the market and an application (P/2017/0920) has been submitted on the site for 4 No. employment units ranging from 4,122sqm-13,637sqm.	
Summary/ Comments		
Site is greenfield in its entirety and due to site shape and size (to accommodate the smallest proposed unit at Parkside) is not considered to be an appropriate alternative site for the Parkside development. It may require access works to be provided by the Florida Farm development. It is unavailable for the proposed development.		