

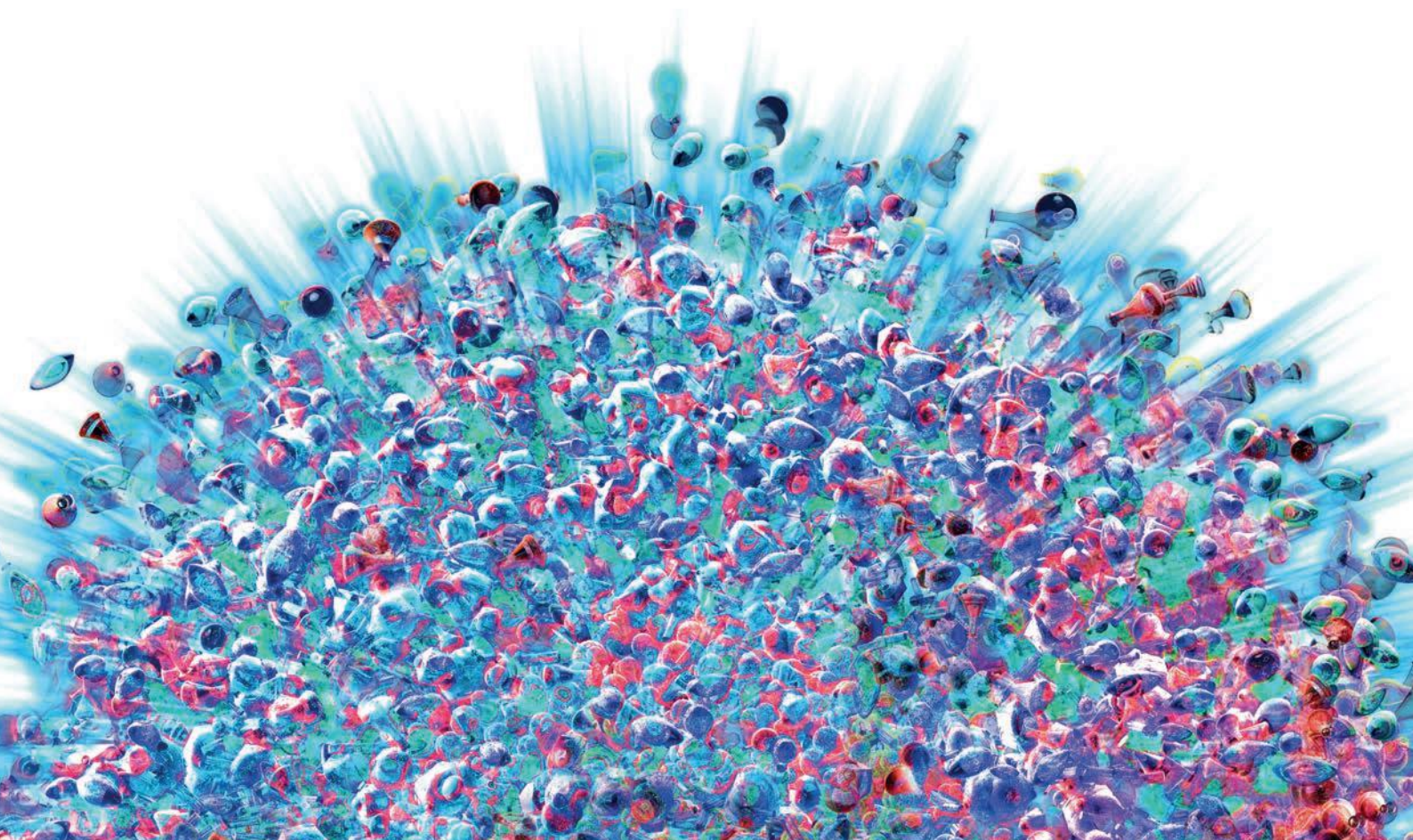


St. Helens  
Council

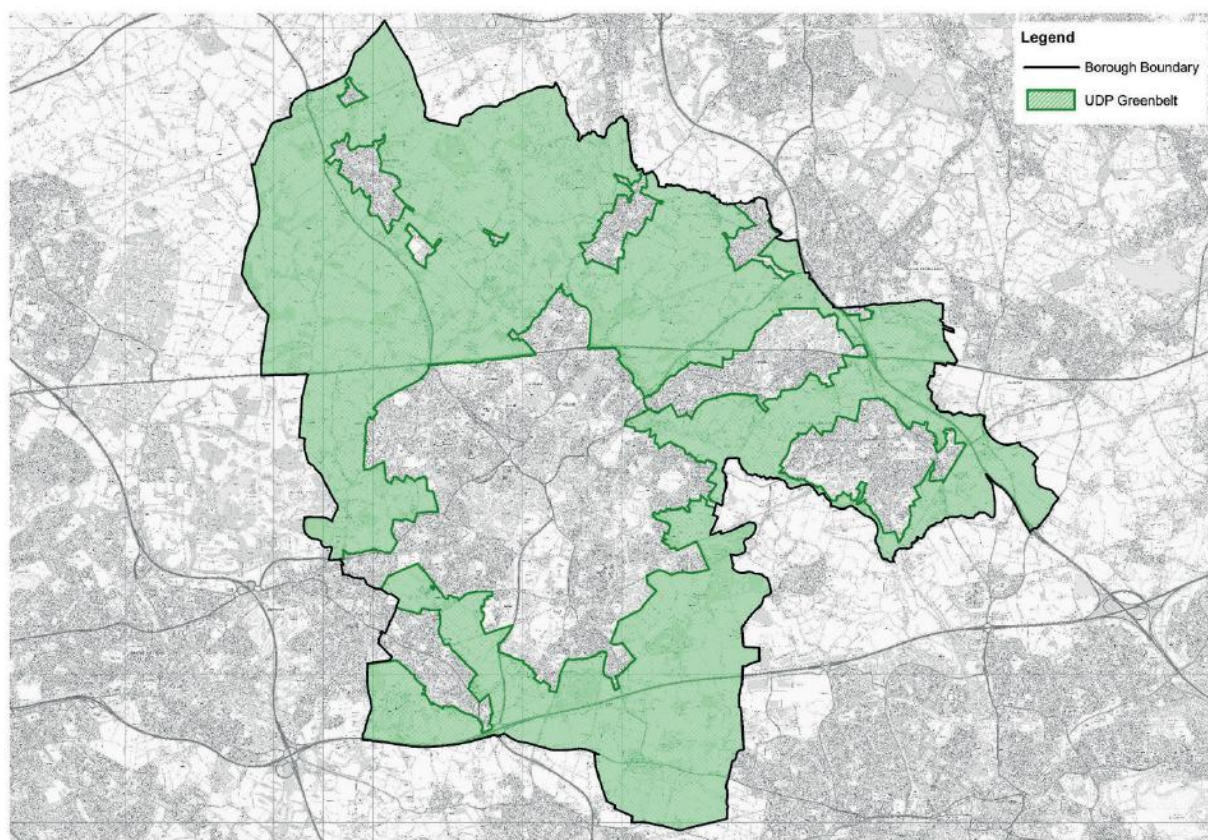
ST HELENS BOROUGH LOCAL PLAN 2020 – 2035

**GREEN BELT REVIEW**  
**DECEMBER 2018**

**A BALANCED PLAN FOR  
A BETTER FUTURE**







**Figure 1: St.Helens Unitary Development Plan Green Belt boundary, 1998**

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## ABBREVIATIONS LIST

AC	Anomaly Correction
ALC	Agricultural Land Classification
AONB	Area of Outstanding Natural Beauty
AQMA	Air Quality Management Area
BC	Borough Council
CC	Consequential Change
Defra	The Department for Environment, Food and Rural Affairs
DPH	Dwellings per hectare
EiP	Examination in Public
ELNS	Employment Land Needs Study
EVA	Economic Viability Assessment
GBP	Green Belt Parcel
GIS	Geographical Information System
HA	Hectare
HGV	Heavy goods vehicle
KM	Kilometre
HE	Highways England
HIA	Historic Impact Assessment
HSE	Health and safety Executive
LLFA	Lead Local Flood Authority
LPPO	Local Plan Preferred Options
LPSD	Local Plan Submission Draft
LWS	Local Wildlife Sites
M	Metre
MAGIC	Multi Agency Geographic Information for the Countryside
MEAS	Merseyside Environmental Advisory Service
NDA	Net Developable Area
NDC	Net Developable Capacity
NE	Natural England
NPPF	National Planning Policy Framework
PAS	Planning Advisory Service
PPG	Planning Policy Guidance
SA	Sustainability Assessment
SAC	Special Areas of Conservation
SHELMA	Strategic Housing & Employment Land Mark Assessment
SHLAA	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SPD	Supplementary Planning Document
SRFI	Strategic Rail Freight Interchange
SSSI	Sites of Specific Scientific Interest
SuDS	Sustainable Drainage Systems
TPO	Tree Preservation Order
UU	United Utilities



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# 1. INTRODUCTION

## BACKGROUND AND PURPOSES OF THIS DOCUMENT

- 1.1 St.Helens Council is preparing a new Local Plan (St.Helens Borough Local Plan), which will guide the location and form of new development in the Borough up to and beyond 2035. A key role of the Local Plan is to plan positively to ensure that the community's needs for housing, employment and other forms of development can be met. The Council has identified that there is a shortfall of suitable land within its existing urban areas, and in urban areas of nearby authorities, to meet these needs. It has therefore been necessary to review the Green Belt in the Borough. This document sets out how this Review has been undertaken and its findings.
- 1.2 The findings of the Review identify those areas where development could be accommodated whilst causing least harm to the purposes of the Green Belt. Therefore, they have provided a key input into the selection of sites to be allocated for development, as identified in the St.Helens Borough Local Plan (Submission draft, 2019).
- 1.3 The National Planning Policy Framework (NPPF) confirms that once established Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, and that, when setting new Green Belt boundaries, plans should have regard to '*...their intended permanence in the long term, so they can endure beyond the plan period*'. Accordingly, the Council has therefore undertaken a comprehensive review to identify sufficient land to meet housing and employment development needs whilst creating a robust Green Belt boundary that will endure well beyond 2035.
- 1.4 The Review assesses the relative contribution that different parts of St.Helens make to the purposes of Green Belt. This has been done by splitting all Green Belt areas in the Borough into parcels. The Review then assesses the potential for development in those areas that contribute least to the purposes of the Green Belt, taking into account site-specific constraints such as flood risk, ecology and access. It also identifies areas where more minor changes to the Green Belt boundaries are needed to ensure that they follow identifiable features on the ground.
- 1.5 The Council has undertaken extensive consultation to inform the preparation of its Local Plan. Following an initial scoping consultation it consulted on its Local Plan: Preferred Options in late 2016/early 2017. A large number of responses was received, the feedback from which is summarised in a separate report of consultation<sup>1</sup>.
- 1.6 In preparing this final Green Belt Review the Council has carefully considered all the consultation responses that it received, the methods that have been

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<sup>1</sup> St.Helens Borough Local Plan: Report of Consultation

used successfully by other nearby authorities in recent Green Belt Reviews, and national best practice<sup>2</sup>.

## THE GREEN BELT IN ST.HELENS

- 1.7 Prior to this Review, the Borough of St.Helens covers an area of about 135km<sup>2</sup>, of which about 88km<sup>2</sup> is designated as Green Belt. The Green Belt in the Borough covers most of the countryside around its main towns and villages, and also 'washes over' individual buildings and small settlements such as Kings Moss and Bold Heath. In many locations the Green Belt boundary tightly follows the edge of existing built up areas.
- 1.8 The authorities that adjoin St.Helens, namely Wigan, Warrington, Halton, Knowsley and West Lancashire also have areas of Green Belt. However, at 65%, the proportion of the area of St.Helens that is designated as Green Belt is much higher than the equivalent figure in any other district in Merseyside. The Green Belt boundaries in St.Helens have remained substantially unchanged since being originally designated in 1983<sup>3</sup>.

## THE PURPOSES OF GREEN BELT

- 1.9 The NPPF establishes that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. It also identifies the purposes of including land within the Green Belt as being<sup>4</sup>:
1. to check the unrestricted sprawl of large built-up areas;
  2. to prevent neighbouring towns merging into one another;
  3. to assist in safeguarding the countryside from encroachment;
  4. to preserve the setting and special character of historic towns; and
  5. to assist in urban regeneration by encouraging the recycling of derelict and other urban land.
- 1.10 These purposes have informed the methodology of the Review.

## THE NEED FOR A GREEN BELT REVIEW IN ST.HELENS

- 1.11 The NPPF sets out a presumption in favour of sustainable development under which local planning authorities should '*...positively seek opportunities to meet the development needs of their area and be sufficiently flexible to adapt to rapid change...*' and '*provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas*'. The NPPF also confirms that '*...once established, Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified...*'. The Council considers, for reasons summarised below, that such circumstances exist in St.Helens.

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<sup>2</sup> Planning on the Doorstep: The Big Issues – Green Belt, Planning Advisory Service 2015

<sup>3</sup> Merseyside Green Belt Local Plan, Merseyside County Council 1983

<sup>4</sup> National Planning Policy Framework, paragraph 134

- 1.12 The St.Helens Unitary Development Plan (1998) and the St.Helens Core Strategy (2012) both aimed to focus most new development onto previously developed ('brownfield') land in urban areas. The Core Strategy states that 80% of new housing developed between 2003 and 2027 should be built on such land. However, it identified a potential need for Green Belt release to meet needs for new housing from 2022 onwards.
- 1.13 The Core Strategy did not identify a need to release Green Belt land for employment uses, and only allowed for any Green Belt Review to be undertaken following a more strategic review at the sub-regional level. The sub-regional strategic review has not taken place. However, for reasons that are set out below circumstances have changed markedly since the Core Strategy was adopted in 2012.
- 1.14 Firstly, the North West Regional Spatial Strategy, which formed an important part of the strategic context within which the Core Strategy was prepared, has now been revoked. Secondly, the Local Plan for St.Helens will need to allow for development needs (both for housing and employment) much further into the future than the period covered by the Core Strategy. Thirdly, substantial shortfalls have been identified in the overall quantity, quality and range of sites within existing urban areas that can be made available for housing and employment development over the Local Plan period, both within the Borough and in other nearby locations.
- 1.15 In relation to housing, it has been established that at least 9,234 dwellings (at an annual average of 486 dwellings per annum) need to be completed in the Borough within the period from 2016 to 2035. Whilst this figure slightly exceeds that which is derived from using the Government's standard methodology, evidence indicates that this rate of development is needed to achieve economic growth at a level that is more typical of the country as a whole than has been recently achieved in the Borough. Further details of the justification for the figure of 486 per annum are set out in Policy LPA05 of the Local Plan.
- 1.16 The Council regularly publishes updates to its Strategic Housing Land Availability Assessment (SHLAA) which identify the availability of sites in the urban area (outside the Green Belt) for housing. The most recent SHLAA, dated 2017<sup>5</sup>, indicates that there is capacity for substantial housing development on urban sites. However, it has also been established that sites with an overall capacity of at least 2,034 dwellings must be released from the Green Belt to help meet pre-2035 needs<sup>6</sup>.
- 1.17 Whilst there has been a slow take-up of employment land in St.Helens since the Core Strategy was adopted, evidence indicates that this has been due to restrictions on the availability of suitable sites, rather than a lack of market demand. Indeed, it has been established that, given its location alongside the

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<sup>5</sup> St.Helens Borough Local Plan Strategic Housing Land Availability Assessment update, 2017

<sup>6</sup> Table 4.6 within the reasoned justification to Policy LPA05, St.Helens Local Plan: Submission Draft 2019



M6, M62, A580 and strategic rail routes, large scale distribution uses represent a particular market opportunity in St.Helens. Furthermore, none of the currently identified sites in the urban areas of the Borough satisfy the criteria required by the market for such uses.

- 1.18 It has been identified that St.Helens has a need for at least 215.4<sup>7</sup> hectares (ha) of land to be developed for employment uses between 2018 and 2035. To contribute to this total 11.75ha of land has been identified in the urban area. No neighbouring district has been identified that can demonstrably help meet this need. This means that 203.65ha needs to be found from sites in the St.Helens Green Belt outside the urban areas of the Borough up to 2035.
- 1.19 The NPPF advises local authorities to work jointly with neighbouring authorities to meet any development requirements that cannot be met within its own boundaries. However, in this context it should be noted that whilst St.Helens shares a housing market area with Halton and Warrington<sup>8</sup>, both of those authorities have identified shortages of urban land supply for housing. Although the Borough shares a functional economic market area with Halton, Knowsley, Liverpool, Sefton, West Lancashire and Wirral, none of those authorities have identified spare capacity for employment development which could help meet the needs of St.Helens. Indeed, the shortage of housing and employment development land in the surrounding area as a whole is such that several authorities (Knowsley, Sefton and West Lancashire Councils) have successfully undertaken local Green Belt Reviews to meet their own needs whilst others (collectively covering the whole of Greater Manchester, Halton and Warrington) are also undertaking such Reviews. None of these Reviews have or are expected to identify surplus capacity to help meet un-met development needs arising in St.Helens.
- 1.20 Apart from the land supply situation, there are other reasons why it is not desirable for housing or employment development needs arising in St.Helens to be met in other authorities. Even if a neighbouring authority were able to help meet such needs, this would (due to the shortage of urban land supply identified in those areas) be through release of Green Belt i.e. the prospective loss of Green Belt in St.Helens would simply be replaced by a similar loss of Green Belt elsewhere. Such an approach would also lead to a risk that residents would need to move out of the Borough, potentially resulting in the loss of economically active residents within local communities. Such an approach would also be unlikely to guarantee delivery of affordable or special housing needs for residents of St.Helens. If demand for new employment was required to be met outside the Borough, it would tend to exacerbate existing high levels of net out-commuting. This would prejudice the achievement of sustainable patterns of travel and make it more difficult for residents of St.Helens, some of whom are likely to be reliant on public transport, to access employment. For these reasons, an approach that sought to meet the Borough's needs for housing and employment through provision in neighbouring authorities has been discounted.

<sup>7</sup> St.Helens Borough Local Plan Submission Draft 2019, reasoned justification to Policy LPA04

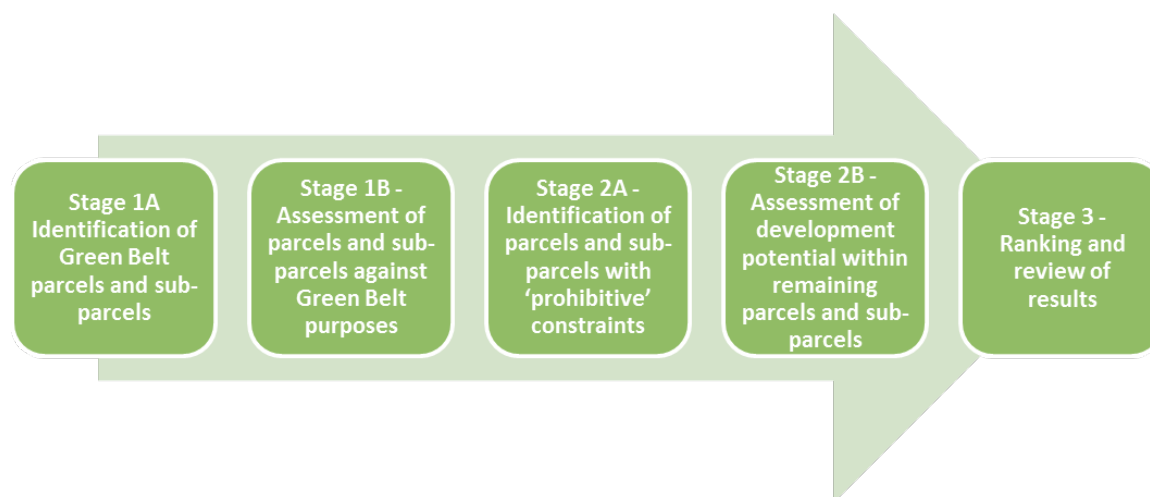
<sup>8</sup> Mid Mersey Strategic Housing Market Assessment (SHMA), GL Hearn 2016

- 1.21 Further details of development needs and land supply within the Borough and nearby authorities are set out in a range of other documents. These include the Mid Mersey Housing Market Assessment 2016, the St.Helens SHMA 2018 update, the St.Helens ELNS 2018 update, and the draft Liverpool City Region SHELMA 2017. The overall land supply situation, including the need for Green Belt Review, is summarised in the Local Plan (Submission draft).

## 2. METHODOLOGY

- 2.1 The Government has not set any prescribed approach for Councils to follow when undertaking a Green Belt Review. However, in common with reviews that have successfully been undertaken in nearby authorities, the Review of the St.Helens Green Belt has followed a step-by-step approach. This chapter sets out the method that has been used and defines key terms and criteria used in each stage of the Review.
- 2.2 The Review has considered the contribution that parcels and sub-parcels (see para 2.4) of land make to the purposes of the Green Belt, and also the degree to which the parcels and sub-parcels would be able to contribute to development needs if released from the Green Belt. The stages of the assessment are illustrated in Figure 2.1 below. This staged approach has similarities with those used in other Green Belt Reviews by nearby local authorities in the North West. It also complies with a Government Planning Inspector's advice that "Green Belt reviews should be 'comprehensive' rather than 'selective'".<sup>9</sup>

**Figure 2: Main stages of the St.Helens Green Belt Review**



- 2.3 The conclusions of the Review (presented in Chapter 6) also incorporate the findings of a separate exercise that has identified areas where minor changes to Green Belt boundaries are needed to ensure that they follow recognisable features on the ground, rather than to meet development needs.

<sup>9</sup> Report on the examination into Leeds City Council Core Strategy, Mr A Thickett (Inspector) 5 September 2014



## STAGE 1A: IDENTIFICATION OF GREEN BELT PARCELS AND SUB-PARCELS

- 2.4 At Stage 1A, the Council divided the whole of the St.Helens Green Belt into parcels of land for assessment. No minimum or maximum thresholds were set for parcel sizes. Instead the parcels have been identified to take account of the existence of recognisable visible boundaries; adjacent areas of similar land use or characteristics, and the relative degree to which areas are enclosed or confined by features such as urban areas, woodlands, roads or railways.
- 2.5 As a result of the approach set out above, the parcels that are located farthest from urban areas are generally larger than those that adjoin the edges of urban development. This is:
- a) to reflect the fact that some Green Belt areas which are away from the urban edge include large swathes of land which perform similar Green Belt functions and have few prominent physical features e.g. roads or buildings to segregate them;
  - b) to enable the Council to give more detailed consideration to parcels adjoining the urban edges as these areas are most likely to provide sustainable locations for removal from the Green Belt; and
  - c) to provide a means of identifying the differing characteristics and function of different areas of Green Belt alongside the urban edge.
- 2.6 Some parcels have been divided into sub-parcels. This has been to enable more detailed analysis of internal variations in the contribution that parcels make to the purposes of the Green Belt and in their development potential. Most of the sub-division into sub-parcels has taken place where large parcels adjoin the urban edge.
- 2.7 The NPPF states that when defining boundaries, local planning authorities should: *“define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.”* For this reason, in delineating the parcels and sub-parcels, the Council has considered existing boundary features according to whether they form ‘strong’ or ‘less strong’ boundaries. This categorisation has been based upon their relative degree of prominence and permanence, taking account of the criteria in Table 2.1 below.

**Table 2.1: Criteria used to define boundaries of parcels and sub-parcels**

‘Strong’ boundary features	‘Less strong’ boundary features
<ul style="list-style-type: none"> <li>• Canals and substantial rivers</li> <li>• Protected woodlands (greater than</li> </ul>	<ul style="list-style-type: none"> <li>• Hedgerows, lines of trees</li> <li>• Farmers’ fields</li> </ul>

'Strong' boundary features	'Less strong' boundary features
<p>20m in width)</p> <ul style="list-style-type: none"> <li>• Bunds and depressions greater than 5m in height/depth</li> <li>• Permanent roads</li> <li>• Railway lines</li> <li>• Buildings with strong established lines (excluding buildings that are 'not inappropriate' in the Green Belt such as agricultural buildings and, some facilities for outdoor recreation)</li> <li>• Policy designations or planning commitments that are likely to lead to a firm boundary being created.</li> </ul>	<ul style="list-style-type: none"> <li>• Ditches and drains not readily visible from ground level</li> <li>• Fences and low walls</li> <li>• Tracks and temporary roads</li> <li>• Buildings with weak intermittent lines</li> </ul>

2.8 Where possible, strong boundaries have been used to define parcel boundaries. Where no suitable strong boundary exists or parcel size became too big, weaker boundaries have been used to define the parcel boundaries. The sub-parcels generally use boundary features that, whilst being identifiable on the ground, are in most cases less strong than those that define the parcels.

2.9 A desk-based assessment of Ordnance Survey Maps and Google Aerial Maps/Street View was used to establish the parcel and sub-parcel boundaries. The aim was to define parcels and sub-parcels that:

- a) contain land of the same or very similar land use or character;
- b) are bounded by recognisable features; and
- c) have a similar level of enclosure or openness.

2.10 The results of Stage 1A are set out in paragraph 4.1 of this Review.

### **STAGE 1B: ASSESSMENT OF PARCELS AND SUB-PARCELS AGAINST GREEN BELT PURPOSES**

2.11 This stage comprised a detailed assessment of each parcel against each of a number of the purposes of Green Belt designation. The Review focussed on the first three Green Belt purposes referred to in paragraph 134 of the NPPF. These are:

- *'to check the unrestricted sprawl of large built-up areas;*

- *to prevent neighbouring towns merging into one another; and*
- *to assist in safeguarding the countryside from encroachment'*

2.12 The fourth and fifth purposes of Green Belt as referred to in the NPPF are:

- *'to preserve the setting and character of historic towns; and*
- *to assist in urban regeneration by encouraging the recycling of derelict and other urban land.'*

2.13 In relation to Purpose 4, the Borough contains a number of Conservation Areas, Listed Buildings and other designated and non-designated heritage assets, some of which fall within its towns. However, the towns contain substantial areas that are not subject to any recognised heritage designation and their settings have already been affected by extensive modern suburban and industrial development. Given these circumstances, the different parcels of Green Belt land cannot be reliably differentiated in terms of their contribution to Green Belt Purpose 4. For this reason, this purpose has not been assessed at Stage 1B. However, where development of the parcels or sub-parcels could affect the significance of a heritage asset (such as a Conservation Area, Listed Building or Scheduled Ancient Monument), either directly or by impacting upon its setting, that has been taken into account in the assessment of constraints and development potential at Stage 2B.

2.14 In relation to Purpose 5, the Green Belt in St.Helens plays an important role in focusing development where it will recycle derelict and other urban land. However, there is no firm evidence to establish that the contributions that individual parcels or sub-parcels make in this regard can be reliably differentiated. As set out in Chapter 1 of this Review, there is also insufficient land within existing urban areas, either within the Borough or in neighbouring authorities, to meet development needs over the Plan period. Best practice guidance issued by the Planning Advisory Service<sup>10</sup> (PAS) confirms that if the Green Belt has achieved the purpose of land within the urban areas being considered for development first, *"then all Green Belt does so to the same extent and hence the value of various land parcels is unlikely to be distinguished by the application of this purpose."* For these reasons, Stage 1B of the Review has not assessed the relative merits of the parcels and sub-parcels against Green Belt Purpose 5.

2.15 Therefore each of the parcels and sub-parcels have only been assessed in Stage 1B against the first three of the five purposes of including land within the Green Belt as defined in paragraph 134 of the NPPF. The assessment process at Stage 1B has followed three stages as follows:

- a. the contribution that each parcel/sub-parcel makes to each of Green Belt purposes 1,2 and 3 considered individually has been assessed and attributed a score of 'low', 'medium', or 'high';

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<sup>10</sup> Planning on the Doorstep, Planning Advisory Service 2015



- b. the contribution that each parcel/sub-parcel makes to purposes 1,2 and 3 considered collectively has been assessed and attributed a score of 'low', 'medium', 'high' or 'high+'; and
- c. a conclusion has been reached about whether each parcel/sub-parcel should, due to its overall contribution to the Green Belt, be 'screened out' from subsequent stages of the Review.

2.16 The results of this exercise for each parcel and sub-parcel are set out in Appendix C and summarised in both Chapter 4 and Appendix B of this Review. The method applied is set out in further detail below.

### **ASSESSMENT OF THE CONTRIBUTION THAT EACH PARCEL/SUB-PARCEL MAKES TO GREEN BELT PURPOSE 1**

2.17 Green Belt Purpose 1 is to '*check the unrestricted sprawl of large built-up areas*'. The NPPF does not define what is meant by the term '*large built up area*'. However, in undertaking the Review the Council has taken the view that the settlements listed in Table 2.2 below fall within this category. The table also sets out the reasons why each settlement has been treated as a 'large built up area'. Whilst some of the settlements fall within the Borough others are in immediately adjacent authorities but adjoin areas of Green Belt within St.Helens.

**Table 2.2: List of 'large built up areas' considered in the context of Green Belt Purpose 1**

Built up area	Reason why settlement considered to be a 'large built-up area'
St.Helens town	Large town forming the most substantial urban area in the Borough
Haydock, Blackbrook, Newton-le-Willows/Earlestown	Substantial urban areas falling outside the rural part of the Borough identified in the St.Helens Core Strategy 2012
Prescot/Whiston/Rainhill	Substantial built-up area that forms a single urban area. Although Rainhill is in 'Rural St.Helens' as identified on page 15 of the St.Helens Core Strategy 2012, it is included as a 'large built up area' due to its physical linkage with Prescot/Whiston.
Warrington, Ashton-in-Makerfield, Golborne	Substantial urban areas that, whilst falling outside the Borough, adjoin areas of Green Belt within the Borough.

- 2.18 The NPPF does not define what is meant by the term 'sprawl'. However, the Oxford English Dictionary defines 'sprawl' as being "*Spread out over a large area in an untidy or irregular way*"<sup>11</sup>.
- 2.19 To determine the extent to which development of a given parcel/sub-parcel would contribute to sprawl the Council has considered their size, proximity to the 'large built up areas' referred to above and degree to which it is contained by the edge of the existing urban area and/or other strong physical features. The Council has also taken the view that some parcels/sub-parcels that have strong boundary features can be regarded as poorly contained if they are very large with few boundary features within them. The guidelines set out in Table 2.3 below have been used to determine the scoring for this purpose. They provide a means to assess in qualitative and quantitative terms the extent to which the designation of each parcel as Green Belt helps to prevent the untidy and irregular sprawl of the urban area.

**Table 2.3: Guideline scoring criteria for Green Belt Purpose 1**

Characteristics of parcel/sub-parcel	Score attributed for Purpose 1
<p><i>The parcel/sub-parcel is well contained and bounded by strong physical features and is either:</i></p> <ul style="list-style-type: none"> <li><i>• adjacent to a large built up area; <u>or</u></i></li> <li><i>• if located further from a large built up area is of insufficient size to create substantial sprawl in its own right.</i></li> </ul> <p><i>Development here would not lead to unrestricted sprawl.</i></p>	Low
<p><i>The parcel/sub-parcel is contained and/or bounded by strong physical features to a moderate extent and is either:</i></p> <ul style="list-style-type: none"> <li><i>• adjacent to a large built up area <u>or</u></i></li> <li><i>• if located further from a large built up area is of insufficient size to create substantial sprawl in its own right.</i></li> </ul> <p><i>Development here may or may not lead to unrestricted sprawl.</i></p>	Medium
<i>The parcel/sub-parcel is poorly contained and only</i>	High

<sup>11</sup> See extract from on-line version of Oxford English Dictionary at <https://en.oxforddictionaries.com/definition/sprawl>

Characteristics of parcel/sub-parcel	Score attributed for Purpose 1
<p><i>bounded to a limited extent by strong physical features.</i></p> <p><i>Development here is likely to lead to unrestricted sprawl.</i></p> <p><i>(NB this category includes some parcels/sub-parcels next to the large built up areas and also parcels/sub-parcels that are further away from the urban edge but development of which would lead to sprawl due to their large size and/or lack of strong boundary features within them)</i></p>	

## ASSESSMENT OF THE CONTRIBUTION THAT EACH PARCEL/SUB-PARCEL MAKES TO GREEN BELT PURPOSE 2

2.20 Green Belt Purpose 2 is to 'prevent neighbouring towns from merging into one another'. Although the NPPF refers specifically to 'towns' the Council has also, in considering Purpose 2, taken some smaller settlements (including Rainhill, Rainford, Billinge and Garswood) into account. This is because, whilst these settlements are not regarded as 'towns', they each form separate communities with their own identities, character and range of community facilities and are identified in the Local Plan as the Borough's Key Settlements. The Council, therefore, has assessed each parcel/sub-parcel according to the contribution that it makes in preventing the following settlements from merging with each other:

- St.Helens
- Haydock and Blackbrook
- Newton-le-Willows/Earlestown
- Prescott/Whiston/Rainhill
- Rainford
- Billinge
- Garswood
- Warrington
- Ashton-in-Makerfield
- Golborne

2.21 The Borough also contains a number of smaller settlements (e.g. Rainford Junction, Crank, and Bold Heath). Whilst these are identifiable as separate built-up areas they are of very limited size. The Council has given more limited weight to preservation of the gaps that exist between these and the larger settlements referred to above.

2.22 To determine the importance of gaps between settlements, the Council has not applied an arbitrary distance guideline. This is not considered appropriate

as smaller gaps can also fulfil a vital role, and is an approach confirmed by best practice guidance<sup>12</sup> which states that *'the identity of a settlement is not really determined by just the distance to another settlement, the character of the place and of the land in between must be taken into account.'*

- 2.23 In making its assessment under Purpose 2, the Council has initially considered whether the parcel/sub-parcel is adjacent to one of the settlements listed above. This is because if a parcel does not border onto one of the listed settlements on any side, it means there is at least one Green Belt parcel on either side of the parcel being assessed and therefore the parcel considered in isolation is less likely to play a significant role in preventing the settlements from merging.
- 2.24 For those parcels that are next to one of the settlements within the scope of Purpose 2, the Council has then assessed whether they fall within a gap between the settlements; and if so, whether the gap is to be regarded as a 'strategic gap'. Whilst maintaining a physical gap can be important, it has been taken into account that the importance of each gap depends on individual circumstances. For example: the relative size of each settlement; visual sensitivity of the gap; and, whether the settlements have already effectively merged in that location.
- 2.25 In attributing a score to each parcel/sub-parcel under Purpose 2, the Council has used the guidance in Table 2.4 below.

**Table 2.4: Guideline scoring criteria for Green Belt Purpose 2**

Location of parcel/sub-parcel in relation to gaps between settlements	Score attributed for Purpose 2
<i>Parcel/sub-parcel does not fall within a gap between those settlements listed in paragraph 2.20 or is on the urban edge within a '<u>Less Strategic Gap</u>' i.e. a wider gap where development within the parcel is not likely to impact on the integrity of the gap</i>	Low
<i>Parcel/sub-parcel is on the urban edge within a '<u>Partially Strategic Gap</u>' i.e. a strategic gap with scope for limited development on one or both sides of the gap without harming its overall integrity (i.e. by 'rounding off').</i>	Medium
<i>Parcel/sub-parcel is on the urban edge within a '<u>Strategic Gap</u>' i.e. an essential gap that needs to be kept open and kept clear of new development to ensure that adjacent settlements do not merge</i>	High

<sup>12</sup> 'Planning on the Doorstep: The Big Issues – Green Belt' Planning Advisory Service 2015

## ASSESSMENT OF THE CONTRIBUTION THAT EACH PARCEL/SUB-PARCEL MAKES TO GREEN BELT PURPOSE 3

- 2.26 Green Belt Purpose 3 is to *'assist in safeguarding the countryside from encroachment'*.
- 2.27 In considering this purpose, the Council has (as with Purpose 1) considered the degree of self-containment of each parcel/sub parcel. It has also assessed the degree to which each parcel and sub-parcel has already been encroached upon by the construction of houses or other forms of development that are normally considered to be inappropriate in the Green Belt. The loss of parcels that have been affected by such development will typically have less impact on the openness of the Green Belt than of those parcels that are not so affected. This is because their contribution to the Green Belt is already compromised. This approach is in line with the advice of the PAS that urban fringe areas (that have often been affected by existing development) be differentiated from open countryside, with the latter being prioritised as areas which should be kept permanently open.
- 2.28 In this context the only forms of development which are not inappropriate are:
- buildings for agriculture and forestry or for the provision of appropriate facilities for outdoor sport or outdoor recreation, or which fall within one of the other limited exceptions in paragraph 145 of the NPPF; and
  - certain other forms of development listed in paragraph 146 of the NPPF, such as mineral extraction, engineering operations and local transport infrastructure provided that they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.
- 2.29 These forms of development generally have a lesser effect on the Green Belt than is caused by inappropriate development. This has been taken into account in the scoring mechanism. Table 2.5 below sets out how this approach has been applied.

**Table 2.5: Guideline scoring criteria for Green Belt Purpose 3**

Typical characteristics of parcel/sub-parcel	Score attributed for Purpose 3
<ul style="list-style-type: none"> <li>• <i>Limited characteristics of the countryside</i></li> <li>• <i>Substantially affected by existing urban features and/or inappropriate development</i></li> <li>• <i>Substantial degree of enclosure provided by strong boundary features</i></li> <li>• <i>Relatively limited sense of openness</i></li> </ul>	Low
<ul style="list-style-type: none"> <li>• <i>Many characteristics of the countryside.</i></li> </ul>	Medium



Typical characteristics of parcel/sub-parcel	Score attributed for Purpose 3
<ul style="list-style-type: none"> <li><i>Affected to a moderate extent by existing urban features and/or inappropriate development</i></li> <li><i>Moderate degree of enclosure</i></li> <li><i>Moderate sense of openness</i></li> </ul>	
<ul style="list-style-type: none"> <li><i>Highly characteristic of the countryside.</i></li> <li><i>Only affected to a limited extent by urban features and/or inappropriate development</i></li> <li><i>Limited degree of enclosure</i></li> <li><i>Strong sense of openness</i></li> </ul>	High

## IDENTIFICATION OF OVERALL CONCLUSIONS FROM STAGE 1B

2.30 To derive the overall contribution of each parcel/sub-parcel a scoring of 'low', 'medium', 'high' or 'high +' was identified. This overall score generally equated to the highest of the individual scores against the 3 purposes. Parcels or sub-parcels that scored 'high' against more than one purpose were attributed a 'high +' overall score. A conclusion was also reached as to whether each parcel/sub-parcel should be discounted from subsequent stages of the Review. Parcels or sub-parcels that attained a 'high' or 'high +' overall score, were discounted, except where there were specific reasons for keeping them in the Review. Where those reasons apply they are set out in the proformas for each parcel/sub-parcel and in Chapter 4 of this Review.

## STAGE 2A – IDENTIFICATION OF PARCELS AND SUB PARCELS WITH 'PROHIBITIVE' CONSTRAINTS

- 2.31 This stage aims to discount parcels and sub-parcels that do not have a realistic prospect of being developed due to the presence of prohibitive constraints. It focusses on constraints that are separate from their Green Belt designation.
- 2.32 Whilst parcels and sub-parcels discounted at Stage 2A have not been considered at Stages 2B and 3, the Council has, as part of its overall conclusions (presented in Chapter 6), considered whether any parcels/sub-parcels excluded at Stage 2A need to be brought back into the study solely to create logical Green Belt boundaries.
- 2.33 The 'prohibitive' constraints considered at this stage are those that, irrespective of any other considerations, would mean there is no reasonable prospect of a parcel or sub-parcel being considered suitable for housing or employment development. They are therefore distinct from the constraints

considered at Stage 2B that, whilst also important, are not considered to meet this test.

- 2.34 A parcel or sub-parcel was identified as having a 'prohibitive' constraint (and therefore discounted from subsequent stages) if it was subject to one of the constraints set out in Table 2.6 below. The Table also sets out why the constraint type is considered to be 'prohibitive'.

**Table 2.6: List of 'prohibitive' constraints applied to parcels/sub-parcels in Stage 2A**

<u>Constraint</u>	<u>Reason why this is considered to be a 'prohibitive' constraint</u>
More than 2/3rds of the parcel/sub-parcel is in fluvial flood zones 2 or 3 as defined on the Environment Agency flood risk maps or by high flood risk from other sources	National planning policy requires that a sequential approach be followed in which development is directed in the first instance towards land with low risk of flooding from fluvial and other sources. Land within flood zones 2 ('medium' risk) or 3 ('high' flood risk) or with high flood risk from other sources should not be developed unless insufficient land of lower flood risk is available. Flood zones 2 and 3 cover a small proportion of St.Helens overall land area and there is a high likelihood that land in those categories will not be needed to meet general development needs.
More than 2/3rds of the parcel/sub-parcel is covered by a Site of Special Scientific Interest or Local Nature Reserve	National planning policy places a high priority on protecting these designated sites.
More than 2/3rds of the parcel/sub-parcel is covered by a playing pitch in an area of deficit for such facilities, and there is no identified scope for suitable replacement provision.	National planning policy places a high priority on protecting playing pitches where a need is demonstrated for them.
More than 2/3rds of the parcel/sub-parcel is covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision.	National planning policy places a high priority on protecting areas of public open space, sporting or recreational provision where a need for them is demonstrated.

<b><u>Constraint</u></b>	<b><u>Reason why this is considered to be a 'prohibitive' constraint</u></b>
More than 2/3rds of the parcel/sub-parcel is covered by trees that are covered by Tree Preservation Order or are worthy of preservation	National planning policy places a high priority on the protection of trees.
More than 2/3rds of the parcel/sub-parcel is occupied by existing development or landscaping works associated with existing development	National policy places a high priority on building a strong and competitive economy, especially within rural areas.
There is no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment	National policy requires that safe and suitable access be provided to development sites.

- 2.35 There are no Areas of Outstanding Natural Beauty (AONBs) or Special Areas of Conservation (SACs) in St. Helens, so these have not been applied as prohibitive constraints.
- 2.36 National planning policy requires the Council to take into account the economic and other benefits of the best and most versatile agricultural land. The Agricultural Land Classification system classifies land into 5 grades, with Grade 3 subdivided into sub-grades 3a and 3b. The best and most versatile land is defined as Grades 1, 2 and 3a and is the land that is most flexible, productive and can best deliver food and non-food crops for future generations. Maps published by MAGIC<sup>13</sup> show that, in St. Helens Borough, much of the land that is outside the urban area is within Grades 1, 2 or 3A 'best and most versatile'. The information, however, is presented at a small scale and is therefore difficult in some instances to assess the precise grade of land. Furthermore, whilst national policy advises Councils to seek to use areas of poorer quality land in preference to higher quality land for new development, it does not preclude loss of high quality agricultural land in all circumstances. Given these points, the presence of high quality agricultural land is not identified as a 'prohibitive' constraint. However, it is considered as part of the assessment of development potential at Stage 2B and the ranking of results in Stage 3.
- 2.37 St. Helens Borough includes a wide variety of heritage assets, including a designated Battlefield, Conservation Areas, Listed Buildings and Scheduled Monuments. National planning policy requires that great weight be given to protecting the significance of such assets. However, it does not preclude allowing development that may affect such assets in all circumstances. For

<sup>13</sup> <http://magic.defra.gov.uk/>

this reason, the presence of such assets is not treated as a 'prohibitive' constraint in Stage 2A. It is however considered along with other constraints at Stage 2B.

## **STAGE 2B – ASSESSMENT OF DEVELOPMENT POTENTIAL WITHIN REMAINING PARCELS AND SUB-PARCELS**

2.38 At this stage the Council considered all parcels and sub-parcels that have not been discounted at Stages 1B or 2A. It has assessed various attributes of each parcel/sub-parcel to form an understanding of the likelihood or otherwise of them coming forward for development if released from the Green Belt. Stage 2B initially covers the following elements:

- constraints - the presence or otherwise of physical or policy constraints (other than those considered at Stages 1B and 2A); and
- transport accessibility – including how easy it is to access services and employment from the parcel/sub-parcel by sustainable modes of transport.

2.39 Taking account of these elements the Council has identified whether each of the parcels/sub-parcels could suitably be developed for housing, employment or both, and its gross and net developable areas and notional development capacity. It has then, taking account of known ownership and viability evidence, identified realistically how much of the notional development capacity could be expected to come forward within the Plan period (before 2035). Finally, it has identified whether the overall development potential of the parcel/sub-parcel is considered to be 'good', 'medium' or 'limited'.

2.40 This process is set out in further detail below.

## **CONSTRAINTS**

2.41 This element of work has used Geographical Information System (GIS) mapping and site visits to identify constraints that affect each parcel/sub-parcel. The following table identifies the constraints assessed and the reasons why each constraint was considered. The blank proforma in Appendix E sets out relevant data sources that have been used to help consider each constraint and the main characteristics of each parcel and sub-parcel that have been recorded in relation to each constraint. In addition to using the data sources in the proforma, the Council has also used its observations: for example from site visits to assess each constraint.

**Table 2.7: List of constraints considered in Stage 2B**

<b>Constraint type</b>	<b>Reasons why this constraint was assessed</b>
Landscape and visual character	To minimise impact on the landscape
Ecology	To minimise impacts of new development on biodiversity.
Agricultural land quality	To take into account the economic and other benefits of best and most versatile agricultural land
Heritage assets	To consider the effects of development on the identified heritage assets
Flooding	To implement national policy that areas within flood zone 2 or 3 should not be developed unless development needs cannot be met by use of land at lower flood risk.
Trees and woodland	To minimise loss of important trees and woodlands.
Open space and recreation	To avoid loss of open space and sporting facilities in areas of shortage.
Minerals	To ensure that important mineral resources are not sterilised by new development.
Infrastructure	To ensure that development does not jeopardise (a) the integrity of existing infrastructure or (b) the ability to deliver future infrastructure improvements.
Ground conditions	To identify any likely constraints related to landfill, contamination or subsidence.
Air, water and noise pollution	To identify whether the site is suitable for the proposed use in relation to these pollution issues.
Hazardous installations	To identify whether occupiers of the site would be subject to unacceptable risks from such installations (including pipelines).
Neighbouring uses	To ensure proposed use would be compatible with nearby land uses.

## TRANSPORT ACCESSIBILITY

2.42 In this strand of Stage 2B, the Council assessed how accessible each parcel and sub-parcel is by a choice of sustainable transport modes to key services



and employment. In making this assessment the Council has had regard to the locational criteria set out in its Ensuring a Choice of Travel Supplementary Planning Document (SPD). Whilst this SPD is subject to review, the guidelines set out in Table 2.8 below (drawn from the SPD) have been used as they provide useful indicators of the relative accessibility of different parcels/sub-parcels. Any particular advantages that any given parcel offers (for example access to rail freight facilities or the motorway system for some employment uses) were also noted.

**Table 2.8: Guidelines used in assessment of accessibility by sustainable modes of transport**

Mode of transport	Guidance used to differentiate between parcels/sub-parcels
Walking	Within 800 metres safe and convenient walking distance of a district or local centre
Cycling	Within 1 mile safe and convenient cycling distance of a district or local centre
Public transport	Within 400 metres safe and convenient walking distance of a bus stop with a reasonable range of services to different destinations  Within 800 metres safe and convenient walking distance of a train station
Vehicular traffic	Safe and convenient access can be provided for all vehicles that are likely to use the parcel/sub-parcel to and from (a) the public highway and (b) the strategic road network

- 2.43 This element of the Review also included an assessment of how readily a safe and convenient vehicular access could be provided to each parcel/sub-parcel. Where there were serious doubts about whether such access could be provided within the Plan period the parcel/sub-parcel was generally marked as having 'limited' or at most 'medium' development potential.

## **OWNERSHIP AND VIABILITY ISSUES**

- 2.44 A further key factor in Stage 2B was the consideration of ownership and viability constraints. In assessing land ownership issues the Council considered what proportion of each parcel or sub-parcel was subject to expressions of support for development from existing owners, for example through the Council's 'Call for Sites' exercises and through representations on the emerging Local Plan.

- 2.45 In relation to viability, the Council took account of the findings of the St.Helens Local Plan Economic Viability Assessment (EVA) 2018. The assumptions and findings of the EVA were used to guide the judgements made regarding development potential, in conjunction with the following considerations:
- whether there is active developer interest;
  - whether similar areas have been successfully developed in recent years; and
  - whether there are any known abnormal development costs.
- 2.46 The EVA used a 'residual' valuation approach to appraise indicative schemes on a range of site types and identified 4 value zones (based on wards) with different levels of economic viability for residential development across St.Helens. Likely development sites within each parcel/sub-parcel in the Review were matched up to the most similar typology of scheme in the EVA, and the resulting baseline surplus (without the provision of affordable housing) were used to indicate whether they are likely to be viable.

## **IDENTIFICATION OF PREFERRED DEVELOPMENT TYPE, DEVELOPABLE AREA AND NOTIONAL DEVELOPMENT CAPACITY**

- 2.47 To identify whether each parcel or sub-parcel would preferably be developed for housing, employment or either of those uses, the Council took into account the earlier findings of Stage 2B as set out above. In summary, all parcels/sub-parcels assessed at Stage 2B have been assessed for a potential housing use. Where landowners have identified land within the parcels/sub-parcels as being potentially suitable for employment as well as or instead of housing, or where the parcels/sub-parcels are considered more deliverable or suitable for employment use, due to neighbouring uses etc., the parcels/sub-parcels have then also been assessed for potential employment use. These factors have influenced the preferred development type for each parcel/sub-parcel. Retail use was not considered at any point.
- 2.48 The Council also identified a gross developable area for each parcel and sub-parcel, taking account of any areas which cannot be developed due to identified constraints. A 'net developable area' for each parcel and sub-parcel was then calculated, using assumptions that, in the case of residential development, were the same as those used in the St.Helens Strategic Housing Land Availability Assessment (SHLAA) 2016 and 2017. These are set out in Table 2.9.
- 2.49 To derive the notional development capacities for the parcels/sub-parcels with potential for residential use, an assumed density of 30 dwellings per hectare (dph) has been applied to the net developable area (nda). In the case of sites with a substantially urban setting where the surrounding dph is higher an assumed density of 35dph has been used. The notional development capacity has only been reduced where necessary to take account of specific constraints; for example if the vehicular access is unsuitable to serve more than a specified number of dwellings.

**Table 2.9: Assumptions used in conversion of 'gross' to 'net' developable area**

Gross Developable Area (hectares – ha)	Net Developable Area
Less than 0.4ha	100% of gross area
0.4ha to 2ha	90% of gross area
Sites over 2ha	75% of gross area

- 2.50 The assumptions underpinning the nda for employment land (B2/B8) are the same as those used within the St.Helens Employment Land Needs Study (2015).

### **STAGE 2B - OVERALL CONCLUSIONS ON DEVELOPMENT POTENTIAL OF EACH PARCEL/SUB-PARCEL**

- 2.51 As the final part of Stage 2B, the Council identified for each parcel/sub-parcel (taking account of all the earlier findings from this stage):
- overall conclusions concerning developability;
  - the Council's preferred use for the parcel/sub-parcel and its notional development capacity (to be considered in Stage 3); and
  - whether the parcel/sub-parcel is, in overall terms, considered to have 'good', 'medium' or 'limited' development potential.
- 2.52 Parcels/sub-parcels with 'good' development potential are those that would be highly likely to come forward for development within the Plan period (before 2035) if they are released from the Green Belt. Those with 'limited' development potential are those where there is substantial uncertainty that this would happen. The proformas (see Appendix F to this Review) set out a justification for the findings for each parcel/sub-parcel.

### **STAGE 3 – RANKING AND REVIEW OF RESULTS**

- 2.53 In the final stage of the Review, the Council has pulled together information from the previous stages to determine whether parcels or sub parcels are suitable for release from the Green Belt. Stage 3 has included 2 main elements as follows:
- Stage 3A - ranking of parcels and sub-parcels that have not been discounted at Stage 1B or 2A; and
  - Stage 3B - Identifying which of the parcels/sub parcels would be most suitable for: a) allocation in the Plan period (up to 2035) and b) safeguarding to meet potential development needs after 2035.

## STAGE 3A - RANKING OF THE REMAINING PARCELS AND SUB-PARCELS

2.54 To rank the remaining parcels and sub-parcels, the Council firstly attributed a numerical score from their assessment at Stages 1B and 2B. For the Stage 1B findings the following points were attributed:

Overall significance of the parcel/sub-parcel to the 3 Green Belt purposes assessed in the Review	Score attributed
Low	3
Medium	2
High	1
High +	0

2.55 For the Stage 2B findings the following points were attributed:

Overall development potential of the parcel/sub-parcel	Score attributed
Good	3
Medium	2
Limited	1

2.56 The Council then attributed an overall numerical score, by adding the score for Stage 2B to that for Stage 1B. The findings were then ranked into tiers as set out in Table 2.10 below (with tier 1 being the highest tier i.e. representing the parcels/sub-parcels with greatest potential for removal from the Green Belt). Tier 3 excludes parcels/sub-parcels scoring only 1 for either their Stage 1B or 2B results to ensure that those with either High Green Belt significance or Limited development potential would be lower in the ranking than those which scored a 'Medium' for both.

**Table 2.10: Tier ranking of overall scores**

Tier number	Overall score from stages 1B and 2A
1	6
2	5
3	4 (excluding parcels/sub-parcels scoring only 1 for either of Stages 1B or 2B)
4	Other parcels/sub-parcels scoring 4
5	3
6	2
7	1

## STAGE 3B - IDENTIFYING WHICH OF THE PARCELS/SUB PARCELS WOULD BE MOST SUITABLE FOR (A) ALLOCATION IN THE PLAN PERIOD (UP TO 2035) AND (B) SAFEGUARDING

2.57 At Stage 3B, the Council firstly 'top sliced' the ranking from Stage 3A to identify a 'long list' of parcels/sub-parcels with greatest potential for release

from the Green Belt. This process took account of the needs for housing and employment development set out in the Plan, with sufficient allowances to account for choice, flexibility and the trajectory of delivery on the sites. The 'top slicing' also included an allowance to enable post Plan period needs to be met, to ensure that the new Green Belt boundaries could endure in the longer term.

2.58 Parcels/sub-parcels within the 'long list' were then reviewed further to identify a suite of sites that are most suitable for allocation and safeguarding. The resultant recommendations (set out in Chapter 6) were derived having regard to the following general principles:

- Sites that are recommended for allocation or safeguarding should generally correspond with parcel or sub-parcel boundaries; where this is not the case the reasons are explained;
- The overall quantum of sites allocated must meet Plan period development needs and priorities (for both housing and employment);
- The overall quantum of safeguarded sites must ensure that the new Green Belt boundaries should not need to be revised again for a substantial period after 2035;
- Sites with a higher ranking at Stage 3A are more likely to be recommended for removal from the Green Belt (with the highest scoring being most likely to be recommended as allocations);
- Sites with higher levels of deliverability are more likely to be recommended as allocations (as opposed to being safeguarded);
- The sites should provide a distribution of development across the Borough in accordance with the spatial strategy of the Local Plan;
- The sites should avoid creating local infrastructure problems e.g. in one specific area that could not be adequately informed by the Local Plan Infrastructure Delivery Plan and other evidence; and
- Agricultural land classification (ALC) was also used to differentiate between sites, i.e. to minimise the loss of high quality agricultural land.

2.59 The suitability of allocating or safeguarding individual sites has also been tested through the Local Plan Sustainability Appraisal and Habitat Regulations Assessment processes.

## **PRESENTATION OF RECOMMENDATIONS**

2.60 Chapters 5 and 6, set out in more detail the overall results and rationales as to why a parcel or sub-parcel was allocated, safeguarded or discounted, following on from Stages 1B, 2A and 2B. Chapter 5 references the overall score of each parcel and sub-parcel remaining in Stage 3, separating them into either employment use or residential use, with the developable area in hectares.

2.61 Chapter 6 outlines the Review's recommendations, and identifies any consequential changes to the Green Belt boundary that would result from a parcel or sub-parcel being designated for development either as an allocation



or a safeguarded site; or an anomaly that requires a minor amendment to the existing Green Belt boundary. The Chapter also contains summary sheets for those sites recommended for development in the Local Plan.

### 3. DEVELOPMENT OF THE METHODOLOGY

- 3.1 The methodology of the Green Belt Review has developed over three main stages as follows:
1. An initial draft of the proposed methodology was made subject to public consultation in 2013;
  2. A slightly revised methodology was used in the draft Green Belt Review published in 2016; and
  3. Further adjustments to the methodology were used to underpin the final version of the Review.
- 3.2 The methodology at each stage was based, in the first instance, on the assessment of the importance of identified parcels of land to the Green Belt. However, in deriving the final methodology the Council took into account responses to the consultation exercises in 2013 and 2016/17. The main changes between the initial draft methodology (2013) and that used in the draft Green Belt Review (2016) included that:
- A comprehensive assessment of all Green Belt land was undertaken rather than a selective assessment around urban areas.
  - Reference was removed to the distance of gaps between settlements to allow greater weight to be given to the physical and visual role that parcels of land play in preventing the merging of settlements.
  - The importance of specific parcels of land to strategic gaps between settlements was considered as part of the assessment against Green Belt Purpose 2 rather than in a separate section.
  - The originally proposed settlement profile reports and section detailing 'discounted' settlements were removed to allow a more comprehensive assessment of the Green Belt.
  - The criteria used to define the strength of boundary features for the purposes of defining parcels were slightly revised.
- 3.3 The adjustments to the methodology undertaken between the draft Review (2016) and this final version, together with the reasons for them, are set out in the following table. In addition, the scoring results have been comprehensively reviewed and altered where justified.

**Table 3.1: Adjustments to methodology between draft Green Belt Review (2016) and this final version**

Stage	Adjustment to methodology	Reason
Stage 1A – Identification of Green Belt parcels and sub-parcels	Some parcels have been split into sub-parcels (and the name of this stage changed accordingly)	To enable a more refined analysis of those parcels that are large and/or have internal variations in their importance to the Green Belt.
	Parcels 3 and 61 have been merged into neighbouring parcels within which they now form sub-parcels	These parcels are small and more appropriately dealt with as sub parcels using the revised methodology
Stage 1B – Assessment of Green Belt parcels and sub-parcels against Green Belt purposes	The findings of this stage are now presented on a pro-forma for each parcel (rather than the table in appendix 1 of the draft Green Belt Review).	To enable a more detailed justification of the findings for each parcel.
	Further details have been inserted to justify the scoring of each parcel against the relevant Green Belt purposes and its overall contribution to the Green Belt. Any variations for sub-parcels are also identified.	To set out more clearly the findings for each parcel and sub-parcel.
	The definition of 'large built up area' (in the context of Green Belt Purpose 1) has been extended to include Rainhill, Warrington, Ashton-in-Makerfield, and Golborne.	Warrington, Ashton-in-Makerfield, and Golborne are added to adequately reflect the presence of these large built up areas in a neighbouring authority. Rainhill is included due to its fairly substantial size and physical link to Prescott/Whiston.
	Scoring mechanism for Purpose 1 clarified and adjusted to take account of the fact that development of some large parcels away from the urban edge can contribute to unrestricted sprawl.	In the interests of clarity.
	Scoring mechanism for Purpose 2 revised to	To clarify the operation of

Stage	Adjustment to methodology	Reason
	clarify which gaps between settlements are to be taken into account.	this scoring mechanism in relation to the wording of Purpose 2 of the Green Belt as set out in the NPPF (paragraph 134).
	Some parcels and sub-parcels are discounted from subsequent stages due to their importance to the Green Belt, with a justification setting out why this is the case.	To focus the subsequent stages more effectively on the parcels and sub-parcels where detailed consideration is required.
Stage 2A – Identification of parcels and sub parcels with 'prohibitive' constraints	This stage (and stage 2B) now relate to the parcels and sub-parcels identified at stage 1A (where these have not been discounted at stage 1B), rather than the sites submitted by developers and landowners.	To enable a more comprehensive approach to be adopted that is also based on geographical areas bounded by recognisable features on the ground (as opposed to ownership boundaries).
	This stage now focusses entirely on 'non-Green Belt policy' constraints e.g. flood risk, protected trees, access.	To enable this stage to be more clearly differentiated from the consideration of the importance of the parcels/sub-parcels to the Green Belt that has been carried out at stage 1B.
	Further details of the types of constraint that should be regarded as 'prohibitive' and objective criteria against which these can be measured are set out.	To ensure that a consistent set of criteria are applied in determining whether each parcel/sub-parcel is subject to a 'prohibitive' constraint.
Stage 2B – Assessment of development potential within remaining parcels and sub parcels	An overall score for development potential of each parcel/sub-parcel e.g. 'good', 'moderate' and 'limited' has been included, with criteria set out to determine which of these scores should be applied.	To enable the parcels/sub parcels to be ranked in the new stage 3 – see below.
	The commentary relating to the performance of each parcel/sub-parcel against specific constraints, accessibility and deliverability criteria has been revised to refer to	To enable the relative performance of different parcels/sub-parcels to be consistently assessed.

Stage	Adjustment to methodology	Reason
	measurable criteria.	
Stage 3 Ranking and review of results	This stage is now presented as a separate stage with a more formalised process for ranking the performance of those parcels and sub-parcels that are not discounted at stages 1B or 2A, and refining the results against a set of defined criteria.	To ensure that the relative merits of releasing each parcel or sub-parcel from the Green Belt to meet development needs, in comparison with other parcels or sub-parcels, are transparently assessed.

## 4. RESULTS AT STAGES 1A, 1B, 2A & 2B

### STAGE 1A – IDENTIFICATION OF GREEN BELT PARCELS AND SUB-PARCELS

- 4.1 In accordance with the methodology set out in Chapter 2, 99 parcels were initially identified and numbered GBP\_001 to GBP\_099. Six of these parcels were then merged (due to the location and small size of GBP\_003, GBP\_061 and GBP\_073) as follows:

- GBP\_003 with GBP\_001;
- GBP\_061 with GBP\_062; and
- GBP\_073 with GBP\_074.

Due to differences of character within them, 34 of the parcels were subsequently split into sub-parcels. A total of 161 parcels and sub-parcels were thus identified.

### STAGE 1B – ASSESSMENT OF PARCELS AND SUB-PARCELS AGAINST GREEN BELT PURPOSES

- 4.2 The scoring of the parcels and sub-parcels at Stage 1B is set out in appendices B and C. Appendix B identifies specifically those parcels and sub-parcels that were discounted from subsequent stages because they scored a 'high+' or 'high' at Stage 1B.
- 4.3 Appendix C sets out a detailed proforma for each parcel and sub-parcel, which shows its score against each of the Green Belt purposes, a detailed justification for each score and a justification for the overall scoring of the parcel/sub-parcel at Stage 1B. Of the 161 parcels and sub-parcels:
- 41 were considered to make a 'low' contribution in overall terms to the Green Belt;
  - 51 were considered to make a 'medium' contribution in overall terms to the Green Belt ;
  - 22 were considered to make a 'high' contribution in overall terms to the Green Belt; and
  - 47 were considered to make a 'high+' contribution in overall terms to the Green Belt.
- 4.4 Of the 69 parcels and sub-parcels which scored 'high' or 'high+', the majority were excluded from consideration at subsequent stages of the study. The only exceptions to this were parcels GBP\_033, GBP\_036 and GBP\_039 which were kept in the study notwithstanding their 'high' or 'high+' scores for reasons which are set out below.
- 4.5 Parcels GBP\_033 (land to the east of the M6, Junction 23) and GBP\_036 (Land south of A580 East Lancashire Road and south east of M6 Junction 23) are located on the east side of the M6. Due to their contribution to the



strategic gap between settlements they score a 'high' at Stage 1B. However, they are fairly well contained. There is also strong evidence of developer interest in providing employment uses on these parcels, including the sub-regional demand for logistic uses (for which a current shortage of market-attractive sites has been identified). A strategic aim of the emerging Local Plan is to provide sufficient land to meet local employment land needs in full, by focusing new employment development on large sites in close proximity to the strategic road network of the M6 and M62. Having regard to a combination of these factors, parcels GBP\_033 and GBP\_036 were carried forward to Stage 2 notwithstanding their 'high' score at Stage 1B.

- 4.6 Known as 'Parkside East' and 'Parkside West', parcels GBP\_039 (land east of M6 and north of A579 Winwick Lane) along with parcel GBP\_041, form part of a wider site straddling the M6. This area is uniquely placed for the potential future development of rail enabled employment uses, having potential direct access to both the West Coast Mainline and the Chat Moss east-west rail lines and to the M6 close to its junction with the M62. There is a long standing history of developer interest in bringing parcels GBP\_039 and GBP\_041 - the former Parkside Colliery forward for development and the area was highlighted as a potential location for an inter-modal freight terminal in the now revoked North West Regional Spatial Strategy. Policy CAS3.2 of the St.Helens Core Strategy (adopted in 2012) identifies the site as a 'strategic location' for a SRFI. In 2016 the Parkside Logistics and Rail Freight Interchange Study identified Parkside as a site of national and regional significance in relation to relevant policy, market demand and need for the delivery of new and improved SRFIs. The Study found that the opportunities for rail access from the site are second to none in the North West. Consequently, whilst it is acknowledged that there would be a high impact on the Green Belt if Parcel GBP\_039 were to be developed, taking into consideration all the above factors, there are exceptional circumstances to justify carrying the parcel forward to the Stage 2 assessment.

**Table 4.1: All Parcels and sub-parcels discounted at Stage 1B**

Parcel/Sub-parcel Reference	Location	Stage 1B Score
GBP_004	Land to the east of News Lane north of railway line, Rainford Junction	High+
GBP_006a	Land east of News Lane west of Junction Road, Rainford	High
GBP_007a	Land east of News Lane south of railway line, Rainford Junction	High+
GBP_007b	Land east of News Lane south of railway line, Rainford Junction	High
GBP_008	Siding Lane/Land west of Rainford Road north of railway line, Rainford	High
GBP_009	Land west of Rainford By-Pass/Mossborough Road/Blindfoot Road	High+
GBP_013a	North West National Golf Club / Land between Rainford By-Pass and Rainford Brook south of Pasture Lane	High+
GBP_014a	Land west of Moss Bank, north of the A580 and east of the A570	High+
GBP_014b	Land west of Moss Bank, north of the A580 and east of the A570	High

Parcel/Sub-parcel Reference	Location	Stage 1B Score
GBP_016a	Land to the north of Moss Bank, west of Billinge	High+
GBP_016b	Land to the north of Moss Bank, west of Billinge	High+
GBP_016c	Land to the north of Moss Bank, west of Billinge	High+
GBP_018	Land south-west of Crank	High+
GBP_020a	Land east of Rainford	High+
GBP_020c	Land east of Rainford	High
GBP_020d	Land east of Rainford	High
GBP_020e	Land east of Rainford	High
GBP_021	Land to the north west of Billinge and east of Rainford.	High+
GBP_022a	Land to the west of Billinge	High+
GBP_022b	Land to the west of Billinge	High+
GBP_022c	Land to the west of Billinge	High+
GBP_024	Land north of Newton Lane between Billinge and Garswood	High+
GBP_026a	Land south east of Billinge	High+
GBP_026c	Land south east of Billinge	High+
GBP_026d	Land south east of Billinge	High+
GBP_027a	Land south of Billinge	High+
GBP_028a	Land north of A580 and west of A58	High+
GBP_029a	Land east of Garswood and west of M6	High+
GBP_030	Land at Ashton-in-Makerfield Golf Course and west of M6	High+
GBP_034	Land at Haydock Park Racecourse and west of Golborne	High+
GBP_035	Land north of A580 East Lancashire Road and West of Sandy Lane	High
GBP_047	Sankey trail and brook, south of Haydock and Earlestown	High+
GBP_053a	Land east of Haydock, north of Newton-le-Willows	High+
GBP_053b	Land east of Haydock, north of Newton-le-Willows	High+
GBP_055	Land between Haydock and Newton-le-Willows/Earlestown	High+
GBP_057a	Land between Haydock and Earlestown, west of Common Road	High+
GBP_057b	Land between Haydock and Earlestown, west of Common Road	High+
GBP_059	Land between Haydock and Sankey Brook	High+
GBP_062a	Land south of A580 and west and east of A58	High
GBP_063	Land south of Blackbrook	High+
GBP_066	Land north of Ashton's Green, Parr	High+
GBP_067	Land east of Parr	High
GBP_069a	Land at Colliers Moss Common	High+
GBP_071	Land east of The Pastures, Bold	High+
GBP_075a	Land north of M62 and south of Gorsey Lane	High+
GBP_075b	Land north of M62 and south of Gorsey Lane	High
GBP_075c	Land north of M62 and south of Gorsey Lane	High+
GBP_076a	Land south of M62 and north of A49 Warrington Road	High+
GBP_076b	Land south of M62 and north of A49 Warrington Road	High+
GBP_077	Land south of Warrington Road, Bold	High+
GBP_081a	Land south of Sutton Manor, north of M62	High
GBP_083a	Land east of Rainhill and west of the St.Helens Linkway	High+
GBP_083b	Land east of Rainhill and west of the St.Helens Linkway	High
GBP_085a	Land to the east of Rainhill Road, Rainhill.	High+
GBP_086	Land north of Elton Head Road, Nutgrove	High

Parcel/Sub-parcel Reference	Location	Stage 1B Score
GBP_090a	Land north of M62 and west of Rainhill	High
GBP_090b	Land north of M62 and west of Rainhill	High
GBP_090c	Land north of M62 and west of Rainhill	High
GBP_090d	Land north of M62 and west of Rainhill	High
GBP_092	Prescot Water Treatment Works	High
GBP_093a	Land between Eccleston and Eccleston Park	High+
GBP_093b	Land between Eccleston and Eccleston Park	High+
GBP_096	Land south of A580 East Lancashire Road and west of Eccleston	High+
GBP_097a	Land south of the A580, west of Eccleston	High+
GBP_097b	Land south of the A580, west of Eccleston	High+
GBP_099	Land north of A580 East Lancashire Road and West of A570 Rainford Bypass	High+

## RESULTS AT STAGE 2A – IDENTIFICATION OF PARCELS AND SUB-PARCELS WITH ‘PROHIBITIVE’ CONSTRAINTS

- 4.7 A total of 95 parcels and sub-parcels were not discounted at Stage 1B. Of these, a total of 27 were identified at Stage 2A as being subject to prohibitive constraints, which would severely constrain their ability to meet housing or employment development needs even if they were released from the Green Belt. Further details of the parcels/sub-parcels with Stage 2A constraints are set out in Table 4.2 below.

**Table 4.2: Parcels and sub-parcels which have Stage 2A ‘prohibitive’ constraints**

Parcel/sub-parcel number	Location	Nature of prohibitive constraint
GBP_006c	Land east of News Lane west of Junction Road	Highways access not feasible for sub-parcel in its own right.
GBP_011_a	Land to the east of Rainford By-Pass south of Mossborough Road, Rainford	Over 2/3rds of the sub-parcel lies within Flood Zone 3.
GBP_011_b	Land to the east of Rainford By-Pass south of Mossborough Road, Rainford	Over 2/3rds of the sub-parcel lies within Flood Zone 3.
GBP_012	Land off Sandwash Close adjacent of Rainford Brook, Rainford	Over 2/3rds of the parcel lies within Flood Zone 3.
GBP_020_b	Land east of Rainford	The sub-parcel is in use as a high school with associated playing fields and outdoor sports facilities. There are no proposals to relocate the school and no surplus playing field capacity exists in the area.
GBP_026_b	Land south east of Billinge.	Over 2/3rds of sub-parcel GBP_026b consists of outdoor sports facilities at Chapel End Primary School.
GBP_045_b	Land west of Winwick Road and south and east of	Over 2/3rds of sub-parcel GBP_045b consists of Newton Brook Greenway and Newton-le-Willows Cemetery.

Parcel/sub-parcel number	Location	Nature of prohibitive constraint
	Wayfarers Drive.	
GBP_048	Land at Newton Cottage Hospital, Newton-le-Willows	Over 2/3rds of parcel GBP_048 is designated Amenity Greenspace, with a significant amount of protected trees and woodland within the parcel.
GBP_049	Land north of Southworth Road, Newton-le-Willows	The parcel is constrained by lack of suitable highway access.
GBP_050	Land at Willow Park, Newton-le-Willows	Over 2/3rds of the parcel lies within Flood Zone 3, and is an identified Local Wildlife Site and an allocated Open Space and Recreation Area, namely a Semi-Natural Green Space.
GBP_051_b	Land north-east of Newton-le-Willows, adjacent to M6	Over 2/3rds of the sub-parcel lies within a designated Outdoor Sports Area, associated with Hope Academy and the Selwyn Jones Sports Centre.
GBP_052	Land south of Haydock Island (J23)	More than 2/3rds of the parcel is covered by a Tree Preservation Order.
GBP_054	Woodlands Business Park, Haydock	More than 2/3rds of the parcel is occupied by existing development.
GBP_062_b	Land south of A580 and west and east of A58	The sub-parcel forms part of an award winning landscaping and Sustainable Drainage (SuDS) scheme in association with the newly constructed Stanley Bank Way bypass.
GBP_062_c	Land south of A580 and west and east of A58	The sub-parcel forms part of an award winning landscaping and SuDS scheme in association with the newly constructed Stanley Bank Way bypass.
GBP_062_d	Land south of A580 and west and east of A58	The sub-parcel forms part of an award winning landscaping and SuDS scheme in association with the newly constructed Stanley Bank Way bypass.
GBP_064	Land south of Blackbrook, including St. Augustine of Canterbury Catholic High School	Over 2/3rds of the parcel is a designated Outdoor Sports Area, associated with St. Augustine of Canterbury Catholic High School.
GBP_065	Wastewater Treatments Works, Parr	The parcel is in current use as offices and wastewater treatment site.
GBP_068	Land rear of Bold Miners Club, Parr	Over 2/3rds of the parcel is a designated Outdoor Sports Area. There is a deficit within the locality for outdoor sports areas of this nature.
GBP_069_b	Land at Colliers Moss Common	More than 2/3rds of the site is a designated Local Wildlife Site.
GBP_072	Bold Industrial Park	The parcel is occupied by existing development.
GBP_079	Sutton Manor Woodland	Over 2/3rds of the parcel is a designated Local Wildlife Site and an allocated Open Space and Recreational area, specifically as a Semi-Natural Greenspace.
GBP_081_b	Land south of Sutton Manor, north of M62	Although less than 2/3rds of the sub-parcel lies within Flood Zone 3, because of where the flood zone is situated (centre of site) development would only be possible to the north or to the south, creating fragmented and unsustainable development.
GBP_084	Rainhill High School and Loyola Hall, Rainhill	More than 2/3rds of the parcel is covered by a Tree Preservation Order.
GBP_088	Land to the north-east of Eccleston Park Golf Club	More than 2/3rds of the site is a designated Semi-Natural Greenspace.
GBP_091	Land corner of Burrow's Lane and St.Helens Road	Over 2/3rds of the site is a designated Local Wildlife Site.
GBP_095	Eccleston Mere, Eccleston	Over 2/3rds of the site is a designated Local Wildlife Site and an allocated Open Space and Recreation Area, namely as an Outdoor Sports Area.

- 4.8 With the exception of sub-parcel GBP\_006c, the parcels and sub-parcels listed in Table 4.2 above were then discounted from subsequent stages (for more details see Appendix D for individual 2A proformas). Sub-parcel GBP\_006c was not discounted as the highways access constraint could be overcome if neighbouring land in sub-parcel GBP\_005a were to be developed.

## **STAGE 2B – ASSESSMENT OF DEVELOPMENT POTENTIAL WITHIN REMAINING PARCELS AND SUB- PARCELS**

- 4.9 A total of 69 parcels and sub-parcels were assessed at Stage 2B. Of these:
- 18 were identified as having ‘good’ development potential;
  - 11 were identified as having ‘medium’ development potential; and
  - 40 were identified as having ‘limited’ development potential.
- 4.10 Detailed proformas formed the initial basis for the refining exercise in Chapters 5 and 6, identifying the notional use and development capacity along with the justification for each remaining parcel and sub-parcel scoring and recommendation.

## 5. RANKING AND REFINEMENT OF RESULTS AT STAGE 3A AND 3B

- 5.1 At Stage 3, the 69 parcels and sub-parcels that were not discounted at earlier stages were initially ranked using the scoring system set out in paragraphs 2.54 to 2.56 of the methodology. Employment and housing uses were considered separately to ensure that all development needs could be met (having regard to the preferred uses identified at Stage 2B for each parcel/sub-parcel).

### INITIAL RANKING - EMPLOYMENT USES

- 5.2 13 parcels and sub-parcels that were not discounted at Stages 1 or 2 were considered for potential employment uses. Their overall score is set out in Table 5.1.

**Table 5.1: Parcels/sub-parcels – overall score at Stage 3 for employment use**

Parcel/Sub-parcel Ref.	Location	Stage 1B Score	Stage 2B Score	Overall Score	Notional capacity (hectares)
GBP_031a	Florida Farm North, Slag Lane, Haydock	Medium	Good	5	36.67ha
GBP_031b	Land west of Millfield Lane, south of Liverpool Road and north of Clipsley Brook, Haydock	Medium	Good	5	20.58ha
GBP_031c	Land to the west of Haydock Industrial Estate, Haydock	Medium	Good	5	7.75ha
GBP_032	Land to the east of Haydock Industrial Estate and to the west of M6 (north and south of Penny Lane), Haydock	Medium	Good	5	13.21ha
GBP_033	Land to the east of M6 Junction 23, Haydock	High	Good	3	55.90
GBP_036	Land south of A580 East Lancashire Road and south east of M6 Junction 23, Haydock	High	Limited	1	73.4ha
GBP_039	Parkside East, Newton-le-Willows	High+	Good	3	64.55ha
GBP_040	Land west of M6 and south of A572 Southworth Road, Newton-le-Willows	Low	Limited	4	4.3ha
GBP_041	Parkside West, Newton-le-Willows	Medium	Good	5	79.57ha
GBP_075d	Land north of M62 and south of Gorsey Lane, Bold	Medium	Limited	3	32.21ha



Parcel/Sub-parcel Ref.	Location	Stage 1B Score	Stage 2B Score	Overall Score	Notional capacity (hectares)
GBP_076c	Omega South Western Extension, Land north of Finches Plantation, Bold (to meet employment land needs arising in Warrington)	Medium	Medium	4	31.22ha
GBP_076d	Land south of M62 and north of A49 Warrington Road, Bold	Medium	Limited	3	28.68ha
GBP_076e	Land south of M62 and north of A49 Warrington Road, Bold	Medium	Limited	3	10.29ha

## REFINEMENT OF RESULTS - EMPLOYMENT USES

- 5.3 It has been identified (see paragraph 1.18 of this Review) that sufficient land needs to be released from the Green Belt to contribute at least 203.65ha of land for employment development between 2018 and 2035. Sufficient land also needs to be safeguarded for potential employment development after 2035 to enable the new Green Belt boundary to endure into the long term.
- 5.4 The 13 parcels/sub-parcels referred to in Table 5.1 have a total combined capacity of 458.33ha. Warrington and St.Helens Councils have agreed that the 31.22ha of land at parcel GBP\_076c (Omega South Western Extension) would contribute to Warrington's and not St.Helens' employment needs. Therefore, the effective capacity of the parcels/sub-parcels to contribute to the needs of St.Helens would be 427.11ha. This far exceeds the Plan period requirement of 207.49ha to be found from Green Belt sites. It is also considered to exceed what is required to ensure the Green Belt boundary endures for the 'long term' beyond 2035.
- 5.5 To derive a justified list of allocated and safeguarded sites the 'longlist' of 13 parcels and sub-parcels has therefore been refined. As a result:
- 4 parcels/sub-parcels have been discounted at Stage 3 and are therefore recommended to stay in the Green Belt;
  - 7 parcels/sub-parcels have been selected for allocation; and
  - 2 parcels/sub-parcels have been selected for safeguarding.
- 5.6 A summary justification for this outcome is shown below in Table 5.2. In addition to the findings of the Green Belt Review, where a site has been assessed in the 2018 Sustainability Assessment (SA), the conclusions of that report have also been summarised and added to the relevant sections.

**Table 5.2: Results of Stage 3 for employment uses – allocate, safeguard or discount**

Parcel/Sub-parcel Ref. and location	Notional capacity (hectares)	Allocate, safeguard or discount	Comments on decision
GBP_031a Florida Farm North, Slag Lane, Haydock	36.67ha	Allocate	<p>The sub-parcel lies north of the East Lancashire Road (A580), Haydock. The site benefits from a hybrid planning consent for two large industrial units (B2/B8 uses), and associated infrastructure (Ref: P/2018/0608/HYBR). Formation of the new access is currently underway.</p> <p>There are no significant constraints that apply to the sub-parcel. It is considered appropriate to allocate the site for employment use in the emerging Local Plan, to meet the needs of the Borough in this Plan period.</p> <p>The 2018 Sustainability Appraisal (SA) concluded that the sub-parcel is located within 1km of an area that falls within the 20% most deprived population in the UK, and development here for employment use would therefore help to reduce poverty and social exclusion.</p> <p>As the sub-parcel benefits from planning consent for B8 employment development; there would be no benefit gained by retaining it in the Green Belt.</p>
GBP_031b Land west of Millfield Lane, south of Liverpool Road and north of	20.58ha	Allocate	<p>This sub-parcel lies to the north west of Haydock industrial estate, and forms part of a larger parcel along with sub-parcels GBP_031a and GBP_031c. The former benefits from planning consent for two large industrial warehouses, and the latter (as at December 2018) has a planning application pending consideration for employment use.</p> <p>A number of options exist to provide vehicular access through sub-parcels GBP_031a, and</p>

Parcel/Sub-parcel Ref. and location	Notional capacity (hectares)	Allocate, safeguard or discount	Comments on decision
Clipsley Brook, Haydock			<p>GBP_31c or directly off Millfield Lane.</p> <p>The 2018 SA concluded that development of the sub-parcel is unlikely to have significant effects for the achievement of the majority of the SA objectives. As it is located within 1km of an area that falls within the 20% most deprived population in the UK, its development for employment use would help to reduce poverty and social exclusion. The SA identified no significant negative impacts associated with the potential release of this sub-parcel.</p> <p>There are no significant constraints that apply to the sub-parcel. Its removal from the Green Belt (in conjunction with sub-parcels GBP_031a and GBP_031c) would provide a stronger and more robust Green Belt boundary in this location that would also form a natural extension to Haydock Industrial Estate. It is therefore considered appropriate to allocate it for employment use in the Local Plan period.</p>
GBP_031c Land to the west of Haydock Industrial Estate, Haydock	7.75ha	Allocate	<p>This sub-parcel is located north west of Haydock Industrial Estate, and is well contained. Its removal from the Green Belt (in conjunction with sub-parcels GBP_031a and GBP_031b) would provide a stronger and more robust Green Belt boundary in this location, and would not significantly affect any Green Belt purpose.</p> <p>Highway access can be provided off Haydock Lane or through adjacent sub-parcels GBP_031a and/or GBP_031b.</p> <p>The 2018 SA concluded that development of the sub-parcel is unlikely to have significant effects in relation to the majority of the SA objectives. As it is located within 1km of an area that falls</p>

Parcel/Sub-parcel Ref. and location	Notional capacity (hectares)	Allocate, safeguard or discount	Comments on decision
			<p>within the 20% most deprived population in the UK, its development for employment use would help to reduce poverty and social exclusion. Its development for employment use would also help reduce the need to travel, making the best use of existing transport infrastructure due to its location close to a high frequency bus service. It is also apparent from the SA that there are no significant negative impacts associated with the potential release of this sub-parcel.</p> <p>There are no significant constraints that apply to the sub-parcel. It is considered appropriate to allocate it for employment use in the Local Plan, as it would form a natural extension to Haydock Industrial Estate, and help meet the employment needs of the Borough in this Plan period.</p> <p>The sub-parcel is subject (as of December 2018) to a current planning application (Ref: P/2017/0920/FUL) for four industrial units on site, with associated parking and hardstanding.</p>
GBP_032 Land to the east of Haydock Industrial Estate and to the west of M6 (north and south of Penny Lane),	13.21ha	Allocate	<p>The parcel lies to the west of the M6, and north east of Haydock industrial estate. The parcel is well contained and its release from Green Belt would not significantly affect any Green Belt purpose. There is strong developer interest in developing the parcel and part of the parcel (Penny Lane North) benefits from outline planning consent for the erection of B8 warehousing with ancillary office and car parking (Ref: P/2015/0571/HYBR), with a reserved matters application (Ref: P/2018/0476/RES) approved 13 December 2018.</p> <p>Access has been approved from Penny Lane, through the existing industrial estate. There are no significant constraints that apply to the parcel. It is considered appropriate to allocate it for employment use in the Local Plan as it would be a natural extension to the existing industrial</p>

Parcel/Sub-parcel Ref. and location	Notional capacity (hectares)	Allocate, safeguard or discount	Comments on decision
Haydock			<p>estate.</p> <p>The 2018 SA concluded that development of the parcel is unlikely to have significant effects for the achievement of the majority of the SA objectives. As it is located within 1km of an area that falls within the 20% most deprived population in the UK, its development for employment use would help to reduce poverty and social exclusion. Such development would also reduce the need to travel, by making the best use of existing transport infrastructure due to its location close to a high frequency bus service.</p>
GBP_033 Land to the east of M6 Junction 23, Haydock	85.7ha	Safeguard (in part only, covering 55.9ha)	<p>Although this parcel was proposed to be allocated for employment use at LPPO stage, there are issues that jeopardise its potential for satisfactory delivery within this Plan period. The parcel lies to the east of the M6 and to the south of Haydock Park Racecourse. It was identified at Stage 1B as making a 'High' contribution to the Green Belt, but was not discounted at that stage to enable its potential to help meet the long-term needs for logistics development within the Borough to be considered further. Part of the parcel is subject to a current (as of December 2018) planning application (Ref: P/2017/0254/OUP) for employment development.</p> <p>Development within the parcel is likely to have a substantial impact on highway capacity at Junction 23 of the M6 that immediately adjoins the parcel and currently suffers from significant capacity and congestion issues. These issues are likely to worsen as the Plan period progresses unless substantial improvements are made to this Junction. Junction 23 is a strategically important junction on the highway network, linking the M6 and A49 with the A580 (that provides a major route between Liverpool and Manchester). A study has been</p>

Parcel/Sub-parcel Ref. and location	Notional capacity (hectares)	Allocate, safeguard or discount	Comments on decision
			<p>commissioned by the Council to identify the nature and potential land take of any improvements that are required to the junction, which may include land within this parcel.</p> <p>The 2018 SA concluded that development of the parcel would have a mixed impact on the achievement of SA objectives. The development of the parcel would be likely to have a negative effect on biodiversity. It would also be likely to impact on air quality, particularly as it is located only 27m from an AQMA and the development of the site for employment use would generate more HGV vehicular movements. However, development of the parcel would potentially have positive effects on the local economy due to its location within 1km of an area within the 20% most deprived population in the UK, and development here would help to reduce poverty and social exclusion.</p> <p>Substantial landscape buffers would be required to mitigate the visual effects of any employment development, including alongside the neighbouring Haydock Park Racecourse that is a nationally important tourist attraction.</p> <p>The Council can meet its needs for employment development up to 2035 elsewhere within the Borough without this parcel being allocated. Due to the need to address the severe capacity issues at J23, and the need to avoid constraining the ability to design an appropriate junction layout, the parcel is only suitable for safeguarding to meet potential employment development needs after 2035 (as opposed to allocation for development before 2035).</p>



Parcel/Sub-parcel Ref. and location	Notional capacity (hectares)	Allocate, safeguard or discount	Comments on decision
GBP_036 Land south of A580 East Lancashire Road and south east of M6 Junction 23, Haydock	73.4ha	Discount	<p>This parcel was identified at Stage 1B as making a 'High' contribution to the Green Belt, but was not discounted at that stage to enable its potential to help meet needs for logistics development to be considered further. The parcel is, however, not suitable to be allocated or safeguarded for employment use due to various issues. Development within the parcel would be likely to have a substantial impact on highway capacity at Junction 23 of the M6 that immediately adjoins the parcel and suffers from significant capacity and congestion issues. Junction 23 is a strategically important junction on the highway network, linking the M6 and A49 with the A580 (that provides a major route between Liverpool and Manchester). A study has been commissioned by the Council to identify the nature and potential land take of any improvements that are required to the junction.</p> <p>The parcel contains a significant expanse of protected woodland that in turn would have an impact on the developable area, reducing the capacity to build appropriate logistics related development. The 2018 SA concluded that development of the sub-parcel would have a mixed impact on the achievement of SA objectives. The development of the parcel for employment use would be likely to harm the biodiversity interests within the site. It would also be likely to harm air quality, as the potential type of development on this sub-parcel would generate a significant amount of HGV vehicular movements within an AQMA.</p> <p>There is also an existing care and rehabilitation centre within the parcel (that would be incompatible with employment uses on the remainder of the parcel). Therefore, as adequate provision can be made elsewhere both for the Plan period and post-Plan period to meet employment needs this parcel is not recommended for allocation or safeguarding.</p>

Parcel/Sub-parcel Ref. and location	Notional capacity (hectares)	Allocate, safeguard or discount	Comments on decision
GBP_039 Parkside East, Newton-le-Willows	64.55ha	Allocate	<p>The parcel lies to the east of the M6 and has substantial locational advantages for development as a Strategic Rail Freight Interchange (SRFI) or for other rail enabled employment use. These include its scope to be accessed by rail from the north-south and east-west rail routes (which are both immediately next to the parcel) and its proximity to junction 22 of the M6. The Parkside Logistics and Rail Freight Interchange Study 2016 confirmed that parcels GBP_039 and GBP_041 are sufficiently large and of a suitable layout to provide the necessary operational requirements for an SRFI and related employment uses. Parcel GBP_039 could also accommodate other strategic rail enabled employment use. The development of an SRFI in this broad location would help to deliver the Government's policy for such uses and a long standing commitment set out in the Regional Spatial Strategy for the North West (2008) (now revoked) and the St.Helens Core Strategy (2012).</p> <p>As at December 2018, two relevant planning applications are under consideration by the Council. These are for:</p> <ul style="list-style-type: none"> <li>an east-west link road that would provide access from the development within parcels GBP_039 and GBP_041 to Junction 22 of the M6; and</li> <li>phase 1 development for employment development within parcel GBP_041.</li> </ul> <p>Whilst large areas within the parcel would be required to provide rail infrastructure, the parcel is large enough to make a substantial contribution to meeting the Borough's general employment land needs in the Plan period.</p>

Parcel/Sub-parcel Ref. and location	Notional capacity (hectares)	Allocate, safeguard or discount	Comments on decision
			<p>The 2018 SA concluded that development of the parcel for employment use would have a mixed impact on the achievement of SA objectives. Such development is likely to have a negative effect on air quality and biodiversity, as it would generate additional HGV vehicular movements within an existing AQMA and the parcel is only 144m from a SSSI. However, development of the parcel would benefit the local economy due to its location within 1km of an area within the 20% most deprived population in the UK. Development here would help to reduce poverty and social exclusion, and due to its public transport links would help reduce the need to travel. With careful masterplanning, it is considered that the negative effects could be mitigated.</p> <p>Although much of parcel GBP_039 currently forms open greenfield land within the Green Belt, for reasons set out above it is considered appropriate to allocate it for employment use to include a significant element of rail enabled development.</p>
GBP_040 Land west of M6 and south of A572 Southworth Road, Newton-le-Willows	4.3ha	Discount	<p>This parcel would have a limited notional developable area of 3.22ha. Due to a lack of developer and/or owner interest in taking the parcel forward, it is considered that it would not form a deliverable allocated site. The parcel is also not required for safeguarding. Adequate employment provision can be made both for this Plan period and beyond within other areas of the Borough.</p>
GBP_041 Parkside	79.57ha	Allocate	<p>This parcel (which includes the former Parkside colliery) lies to the south of Newton-le-Willows. Its broad location was identified in the Regional Spatial Strategy (now revoked) for the North</p>

Parcel/Sub-parcel Ref. and location	Notional capacity (hectares)	Allocate, safeguard or discount	Comments on decision
West, Newton-le-Willows			<p>West (2008) and the St.Helens Core Strategy (2012) as being suitable for the development of a SRFI.</p> <p>The Parkside Logistics and Rail Freight Interchange Study 2016 confirmed that the development of a SRFI within land straddling the M6, now encompassed by parcels GBP_039 and GBP_041 would be consistent with national, regional and local policy.</p> <p>As at December 2018, two relevant planning applications are under consideration by the Council. These are for:</p> <ul style="list-style-type: none"> <li>an east-west link road that would provide access from the development within parcels GBP_039 and GBP_041 to Junction 22 of the M6; and</li> <li>phase 1 development for employment development within parcel GBP_041.</li> </ul> <p>A small section (approximately 5.58ha) of parcel GBP_041 would be required to enable rail enabled development within parcel GBP_039. However, the bulk of parcel GBP_041 would be available to meet general employment land needs.</p> <p>Whilst part of parcel GBP_041 has recently been designated as a Historic Battlefield (Battle of Winwick (Red Bank)) this is not considered to be an over-riding constraint and Historic England has not raised any objections in principle to the phase one planning application referred to above.</p>

Parcel/Sub-parcel Ref. and location	Notional capacity (hectares)	Allocate, safeguard or discount	Comments on decision
			<p>The 2018 SA concluded that development of the parcel for employment use would have a mixed impact on the achievement of SA objectives. Such development is likely to have a negative effect on air quality and biodiversity, as it could generate additional HGV vehicular movements within an existing AQMA, and the parcel overlaps with a Local Wildlife Site and TPOs. However, development of the parcel would potentially benefit the local economy due to its location within 1km of an area within the 20% most deprived population in the UK. This would help to reduce poverty and social exclusion, and due to its public transport links would help reduce the need to travel. With careful masterplanning, it is considered that the negative effects could be mitigated.</p> <p>There are no over-riding constraints that apply to the parcel that could not be mitigated against as part of a masterplanning process. The parcel is well contained between the built up area and the M6. It is therefore considered appropriate to allocate this parcel for employment use.</p>
GBP_075d Land north of M62 and south of Gorsey Lane, Bold	32.21ha	Safeguard	<p>This sub-parcel is located north of sub-parcel GBP_076c and the M62. It has the potential to form a logical extension to the Omega employment area situated to the east of the site within Warrington BC's boundary. However, there are current highway and accessibility constraints to this sub-parcel that would require mitigation including provision of access across land in a separate ownership outside the sub-parcel to the east.</p> <p>As Junction 8 of the M62 experiences congestion and capacity issues, the cumulative impacts of any development within this sub-parcel and elsewhere would need to be addressed in conjunction with Warrington BC (the local highway authority) and Highways England.</p>

Parcel/Sub-parcel Ref. and location	Notional capacity (hectares)	Allocate, safeguard or discount	Comments on decision
			<p>The sub-parcel also adjoins an area of protected woodland, against which a buffer would be required, although this should not impact on the majority of the site and its net developable area.</p> <p>The 2018 SA concluded that development of the parcel for employment use would have a mixed impact on the achievement of SA objectives. Such development would be likely to have a negative effect on biodiversity within the site, and conflict with efforts to make the best use of existing transport infrastructure, due to its lack of public transport links. However, development of the parcel would have positive effects on the local economy due to its location within 1km of an area of the 20% most deprived population in the UK, and development here would help to reduce poverty and social exclusion.</p> <p>Although the sub-parcel includes high quality agricultural land, the harm that would be caused by the loss of this land needs to be balanced against the potential benefits from providing further employment uses at this location. There are no other over-riding constraints that apply to the sub-parcel, and it is considered appropriate to safeguard it for potential future employment use after 2035 to help meet future needs of the Borough.</p>
GBP_076c Omega South Western Extension, Land north of Finches	31.22ha*	Allocate	<p>The sub-parcel lies to the south of the M62, next to the Borough's eastern boundary with Warrington Borough. Development here would form a natural extension of the adjacent Omega employment area, located in Warrington. Warrington BC has confirmed that the site should be developed to help meet its needs for employment uses.</p> <p>There is a small area of protected woodland within the sub-parcel that would need to be</p>



Parcel/Sub-parcel Ref. and location	Notional capacity (hectares)	Allocate, safeguard or discount	Comments on decision
Plantation, Bold (to meet employment land needs arising in Warrington)			<p>retained, however this would not affect the majority of the site.</p> <p>Whilst the cumulative effects of development in this location would need to be addressed, as capacity issues have been identified at Junction 8 of the M62, Warrington BC (in its capacity as highway authority) has not raised any objections in principle to the allocation of this sub-parcel. Warrington BC has also stated in its Local Plan Development Option consultation document 2017 (paragraph 2.38) that the development of the sub-parcel should ‘...contribute to meeting Warrington’s employment land needs’.</p> <p>Although the sub-parcel includes high quality agricultural land, the harm that would be caused by the loss of this needs to be balanced against the potential benefits from providing further employment uses within this location.</p> <p>The 2018 SA concluded that the development of sub-parcel would have a mixed impact on the achievement of SA objectives. However, as the sub-parcel is located within 1km of an area within the 20% most deprived population in the UK, its development for employment uses would help to reduce poverty and social exclusion.</p> <p>There are no other over-riding constraints that apply to the sub-parcel and it is suitable to be allocated and thereby help meet the employment land needs of Warrington.</p>
GBP_076d	28.68ha	Discount	As this sub-parcel is immediately next to existing residential development, there would be

Parcel/Sub-parcel Ref. and location	Notional capacity (hectares)	Allocate, safeguard or discount	Comments on decision
Land south of M62 and north of A49 Warrington Road, Bold			substantial constraints upon the type of employment development which could be suitably located here, even if it were released from the Green Belt. The sub-parcel is not needed to meet either Plan period or post-Plan period employment land needs. Warrington BC (whose boundary this sub-parcel also adjoins) has not expressed any support for the development of this sub-parcel.
GBP_076e Land south of M62 and north of A49 Warrington Road, Bold	10.29ha	Discount	Whilst this sub-parcel is close to sub-parcel GBP_076c (recommended for allocation) there is no known agreed access to it from the existing Omega employment area. It would not form a logical extension to Omega and is not needed to meet either Plan period or post-Plan period employment land needs. Warrington BC (whose boundary it adjoins) has not expressed any support for the development of this sub-parcel.

- 5.7 Overall the seven allocated parcels and sub-parcels would provide a combined 222.33ha of employment land for the Plan period (this excludes sub-parcel GBP\_076c as this area would contribute to meeting the needs of Warrington rather than St.Helens). The two safeguarded sites could provide approximately 85.88ha for beyond the Plan period. These results would (if implemented) be sufficient to meet employment development needs within the Plan period and for a substantial period thereafter.

### INITIAL RANKING – RESIDENTIAL

- 5.8 Fifty-six parcels and sub-parcels that were not discounted at Stages 1 or 2 were considered at Stage 3 for residential use. Their overall score is set out in Table 5.3.

**Table 5.3: Parcels/sub-parcels – overall score at Stage 3 for residential use**

Parcel/Sub-parcel Ref.	Location	Stage 1B Score	Stage 2B Score	Overall Score	Notional capacity (dwellings)
GBP_001a	Land North of Bushey Lane, east of Rainford Road	Medium	Limited	3	405
GBP_001b	Land North of Bushey Lane, east of Rainford Road	Low	Medium	4	21
GBP_001c	Land North of Bushey Lane, east of Rainford Road	Low	Good	6	20
GBP_002	Red Delph Farm/Land to the South of Bushey Lane, Rainford	Low	Limited	4	195
GBP_005a	Land east of Rainford By-Pass south of railway line	Medium	Limited	3	672
GBP_005b	Land east of Rainford By-Pass south of railway line	Medium	Medium	3	68
GBP_005c	Land east of Rainford By-Pass south of railway line	Low	Limited	4	40
GBP_006b	Land east of News Lane west of Junction Road	Medium	Limited	3	279
GBP_006c	Land east of News Lane west of Junction Road	Medium	Limited	3	184
GBP_010a	Land between Lords Fold and Mossborough Road, east of Rainford By-Pass	Low	Limited	4	61

Parcel/Sub-parcel Ref.	Location	Stage 1B Score	Stage 2B Score	Overall Score	Notional capacity (dwellings)
GBP_010b	Land between Lords Fold and Mossborough Road, east of Rainford By-Pass	Medium	Limited	3	276
GBP_010c	Land between Lords Fold and Mossborough Road, east of Rainford By-Pass	Medium	Limited	3	312
GBP_010d	Land between Lords Fold and Mossborough Road, east of Rainford By-Pass	Medium	Limited	3	155
GBP_011c	Land to the west of Rainford By-Pass south of Mossborough Road	Low	Limited	4	241
GBP_013b	North West National Golf Club / Land between Rainford By-Pass and Rainford Brook south of Pasture Lane	Medium	Limited	3	168
GBP_015	Land south east of Moss Bank, West of Scafell Road, Moss Bank	Low	Limited	4	60
GBP_017	Land north of Moss Bank, off Moss Bank Road and the A571 (Martindale Road)	Low	Limited	4	36
GBP_019a	Land south of Higher Lane, Rainford	Low	Good	6	259
GBP_019b	Land south of Higher Lane, Rainford	Medium	Limited	3	367
GBP_023	Land at Ash Grove Farm, south of Beacon Road, Billinge	Medium	Limited	3	180
GBP_025a	Land west of Garswood	Medium	Medium	5	291
GBP_025b	Land South of Billinge Road, east of Garswood Road and west of Smock Lane, Garswood	Low	Good	6	216
GBP_027b	Land south of Billinge	Medium	Limited	3	50
GBP_028b	Land north of A580 and west of A58.	Medium	Limited	3	45
GBP_028c	Land north of A580 and west of A58.	Medium	Limited	3	240
GBP_029b	Land east of Garswood and west of Camp Road, Garswood	Medium	Medium	4	58

Parcel/Sub-parcel Ref.	Location	Stage 1B Score	Stage 2B Score	Overall Score	Notional capacity (dwellings)
GBP_037	Land east of M6 and south of Haydock Park Golf Club	Medium	Limited	3	607
GBP_038	Land east of M6 and south of Southworth Road	Medium	Limited	3	92
GBP_042	Former Red Bank Community Home, Winwick Road, Newton-le-Willows	Low	Good	6	181
GBP_043	Land east of the West Coast Mainline railway line and west of Newton Brook	Medium	Limited	3	337
GBP_044	Land west of the West Coast Mainline and East of Newlands Grange	Low	Medium	5	256
GBP_045a	Land west of Winwick Road and south and east of Wayfarers Drive	Low	Medium	5	191
GBP_046	Land south of Tyer Road and west of the West Coast Mainline railway line	Medium	Limited	3	383
GBP_051a	Land north-east of Newton-le-Willows, adjacent to M6	Medium	Limited	3	72
GBP_051c	Land north-east of Newton-le-Willows, adjacent to M6	Low	Limited	4	142
GBP_051d	Land north-east of Newton-le-Willows, adjacent to M6	Medium	Limited	3	86
GBP_053c	Land between Vista Road and Belvedere Road, Newton-le-Willows	Medium	Good	5	178
GBP_056	Land rear of Tesco Superstore, Haydock	Low	Limited	4	138
GBP_058	Land south of Station Road, Haydock	Low	Limited	4	83
GBP_060	Land at Florida Farm (south of A580), Slag Lane, Blackbrook	Low	Good	6	522
GBP_070	Land west of Parr and Sutton	Low	Good	3	162
GBP_074a	Bold Forest Garden Suburb (land bounded by Reginald Road/Bold Road/Travers Entry/Gorsey lane/Crawford Street, Bold)	Low	Good	6	2,988 – this figure is a combination of parcels GBP_073 & GBP_074
GBP_074b	Bold Forest Garden Suburb (land bounded by Reginald Road/Bold	Low	Good	6	

Parcel/Sub-parcel Ref.	Location	Stage 1B Score	Stage 2B Score	Overall Score	Notional capacity (dwellings)
	Road/Travers Entry/Gorsey lane/Crawford Street, Bold)				(480 Plan period)
GBP_074c	Bold Forest Garden Suburb (land bounded by Reginald Road/Bold Road/Travers Entry/Gorsey lane/Crawford Street, Bold)	Low	Good	6	
GBP_074d	Bold Forest Garden Suburb (land bounded by Reginald Road/Bold Road/Travers Entry/Gorsey lane/Crawford Street, Bold)	Low	Good	6	
GBP_078	Land south of Clock Face, north of the M62	Low	Limited	4	113
GBP_080	Land South of Gartons Lane and former St. Theresa's Social Club, Gartons Lane, Bold	Low	Good	6	569
GBP_082a	Land East of Chapel Lane and south of Walkers Lane, Sutton Manor	Low	Medium	5	113
GBP_082b	Land south of Sutton Manor	Low	Limited	4	293
GBP_082c	Land north of Bell Lane, south of Sutton Manor	Low	Limited	4	92
GBP_085b	Land to the east of Rainhill Road, Rainhill.	Medium	Limited	3	404
GBP_085c	Land south of Elton Head Road, adjacent to St. John Vianney Catholic Primary School.	Low	Medium	5	84
GBP_087	Former Eccleston Park Golf Club	Low	Medium	5	956 <sup>14</sup>
GBP_089	Land north of the M62 and south of Mill Lane	Medium	Limited	3	605
GBP_094	Grange Park Golf Club	Medium	Limited	3	1,485
GBP_098	Land south of A580 East Lancashire Road and east of Houghtons Lane, Windle	Low	Medium	5	1, 027

<sup>14</sup> Notional capacity may be reduced in the region of 500 units as there are capacity and highway issues in the surrounding locality

## REFINEMENT OF RESULTS - RESIDENTIAL

- 5.9 It has been identified (see paragraph 1.16 of this Review) that land with a capacity of at least 2,034 dwellings needs to be released from the Green Belt to contribute to the overall land supply up to 2035. Sufficient land also needs to be allocated or safeguarded for potential housing development after 2035 to enable the new Green Belt boundary to endure into the long term.
- 5.10 The long list of parcels and sub-parcels set out in Table 5.3 above has a combined developable capacity of approximately 17,000 units (of which almost 12,000 would be developable within the Plan period). This far exceeds the requirements referred to above. Therefore, the Council has refined the 'longlist' of sites having regard to the criteria in the methodology. The outcomes of this exercise, including a justification for allocating, safeguarding or discounting parcels and sub-parcels are set out in Table 5.4.



**Table 5.4: Results of Stage 3 for housing – allocate, safeguard or discount**

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
GBP_001a Land North of Bushey Lane, east of Rainford Road	Discounted	<p>There are significant constraints which affect this sub-parcel that impact on its developability.</p> <p>The sub-parcel comprises of Grade 1 agricultural land. It is also a considerable distance from the nearest local centre (Rainford) and key local amenities (including the nearest primary school). Its development for housing would not be focussed on any Key Settlement and would therefore not support the spatial strategy of the Plan. Development of the sub-parcel would also result in the disproportionate growth of Rainford Junction.</p> <p>A LWS (Bawdy Brook) runs along the northern boundary, alongside which any development would require a considerable buffer. Also, as the sub-parcel is believed to provide functionally linked habitat connected to European sites in the wider area (likely to be used by Pink Footed Geese), any development proposal would need to be accompanied by a suitable ecological study informed by the findings of a wintering bird survey. It would also need to include an appropriate mitigation strategy to address any loss of or harm to the habitat.</p> <p>When the constraints associated with the parcel are considered cumulatively it is clear that it would not be suitable as a potential development site to be released from Green Belt.</p> <p>Development here would not support a sustainable spatial approach to meeting future housing needs.</p>
GBP_001b Land North of Bushey Lane, east of	Discounted	<p>There are significant constraints which affect this sub-parcel that impact on its developability.</p> <p>The land is classed as Grade 1 Agricultural Land. It is also a considerable distance from the</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
Rainford Road		<p>nearest local centre (Rainford) and key local amenities (including the nearest primary school). Its development would not be focussed on any Key Settlement and would cause an extension of ribbon development into the countryside.</p> <p>A LWS (Bawdy Brook) runs along the northern boundary, alongside which any development would require a considerable buffer. Also, as the sub-parcel is believed to provide functionally linked habitat (likely to be used by Pink Footed Geese) connected to European sites in the wider area, any development proposal would need to be accompanied by a suitable ecological study informed by the findings of a wintering bird survey. It would also need to include an appropriate mitigation strategy to address any loss of or harm to the habitat.</p> <p>Access to the sub-parcel would need to address the lack of a footpath on the highway (New Lane), which would require widening resulting in the loss of trees.</p> <p>When the constraints associated with the parcel are considered cumulatively it is clear that it would not be suitable as a potential development site to be released from Green Belt.</p> <p>Development here would not support a sustainable spatial approach to meeting future housing needs.</p>
GBP_001c Land North of Bushey Lane, east of Rainford Road	Treat as a Green Belt anomaly	<p>This parcel is close to sub-parcel GBP_001b and is a similar distance from the nearest local centre (Rainford). However, unlike sub-parcel GBP_001b, sub-parcel GBP_001c forms an indentation in the current built up area of Rainford Junction. Removing this small sub-parcel from the Green Belt is considered to be justified to round off of the village boundary. The land has no agricultural purpose as it is landlocked by development and building here would not extend the</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>settlement further into the countryside.</p> <p>Access would be achieved via an existing private driveway. A cap on the number of dwellings permitted would be implemented due to the existing access arrangements.</p> <p>It is considered that the sub-parcel should be removed from the Green Belt to correct an anomaly in the Green Belt boundary rather than as an allocation.</p>
GBP_002 Red Delph Farm/Land to the South of Bushey Lane, Rainford	Discounted	<p>Although proposed by the Council for safeguarding at LPPO stage there are a number of constraints that affect the deliverability of development within this parcel. These constraints, considered in the context of the reduced amount of new housing that is now identified as being required in the Borough, have led the Council to change its conclusions relating to this sub-parcel.</p> <p>The land is classed as Grade 1 agricultural land. Development within the parcel would not be focussed on any Key Settlement and would be affected by significant transport sustainability issues. It lies outside an 800m safe and convenient walking distance of the nearest identified local centre (Rainford), which lies approx. 1.4km away (as the crow flies). Whilst the eastern part is within 800m of a convenience shop (located on Kendall Drive), the existing road and pathway between the parcel and this shop is narrow and poorly lit, so is not considered safe and convenient. The parcel is also located outside a safe and convenient walking distance of a primary school.</p> <p>The parcel also contains playing fields (Rainford North End), natural and semi natural greenspace (Red Delph Wood) and a children's play area, with no identified surplus of these greenspace</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>typologies within the vicinity.</p> <p>There are potential access and highway issues; Red Delph Lane is a single track road with residential dwellings on both sides. Opportunities to widen the highway are therefore limited and at its current standard it would not be suitable to support further residential development.</p> <p>Not all of the land has been submitted for development, and there could therefore be at least a delay in any development coming forward.</p> <p>The SA report for this parcel concluded that its allocation for development would have a mixed impact on the achievement of SA objectives.</p> <p>When the constraints and issues with the parcel are considered cumulatively it is clear that this parcel would not be suitable as a potential development site to be released from Green Belt. Development here would result in the disproportionate growth of Rainford Junction, and would not support a sustainable spatial approach to meeting future housing needs.</p>
GBP_005a Land east of Rainford By-Pass south of railway line	Discounted	<p>The sub-parcel is located to the north of Rainford, and although it has strongly defined boundaries it is a large parcel with open views across it in an area of Medium to High landscape and visual sensitivity. Its development would result in a very large expansion of Rainford across an area of open countryside, some distance away from larger settlements, and raise other sustainability issues as set out below.</p> <p>The land is classed as Grade 1 agricultural land. In addition, as the sub-parcel is believed to provide functionally linked habitat (likely to be used by Pink Footed Geese) connected to</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>European sites in the wider area, any development proposal would need to be accompanied by a suitable ecological study informed by the findings of a wintering bird survey. It would also need to include an appropriate mitigation strategy to address any loss of or harm to the habitat. Due to the scale of the parcel, the scale of any mitigation measures required (which are likely to be on land outside the parcel) may also be substantial.</p> <p>Whilst the sub-parcel has good access to Rainford Junction station and vehicular access can readily be provided to serve any development within it, these factors are not considered to outweigh the other issues referred to above.</p> <p>There is also an existing dog kennel business within the sub-parcel that would have to be re-located prior to substantive residential development taking place.</p> <p>The 2018 SA concluded that development of the sub-parcel would have a mixed impact on the achievement of SA objectives, with likely harmful effects with regard to biodiversity, landscape sensitivity and loss of high quality agricultural land.</p> <p>When the constraints associated with the sub-parcel are considered cumulatively, it is clear that this sub-parcel would not be suitable as a potential development site to be released from Green Belt. Its development would not support a sustainable spatial approach to meeting future housing needs.</p>
GBP_005b Land east of Rainford By-Pass south of	Discounted	The sub-parcel, which is located to the north of Rainford, has strongly defined boundaries. However, it also has Medium to High landscape and visual sensitivity and its development would

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
railway line		<p>raise a number of other issues as set out below.</p> <p>The land is classed as Grade 1 agricultural land.</p> <p>Due to the proximity of the sub-parcel to Rainford by-pass (the A570), and the potential for significant air quality and noise issues, extensive suitable attenuation measures, which are likely to include a buffer strip, would be required. The sub-parcel lies partially within the buffer zone for the Essar Oil (formerly Shell) Pipeline.</p> <p>When the constraints associated with the sub-parcel are considered cumulatively it is clear that this sub-parcel would not be suitable as a potential development site to be released from Green Belt.</p>
GBP_005c Land east of Rainford By-Pass south of railway line	Discounted	<p>This sub-parcel, which is located to the north of Rainford, is well contained with strong boundaries. However, it also has Medium to High landscape and visual sensitivity and its development would raise a number of other issues as set out below.</p> <p>The land is classed as Grade 1 agricultural land. Access is also difficult for this sub-parcel, as Dairy Farm Road is a private un-adopted road and significant improvements would be needed to bring it up to an adoptable standard.</p> <p>Over 30% of the sub-parcel lies within flood zone 3, and due to the proximity of Rainford by-pass (the A570), and the potential for significant air quality and noise issues extensive suitable attenuation measures would be required. The sub-parcel lies partially within the buffer zone for the Essar Oil (formerly Shell) Pipeline.</p>



Parcel/Sub- parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		When the constraints associated with the sub-parcel are considered cumulatively it is clear that this sub-parcel would not be suitable as a potential development site to be released from Green Belt.
GBP_006b Land east of News Lane west of Junction Road, Rainford	Discounted	<p>This sub-parcel, located to the north of Rainford, has Medium to High landscape and visual sensitivity. There are also other significant restrictions on the development potential of this sub-parcel, which has not been promoted for development by any landowner.</p> <p>A significant part of the sub-parcel is designated as open space (Rainford Linear Park and allotments) and another part is classed as Grade 1 agricultural land. An appropriate buffer would be required from the railway line; along with an ecological survey should the sub-parcel come forward for development.</p> <p>Access to the sub-parcel would need to be formed close to the south-easterly site boundary at News Lane. The existing Bridge Farm access is traffic signal controlled, but is not capable of serving a significant residential development. There is no scope for a secondary access or indeed an emergency link, so maximum cul-de-sac length would need to be adhered to (220m), with a theoretical capacity of up to 199 dwellings. The sub-parcel is not within a safe and convenient walking distance of the nearest primary school.</p> <p>When the constraints associated with the sub-parcel are considered cumulatively it is clear that this sub-parcel would not be suitable as a potential development site to be released from Green Belt.</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
GBP_006c Land east of News Lane west of Junction Road	Discounted	<p>This sub-parcel, which is next to the northern edge of the built up area of Rainford, is bounded on two sides by existing housing, and from old mapping data would appear to have been previously developed (possible as rail sidings) at least in part. However, the sub-parcel has highway and access constraints that would severely limit the deliverability of development within it.</p> <p>The sub-parcel could have been discounted at Stage 2A, due to there being no reasonable likelihood of a suitable vehicular access being provided from the highway network. However, it was considered that if the neighbouring sub-parcel GBP_005a were to be designated for development, then it could also provide access to sub-parcel GBP_006c. However, as sub-parcel GBP_005a has (for reasons set out earlier in this section) been discounted, access to sub-parcel GBP_006c is not feasible.</p> <p>The sub-parcel contains a number of protected trees and a LWS (Randle Brook) runs to the south of its boundary. Substantial buffers would be required to protect these areas from potential development. Further ground investigations would be required as historic mineshafts are recorded in the sub-parcel.</p> <p>The SA for the sub-parcel concluded that development of the sub-parcel would have a mixed impact on the achievement of SA objectives.</p> <p>When the constraints associated with the sub-parcel are considered cumulatively it is clear that this sub-parcel would not be suitable as a potential development site to be released from Green Belt.</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
GBP_010a Land between Lords Fold and Mossborough Road, east of Rainford By-Pass	Discounted	<p>This sub-parcel lies on the urban edge of Rainford and benefits from strong boundaries. However, although it was proposed by the Council for allocation at LPP0 stage there are a number of constraints that limit deliverability of development within it. These, considered in the context of the reduced amount of new housing that is now identified as being required in the Borough, have led the Council to change its conclusions relating to this sub-parcel.</p> <p>Vehicular access to the sub-parcel can only suitably and readily be provided via Ormskirk Road, the access route from which would require significant improvements to enable the sub-parcel to be developed for housing. Due to the need to avoid exceeding the maximum length of cul-de-sac, a housing development which would be extensive enough to make efficient use of the land within the sub-parcel would require a secondary access. The Council is not convinced that a suitable secondary access is capable of readily being provided without substantial works affecting land outside the sub-parcel.</p> <p>There are two Local Wildlife Sites (LWS) within the sub-parcel (Randle Brook and Rainford Brook) both of which are prone to flooding and would require a significant buffer from any development. In addition, parts of the sub-parcel lie within flood zones 2 and 3, which would further restrict development in these areas. Furthermore, there are protected trees within the sub-parcel that would also require appropriate protection from development.</p> <p>The sub-parcel lies adjacent to an existing employment use, which has the potential to create noise outside normal day-time working hours, which would affect the living environment for any prospective occupiers of dwellings within the sub-parcel. This is likely to further reduce the NDA</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>within the sub-parcel.</p> <p>The SA for the sub-parcel has concluded that development of the sub-parcel would have a mixed impact on the achievement of SA objectives, with a number of negative effects likely with regard to biodiversity and landscape sensitivity.</p> <p>When the constraints associated with the sub-parcel are considered cumulatively it is clear that this sub-parcel would not be suitable as a potential development site to be released from Green Belt.</p>
GBP_010b Land between Lords Fold and Mossborough Road, east of Rainford By-Pass	Discounted	<p>Situated mid-west of the urban boundary of Rainford, there are many constraints associated with this sub-parcel that would severely constrain development coming forward in this location. A LWS runs through the sub-parcel (Rainford Brook), which would require a significant buffer should the sub-parcel be released for development.</p> <p>The sub-parcel is comprised of Grade 1 agricultural land, with small sections within flood zones 2 and 3.</p> <p>Furthermore, it is considered unlikely that a suitable primary vehicular access could be provided, as such an access is not likely to be possible from either Beech Gardens or Parson's Brow, and an access directly off the A570 would not be acceptable. Whilst an emergency access could be provided from Parson's Brow and pedestrian link to Beech Gardens may be achievable, these points do not outweigh the lack of satisfactory primary means of access to the land.</p> <p>Due to the proximity of Rainford by-pass (the A570), and the potential for significant air quality</p>

Parcel/Sub- parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>and noise issues, suitable attenuation measures including a buffer strip are likely to be required. The sub-parcel is also affected in part by the buffer zone for the Essar Oil (formerly Shell) Pipeline.</p> <p>The 2018 SA concluded that development of the sub-parcel would have a mixed impact on the achievement of SA objectives, with a number of negative effects likely with regard to biodiversity and landscape sensitivity.</p> <p>When the constraints associated with the sub-parcel are considered cumulatively it is clear that this sub-parcel would not be suitable as a potential development site to be released from Green Belt.</p>
GBP_010c Land between Lords Fold and Mossborough Road, east of Rainford By-Pass	Discounted	<p>Situated mid-west of the urban boundary of Rainford, there are many constraints associated with this sub-parcel that would severely constrain development coming forward in this location. The sub-parcel has not been promoted by any land owner.</p> <p>The sub-parcel is comprised of Grade 1 agricultural land and sections of it also lie within flood zones 2 (16%) and 3. Due to the proximity of the sub-parcel to the Rainford by-pass (the A570), and the resultant potential for significant air quality and noise issues, suitable attenuation measures would be likely to be required. The sub-parcel is also affected in part by the buffer zone for the Essar Oil (formerly Shell) Pipeline.</p> <p>When the constraints associated with the sub-parcel are considered cumulatively it is clear that this sub-parcel would not be suitable as a potential development site to be released from Green Belt.</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
GBP_010d Land between Lords Fold and Mossborough Road, east of Rainford By-Pass	Discounted	<p>Situated mid-west of the urban boundary of Rainford, there are many constraints associated with this sub-parcel that would severely constrain development coming forward in this location.</p> <p>The sub-parcel is comprised of Grade 1 agricultural land and parts of it lie within flood zones 2 (20%) and 3 along Rainford Brook, with a large area of flood zone 2 located to the south-east also potentially restricting development. Rainford Brook, which runs along the western boundary of the sub-parcel, is also a designated LWS, alongside which an appropriate buffer is likely to be required. Development proposals would also need to be accompanied by an ecological survey, with any harm to the LWS needing to be addressed by mitigation measures. There is also an identified former landfill site within the sub-parcel which would require further investigation.</p> <p>Due to the proximity of the sub-parcel to Rainford by-pass (the A570), and the potential for significant air quality and noise issues, suitable attenuation measures would be likely to be required. The sub-parcel is also affected by the buffer zone for the Essar Oil (formerly Shell) Pipeline.</p> <p>A significant proportion of the sub-parcel contains outdoor sports facilities (including football playing pitches, cricket ground and tennis courts), for which there are no identified surpluses of provision in the vicinity. Development that would lead to the loss of these facilities without adequate replacement provision would be likely to be contrary to Local Plan policy.</p> <p>The impact of any development on Rainford Conservation Area and nearby Listed Buildings would also need to be assessed.</p> <p>There are also transport sustainability issues with the sub-parcel as sections lie outside a 1.2km</p>



Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>safe and convenient walking distance of the nearest primary school.</p> <p>The 2018 SA concluded that development of the sub-parcel would have a mixed impact on the achievement of SA objectives, with a number of negative effects likely with regard to biodiversity and landscape sensitivity.</p> <p>When the constraints associated with the sub-parcel are considered cumulatively it is clear that this sub-parcel would not be suitable as a potential development site to be released from Green Belt.</p>
GBP_011c Land to the east of Rainford By-Pass south of Mossborough Road, Rainford	Discounted	<p>Although part of it was proposed by the Council as a safeguarded site at LPPO stage, a number of constraints affect this sub-parcel that would have a significant impact on its NDA and the deliverability of development within it.</p> <p>A significant proportion of the sub-parcel (over 50%) lies within flood zones 2 or 3. A large woodland area situated in the centre of the sub-parcel would need to be retained. The eastern part of the sub-parcel is also affected by proximity to the neighbouring Rainford industrial estate, which has potential to cause noise issues, from which there would need to be clear separation with any new dwellings. The sub-parcel is also affected in part by the buffer zone for the Essar Oil (formerly Shell) Pipeline.</p> <p>These factors would tend to fragment the developable areas within the sub-parcel. If the sub-parcel were to be designated for development, a relatively large area of land would need to be released from the Green Belt to achieve a relatively limited quantum of new housing. If only part of the sub-parcel were removed from the Green Belt (to accommodate the new housing within the</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>developable areas) this would be based upon no clear, strong existing physical boundary on the ground (any boundary line would be artificial, based on a flood zone boundary, which could change over time). This would be contrary to paragraph 139 of the NPPF, which states that plans should “define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.”</p> <p>A further factor relates to the impact of development on the character and appearance of the area. The sub-parcel has Medium to High landscape and visual sensitivity. In response to consultation at LPPO stage, Historic England (HE) raised concerns about the heritage implications of development within the sub-parcel. An Historic Impact Assessment (HIA) concludes that the sub-parcel should not be allocated or safeguarded for development as this would be likely to harm the setting of the nearby Rainford Conservation Area. Such harm would be likely to occur even if the NDA within the sub-parcel were to be substantially reduced.</p> <p>The SA for the sub-parcel concluded that its release for development would be likely to generate negative effects in relation to biodiversity, its Medium to High landscape sensitivity and its lack of access to leisure facilities.</p> <p>When the constraints and issues associated with the sub-parcel are considered cumulatively it is clear that it would not be suitable as a potential development site to be released from Green Belt.</p>
GBP_013b North West National Golf Club / Land between Rainford	Discounted	<p>There are significant restrictions on the developability of this sub-parcel.</p> <p>A LWS runs along the northern boundary (Rainford Brook), alongside which any development would require a considerable buffer. There is a known presence of a protected species (Pink</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
By-Pass and Rainford Brook south of Pasture Lane, Rainford		<p>Footed Geese) in this area.</p> <p>The sub-parcel is comprised of Grade 1 agricultural land and a considerable amount lies within flood zones 2 (36%) or 3 (34%). The Essar Oil (formerly Shell) North West Ethylene Pipeline crosses to the south-east of the sub-parcel. The HSE has advised against development of residential properties on this sub-parcel.</p> <p>Due to the proximity of the sub-parcel to the Rainford by-pass (the A570) and the potential for significant air quality and noise issues, extensive suitable attenuation measures would be required. The sub-parcel lies adjacent to Rainford Industrial Estate where there is the potential for further air quality and noise issues, which would require buffering.</p> <p>Owing to the distance from the nearest local centre (Rainford) and key local amenities (including the nearest primary school) residential development here would not represent a sustainable spatial approach to meeting future housing needs. The sub-parcel lies well beyond the boundary of the nearest substantial settlement; full development of the sub-parcel would result in the disproportionate growth of Rainford.</p> <p>When the constraints and issues associated with the parcel are considered cumulatively it is clear that it would not be suitable as a potential development site to be released from Green Belt.</p>
GBP_015 Land south east of Moss Bank, West of	Discounted	Although part of this parcel was proposed by the Council to form an allocated site at LPPO stage, a number of constraints affect the parcel that would have a significant impact on the NDA and the deliverability of development within it.

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
Scafell Road, Moss Bank		<p>A large area of land within the parcel lies in either flood zone 2 (56.63%) or flood zone 3 (24.7%). The HSE has also advised against residential development on two large sections of the parcel due to its proximity to a major hazard pipeline and a major installation site.</p> <p>Therefore, if the whole parcel were to be released from the Green Belt, only a relatively small number of new dwelling completions (compared to the amount of Green Belt lost) would be achieved. If the new Green Belt boundary were to be aligned along the boundary of the developable area, this would be based upon no clear, strong existing physical boundary on the ground (any boundary line would be artificial, based on a flood zone boundary, which could change over time). This would be contrary to paragraph 139 of the NPPF which states that plans should “<i>define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.</i>” Furthermore, the reduced NDA would be likely to result in a large proportion of any new dwellings requiring a direct individual access off the highway(s) bounding the parcel. This would be unacceptable from a highway prospective.</p> <p>The SA for this parcel concluded that development here would have a mixed impact on the achievement of SA objectives. New residents would have access to high quality open spaces and natural greenspace, the site is in a sustainable location with good access to public transport and employment opportunities. The potential negative effects of development of the parcel include medium landscape sensitivity and potential flooding issues.</p> <p>When the constraints associated with the parcel are considered cumulatively it is clear that it would not be suitable as a potential development site to be released from Green Belt.</p>

Parcel/Sub- parcel ref. and location	Allocate, safeguard or discount	Comments on decision
GBP_017 Land north of Moss Bank, off Moss Bank Road and the A571 (Martindale Road)	Discounted	<p>Although this parcel was proposed by the Council as a safeguarded site at LPPO stage, a number of constraints affect the parcel that would have a significant impact on its NDA and the deliverability of development within it. The parcel's landscape and visual sensitivity is measured as Medium to High. As the parcel lies on a very steep incline, significant ground works would need to be carried out to enable development.</p> <p>Development would not be permitted in the northern part of the parcel due to the presence of an Essar pipeline. Similarly, over 25% of the parcel (to the south) comprises of protected woodland.</p> <p>The 2018 SA concluded that development of the parcel would have a mixed impact on the achievement of SA objectives, the majority of which were "unlikely to have significant effects".</p> <p>When the constraints associated with the parcel are considered cumulatively it is clear that this parcel would not be suitable as a potential development site to be released from Green Belt.</p>
GBP_019a Land South of Higher Lane and East of Rookery Lane, Rainford	Allocated	<p>This sub-parcel is located to the south-east of Rainford and has a high degree of visual containment, with existing housing along its western and part of its northern boundaries, Rainford Industrial Estate to the south, and a line of mature trees to the south east. Highways also run along two of its sides which emphasise the sense of enclosure.</p> <p>Although the sub-parcel includes high quality agricultural land, no other suitable sites for allocation have been identified in Rainford or the surrounding area that would: avoid the loss of high quality agricultural land; be readily deliverable; and perform as well as this sub-parcel in terms of impact on the openness and purposes of the Green Belt. For this reason, the loss of</p>

Parcel/Sub- parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>agricultural land is not considered in itself to warrant discounting this sub-parcel.</p> <p>The sub-parcel has been identified as having the potential to provide functionally linked habitat for pink-footed geese, linked to protected nature conservation sites in nearby local authority areas. Any development proposal would need to be accompanied by a suitable ecological survey, and would (if the potential for harm to such a habitat is identified) need to include mitigation measures. This point also affects many other areas in the northern part of the Borough. It is not considered sufficient to warrant discounting the sub-parcel.</p> <p>The sub-parcel also has other constraints as set out below. However, these are not of a nature which mean that a suitable housing layout cannot be achieved.</p> <p>A number of protected trees exist close to the boundaries of the sub-parcel (within Dial Wood to the north and a linear belt to the south-east). These would require a 20m buffer to be applied to protect them from any development. There would also need to be appropriate landscaping around the sub-parcel to further strengthen the visual buffer between any development and the open countryside.</p> <p>The Local Lead Flood Authority (LLFA) Officer has requested a 25m buffer be applied to the south of the sub-parcel along its boundary with the Rainford Linear Park footpath to provide a flood storage and habitat creation similar to the existing woodland to the south-west. This area would also act as a buffer between any potential residential development and the existing industrial area. Flood attenuation measures in this area could benefit both the development of the sub-parcel and the wider area.</p>



Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>There is a Listed Building at Dial House to the north of the sub-parcel. However, Historic England (HE) did not raise any objection at LPPO stage to this sub-parcel opposite the listed building being allocated.</p> <p>The sub-parcel is considered sustainable, with good access to public transport, the local highway network and employment areas. Safe access into the sub-parcel could be provided from Higher Lane and Rookery Lane.</p> <p>The 2018 SA concluded that development of the sub-parcel would have a mixed impact on the achievement of SA objectives, with a high number of positive impacts. New residents would have access to high quality open spaces and natural greenspace and employment opportunities. The potential negative effects of development of the sub-parcel, which relate to its Medium to High landscape sensitivity, its location in relation to a Listed Building and the TPOs, can be satisfactorily mitigated by concentrating development away from these areas.</p> <p>In summary, the sub-parcel has many positive attributes that support its release from the Green Belt and allocation for housing.</p>
GBP_019b Land south of Higher Lane, Rainford	Discounted	<p>Although proposed by the Council as a safeguarded site at LPPO stage, a number of constraints affect the sub-parcel that limit its suitability for new development. These constraints, considered in the context of the reduced amount of new housing that is now identified as being required in the Borough, have led the Council to change its conclusions relating to this sub-parcel.</p> <p>The sub-parcel is bounded by highways to the north and east, Rainford Industrial Estate to the south, and a band of mature trees to the west. However, it is considered to have a lower degree</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>of visual enclosure than the neighbouring sub-parcel GBP_019a. It is also further away from the village core of Rainford, and is a significant distance from the nearest primary school and convenience shop (approx. 1.45km). Due to its location, development of the sub-parcel would not represent a sustainable spatial approach to meeting housing needs.</p> <p>The sub-parcel has a Medium to High landscape and visual sensitivity, and is classed as mixed agricultural land including Grade 1.</p> <p>UU has advised that a main surface water sewer and a pressurised water main (and associated easements) exist to the north and south of the sub-parcel, which would need to be afforded due regard in any development proposal. A buffer would be required alongside the south-west boundary of the sub-parcel, due to air quality and noise pollution issues related to the adjacent Rainford Industrial Estate.</p> <p>The 2018 SA concluded that development of the parcel would have a mixed impact on the achievement of SA objectives, with a number of negative effects likely with regard to biodiversity, landscape sensitivity and access to education and health facilities.</p> <p>In summary, as there are more sustainable sites that would meet the future housing needs of the Borough, this sub-parcel is no longer considered suitable for release from the Green Belt.</p>
GBP_023 Land at Ash Grove Farm, south of Beacon	Discounted	This parcel lies on the northern edge of Billinge and benefits from strong boundaries, defined by the edge of the urban area on three sides. However, although proposed by the Council for allocation at LPP0 stage the parcel has a number of constraints which would severely limit the

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
Road, Billinge		<p>deliverability of development within it. These constraints, considered in the context of the reduced amount of new housing that is now identified as being required in the Borough, have led the Council to change its conclusions relating to this parcel.</p> <p>There are considerable access and highway issues with this parcel. Whilst there is an existing farm access off Main Street, it would not be practicable to provide the necessary widening and upgrading of this without causing an unacceptable loss of protected trees in this area. The farm access is also too close to the entrance to Ash Grove Crescent to form a suitable access to a housing development. Any new vehicular access from Ash Grove Crescent (to the south of the parcel) would, to achieve the necessary dimensions, require the loss of at least two dwellings outside the parcel. Ash Grove Crescent itself is a narrow residential road. Beacon Road, to the north of the parcel, is a narrow country lane which is also not considered suitable to serve a substantial new housing development within the parcel.</p> <p>The Council has considered whether direct access could be provided from Roby Well Way, which is located some distance to the south of the parcel. However, this would require provision of a lengthy access road across the intervening countryside which would not be likely to be viable or acceptable in terms of its impact on the Green Belt.</p> <p>A buffer would be required between any development within the parcel and an adjacent LWS (Ashgrove Farm Wood). In addition, a brook with protected species runs along the western boundary that would require a minimum 5m buffer. The protected trees within the parcel would further limit development potential. The HRA identifies that the parcel may be used by qualifying bird species and would require further assessment. The parcel also has Medium to High</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>landscape sensitivity and High visual sensitivity.</p> <p>In response to the LPPO consultation, Heritage England raised concerns regarding the proposed allocation of the parcel. A HIA was then carried out which concluded that any development proposal should incorporate a substantial buffer alongside heritage assets which are located close to the eastern boundary.</p> <p>The 2018 SA concluded that development of the parcel would have a mixed impact on the achievement of SA objectives, with negative effects likely with regard to biodiversity and landscape sensitivity.</p> <p>When the constraints associated with the parcel are considered cumulatively it is clear that it would not be suitable as a potential development site to be released from Green Belt.</p>
GBP_025a Land south of Leyland Green Road, North of Billinge Road and East of Garswood Road, Garswood	Safeguarded	<p>This sub-parcel is located west of Garswood, north of Simms Road. Its boundaries are defined by a combination of existing residential development to the east, scattered buildings to the west, and highways.</p> <p>The sub-parcel is within walking distance of a local convenience shop and is readily accessible by bus and rail. Whilst the sub-parcel includes agricultural land, the quality of this (grade 3) is lower than in some parts of the Borough.</p> <p>The sub-parcel has been identified as having the potential to provide functionally linked habitat for pink-footed geese, linked to protected nature conservation sites in nearby local authority areas. Any development proposal would need to be accompanied by a suitable ecological survey, and</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>would (if the potential for harm to such a habitat is identified) need to include mitigation measures. This point also affects many other areas in the northern part of the Borough. It is not considered sufficient to warrant discounting the sub-parcel.</p> <p>Safe vehicular access can be provided from Leyland Green Road, Garswood Road and Billingie Road. The recreation field within the south eastern part of the sub-parcel would need to be retained, unless suitable replacement provision is made available. Whilst historic mineshafts are recorded within the sub-parcel, there is no evidence that these are so extensive as to make development un-viable.</p> <p>The 2018 SA concluded that development of the sub-parcel would have a mixed impact on the achievement of SA objectives, with a high number of impacts unlikely to have significant effects if development comes forward.</p> <p>Having regard to all the factors set out above, this sub-parcel is considered suitable for removal from the Green Belt. However, it projects slightly further into the countryside (to the west) and has a more open aspect than the neighbouring sub-parcel GBP_025b. It is therefore considered to form a less logical initial extension of the village than is provided by sub-parcel GBP_025b. It is recommended that the neighbouring sub-parcel GBP_025b be allocated for development within the Plan period, and that sub-parcel GBP_025a be safeguarded to meet potential development needs after 2035.</p>
GBP_025b Land South of Billingie Road, East of	Allocated	The sub-parcel has strong boundaries and is located west of Garswood, with existing residential development to the east and south, and pockets of development along its western boundary. The sub-parcel is in a sustainable location within walking distance of a local convenience shop and

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
Garswood Road and West of Smock Lane, Garswood		<p>public transport, including the nearby railway station.</p> <p>Whilst the sub-parcel includes agricultural land, the quality of this (grade 3) is lower than in some parts of the Borough.</p> <p>Safe vehicular access into the sub-parcel can be provided from Garswood Road and Billinge Road. Whilst surface water flooding occurs in the north east section of the sub-parcel, this can be addressed by a suitable sustainable drainage scheme (SuDS). Development on this sub-parcel could help solve flooding issues in the surrounding urban area.</p> <p>Located to the north is sub-parcel GBP_025a which, whilst also being considered suitable to be released from Green Belt, extends out further to the west, potentially resulting in development being constructed in isolation, incompatible visually with the existing settlement of Garswood. If sub-parcel GBP_025b were to be developed first, development within sub-parcel GBP_025a could then be viewed as a natural further expansion of the settlement.</p> <p>The 2018 SA concluded that development of this sub-parcel would have a mixed impact on the achievement of SA objectives, with a high number of impacts resulting in positive effects. New residents would have access to high quality open spaces and natural greenspace, the sub-parcel is in a sustainable location with good access to public transport, education and health facilities, and employment opportunities.</p> <p>In summary, the sub-parcel has many positive attributes which would justify its allocation for development.</p>



Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
GBP_027b Land south of Billinge	Discounted	<p>A number of constraints apply to the sub-parcel that would severely constrain its potential for development.</p> <p>The sub-parcel has Medium to High landscape and visual sensitivity. There are protected trees along the south-western boundary, which would need to be retained.</p> <p>There are also significant access and highways issues. Douglas Avenue is considered too narrow to provide an access whilst if access were provided from Dean Close, any development would need to be for no more than about 50 dwellings due to cul-de-sac length issues. This would not provide for an efficient use of land within the sub-parcel given its size. Startham Avenue has similar issues to Dean Close; Hollin Hey Close is a narrow road, with a 90 degree bend and a ransom strip at the southern end. Carr Mill Road is separated from the sub-parcel by a water course that would be likely to constrain the feasibility of providing a suitable access from this direction.</p> <p>The sub-parcel is not within an 800m walking distance of a convenience shop.</p> <p>When the constraints (particularly highways constraints) are considered it is clear that this sub-parcel would not be suitable as a potential development site to be released from Green Belt.</p>
GBP_028b Land north of A580 and west of A58.	Discounted	<p>A number of constraints affect this sub-parcel that would severely limit its development potential. Firstly, only a small section of the sub-parcel has been promoted for development by the landowner.</p> <p>The sub-parcel has Medium to High landscape and visual sensitivity. Due to its proximity to the</p>



Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>existing Park Industrial Estate, there is a potential for adverse impacts on the amenity of future occupiers that would also impact on the overall NDA. Much of the sub-parcel is in an isolated, unsustainable location given its physical separation from the nearest urban area (Garswood) by the railway line.</p> <p>There are known surface water issues within the sub-parcel that would require drainage measures. The majority of the sub-parcel has a record of potential land contamination.</p> <p>When all the above constraints are considered cumulatively it is clear that this sub-parcel is not suitable as a potential development site to be released from the Green Belt.</p>
GBP_028c Land north of A580 and west of A58.	Discounted	<p>Numerous constraints affect this sub-parcel that severely constrain its development potential.</p> <p>The sub-parcel has Medium to High landscape and visual sensitivity, and is in an isolated, unsustainable location given its distance from the nearest urban area (Garswood).</p> <p>There is an existing sensitive use (Ashton Cross Rehabilitation Centre) within the sub-parcel, which offers support and rehabilitation to people following brain injury. Any development would need to protect the amenity of users of this Centre, with resultant potential impact on the NDA. Due to its proximity to the existing Park Industrial Estate, there is potential for adverse impacts on the amenity of future occupiers that would also impact on the NDA.</p> <p>When the constraints associated with the sub-parcel are considered cumulatively it is clear that it is not suitable as a potential development site to be released from the Green Belt.</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
GBP_029b Land east of Garswood and west of Camp Road, Garswood	Discounted	<p>Although proposed by the Council as a safeguarded site at LPPO stage, a number of constraints affect this sub-parcel that would limit its development potential. These constraints, considered in the context of the reduced amount of new housing that is now identified as being required in the Borough, have led the Council to change its conclusions relating to this sub-parcel.</p> <p>Development in this location would extend residential growth beyond the existing urban area of Garswood that is well contained along the railway line on the western side. Releasing this land for new housing would create an island of residential development that would not connect well with the existing settlement of Garswood, whilst also narrowing the strategic gap between Garswood and Haydock.</p> <p>Not all of the sub-parcel is developable. The southern part of the sub-parcel is a wildlife habitat and is expected to be retained and identified in the Council's Towns in the Forest scheme. The NDA would, therefore, need be reduced to ensure that the habitat is protected.</p> <p>Whilst access to the sub-parcel is achievable via Camp Road, there are known capacity issues on the surrounding junctions in that location (Tithebarn Road, Liverpool Road and Millfield Lane).</p> <p>If the sub-parcel was to be developed then attenuation measures would have to be provided to eliminate any unacceptable noise from the railway line that runs along its western boundary. A buffer would also be required within the southern part of the sub-parcel due to its proximity to the existing industrial estate.</p> <p>The 2018 SA concluded that development of the sub-parcel would have a mixed impact on the</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>achievement of SA objectives.</p> <p>When the above considerations are taken into account, it is clear that there are other, more acceptable sites in the Borough that can better meet future housing needs.</p>
GBP_037 Land east of M6 and south of Haydock Park Golf Club	Discounted	<p>Numerous constraints affect this parcel that would severely limit its development potential. The parcel is not being promoted for development by the landowner.</p> <p>The parcel is remote from existing settlements and unsustainably located. The parcel contains a LWS (Castle Hill) that would require a significant buffer should the parcel come forward for development. The parcel also includes an Ancient Scheduled Monument, which includes an extensive buffer where development would be prohibited. Part of the parcel falls within Newton-le-Willows Conservation Area.</p> <p>11% of the parcel lies within flood zone 3 and would have to be excluded from the NDA. The western part of the parcel lies within an Air Quality Buffer zone (M6 corridor). In addition, due to its proximity to the M6, there are significant noise issues in this location that would require mitigation. If the parcel were designated for development, a large area of land would need to be released from the Green Belt (to follow firm boundaries on the ground) with only a small percentage able to be developed. Any boundary line which runs across the parcel would be artificial, based on noise mapping data (which could change at any time). This would be contrary to paragraph 139 of the NPPF which states that plans should “define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.” A designated Amenity Greenspace (golf course) is located within the parcel to the north.</p>

Parcel/Sub- parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		When the constraints associated with the parcel are considered cumulatively it is clear that it would not be suitable as a potential development site to be released from Green Belt.
GBP_038 Land east of M6 and south of Southworth Road, Haydock	Discounted	<p>Numerous constraints affect this parcel that would severely limit its development potential. The parcel is not being promoted by any land owner.</p> <p>The parcel is remote from existing settlements and unsustainably located. Approximately 28.1% of the parcel was a former landfill site, so further investigation work would be required, which may impact on the NDA. The western part of the parcel lies within an Air Quality Buffer zone (M6 corridor). In addition, due to its proximity to the M6 there are significant noise issues that would require mitigation.</p> <p>Any development in the parcel would need to consider impacts on a SSSI and the Nature Improvement Area from site drainage and air quality. UU has advised that a gravity sewer and a live treated water main (and associated easements) run through the adjoining parcel (GBP_039), which may impact on this parcel.</p> <p>When all constraints associated with the parcel are considered cumulatively it is clear that it would not be suitable as a potential development site to be released from Green Belt.</p>
GBP_042 Land west of the A49 Mill Lane and to the east of the West Coast	Allocated	<p>The parcel is located south of Newton-le-Willows, with existing residential development located adjacent to its eastern and northern boundaries. The parcel benefits from strong boundaries on all sides and a significant amount of built development (including a former school) located within it.</p> <p>The parcel is also in a sustainable location within a convenient walking distance of a local centre,</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
Mainline railway line, Newton-le-Willows		<p>various employment areas (and the proposed strategic employment sites at Parkside), a railway station and other public transport facilities. The parcel has good highway connections.</p> <p>Whilst a number of constraints (set out below) would need to be addressed in any development proposal none of these are sufficient to preclude the development of the site in principle.</p> <p>A railway line runs to the west of the parcel necessitating attenuation measures to eliminate any unacceptable noise from trains. The southern boundary lies within flood zone 3, which reduces the NDA slightly. An existing access to the parcel provides good visibility, but would probably need to be widened to facilitate development.</p> <p>The 2018 SA concluded that development of the parcel would have a mixed impact on the achievement of SA objectives, with a high number of positive effects. For example, new residents would have access to high quality open spaces and natural green space. Whilst the parcel is recorded as having Medium to High landscape sensitivity, and is close to a LWS (Gallows Croft) and contains protected trees, any negative effects related to these points can be satisfactorily mitigated by suitable site layout.</p> <p>In summary the sub-parcel has many positive attributes which would justify its allocation for development.</p>
GBP_043 Land east of the West Coast Mainline	Discounted	Substantial constraints affect this parcel which would severely limit its development potential. The parcel is not being promoted by any land owner.

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
railway line and west of Newton Brook		<p>The parcel is in an unsustainable location, being outside a safe and convenient walking distance from a convenience shop or primary school. In addition, over 20% of the parcel lies within flood zone 3. The parcel also has an awkward linear shape and it is not clear that an acceptable vehicular access arrangement can be provided to serve a housing development which would be sufficiently large to make efficient use of the parcel. To serve such a development it is likely that two access points would be required. However the only highway access is via Winwick Road where it may be difficult to provide an access point to the required standard. Options to provide a second point of access would be constrained by the lack of any other highway frontage and the railway line which runs along the west side of the parcel.</p> <p>When the above constraints associated with the parcel are considered cumulatively, it is clear that it would not be suitable as a potential development site to be released from Green Belt.</p>
GBP_044 Land East of Newlands Grange (former Vulcan works) and west of West Coast mainline, Newton-le-Willows	Safeguarded	<p>The parcel is located south of Newton-le-Willows and Earlestown, with residential development currently being constructed to the west of the parcel on the old Vulcan works site, and Vulcan Village Conservation Area located to its south west. The parcel benefits from strong boundaries on all sides. It is also in a sustainable location, within walking distance of a local convenience shop and public transport facilities.</p> <p>The whole of the parcel was proposed as a safeguarded site by the Council at LPPO stage. However, in response to the LPPO consultation, HE expressed concerns about the impact that the development of the parcel would have on the setting of the Vulcan Village Conservation Area. An HIA was carried out which concluded that the extent of any development within the parcel would need to be limited to mitigate impact on the Conservation Area. Therefore, the NDA of the</p>



Parcel/Sub- parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>parcel has been reduced. Whilst this approach leads to there being a less strong boundary on the southern edge of the NDA, this is justified by the short length of this southern edge of the NDA and the need to address the issues raised by HE. The reduced NDA would also exclude a recreation ground which would be unlikely to be developable in any event.</p> <p>The highway network in the surrounding locality also has a number of constraints. For example, Alder Root Lane, which links this area of Newton to the Warrington to the south, is a narrow country lane (single track in places) which includes an awkward bridge under the railway. The highway issues in the area are likely to prove difficult to fully address. Therefore further work on the surrounding highway network is likely to be required before the extent of development potential within the parcel can be confirmed. Attenuation measures would also be required to limit noise from the railway line that runs along the eastern boundary.</p> <p>The 2018 SA concluded that development of the parcel would have a mixed impact on the achievement of SA objectives, including many positive effects. However none of these were deemed to be significant in scale.</p> <p>In summary, the parcel is considered to be suitable in part for safeguarding, with the development potential of the area to be safeguarded being subject to the further investigation and resolution of highway issues. The NDA of the parcel is reduced to protect the setting of the Conservation Area.</p>
GBP_045a Land West of Winwick	Safeguarded	The sub-parcel is located south of Newton-le-Willows and Earlestown, with residential development to the north, east and west. The sub-parcel benefits from strong boundaries on all



Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
Road and South and East of Wayfarers Drive, Newton-le-Willows		<p>sides and is within a sustainable location close to a railway station.</p> <p>A suitable access can be obtained off the A49, subject to a 30mph speed limit zone being extended south to achieve the required junction separation distances. However, it is difficult to provide a secondary access into the site.</p> <p>The sub-parcel lies adjacent to a LWS (Newton Brook) to the west, alongside which a buffer would be needed to protect it from any potential development. A historic landfill site lies within the southern part of the sub-parcel, which would require further investigation. The NDA has been significantly reduced to remove the need for a secondary access and due to the unknown nature of any contamination within the landfill site. As there is a busy railway line to the east of the sub-parcel noise attenuation measures would have to be incorporated into any development.</p> <p>The 2018 SA concluded that development of the parcel would have a mixed impact on the achievement of SA objectives, although none of these were deemed to be significant in scale.</p> <p>The sub-parcel is considered suitable for removal from the Green Belt. However, as set out above there are a number of constraints which require further investigation to help achieve a development which can make efficient use of the land within the parcel. It is recommended for safeguarding.</p>
GBP_046 Land south of Tyer Road and west of	Discounted	<p>Although this parcel was proposed by the Council as a safeguarded site at LPPO stage, a number of constraints affect it that would have a significant impact on the deliverability of development. These constraints, considered in the context of the reduced amount of new housing that is now</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
the West Coast Mainline railway line		<p>identified as being required in the Borough, have led the Council to change its conclusions relating to this sub-parcel.</p> <p>The parcel is not within a particularly sustainable location as it is not within a safe and convenient walking distance to a primary school. Due to the size of the parcel, any development which is of sufficient scale to make efficient use of the available area would require two vehicular access points. Whilst Tyrer Road can provide one access, this road would be likely to require widening along a substantial length. Whilst it may be possible to provide an additional access off Wargrave Road, this would require a bridge to be constructed over the railway line, which is likely to be prohibitively expensive. The need to avoid exceeding the acceptable length of cul-de-sac is also likely to limit the NDA.</p> <p>At LPPO consultation stage HE raised concerns about the impact that development within the parcel would have on the setting of the nearby Vulcan Village Conservation Area. Following this a HIA was carried out that concluded that development of this parcel would be likely to harm the setting of the Conservation Area. Such harm could not be adequately mitigated by altering the NDA.</p> <p>Over 40% of the parcel lies within flood zones 2 or 3. A Cadent Pipeline also runs through the centre of the parcel that would be likely to reduce the NDA. UU has advised that a gravity sewer is located to the eastern side and north east corner of the parcel that would need to be considered within any development proposal.</p> <p>A designated LWS (Old Hey Wood) runs along the entire length of the parcel's western and southern boundary, alongside which a buffer would be required to protect the LWS from any</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>potential development.</p> <p>The 2018 SA concluded that development of the parcel would have a mixed impact on the achievement of SA objectives.</p> <p>When all the above constraints associated with the parcel are considered cumulatively, it is clear that it would not be suitable as a potential development site to be released from Green Belt.</p>
GBP_051a Land north-east of Newton-le-Willows, adjacent to M6	Discounted	<p>Although part of the sub-parcel was proposed by the Council as a safeguarded site at LPPO stage, a number of constraints affect it that would significantly reduce the NDA and the deliverability of development. These constraints, considered in the context of the reduced amount of new housing that is now identified as being required in the Borough, have led the Council to change its conclusions relating to this sub-parcel.</p> <p>Due to its close proximity to the M6 any development of this sub-parcel could only take place towards its southern edge, as a substantial buffer from noise and poor air quality would be required. This would significantly reduce the NDA. The sub-parcel lies within an Air Quality Management Area Buffer Zone (M6 corridor), and development within it could also harm air quality within the Air Quality Management Area currently located on the A49.</p> <p>Whilst the sub-parcel covers an extensive area, only a small proportion of it would be developable for new housing. There would be no clear physical boundary on the ground between the developable area and the remainder of the sub-parcel (any boundary line would be artificial, based on noise mapping data that could change at any time). This would be contrary to paragraph 139 of the NPPF which states that plans should “define boundaries clearly, using</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>physical features that are readily recognisable and likely to be permanent.’</p> <p>Development of the sub-parcel would also reduce the strategic gap between Haydock and Newton-le-Willows. Development of the sub-parcel would be limited due to the need to ensure that any cul-de-sacs are of an acceptable maximum length.</p> <p>Furthermore, any proposal for new development in this location would have to address potential impact on J23 of the M6, where there are severe capacity issues. .</p> <p>The 2018 SA concluded that development of the parcel would have a mixed impact on the achievement of SA objectives, with a number of impacts likely to result in negative effects, including unsatisfactory access constraints and the potential coalescence between Haydock and Newton-le-Willows.</p> <p>When the above constraints associated with the sub-parcel are considered cumulatively, it is clear that it would not be suitable as a potential development site to be released from Green Belt.</p>
GBP_051c Land north-east of Newton-le-Willows, adjacent to M6	Discounted	<p>Although part of the sub-parcel was proposed by the Council as a safeguarded site at LPPO stage, a number of constraints affect it that would significantly reduce the NDA and the deliverability of development. These constraints, considered in the context of the reduced amount of new housing that is now identified as being required in the Borough, have led the Council to change its conclusions relating to this sub-parcel.</p> <p>Due to its close proximity to the M6, any development of this sub-parcel could only suitably take place next to the existing built development, as a substantial buffer from noise and poor air quality</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>would be required alongside the motorway. That buffer would in turn significantly limit the NDA as only a small part of the sub-parcel could be developed. The sub-parcel lies within an Air Quality Management Area Buffer Zone (M6 corridor), and development within it could also harm air quality in the Air Quality Management Area currently located on the A49.</p> <p>Whilst the sub-parcel covers an extensive area, only a proportion of it would be developable for new housing. There would be no clear physical boundary on the ground between the developable area and the remainder of the sub-parcel (any boundary line would be artificial, based on noise mapping data, which could change at any time). This would be contrary to paragraph 139 of the NPPF which states that plans should “<i>define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.</i>”</p> <p>Access to the sub-parcel is also an issue. Whilst an access can be provided off Rob Lane, any cul-de-sac here would need to be of limited length to be acceptable. Any additional or alternative access route would have to be from High Street via other land outside the parcel, which could cause substantial harm to the Newton-le-Willows Conservation Area as it would be likely to require the removal of cottages in that location.</p> <p>Furthermore, any proposal for new development in this location would have to address potential impact on J23 of the M6, where there are severe capacity issues.</p> <p>The 2018 SA concluded that development of the parcel would have a mixed impact on the achievement of SA objectives.</p> <p>When all the above constraints associated with the sub-parcel are considered cumulatively, it is</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
GBP_051d Land north-east of Newton-le-Willows, adjacent to M6	Discounted	<p>clear that it would not be suitable as a potential development site to be released from Green Belt.</p> <p>Although part of the sub-parcel was proposed by the Council as a safeguarded site at LPPO stage, a number of constraints affect it that would have a significant impact on the NDA and the deliverability of development. These constraints, considered in the context of the reduced amount of new housing that is now identified as being required in the Borough, have led the Council to change its conclusions relating to this sub-parcel.</p> <p>Due to its close proximity to the M6, any development of this sub-parcel could only take place next to the existing built development, as a substantial buffer from noise and poor air quality would be required alongside the motorway that would significantly reduce the NDA. The sub-parcel lies within an Air Quality Management Area Buffer Zone (M6 corridor) and development within it could also harm air quality within the Air Quality Management Area currently located on the A49.</p> <p>Whilst the sub-parcel covers an extensive area, only a small proportion of it would be developable for new housing. There would be no clear physical boundary on the ground between the developable area and the remainder of the sub-parcel (any boundary line would be artificial, based on noise mapping data, which could change at any time). This would be contrary to paragraph 139 of the NPPF which states that plans should “<i>define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.</i>”</p> <p>Furthermore, any proposal for new development in this location would have to address potential impact on J23 of the M6, where there are severe capacity issues.</p>



Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>The 2018 SA concluded that development of the sub-parcel would have a mixed impact on the achievement of SA objectives.</p> <p>When the above constraints associated with the sub-parcel are considered cumulatively, it is clear that it would not be suitable as a potential development site to be released from Green Belt.</p>
GBP_053c Land between Vista Road and Belvedere Road, Newton-le-Willows	Safeguarded	<p>This sub-parcel, located north of Earlestown, is primarily bounded to the south and east by existing housing, by Vista Road to the west and by a temporary haul road to the north.</p> <p>Although a large part of the sub-parcel was proposed by the Council as an allocated site at LPPO stage, a number of constraints affect it that would have a significant impact on the NDA and the deliverability of development. These constraints, considered in the context of the reduced amount of new housing that is now identified as being required in the Borough, have led the Council to change its conclusions relating to this sub-parcel.</p> <p>The development proposed at LPPO stage would have extended beyond the northern edge of the built up area and would as a result have narrowed the strategic Green Belt gap between Earlestown/Newton and Haydock. Whilst this was considered acceptable at LPPO stage, this damage to the strategic gap is no longer considered to be justified. This is notwithstanding the fact that the NDA proposed at LPPO stage may have offered the opportunity to use the development to create a link road between Vista Road (to the west) and the A49 to the east, which could have effectively acted as a partial bypass enabling some traffic to avoid travelling through the central part of Newton.</p> <p>The approach proposed at LPPO stage also suffers from the disadvantage that there is no strong,</p>



Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>permanent boundary on the ground along the northern edge of the development area that was proposed (due to the temporary nature of the haul road in that location). The approach would have therefore conflicted with paragraph 139 of the NPPF which states that plans should “define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.”</p> <p>Having regard to the above points, the extent off the NDA identified at LPPO stage is not justified. However, the issues raised above would not apply if a reduced NDA is used, limited to the southern part of the sub-parcel. This area forms a notable indentation in the existing urban edge and in itself has clearly defined boundaries running along the edges of the urban area, Vista Road to the west and a prominent field boundary and drainage ditch along its north side. This reduced NDA would also avoid an area of the sub-parcel which is affected by an Essar Pipeline.</p> <p>Any proposal for new development in this location would have to address potential impact on J23 of the M6, where there are severe capacity issues. Access into the reduced NDA can however be obtained from Vista Road. Whilst there is evidence of surface water flooding in this location this does not preclude the development of the site in principle. UU has advised that there is an existing pumping station on the south side of the sub-parcel that would have to be retained.</p> <p>The 2018 SA concluded that development of the sub-parcel would have a mixed impact on the achievement of SA objectives. New residents would have access to high quality open spaces and natural greenspace, public transport, education and health facilities, and employment opportunities. It should be noted however that unlike the land at parcel GBP_042 (which is also in the Newton/Earlestown area) the sub-parcel is green-field and constitutes grade 3 agricultural</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		land.  In summary, a reduced part of the sub-parcel (at its southern end) is considered suitable for removal from the Green Belt. Having regard to all the factors set out above in combination it is considered to be suitable as a safeguarded site to help meet potential housing needs after the Plan period.
GBP_056 Land rear of Tesco Superstore, Haydock	Discounted	<p>This parcel is located south of Haydock, with residential development to the north and west. Although proposed by the Council as a safeguarded site at the LPO stage, a number of constraints affect the parcel that would have a significant impact on its overall NDA and the deliverability of development. These constraints, considered in the context of the reduced amount of new housing that is now identified as being required in the Borough, have led the Council to change its conclusions relating to this sub-parcel.</p> <p>There are substantial highway and access constraints. Vehicular access cannot be provided from Bellerophon Way from the north without the agreement of the owner(s) of land outside the parcel. If such an access were provided, it would not be likely to be suitable as a sole means of access due to the need to avoid exceeding the maximum permissible length of cul-de-sac. An additional access point would therefore be required via Grange Valley, which would also require the agreement of the owner(s) of land outside the parcel.</p> <p>The parcel has a number of protected trees along its boundary, which form a designated LWS (Clough Wood), alongside which a suitable buffer would be required to protect the trees from any</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>potential development. This would impact on the NDA.</p> <p>A gravity surface water sewer runs to the north of the parcel, which would need further investigation. Surface water and flooding issues also affect the parcel. Further ground condition investigations would be required as historic mineshafts are recorded in the area.</p> <p>The 2018 SA concluded that development of the parcel would have a mixed impact on the achievement of SA objectives.</p> <p>When the constraints associated with the parcel are considered cumulatively (particularly highways) it is clear that it would not be suitable as a potential development site to be released from Green Belt.</p>
GBP_058 Land south of Station Road, Haydock	Discounted	<p>This parcel projects southwards from the urban edge of Haydock, with existing residential development to the north.</p> <p>Although proposed by the Council as a safeguarded site at the LPPO stage, a number of constraints affect this sub-parcel that would have a significant impact on its overall NDA and the deliverability of development. These constraints, considered in the context of the reduced amount of new housing that is now identified as being required in the Borough, have led the Council to change its conclusions relating to this sub-parcel.</p> <p>In terms of urban form, development in this location would project beyond the clearly defined existing urban boundary. There are also significant highway and access issues. Whilst access to the parcel could potentially be achieved via Cooper Lane, this highway is currently only partially</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>adopted and is only considered suitable to provide access to a limited number of dwellings without substantial improvement.</p> <p>There are pockets of protected woodland to the west and south of the parcel, along with a number of individual protected trees within the parcel that would need to be retained with appropriate buffers, as a result of which the NDA would need to be significantly reduced. Further ground condition investigations would be required as historic mineshafts are recorded in the area.</p> <p>If the parcel land were released from the Green Belt, only a small percentage of it could be developed due to the constraints affecting the parcel. The parcel is also in multiple land ownership.</p> <p>The 2018 SA concluded that development of the parcel would have a mixed impact on the achievement of SA objectives. There would be negative impacts in regard to agricultural land grade and the Medium to High landscape sensitivity of the parcel.</p> <p>When the constraints associated with the parcel are considered cumulatively it is clear that it would not be suitable as a potential development site to be released from Green Belt.</p>
GBP_060 Land at Florida Farm (South of A580), Slag Lane, Blackbrook	Allocated	<p>The parcel lies north of Blackbrook and west of Haydock, with existing housing on three sides and the East Lancashire Road (A580) on the fourth side (to the north). The parcel is therefore well contained in visual terms, with strong boundaries. It is considered to make a low contribution to the purposes of the Green Belt.</p> <p>The parcel is in a sustainable location with good levels of accessibility to key services and jobs.</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>Whilst a small percentage (5.29%) of it lies within flood zone 2, this can be addressed via the provision of mitigation measures (e.g., ponds and/or swales) that could also help alleviate flooding in the wider area, in accordance with the 'slowing the flow' approach set out in the Sankey Catchment Management Plan. Although historic mineshafts are recorded within the sub-parcel there is no evidence that these would prevent a suitable development.</p> <p>Due to the proximity of the A580 a significant noise buffer would have to be incorporated. However this would not, given the parcel size, extend across a large proportion of the parcel.</p> <p>At least two access points are likely to be required given the size of the parcel. Whilst careful consideration would need to be given to the location and design of vehicular access points, potential access points exist off the A580 (providing left turning movements only) and off Vicarage Road. There is strong developer interest in the site.</p> <p>Although the parcel comprises grade 3 agricultural land, this is not considered to preclude its release from the Green Belt.</p> <p>The 2018 SA concluded that development of the parcel would have a mixed impact on the achievement of SA objectives, with a high number of impacts resulting in positive effects. New residents would have access to high quality open spaces/natural greenspace and the parcel is located in a sustainable location with good access to public transport and employment opportunities. The only potential negative impact that development of this parcel would have is with regard to its landscape sensitivity.</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		In summary, the parcel has many positive attributes that would support its allocation for development.
GBP_070 Land west of Parr and Sutton	Discounted	<p>This is an irregular shaped parcel of Green Belt land, sections of which have not been actively promoted for development by any landowner.</p> <p>There are potential access issues for sections of the parcel due to its irregular shape. Negotiation would be likely to be required with third party owners to enable a satisfactory form of development to be carried out. An existing dog kennel use within the parcel would need to be relocated to enable the parcel to come forward for housing development.</p> <p>Part of the parcel is a designated Nature Reserve. A buffer zone around this area would be required, which would reduce the NDA.</p> <p>The 2018 SA concluded that development of the parcel would have a mixed impact on the achievement of SA objectives.</p> <p>When the deliverability constraints associated with the parcel are considered cumulatively (particularly land ownership and access) it is clear that this parcel would not be suitable as a potential development site to be released from Green Belt.</p>
GBP_074a; 074b; 074c; 074d Land bounded by Reginald	Allocated	This large parcel forms a notable indent in the alignment of the southern edge of the built up area of St.Helens. Whilst there are open views across the parcel it is bounded by strong, robust physical boundaries including existing development to the north, east and west, and Gorsey Lane to the south.



Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
Road/Bold Road/Travers Entry/Gorse lane/Crawford Street, Bold (Bold Forest Garden Suburb)		<p>The parcel has good levels of accessibility to jobs in nearby industrial areas, and to public transport services, including via St.Helens Junction railway station.</p> <p>Due to the size of the parcel, it has the potential to form a 'garden suburb' extension to the south of Bold, which would be sufficiently large to include new social infrastructure (such as a new primary school, local retail centre and potentially health facilities). It would constitute a major strategic opportunity to provide a wide range of new housing in an area that is close to some of the more deprived parts of the Borough. The parcel is located within the area covered by the Bold Forest Area Action Plan, the framework and philosophies of which could be incorporated into any development.</p> <p>The parcel was proposed for safeguarding at LPPO stage. However, whilst several areas of land in the parcel are in different ownerships (that could slow the rate of development), virtually all the land has been actively promoted for development by relevant owners/developers. Ownership issues do not therefore preclude the allocation of the whole parcel, although an allowance for slower implementation should be made when calculating the contribution that the parcel would make to meeting housing need within the Plan period.</p> <p>Access could be readily provided from various points. Whilst impacts upon the local highway network and on Junction 8 of the M62 would need to be addressed, and suitable mitigation measures implemented, this issue is considered unlikely to preclude a substantial development from taking place within the parcel. This is on the basis that development would need to be phased to take account of the provision of highway and other infrastructure.</p> <p>Development of the parcel would need to be guided by a comprehensive master plan approved by</p>



Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>the Council.</p> <p>A large LWS (Tunstall's Farm) is situated within the parcel, which should be retained with a suitable buffer incorporated. Whilst there are electric pylons to the north and west of the parcel, the majority of these are close to the existing industrial estate, and a buffer from them would also help to safeguard any housing development from the existing industrial uses. Whilst the parcel includes grade 3 agricultural land this factor is not considered to preclude its release from the Green Belt.</p> <p>The 2018 SA concluded that development of the parcel would have a mixed impact on the achievement of SA objectives, with a high number of positive effects. New residents would have access to high quality open spaces/natural green space and the land is in a sustainable location with good access to public transport, health facilities and employment opportunities. Any effects of development on the LWS or TPOs within the parcel could be mitigated through the use of suitable buffers.</p> <p>In summary, this parcel has many positive attributes which support its allocation for development. Due to its scale and location, the development of the parcel would contribute strongly towards meeting the strategic aims and objectives of the Local Plan.</p>
GBP_078 Land south of Clock Face, north of the M62	Discounted	<p>This parcel lies north of the M62, south of Clock Face, east of Sutton Manor Woodland (a designated Nature Reserve), with existing housing to the north and north east.</p> <p>Although it was proposed by the Council as a safeguarded site at LPPO stage, a number of constraints affect the parcel that would have a significant impact on the NDA. These constraints,</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>considered in the context of the reduced amount of new housing that is now identified as being required in the Borough, have led the Council to change its conclusions relating to this parcel.</p> <p>Due to close proximity to the M62 any development of this parcel could only take place within the northern part of the parcel, as a substantial buffer from noise and poor air quality would be required that would significantly reduce the NDA. As a result, if the parcel was to be designated for development, the developable area within it would be very restricted and have no clear physical boundary on the ground (any boundary line would be artificial, based on noise mapping data that could change over time). This would be contrary to paragraph 139 of the NPPF which states that plans should “<i>define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.</i>”</p> <p>A water main, sewage pumping mains and easements are all present within the parcel, which may also impact on the NDA. Whilst access to the parcel is possible via Clock Face Road, a secondary access would be difficult to provide. This constraint would mean that any development would be restricted due to the need to avoid exceeding the maximum length of a cul-de-sac, further reducing the NDA.</p> <p>The 2018 SA concluded that development of the parcel would have a mixed impact on the achievement of SA objectives.</p> <p>When the above constraints associated with the parcel are considered cumulatively, it is clear that it would not be suitable as a potential development site to be released from Green Belt.</p>

Parcel/Sub- parcel ref. and location	Allocate, safeguard or discount	Comments on decision
<p>GBP_080 Land South of Gartons Lane and former St. Theresa's Social Club, Gartons Lane, Bold</p>	<p>Allocated</p>	<p>This parcel lies close to the central part of Marshall's Cross, with existing residential areas and highways to the north, east and west, with the maturing woodland of Sutton Manor Nature Reserve to the south. As a result the parcel has a high degree of visual enclosure with strong robust boundaries. It makes a low contribution to the purposes of the Green Belt.</p> <p>The parcel is in a sustainable location with good transport links including safe convenient accessibility by walking to the nearest local centre, bus stops and a railway station. If developed it would form a natural expansion of the existing surrounding urban settlement and help deliver a range of housing in a relatively deprived area.</p> <p>Safe vehicular access can be provided from Gartons Lane and the B5419. Development of the parcel could also be reasonably expected to provide funding to facilitate improvements to the Sutton Manor Nature Reserve and the visitor attraction provided by 'The Dream' sculpture, including improvements to utilities for the proposed visitor centre and a car park located in the Nature Reserve on the boundary of the parcel.</p> <p>There is presently strong developer interest for the site.</p> <p>Whilst the parcel includes grade 3 agricultural land this factor is not considered to preclude its release from the Green Belt.</p> <p>The 2018 SA concluded that development of the parcel would have a mixed impact on the achievement of SA objectives, with a high number of positive effects. New residents would have access to high quality open spaces/natural greenspace and the parcel has good access to public</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		transport, education and health facilities, and employment opportunities.  In summary, the parcel has many positive attributes that support its allocation for development.
GBP_082a Land East of Chapel Lane and South of Walkers Lane, Sutton Manor	Safeguarded	<p>Located to the south-west of Sutton Manor, this sub-parcel is bounded by existing housing to the east and north, and employment areas slightly further to the north and west.</p> <p>The sub-parcel was proposed by the Council as an allocated housing site at LPPO stage. However, its characteristics, considered in the context of the reduced amount of new housing that is now identified as being required in the Borough, have led the Council to change its conclusions relating to it.</p> <p>The sub-parcel has a reasonable degree of visual self-containment, resulting from the presence of woodland around its boundaries facing the countryside. However, the sub-parcel projects notably outwards into the countryside from the current urban edge. It is also further from the nearest local centre than is the case for example for the nearby parcel GBP_080. It is now seen as being more suitable to form a longer term extension of the urban area, which could contribute to meeting housing needs after the end of the Plan period.</p> <p>The sub-parcel contains protected woodland and a LWS (Pendlebury Brook). A significant buffer would be required for both these areas to ensure their continued protection; an appropriate reduction in the NDA of the site would be applied to accommodate these assets.</p> <p>The sub-parcel could be accessed via Shakespeare Road or Chapel Lane. Whilst highway improvements are likely to be required, for example the widening of Chapel Lane and provision of</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>footways, this would not preclude the development of the parcel in principle.</p> <p>In summary, the parcel has positive attributes that support its release from the Green Belt. However, it is now recommended to form a safeguarded site, to help meet post Plan period needs rather than an allocated site.</p>
GBP_082b Land south of Sutton Manor	Discounted	<p>Numerous constraints affect this sub-parcel that would severely limit its development potential.</p> <p>There are highway and access issues connected with the sub-parcel. Even if it is possible to provide an access in principle the number of dwellings capable of being built is likely to be limited by the need to avoid exceeding maximum cul-de-sac lengths.</p> <p>A protected LWS (Pendlebury Brook) runs through the sub-parcel, which would need to be protected. Some sections of the sub-parcel fall within flood zones 2 and 3. There are existing allotments which would have to be either retained or replaced elsewhere.</p> <p>A large section of the sub-parcel has not been promoted as a development location by any landowner. The location is not considered to be particularly sustainable due to its distance from the nearest local centre.</p> <p>When all the above constraints associated with the sub-parcel are considered cumulatively, it is clear that it would not be suitable as a potential development site to be released from Green Belt.</p>
GBP_082c Land north of Bell Lane, south of Sutton	Discounted	<p>This sub-parcel is on the southern edge of the urban area at Sutton Manor.</p> <p>Although it was proposed by the Council as a safeguarded site at LPPO stage, a number of</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
Manor		<p>constraints affect the sub-parcel that have an impact on its development potential. These constraints, considered in the context of the reduced amount of new housing that is now identified as being required in the Borough, have led the Council to change its conclusions relating to this sub-parcel.</p> <p>The sub-parcel has a reasonable degree of visual self-containment, resulting from the presence of trees and other vegetation around its boundaries facing the countryside. However, the sub-parcel projects notably outwards into the countryside from the current urban edge. It is also further from the nearest local centre than is the case for example for the nearby parcel GBP_080.</p> <p>The sub-parcel is also, whilst of limited size, believed to be in the ownership of multiple owners. Its deliverability for housing development appears uncertain.</p> <p>There have been issues with flooding to the south of the sub-parcel and as a result the Council has carried out significant flood attenuation measures in that area. Any proposal to develop this sub-parcel would need to take this into consideration and any further surface water from this sub-parcel would need to be retained on site.</p> <p>The 2018 SA concluded that development of the sub-parcel would have a mixed impact on the achievement of SA objectives.</p> <p>Having regard to the above factors in combination, it is now recommended that this sub-parcel should remain in the Green Belt.</p>
GBP_085b Land	Discounted	This sub-parcel is located to the east of the built up area of Rainhill.

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
to the east of Rainhill Road, Rainhill.		<p>Although the sub-parcel was proposed by the Council as a safeguarded site at the LPP0 stage, a number of constraints affect it that would have a significant impact on its overall NDA and the deliverability of development within it. These constraints, considered in the context of the reduced amount of new housing that is now identified as being required in the Borough, have led the Council to change its conclusions relating to this sub-parcel.</p> <p>Due to the size of the sub-parcel, any development which made efficient use of land within it would be likely to require more than one access point from the highway network. However, there are no suitable access points into the sub-parcel directly from any nearby highway. There are also concerns regarding the potential harm that development of the sub-parcel would cause to the capacity of the existing highway network in the surrounding locality, within which a number of junctions have known capacity problems.</p> <p>Large electric pylons run through the site, which significantly impact on the overall NDA. Parts of the site also fall within flood zones 2 and 3. UU has advised that there are numerous assets within the sub-parcel, including surface water sewers, pressurised trunk mains, the Norton Prescott Aqueduct, the Vyrnwy Aqueduct (large pressurised treated water mains) and associated easements running throughout.</p> <p>Pendlebury Brook is a designated LWS and runs through the centre of the sub-parcel. MEAS has advised that water voles are present within the Brook. A minimum 5m buffer from the top of the Brook's banks would need to be maintained. Methods to enhance the brook corridor and implement a SuDS to provide wetland features to compliment the LWS would also need to be incorporated in any development.</p>



Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>The 2018 SA concluded that the development of the sub-parcel would have a mixed impact on the achievement of SA objectives.</p> <p>When all the above constraints and issues associated with the sub-parcel are considered cumulatively, this sub-parcel would not be suitable as a potential development site to be released from Green Belt.</p>
GBP_085c Land south of Elton Head Road, adjacent to St. John Vianney Catholic Primary School	Safeguarded (in part)	<p>This sub-parcel is located south of Thatto Heath and forms part of a larger area of land which was proposed by the Council as safeguarded land at the LPPO stage.</p> <p>A number of constraints affect the sub-parcel as a whole which impact on its overall NDA. These constraints, considered in the context of the reduced amount of new housing that is now identified as being required in the Borough, have led the Council to recommend a reduced NDA within the sub-parcel.</p> <p>The sub-parcel is sustainably located as it is within walking distance of a local convenience shop and readily accessible by users of public transport and the local highway network. The sub-parcel is also well self-contained visually, by the existing development to the north, a school to the north east, woodland and the new Waterside Village housing estate to the south east, and by higher ground to the west.</p> <p>However, development of the larger site proposed at LPPO stage would be likely to cover the prominent side of a scarp slope with characteristic rocky outcrops. As a result it would be likely to cause harm to the character and appearance of the area, within an area which scores Medium to High for landscape visual sensitivity. The resultant harm can be adequately addressed by</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>reducing the NDA so that it just covers the eastern portion of the sub-parcel. The NDA within the reduced area would also be well defined by a clear, robust field boundary which runs through the sub-parcel and by the woodland and primary school grounds to the east.</p> <p>Access to the sub-parcel can be provided from Elton Head Road, where there is a 20mph speed limit. Any development would also need to apply an appropriate buffer alongside the priority habitats woodland to the south east and alongside a priority habitat grassland.</p> <p>These constraints would not be sufficient to preclude the development of the sub-parcel within the reduced NDA referred to above.</p> <p>The sub-parcel constitutes mixed grade 3 agricultural land. The surrounding area includes substantial opportunities for re-development of previously developed sites including at the Suttons depot site a short distance to the east. To ensure an appropriate phasing of development within the Thatto Heath area it would be appropriate to delay any development within sub-parcel GBP_085c until after the end of the Plan period.</p> <p>The SA assessed the sub-parcel as part of the larger site proposed at LPPO stage. It concluded that its development would have a positive impact on the achievement of a number of SA objectives.</p> <p>Having regard to all the factors set out above, it is concluded that the eastern part of the sub-parcel only should be released from the Green Belt, and safeguarded to help meet potential housing development needs after the Plan period. .</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
GBP_087 Eccleston Park Golf Club	Safeguarded	<p>The parcel consists of the former Eccleston Park Golf Course, north of Rainhill, east of Eccleston Park. The golf course was in use until summer 2018.</p> <p>Although the sub-parcel was proposed by the Council as an allocated site at the LPPO stage, a number of constraints affect it that would have a significant impact on its overall NDA and the deliverability of development within it. These constraints, considered in the context of the reduced amount of new housing that is now identified as being required in the Borough, have led the Council to change its conclusions relating to this sub-parcel.</p> <p>Although the parcel is of substantial size, and has open views across it, it is also reasonably well contained by existing housing to the south, west and north-east and a railway line to the north. Whilst the parcel lies between a number of built up areas, it is not considered to form part of a strategic gap in Green Belt policy terms. This is because the 'gap' has already been compromised by existing development in the Eccleston Park and Nutgrove areas. The parcel does however constitute a major area of mainly greenfield land. Its release for development, and the timing of its development, would therefore need to be clearly justified in the light of the Council's objective of making efficient use of previously developed land to meet development needs.</p> <p>The parcel has good levels of accessibility to a range of services, jobs and public transport (including Eccleston Park railway station, which is immediately adjacent to the parcel). There is scope to improve facilities at the adjacent railway station by the provision of car parking within the parcel.</p> <p>One substantial constraint affecting the parcel relates to its golf course use. This provided a</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>valued recreational facility to the local community over a number of years, and national planning policy requires that existing sports facilities should not be lost through new development except (amongst other exceptions) where the sporting facility has been clearly demonstrated to be surplus to requirements. At LPPO stage, Sport England objected to the allocation of the site for housing (proposed at that stage) on the basis that insufficient evidence concerning sporting needs had been provided. Whilst the golf course closed in summer 2018, there are a number of other golf courses in St.Helens and the Council did publish some evidence relating to this matter at LPPO stage, these points do not preclude the need for further evidence to be brought forward to meet the requirements of Sport England. This further evidence has not been obtained, meaning that the allocation of the site at present would conflict with national policy protecting sporting facilities from loss through new development.</p> <p>A further constraint relates to the highway network in the surrounding area (both within St.Helens and in the neighbouring Knowsley Borough). A number of junctions in the area already experience capacity issues that are likely to be difficult to improve practicably or economically. In response to consultation at the LPPO stage, Knowsley Council (the relevant highway authority for some of the affected highways) raised objections to the allocation of the site. These constraints are considered likely, in the absence of evidence to the contrary, to at least substantially limit the residential capacity of this large parcel.</p> <p>In addition a number of physical constraints exist within the parcel itself. These include a number of large electricity pylons that run through the parcel, alongside which a buffer would need to be provided to ensure satisfactory levels of amenity for occupiers of any new housing. An appropriate buffer zone would also need to be provided alongside the adjacent railway line to</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>reduce the potential noise impact on occupiers of future dwellings within the parcel. A further buffer would be needed to protect the woodland to the north of the parcel. UU has also advised that a number of other major infrastructure assets run through the parcel including: various sewers; a trunk water main; the North Prescott Aqueduct; and Vyrnwy Aqueduct/pumping station.</p> <p>These physical constraints serve (particularly when viewed in combination) to fragment the developable areas within the parcel, thereby substantially limiting its NDA.</p> <p>The 2018 SA assessed the parcel and concluded that development within it would have a positive impact on the achievement of a number of SA objectives.</p> <p>In summary, the parcel is considered suitable for removal from the Green Belt. However, further evidence is needed to justify the loss of the former golf course and to ascertain the contribution that the parcel can realistically make to meeting housing needs. For these reasons, and as the development of the parcel is not required to meet housing needs within the Plan period, the parcel is now recommended for safeguarding rather than allocation.</p>
GBP_089 Land north of the M62 and south of Mill Lane, Rainhill	Discounted	<p>This parcel is located to the south of Rainhill.</p> <p>Although the parcel was proposed by the Council as a safeguarded site at the LPP0 stage, a number of constraints affect it that would have a significant impact on the NDA and the deliverability of development within it. These constraints, considered in the context of the reduced amount of new housing that is now identified as being required in the Borough, have led the Council to change its conclusions relating to this parcel.</p>

Parcel/Sub- parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>The parcel is well contained by firm boundaries, formed by the urban area and Mill Lane to the north, the M62 to the south and Hall Lane to the west. However it represents a large expanse of greenfield land. Its development would represent a substantial outward expansion of the urban area, in a location which is fairly distant from the district centre in Rainhill.</p> <p>One specific area of concern, raised by HE in response to consultation at the LPPO consultation stage, is that development of the parcel could harm the setting of listed buildings in the area. A HIA was subsequently carried out. The current openness that surrounds the listed farm buildings and houses (Briars Hey, Manor Farmhouse, Old Hall Farmhouse and Rainhill Cottage) is considered to contribute substantially to their significance by playing a major part in the contextual understanding of their roles. Indeed, the principal elevation of Briars Hey is orientated to benefit from the open views across the parcel. The HIA concluded that if the parcel were to be released for development, harm to the setting of the Listed Buildings could not be satisfactorily mitigated by reducing the NDA within the parcel.</p> <p>A further area of concern relates to highway and access issues. Given the scale of development that would be needed to ensure efficient use of a parcel of this size, at least two access points would be required. Hall Lane (to the west of the parcel) is a very narrow country lane which is set down from the land within the parcel and which is not considered capable of providing a suitable access without the need for major works which would cause substantial harm to its character as a country lane. As a result any access points would all be likely to be from the north, from which the only practicable access points would be a) at the north western corner of the parcel off Mill Lane or b) at the north eastern part of the parcel off Mill Lane and/or (if nearby property is included) Warrington Road. Mill Lane fails to meet modern highway design standards for example due to</p>



Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>its narrowness and the lack of suitable pedestrian facilities. Severe capacity and junction layout issues have also been identified at the junction of Mill Lane with Warrington Road. The development of the parcel as a whole would be likely to exacerbate these issues, with no adequate mitigation being available. It is also possible that the vehicular access points would, due to the proximity to the designated heritage assets referred to earlier, cause further harm to their settings.</p> <p>The parcel scores a Medium to High for landscape visual sensitivity and due to its elevated position any development of the site would be likely to have a substantial visual impact including in views from the M62, which runs along its southern boundary.</p> <p>A further issue affecting this parcel is noise from the M62. Existing noise map data shows that noise levels in this location are extremely high. In order to provide an acceptable noise level for new residents it is likely that any new housing would need to be substantially set back from the motorway and that further significant acoustic/noise attenuation measures would be needed. If for example engineered bunding or high fencing is required this would be likely to cause further harm to the setting of the heritage assets and landscape. These points together with the need to maintain a buffer around a number of protected trees scattered throughout the parcel, are also likely to reduce the NDA.</p> <p>The noise issues also mean that if the parcel were to be released from the Green Belt, the boundary of the developable area would have no clear physical boundary on the ground (any boundary line would be artificial, based on noise mapping data, which could change over time). Setting the Green Belt boundary along this line would be contrary to paragraph 139 of the NPPF,</p>



Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>which states that plans should “define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.” If the whole parcel were removed from the Green Belt i.e. by running the new Green Belt boundary along the side of the motorway, this would result in a large area of land being removed from the Green Belt compared to the number of new dwellings which would be deliverable.</p> <p>The parcel is also understood to be in more than one ownership, causing a further constraint on its ability to be developed to a suitable layout.</p> <p>The 2018 SA concluded that development of the sub-parcel would have a mixed impact on the achievement of SA objectives, with negative effects being likely with regard to protected trees and landscape sensitivity.</p> <p>In conclusion, when the identified constraints associated with the parcel are considered cumulatively, it is clear that this parcel would not be suitable as a potential development site to be released from Green Belt.</p>
GBP_094 - Grange Park Golf Course	Discounted	<p>A number of constraints affect the development potential of this parcel.</p> <p>The parcel has not been promoted for development by the landowner and is also a designated Outdoor Sports Area (golf course) that provides a valued recreational facility to the local community. National planning policy requires that existing sports and recreational land should not be lost due to new development except (amongst other exceptions) where the land has been clearly demonstrated to be surplus to requirements. No evidence has been submitted to show that</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>this is the case.</p> <p>The parcel scores a Medium to High for landscape and visual sensitivity. There are also two designated LWSs (Grange Park Golf Course west pond and Eccleston Mere) on the boundary and within the parcel, which would need to be separated from any development within the parcel by a considerable buffer.</p> <p>The parcel contains protected woodland that would have to be retained with a suitable buffer.</p> <p>If the parcel was to be brought forward for development which would be of sufficient size to make efficient use of the land, two or more access points would be required. Whilst one access could be provided at the location of the existing access to the golf course, the second access would be difficult to provide. The parcel is beyond a safe and convenient walking distance from the nearest local centre (Thatto Heath).</p> <p>When the constraints associated with the parcel are considered cumulatively it is clear that it would not be suitable as a potential development site to be released from Green Belt.</p>
GBP_098 Land south of A580 East Lancashire Road and east of Houghtons Lane, Windle	Safeguarded	<p>This large parcel is located outside the edge of the current urban area to north west of Windle and Eccleston.</p> <p>Although the parcel was proposed by the Council as an allocated site at the LPP0 stage, a number of constraints affect it that would have a significant impact on the NDA and the deliverability of development within it. These constraints, considered in the context of the reduced amount of new housing that is now identified as being required in the Borough, have led the</p>

Parcel/Sub- parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>Council to change its conclusions relating to this parcel.</p> <p>The parcel has well defined boundaries formed by existing housing and adjacent highways. However, it constitutes a substantial greenfield site which provides high quality agricultural land. Its development would form a sizeable outward extension of the urban area into the countryside, beyond a currently well-defined urban edge. These factors mean that the release of the parcel for development, and the timing of its development, would need to be carefully justified in the light of the Council's objective of making efficient use of previously developed land to meet development needs.</p> <p>Significant improvements to highways infrastructure would also be required to support the successful development of the parcel. It would not be possible to provide vehicular access (except for potentially a very limited number of dwellings) directly from the estate roads from the south due to existing capacity issues along small estate roads and junctions. As a result, access is likely to be primarily from Houghton's Lane, which is currently a narrow country lane which would require a substantial upgrade and realignment through the parcel and a new junction to link with the A580. Significant improvements would also be likely to be needed to public transport facilities including (due to the scale of the parcel) a new bus route through the parcel.</p> <p>The Habitats Regulation Assessment process has identified that the parcel is likely to provide functionally linked habitat for bird species, connected with European protected sites in the wider area. Any proposed development would need to be informed by a suitable ecological study informed by wintering bird surveys. If the use of the parcel by the relevant species is confirmed, a mitigation strategy (which may need to be of substantial scale given the size of habitat which may</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>be affected) would need to be agreed and implemented, probably using land which is outside the parcel. This process is likely to take a considerable period of time. Development would only be acceptable if a suitable and deliverable mitigation strategy is agreed.</p> <p>A further factor that needs to be considered is the availability of schools capacity and other social infrastructure. Given the scale of the parcel it is possible that a new primary school will be required and potentially upgrades to other social infrastructure and amenities.</p> <p>The parcel is also affected by a number of other constraints as set out below. It is considered that these can be addressed within the master planning of a new development.</p> <p>A buffer of approximately 20m would be required to protect Windle Brook (a designated LWS, which runs through the site). This can be readily accommodated as part of the green infrastructure to serve development within the parcel.</p> <p>Two UU pipelines, including a main combined sewer, run through the site from its north-eastern to south western corners. Their size and location is likely to limit the residential capacity of the parcel.</p> <p>Due to the parcel's proximity to the A580 a significant buffer (with a minimum width of 40m) would be needed, together with other attenuation measures, to mitigate the impacts of noise and air pollution from the road.</p> <p>The 2018 SA concluded that development of the parcel would have a mixed impact on the achievement of SA objectives, with a number of likely negative effects in relation to biodiversity,</p>

Parcel/Sub-parcel ref. and location	Allocate, safeguard or discount	Comments on decision
		<p>landscape sensitivity, agricultural land and the historic environment. Whilst these effects (with the exception of the loss of agricultural land) are considered to be likely to be capable of being suitably mitigated this will impact on the phasing of development.</p> <p>In summary, the parcel is considered suitable for removal from Green Belt. However, having regard to all the factors described above, it is now recommended that the parcel be safeguarded (in order to meet potential housing needs beyond the Plan period) rather than allocated for development.</p>

- 5.11 Overall, the parcels and sub-parcels recommended for allocation in the Local Plan (2020-2035) would provide a combined 2,172 new homes for the Plan period<sup>15</sup>. The safeguarded sites could provide over 2,640 new homes for beyond the Plan period<sup>16</sup>, which when added to new homes on sites included in the Plan as allocations but likely to come forward for construction after 2035, suggests that land for over 5,000 new homes would be available for beyond the Plan period. The allocated and safeguarded sites would therefore be sufficient to meet the housing development needs of the Borough within the Plan period and for a substantial period thereafter.

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<sup>15</sup> It is anticipated that some of the larger parcels and sub-parcel would (due to their size) not be fully completed within the Plan period, and as such some of their yield will help to deliver housing numbers beyond the Plan period.

<sup>16</sup> This is with the potential capacity of parcel GBP\_087 being capped at 500 units, due to highway issues.

## 6. RECOMMENDATIONS

### INTRODUCTION

- 6.1 This Chapter outlines, in the context of the information and analysis from the earlier Chapters, those areas that are recommended to be released from the Green Belt. These include:
- Sites recommended to be allocated to help meet housing or employment development needs before 2035;
  - Sites recommended to be released from the Green Belt but safeguarded to help meet potential development needs after 2035;
  - Consequential changes to the Green Belt boundary associated with sites identified for potential allocation or safeguarding; and
  - Corrections of minor anomalies in Green Belt boundaries, for example to ensure that they follow clearly defined features on the ground.

### SITES RECOMMENDED FOR ALLOCATION OR SAFEGUARDING

- 6.2 In Chapter 5, 26 parcels and sub-parcels were selected to be released from the Green Belt and either identified as site allocations (for development before 2035 and beyond (due to their size)) or identified as safeguarded sites (for potential development after 2035). These have the capacity to meet development needs, taking account of the need to ensure sufficient flexibility and deliverability in supply both during and after the Local Plan period, and as some larger parcels and sub-parcels will not deliver their anticipated development yield before 2035 due to their size and estimated build out rates. All of the recommended sites are considered to be in sustainable locations with good transport links, with many benefitting from good rail links and from being adjacent to existing urban edges.
- 6.3 Further details of the recommended site allocations and safeguarded sites are set out in the following summary sheets.


### CONSEQUENTIAL CHANGES TO THE GREEN BELT BOUNDARY

- 6.4 Following the identification of potential areas to be released from the Green Belt to meet development needs, it became apparent to the Council that some further (mainly small) areas of land would also need to be released, to ensure that the new Green Belt boundaries would be strong and robust, and would contribute to the purposes of Green Belt. However, these areas (identified in the summary sheets) would only need to be released from the Green Belt as a consequence of nearby land being allocated or safeguarded for development. If any of the intended site allocations or areas of safeguarded land (as recommended in this Review) are not released from the Green Belt consequential changes linked to those allocations or safeguarded areas would not require implementation and therefore would not be released from the Green Belt.

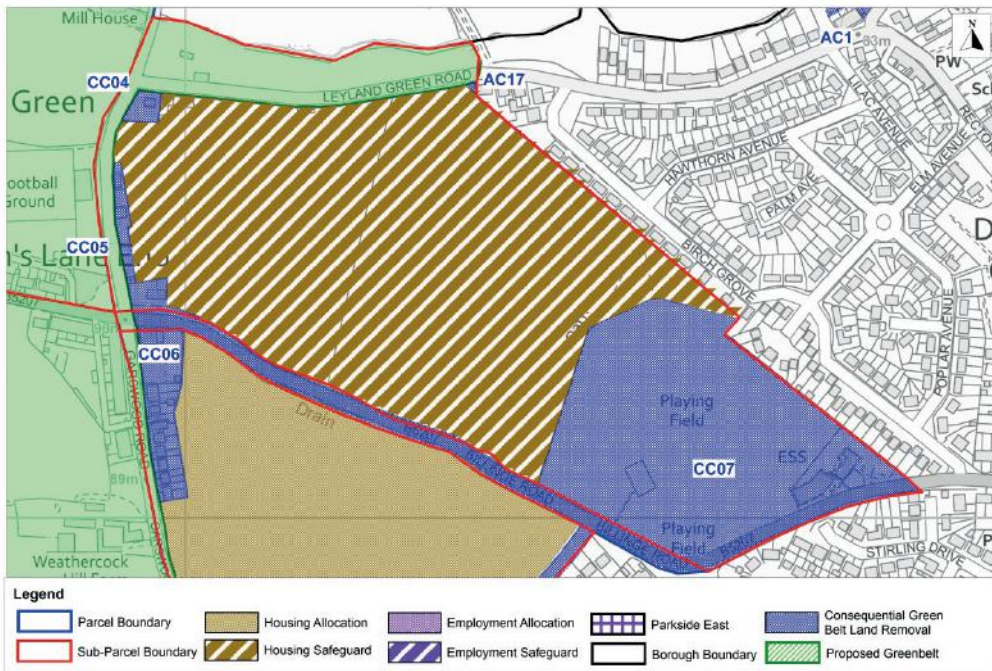


## SUMMARY SHEETS

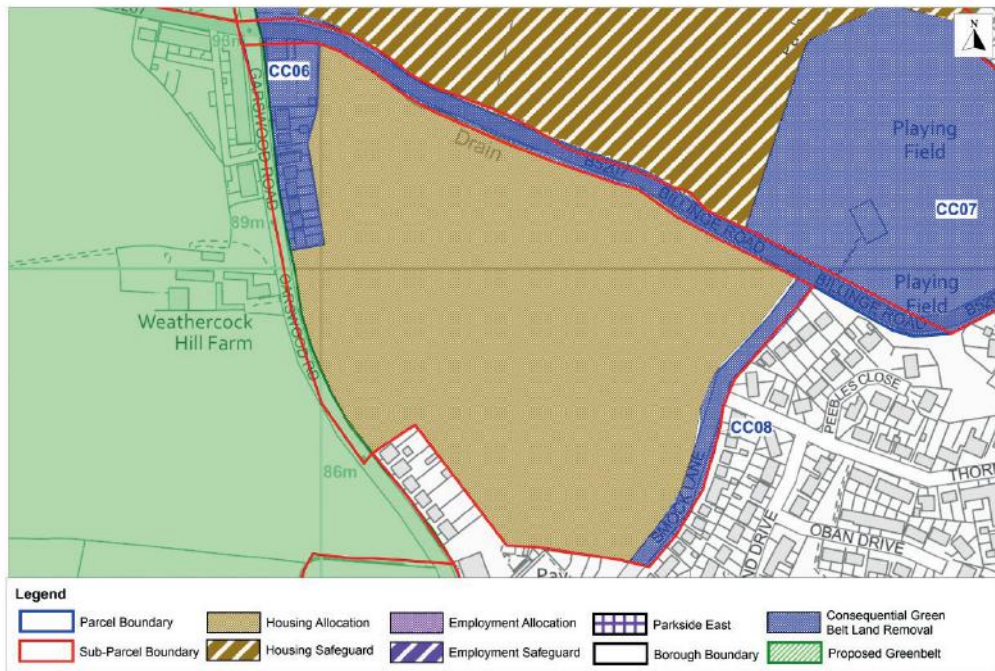
## GBP\_019a – Summary Sheet

Sub-parcel	GBP_019a	LPPO Ref:	HA15	Ward	Rainford	
Location	Land South of Higher Lane and east of Rookery Lane, Rainford					
Plan	 <p><b>Legend</b></p> <ul style="list-style-type: none"><li>Parcel Boundary</li><li>Sub-Parcel Boundary</li><li>Housing Allocation</li><li>Housing Safeguard</li><li>Employment Allocation</li><li>Employment Safeguard</li><li>Parkside East</li><li>Borough Boundary</li><li>Consequential Green Belt Land Removal</li><li>Proposed Greenbelt</li></ul>					
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Net Developable Capacity (NDC)
Low	Good	Mixed with Grade 1	6	Housing	30	259
Consequential Changes		Yes – CC01, CC02 &CC03				
Reason for Consequential Changes		<p>CC01 - Sections of Rookery Lane and Higher Lane that lie adjacent to the proposed parcel should also be released from the Green Belt, as they would no longer serve any Green Belt purpose.</p> <p>CC02 - Dial House Wood lies adjacent to the site recommended for housing allocation. This woodland would be protected through other policies. Its retention in the Green Belt in isolation would not serve any Green Belt purpose.</p> <p>CC03 – 232 &amp; 234 Higher Lane. These dwellings lie adjacent to the site recommended for housing allocation. Their retention in the Green Belt in isolation would not serve any Green Belt purpose.</p>				
Designation		Allocate				

## GBP\_025a – Summary Sheet

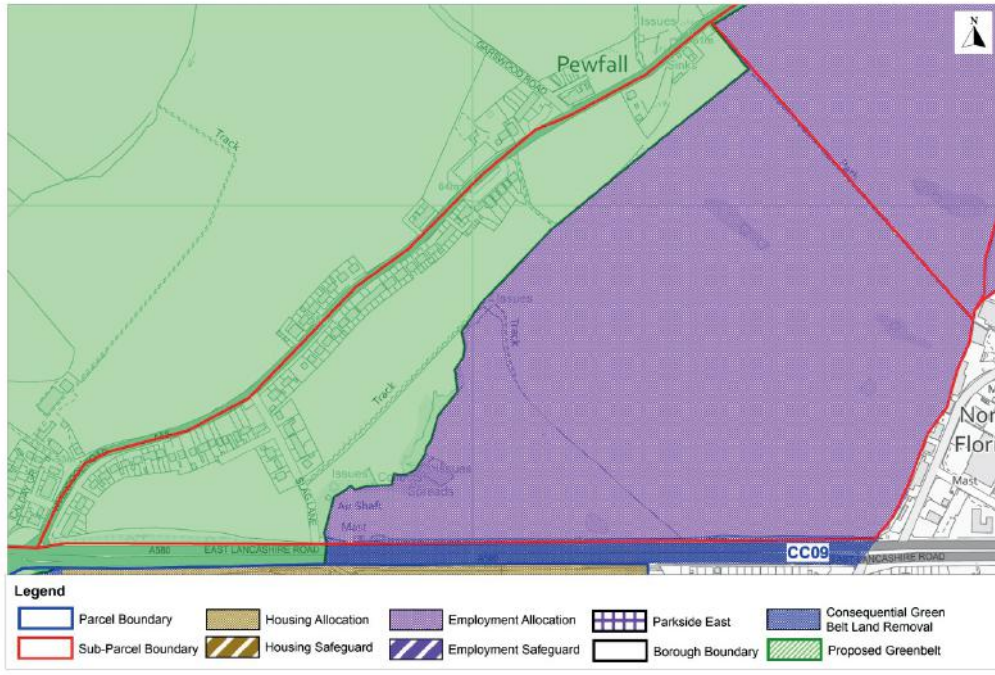
Sub-parcel	GBP_025a	LPPO Ref:	HS02	Ward	Billinge and Seneley Green	
Location	Land west of Garswood					
Plan	 <p><b>Legend</b></p> <ul style="list-style-type: none"><li>Parcel Boundary</li><li>Sub-Parcel Boundary</li><li>Housing Allocation</li><li>Housing Safeguard</li><li>Employment Allocation</li><li>Employment Safeguard</li><li>Parkside East</li><li>Borough Boundary</li><li>Consequential Green Belt Land Removal</li><li>Proposed Greenbelt</li></ul>					
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Net Developable Capacity (NDC)
Medium	Good	Grade 3	5	Housing	30	291
Consequential Changes		Yes - CC04, CC05 & CC07				
Reason for Consequential Changes		<p>CC04 – Leyland Green Farmhouse lies adjacent to the area recommended for safeguarding. Its retention in the Green Belt in isolation would not serve any Green Belt purpose.</p> <p>CC05 - Various residential units alongside Garswood Road and Billinge Road lie adjacent to the area recommended for safeguarding. These units in isolation would no longer serve any Green Belt purpose.</p> <p>CC07 - Recreation and playing fields, Health Centre, Community Centre, and section of Billinge Road. These areas lie between the urban edge of Garswood and the area recommended for safeguarding. If left within the Green Belt they would create a Green Belt 'island' which would serve no Green Belt purpose.</p>				
Designation		Safeguard				

## GBP\_025b – Summary Sheet

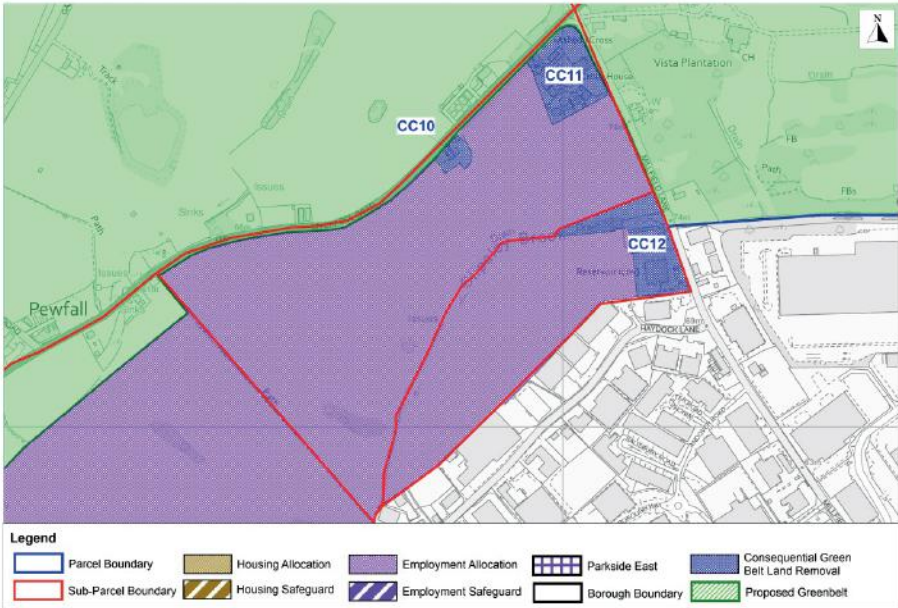
Sub-parcel	GBP_025b	LPPO Ref:	HA2	Ward	Billinge and Seneley Green	
Location	Land South of Billinge Road, east of Garswood Road and west of Smock Lane, Garswood					
Plan	 <p><b>Legend</b></p> <ul style="list-style-type: none"><li>Parcel Boundary</li><li>Sub-Parcel Boundary</li><li>Housing Allocation</li><li>Housing Safeguard</li><li>Employment Allocation</li><li>Employment Safeguard</li><li>Parkside East</li><li>Borough Boundary</li><li>Consequential Green Belt Land Removal</li><li>Proposed Greenbelt</li></ul>					
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Net Developable Capacity (NDC)
Low	Good	Grade 3	6	Housing	30	216
Consequential Changes		Yes – CC06 & CC08				
Reason for Consequential Changes		<p>CC06 - Simms Road Inn and residential dwellings (528 to 500 Garswood Road) lie adjacent to the area recommended for development. They should also be removed from the Green Belt as the land they occupy would no longer serve any Green Belt purpose.</p> <p>CC08 – Section of Smock Lane (highway). This section of highway runs between land recommended to be allocated for development and the existing urban fringe. It would serve no Green Belt purpose if left in the Green Belt.</p>				
Designation		Allocate				



## GBP\_031a – Summary Sheet

Sub-parcel	GBP_031a	LPPO Ref:	EA2	Ward	Haydock	
Location	Florida Farm North, Slag Lane, Haydock					
Plan						
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Gross Developable Area
Medium	Good	Grade 2	5	Employment	N/A	36.67ha
Consequential Changes		Yes – CC9				
Reason for Consequential Changes		CC9 – This section of the East Lancashire Road (A580) lies within two parcels of land (GBP_031a & GBP_060) recommended for removal from the Green Belt to accommodate development. It should also be removed from the Green Belt as it would serve no Green Belt purpose.				
Designation		Allocate				

## GBP\_031b – Summary Sheet

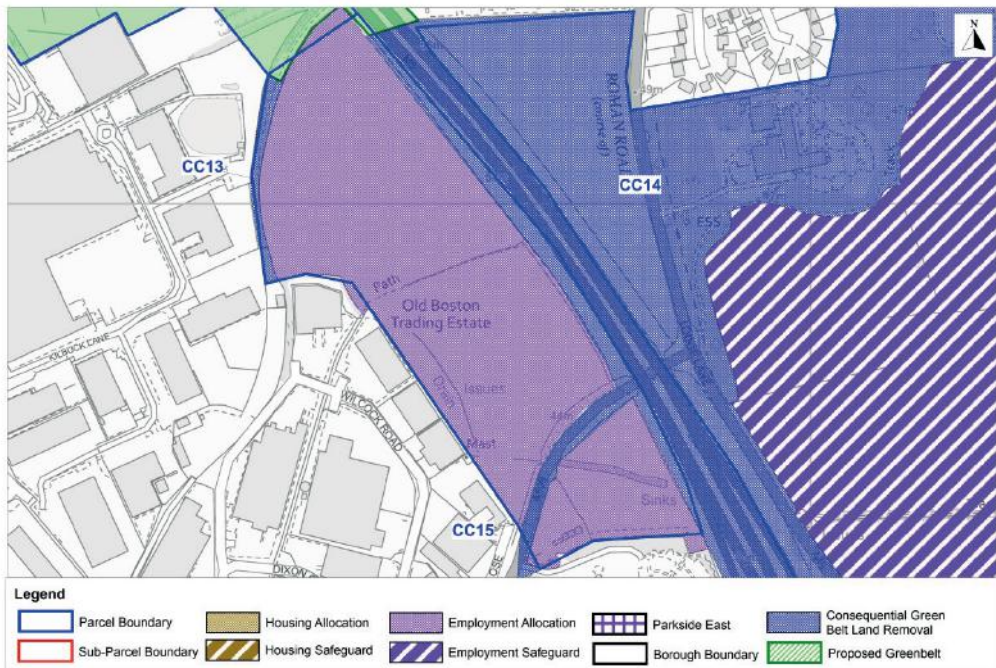
Sub-parcel	GBP_031b	LPPO Ref:	EA7	Ward	Haydock	
Location	Land west of Millfield Lane, south of Liverpool Road and north of Clipsley Brook, Haydock					
Plan						
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Gross Developable Area
Medium	Good	Grade 3	5	Employment	N/A	20.58ha
Consequential Changes		Yes – CC10, CC11 & CC12				
Reason for Consequential Changes		<p>CC10 - The three dwellings (5, 5a &amp; 7 Liverpool Road) are within the sub-parcel adjacent to the area recommended for development. These dwellings should also be removed from the Green Belt as the land they occupy would no longer serve any Green Belt purpose.</p> <p>CC11 – The residential units off The Fairways, Liverpool Road and Cross House &amp; The Elms, Millfield Lane are situated within the sub-parcel and adjacent to the area recommended to be allocated for employment development. They should also be removed from the Green Belt as the land they occupy would no longer serve any Green Belt purpose.</p> <p>CC12 – Millfield Farm lies within two sub-parcels (GBP_031b &amp; GBP_031c) recommended for removal from the Green Belt to accommodate new development, and on the urban edge of Haydock Industrial Estate. To leave this small area within the Green Belt would serve no Green Belt purpose.</p>				
Designation		Allocate				

## GBP\_031c – Summary Sheet

Sub-parcel	GBP_031c	LPPO Ref:	EA6	Ward	Haydock	
Location	Land to the west of Haydock Industrial Estate					
Plan						
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Gross Developable Area
Medium	Good	Grade 3	5	Employment	N/A	7.75ha
Consequential Changes		Yes - CC12				
Reason for Consequential Changes		CC12 – Millfield Farm lies within two sub-parcels (GBP_031b & GBP_031c) recommended for removal from the Green Belt to accommodate new development, and on the urban edge of Haydock Industrial Estate. To leave this small area within the Green Belt would serve no Green Belt purpose.				
Designation		Allocate				

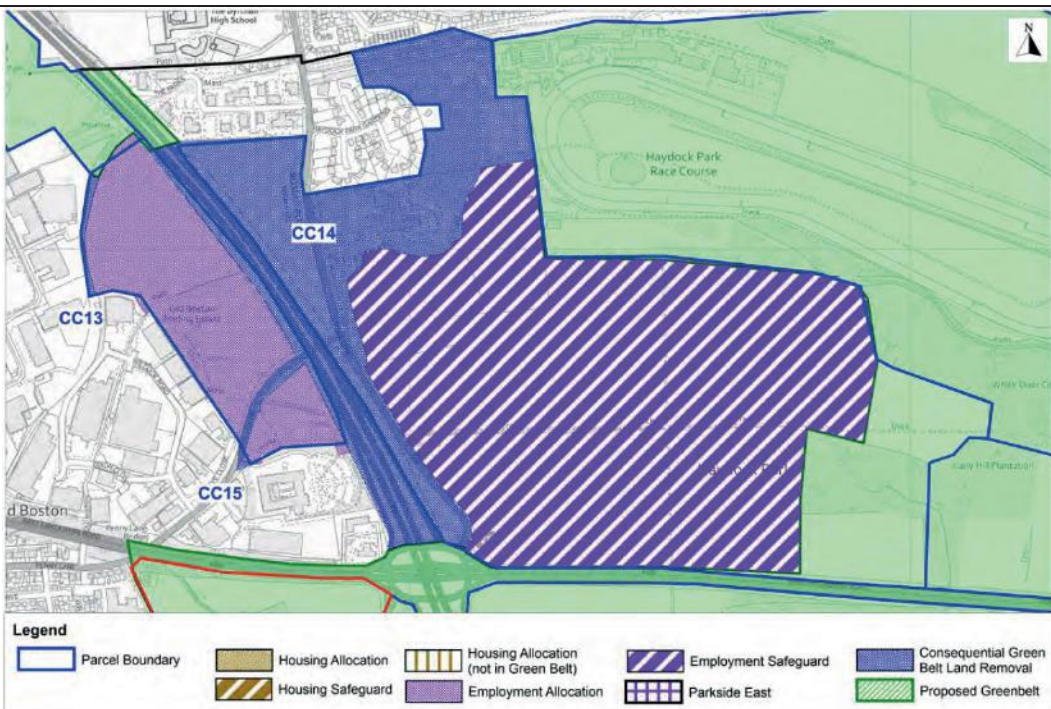


## GBP\_032 – Summary Sheet

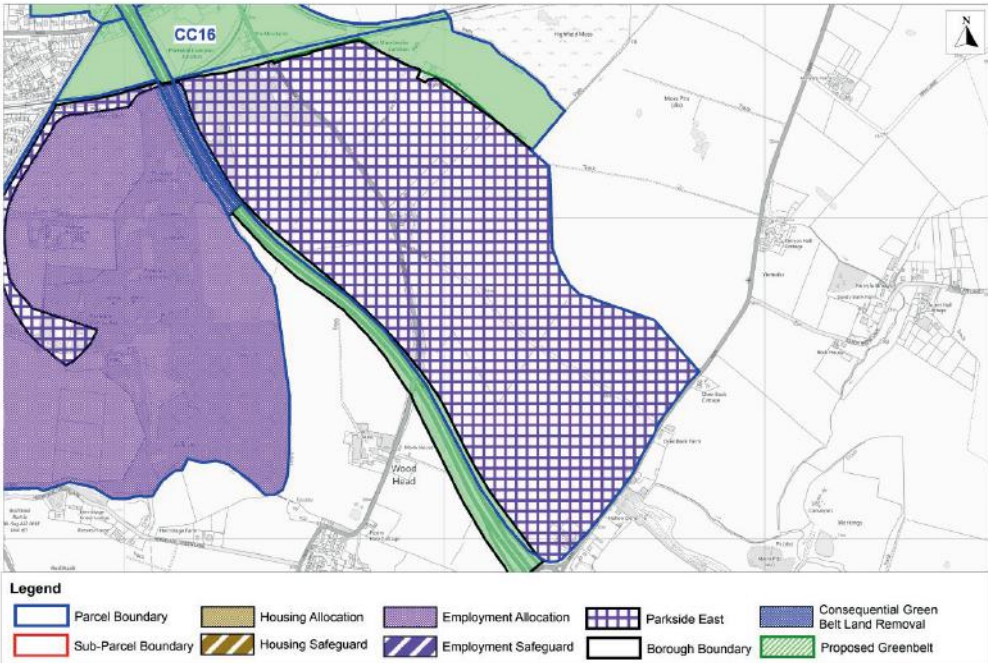
Sub-parcel	GBP_032	LPPO Ref:	EA3 & EA5	Ward	Haydock	
Location	Land to the east of Haydock Industrial Estate and to the west of M6 (north and south of Penny Lane)					
Plan	 <p><b>Legend</b></p> <ul style="list-style-type: none"><li>Parcel Boundary</li><li>Sub-Parcel Boundary</li><li>Housing Allocation</li><li>Housing Safeguard</li><li>Employment Allocation</li><li>Employment Safeguard</li><li>Parkside East</li><li>Borough Boundary</li><li>Consequential Green Belt Land Removal</li><li>Proposed Greenbelt</li></ul>					
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Gross Developable Area
Medium	Good	N/A	5	Employment	N/A	13.21ha
Consequential Changes		Yes – CC13 & CC15				
Reason for Consequential Changes		<p>CC13 – Area of land north west of the parcel between Haydock Industrial estate and this parcel. This small strip of land is wedged between Haydock Industrial Estate and the area recommended to be allocated for development. It should also be removed from the Green Belt as it would serve no Green Belt purpose if left.</p> <p>CC15 – Section of A599 highway which lies within the parcel would also be released from the Green Belt, as its retention in the Green Belt would serve no Green Belt purpose.</p>				
Designation		Allocate				



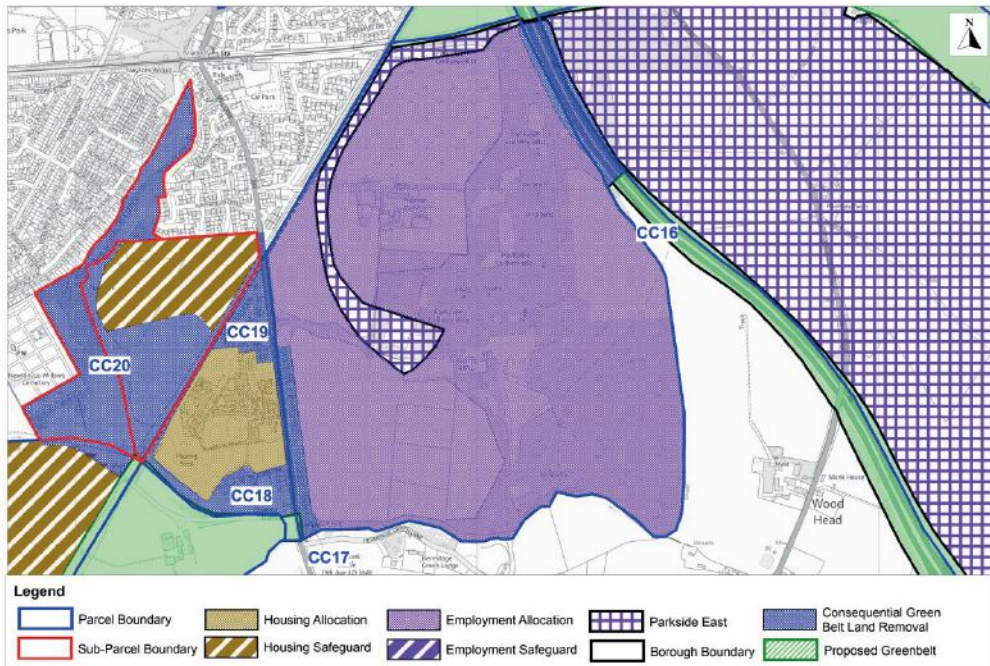
## GBP\_033 – Summary Sheet

Sub-parcel	GBP_033	LPPO Ref:	EA4	Ward	Haydock	
Location	Land to the east of M6 Junction 23					
Plan						
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Net Developable Capacity (NDC)
High	Good	Grade 3	3	Employment	N/A	55.90ha
Consequential Changes		Yes – CC14				
Reason for Consequential Changes		CC14 – Section of the M6 motorway and land east and west of Lodge Lane, the Holiday Inn hotel and Haydock Park Gardens (residential). Land to the south east, east and west of this area has been recommended for removal from the Green Belt to accommodate new development. If this area was not released it would create an isolated ‘island’ of Green Belt. It would serve no Green Belt purpose to leave it in the Green Belt.				
Designation		Safeguard				

## GBP\_039 – Summary Sheet

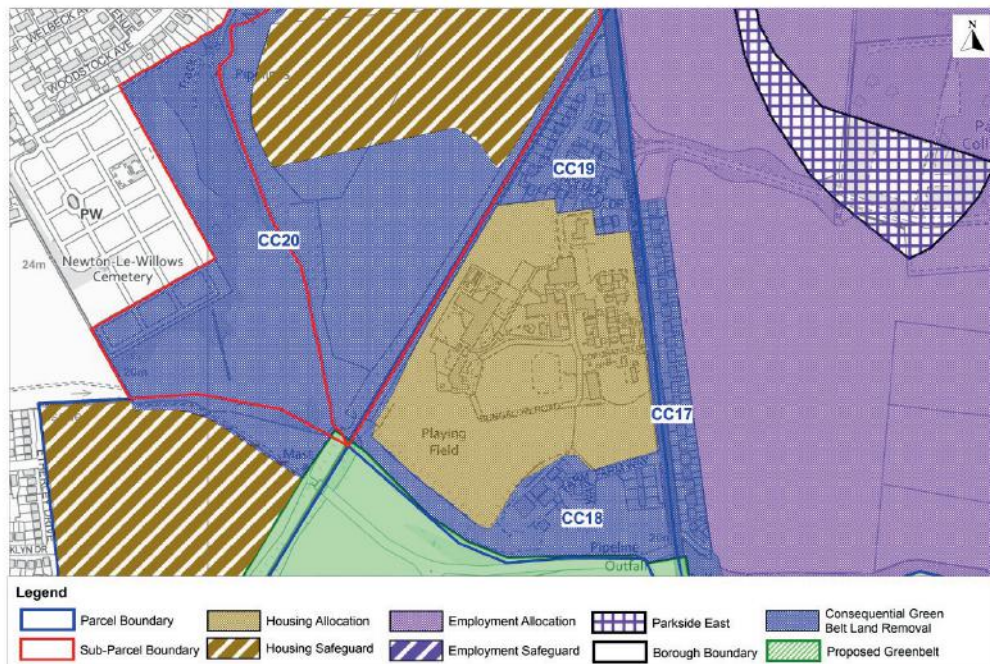
Sub-parcel	GBP_039	LLPO Ref:	EA8	Ward	Newton-le-Willows	
Location	Land east of M6 and north of A579 Winwick Lane					
Plan						
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Gross Developable Area
High+	Good	Mixed Grade 3	3	Employment	N/A	64.55ha
Consequential Changes		Yes – CC16				
Reason for Consequential Changes		CC16 – this section of the M6 motorway lies between two parcels of land recommended for removal from the Green Belt for development. It should also be removed from the Green Belt as it would no longer serve any Green Belt purpose.				
Designation		Allocate				

## GBP\_041 – Summary Sheet

Sub-parcel	GBP_041	LPPO Ref:	EA9	Ward	Newton-le-Willows	
Location	Parkside West, Newton-le-Willows					
Plan						
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Gross Developable Area
Medium	Good	N/A	5	Employment	N/A	79.57ha
Consequential Changes		Yes – CC16 & CC17				
Reason for Consequential Changes		CC16 – this section of the M6 motorway lies between two parcels of land recommended for removal from the Green Belt for development. It is also identified to be removed from the Green Belt as it would no longer serve any Green Belt purpose.  CC17 – dwellings along the eastern side of Winwick Road (A49) and Red Bank Avenue. These dwellings lie within a parcel recommended for removal from the Green Belt for development. They are also identified to be removed from the Green Belt as they would no longer serve any Green Belt purpose.				
Designation		Allocate				



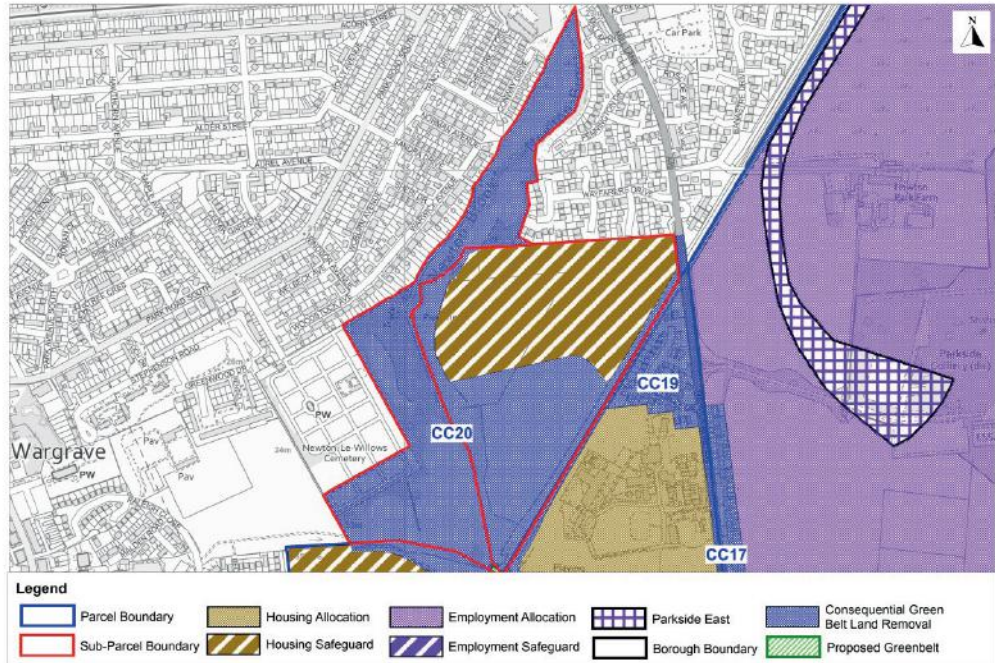
## GBP\_042 – Summary Sheet

Sub-parcel	GBP_042	LPPO Ref:	HA13	Ward	Earlestown/Newton-le-Willows	
Location	Former Red Bank Community Home, Winwick Road, Newton-le-Willows					
Plan						
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Net Developable Capacity (NDC)
Low	Good	N/A	6	Housing	30	181
Consequential Changes		Yes – CC19 & CC20				
Reason for Consequential Changes		CC18 – Red Bank farmstead lies within a parcel recommended for removal from the Green Belt to accommodate new development. The farmstead would also be removed from the Green Belt as it would serve no Green Belt purpose.  CC19 - Dwellings along Cholmley Drive and Pride Close, Newton-le-Willows. These dwellings are situated between an area recommended for removal from the Green Belt to accommodate new development and the urban edge of Newton-le-Willows. It makes sense to also remove them from the Green Belt as they would otherwise form a Green Belt 'island' which would serve no Green Belt purpose.				
Designation		Allocate				

## GBP\_044 – Summary Sheet


Sub-parcel	GBP_044	LPPO Ref:	HS14	Ward	Earlestown/Newton-le-Willows	
Location	Land west of the West Coast Mainline and East of Newlands Grange					
Plan	<div></div>					
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Net Developable Capacity (NDC)
Low	Medium	Mixed including Grade 3	5	Housing	30	256
Consequential Changes		No				
Reason for Consequential Changes		N/A				
Designation		Safeguard				

## GBP\_045a – Summary Sheet

Sub-parcel	GBP_045a	LPPO Ref:	HS17	Ward	Newton	
Location	Land west of Winwick Road and south and east of Wayfarers Drive					
Plan	<div></div>					
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Net Developable Capacity (NDC)
Low	Medium	Grade 3	5	Housing	35	191
Consequential Changes		Yes – CC20				
Reason for Consequential Changes		CC20 - Newton Brook Greenway and Newton-le-Willows Cemetery, Newton-le-Willows. As land to the south and east is recommended for removal from the Green Belt to accommodate new development, it makes sense to also remove Newton Brook Greenway Local Wildlife Site (LWS) and Newton-le-Willows Cemetery from Green Belt status. The designated LWS is protected through other policies. The LWS and the Cemetery would no longer serve any Green Belt purpose if left in isolation.				
Designation		Safeguard				



## GBP\_053c – Summary Sheet

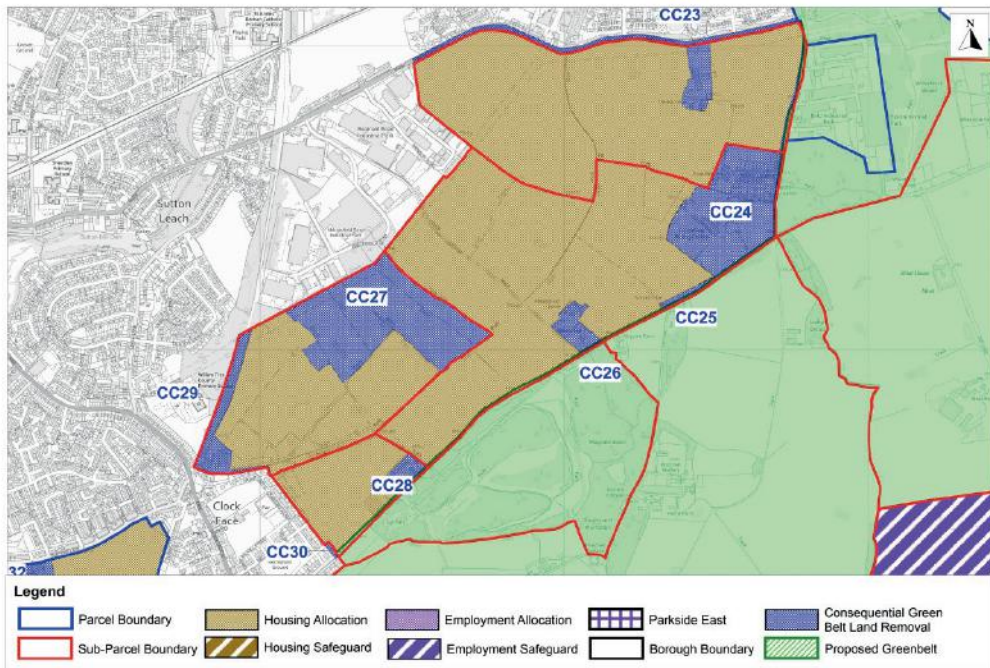
Sub-parcel	GBP_053c	LPPO Ref:	HA7	Ward	Earlestown	
Location	Land between Vista Road and Belvedere Road, Earlestown					
Plan	<div></div>					
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Net Developable Capacity (NDC)
Low	Medium	Mixed Grade 3	5	Housing	30	178
Consequential Changes		Yes				
Reason for Consequential Changes		CC21 - This small section of highway and other land is adjacent to an area recommended for removal from the Green Belt to accommodate development. It makes sense to also remove it from the Green Belt as its retention in the Green Belt would serve no Green Belt purpose.				
Designation		Safeguard				



**GBP\_060 – Summary Sheet**

Sub-parcel	GBP_060	LPPO Ref:	HA3	Ward	Blackbrook and Haydock	
Location	Land at Florida Farm (south of A580), Slag Lane, Blackbrook					
Plan	<div></div>					
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Net Developable Capacity (NDC)
Low	Good	Grade 3	6	Housing	30	522
Consequential Changes		Yes – CC09 & CC22				
Reason for Consequential Changes		<p>CC9 – This section of the East Lancashire Road (A580) lies within two parcels of land (GBP_031a &amp; GBP_060) recommended for removal from the Green Belt to accommodate development. It should also be removed from the Green Belt as it would serve no Green Belt purpose.</p> <p>CC22 – dwellings along Liverpool Road (297 – 345). These dwellings lie within a parcel recommended for removal from the Green Belt to accommodate new development. These dwellings should also be removed from the Green Belt as the land they occupy would no longer serve any Green Belt purpose.</p>				
Designation		Allocate				

## GBP\_074a, b, c &amp; d – Summary Sheet

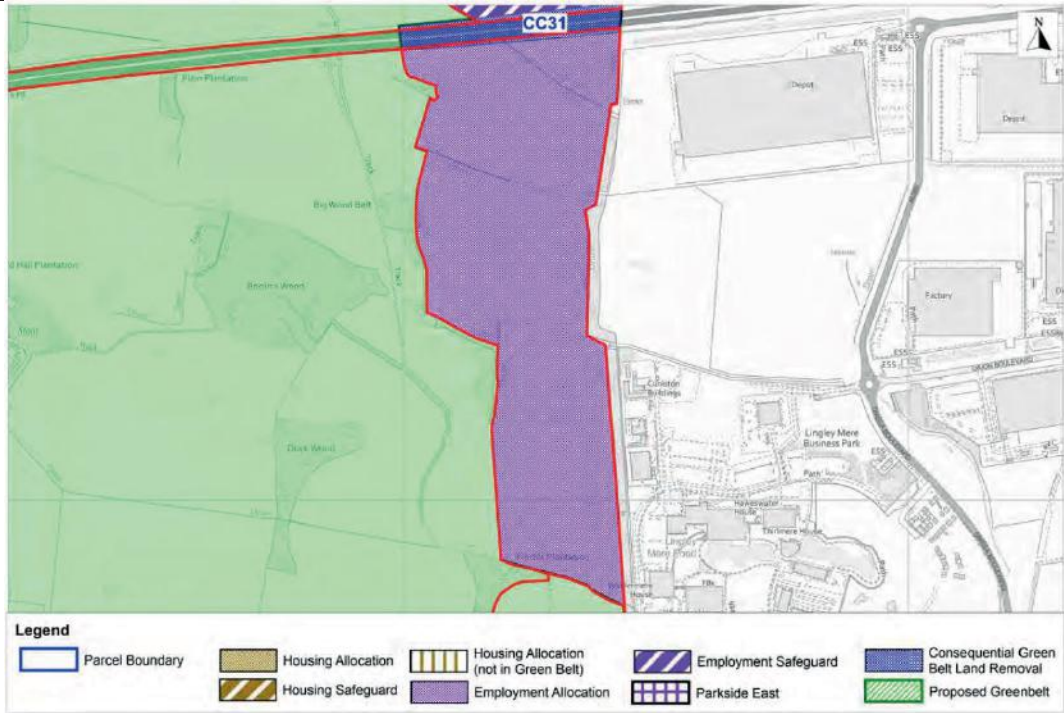
Sub-parcel	GBP_074	LPPO Ref:	HA6 & HS03	Ward	Bold	
Location	Bold Forest Garden Suburb (land bounded by Reginald Road/Bold Road/Travers Entry/Gorsey lane/Crawford Street, Bold)					
Plan						
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Net Developable Capacity (NDC)
Low	Good	Grade 3	6	Housing	30	2,988
Consequential Changes		Yes – CC23, CC24, CC25, CC26, CC27, CC28, CC29 & CC30				
Reason for Consequential Changes		There are various sections of land within this parcel including residential development, a riding school, farmsteads, dismantled railway line and a LWS. As these areas are located in and adjacent to land recommended for removal from the Green Belt to accommodate new development, and in some instances adjacent also to the existing urban fringe, it is considered sensible to also remove these areas of land from Green Belt. If left in isolation they would create isolated pockets of Green Belt that would not serve any Green Belt purpose. The LWS would be protected by other policies.				
Designation		Allocate				

**GBP\_075d – Summary Sheet**

Sub-parcel	GBP_075d	LPPO Ref:	ES-01	Ward	Bold	
Location	Land north of M62 and south of Gorsey Lane					
Plan	<div></div>					
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Net Developable Capacity (NDC)
Medium	Limited	Grade 2	3	Employment	N/A	32.21ha
Consequential Changes		Yes – CC31				
Reason for Consequential Changes		CC31 - The section of motorway south of this sub-parcel lies between two sub-parcels (GBP_075d & GBP_076c) of land recommended for removal from the Green Belt. It would make sense to remove it from the Green Belt as its retention in the Green Belt would serve no Green Belt purpose.				
Designation		Safeguard				



## GBP\_076c – Summary Sheet

Sub-parcel	GBP_076c	LPPO Ref:	EA1	Ward	Bold	
Location	Omega South Western Extension, Land north of Finches Plantation, Bold (to meet employment land needs arising in Warrington)					
Plan						
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Net Developable Capacity (NDC)
Medium	Medium	Grade 2	4	Employment	N/A	31.22ha
Consequential Changes		Yes – CC31				
Reason for Consequential Changes		CC31 - The section of motorway to the north of this sub-parcel lies between two sub-parcels (GBP_075d & GBP_076c) of land recommended for removal from the Green Belt. It would make sense to remove it from the Green Belt as its retention in the Green Belt would serve no Green Belt purpose.				
Designation		Allocate				

**GBP\_080 – Summary Sheet**

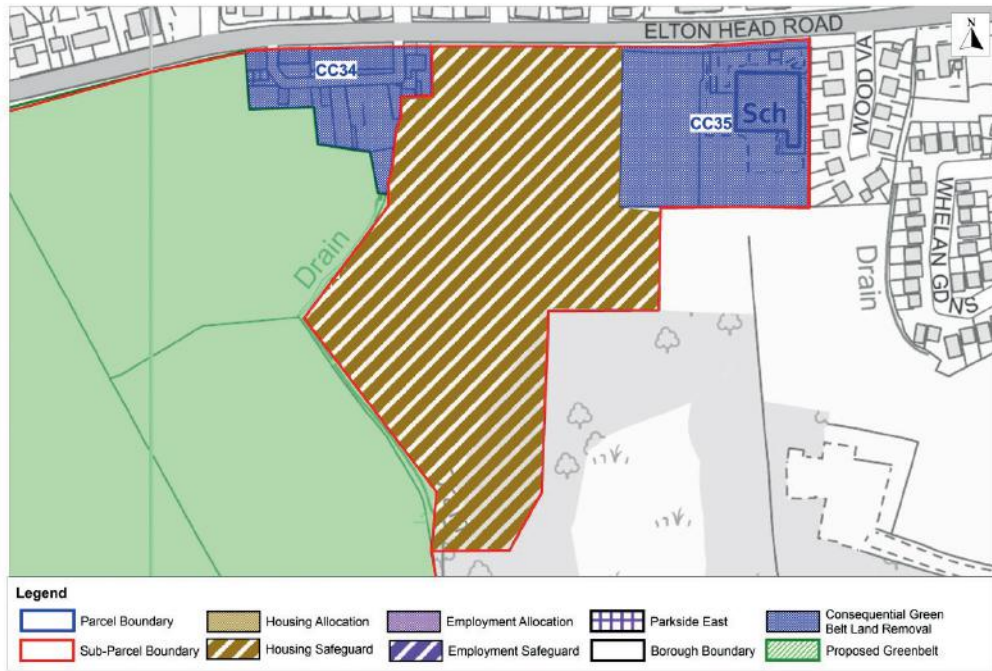
Sub-parcel	GBP_080	LPPO Ref:	HA5	Ward	Bold	
Location	Land South of Gartons Lane and former St. Theresa's Social Club, Gartons Lane, Bold					
Plan	<div></div>					
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Net Developable Capacity (NDC)
Low	Good	Grade 3	6	Housing	35	569
Consequential Changes		Yes – CC32 & CC33				
Reason for Consequential Changes		CC32 - the farmhouse lies within a parcel of land recommended for removal from the Green Belt to accommodate new development. It makes sense to also remove this area of land from the Green Belt as it would serve no Green Belt purpose if left in isolation.  CC33 – St. Michael C of E Church and associated rectory lie within a parcel of land recommended for removal from the Green Belt to accommodate new development. It would make sense to also remove this area of land from the Green Belt as it would serve no Green Belt purpose if left in isolation.				
Designation		Allocate				

## GBP\_082a – Summary Sheet

Sub-parcel	GBP_082a	LPPO Ref:	HA4	Ward	Bold	
Location	Land East of Chapel Lane and south of Walkers Lane, Sutton Manor					
Plan	<div></div>					
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Net Developable Capacity (NDC)
Low	Medium	Grade 3	5	Housing	30	113
Consequential Changes		No				
Reason for Consequential Changes		N/A				
Designation		Safeguard				

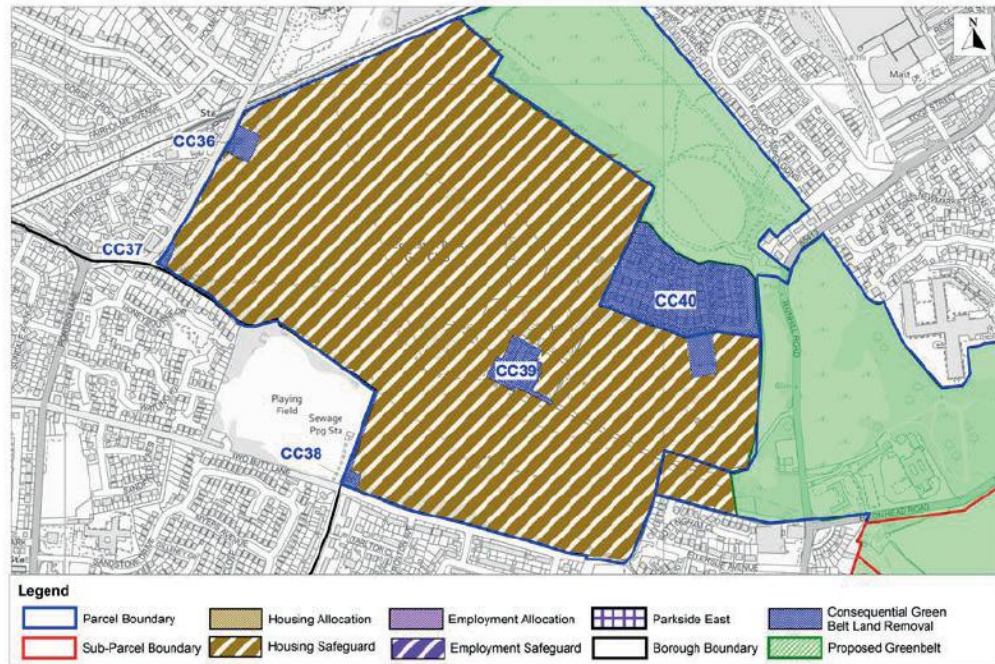


## GBP\_085c – Summary Sheet

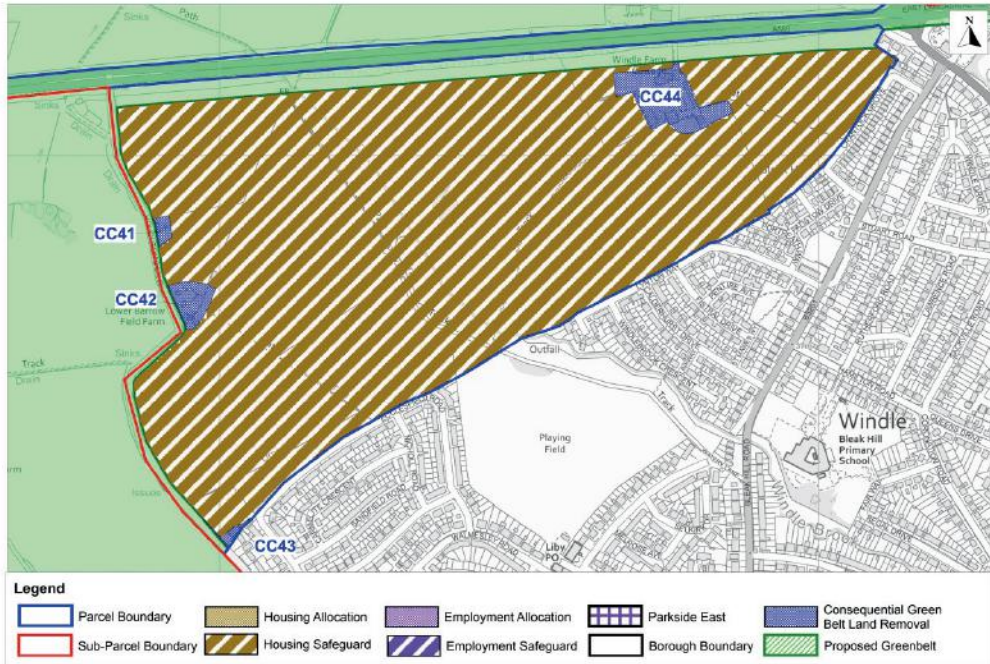
Sub-parcel	GBP_085c	LPPO Ref:	HS24	Ward	Thatto Heath	
Location	Land south of Elton Head Road, adjacent to St. John Vianney Catholic Primary School.					
Plan						
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Net Developable Capacity (NDC)
Low	Medium	Mixed including Grade 3	5	Housing	30	84
Consequential Changes		Yes – CC34 & CC35				
Reason for Consequential Changes		CC34 – the dwellings south of Elton Head Road are adjacent to land recommended for removal from the Green Belt to accommodate future development. It makes sense to remove these dwellings and their garden areas also to ensure a much stronger and more robust Green Belt boundary on the ground.  CC35 – this area of land lies within a parcel recommended for removal to accommodate future development. It makes sense to remove the primary school and associated playing fields from the Green Belt, as the land here would no longer serve any Green Belt purpose.				
Designation		Safeguard				



## GBP\_087 – Summary Sheet

Sub-parcel	GBP_087	LPPO Ref:	HA8	Ward	Eccleston and Rainhill	
Location	Eccleston Park Golf Club					
Plan						
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Net Developable Capacity (NDC)
Low	Medium	N/A	5	Housing	30	956 (potentially capped to 500)
Consequential Changes		Yes – CC36, CC37, CC38, 39 & CC40				
Reason for Consequential Changes		The consequential changes cover various areas within this parcel. Whilst most of these areas are occupied by housing, they also include an electricity sub-station and the former golf clubhouse and reservoir. The areas are all located in or adjacent to land recommended to be removed from Green Belt to accommodate future new development. Some of them are also adjacent to the existing urban area. It is considered sensible to remove these areas of land from Green Belt, as if left in isolation they would create isolated pockets of Green Belt that would not serve any Green Belt purpose.				
Designation		Safeguard				

**GBP\_098 – Summary Sheet**

Sub-parcel	GBP_098	LPPO Ref:	HA16	Ward	Eccleston and Windle	
Location	Land south of A580 between Houghtons Lane and Crantock Grove, Windle					
Plan	 <p><b>Legend</b></p> <ul style="list-style-type: none"><li>Parcel Boundary</li><li>Sub-Parcel Boundary</li><li>Housing Allocation</li><li>Housing Safeguard</li><li>Employment Allocation</li><li>Employment Safeguard</li><li>Parkside East</li><li>Borough Boundary</li><li>Consequential Green Belt Land Removal</li><li>Proposed Greenbelt</li></ul>					
Summary						
Stage 1b (Purposes of Green Belt)	Stage 2b (Developability Assessment)	Agricultural Land Classification	Overall Scores	Preferred Use	Residential Density (dph)	Net Developable Capacity (NDC)
Low	Medium	Mixed with Grade 1	5	Housing	30	956
Consequential Changes		Yes – CC41, CC42, CC43 & CC44				
Reason for Consequential Changes		<p>CC41 – dwellings adjacent to Houghton’s Lane. These dwellings lie next to land recommended to be safeguarded for potential future development. They should also be removed from the Green Belt as their retention in the Green Belt would serve no Green Belt purpose.</p> <p>CC42 – Lower Barrowfield Farm and associated buildings. These buildings lie next to land recommended to be safeguarded for potential future development. They should also be removed from the Green Belt as their retention in the Green Belt would serve no Green Belt purpose.</p> <p>CC43 – this small wedge of land lies within a parcel recommended for removal from the Green Belt to be safeguarded for potential development. Its retention in the Green Belt would not serve any Green Belt purpose.</p> <p>CC44 - Windle Farmstead lies within a parcel recommended for removal from the Green Belt to be safeguarded for potential new development. Its retention in the Green Belt would not serve any Green Belt purpose.</p>				
Designation		Safeguard				

## CORRECTION OF GREEN BELT ANOMOLIES

- 6.5 As part of this comprehensive Review, the opportunity has been taken to identify other (mainly small) areas where corrections are required to the existing Green Belt boundary. These are mainly areas where the boundary needs to be rationalised, for example where it does not follow readily identifiable features on the ground (in some cases due to historic anomalies or previous mapping errors) or where areas of land make little contribution to the purposes of the Green Belt. In some cases the anomalies exist due to changes in circumstances since the Merseyside Green Belt was established in 1983.
- 6.6 Therefore, it is recommended that a number of further minor adjustments are made to the existing boundary, some of which require small areas to be released from the Green Belt to create a more robust and justifiable boundary. These adjustments are listed in Table 6.1 below and illustrated on the plans at Appendix I.

**Table 6.1: List of recommended minor adjustments to the Green Belt boundary**

Reference no.	Address	Reason for removing from Green Belt
AC01	Land to the rear of 42, 48, 50, 52, 54, 56, 56a, 58, 60 and 64 Main Street, Billinge	The current Green Belt boundary appears to be mis-aligned and is not visible on the ground as it cuts across the middle of rear gardens. It is recommended that the Green Belt boundary be adjusted accordingly to follow the rear boundaries of these gardens.
AC02	Land to the rear of 101 to 109 Carr Mill Road, Billinge	The current Green Belt boundary appears to be mis-aligned and is not visible on the ground as it cuts across the middle of rear gardens. It is recommended that the Green Belt boundary be adjusted accordingly to follow the rear boundaries of these gardens.
AC03	Birchley Hall, Billinge	The current Green Belt boundary encompasses approximately half of the built development in this location, and does not follow any visible boundary on the ground. It is recommended that it be realigned to follow the heavily wooded area to the rear of the built development, which is a much more clearly defined boundary on the ground.
AC04	Land to the rear of 369 to 397 Garswood Road, Garswood	The current Green Belt boundary appears to be mis-aligned and is not visible on the ground as it cuts across the middle of rear gardens. It is recommended that the Green Belt boundary be adjusted accordingly to follow the rear boundaries of these gardens.

AC05	Higher Barrowfield Farm and Barrowfield House, Green Lane, Eccleston	The current Green Belt boundary encompasses this group of buildings on the edge of the urban area, and does not constitute a strong boundary. It is recommended that the boundary be adjusted to exclude these buildings to create a stronger boundary on the ground.
AC06	38a, 38 and various outbuildings at Barrows Farm, Carr Mill Road, Billinge	The current Green Belt boundary includes a number of dwellings and business outlets in this location, and follows no visible boundary on the ground. As the site is already significantly developed, it is recommended that the Green Belt boundary be realigned to follow the rear of the existing outbuildings.
AC07	Rainhill High School, Warrington Road, Rainhill	The Green Belt designation washes completely over the high school, which sits on the edge of the urban area and is largely covered by school buildings and associated hardstanding's. It is considered that the Green Belt boundary should be adjusted to exclude the school buildings as they make no contribution to the purposes of Green Belt. The adjacent playing fields would remain in the Green Belt.
AC08	Area of land off 47 and 51 Hoghton Road, St.Helens	The current Green Belt encompasses this area which includes a scrap yard, and various derelict buildings. In order to provide a stronger Green Belt boundary it is recommended that the boundary should be adjusted to follow the Sutton Car Spares boundary to the east. The area subject to the change would be excluded from the Green Belt.
AC09	The Bungalow, Berrys Lane, Land to the rear of Nook Lane, Moss Nook, St.Helens	The current Green Belt boundary in this location is poorly defined and follows no visible boundary. It is recommended that the boundary be realigned to follow stronger features on the ground.
AC10	St. Augustine of Canterbury Catholic High School, Boardmans Lane, Blackbrook	The Green Belt designation washes completely over the high school, which sits on the edge of the urban area and is largely covered by school buildings and associated hardstanding's. It is considered that the Green Belt boundary should be adjusted to exclude the school buildings as they make no contribution to the purposes of Green Belt. The adjacent playing fields would remain in the Green Belt.
AC11	Land off Bushy Lane (sub-parcel GBP_001c), Rainford Junction	The current Green Belt boundary in this location is poorly defined and follows no visible boundary. It is recommended that the boundary be realigned to follow stronger features on the ground.



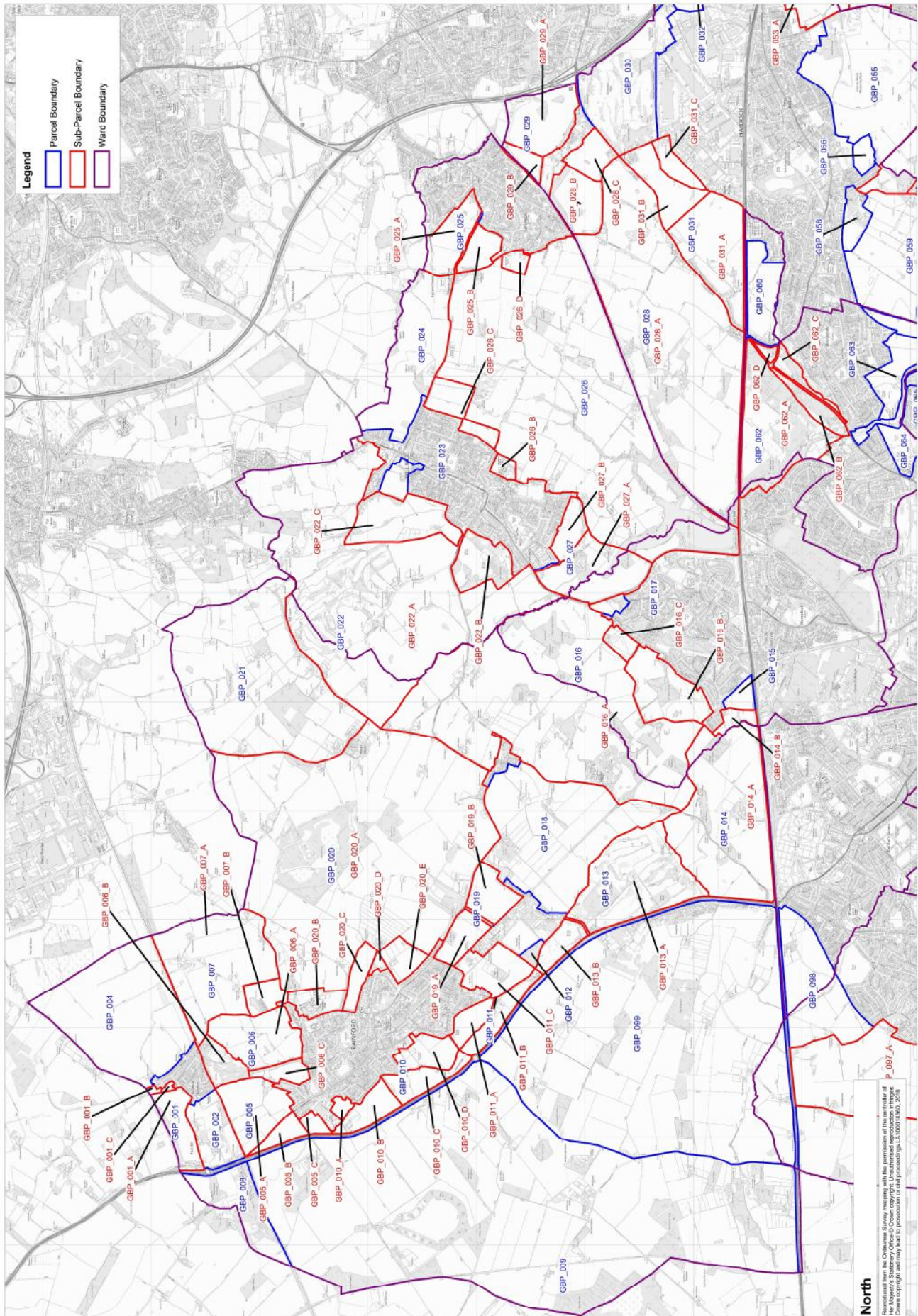
## CONCLUSIONS

- 6.7 This Review has identified a number of areas that are suitable for release from the Green Belt, either to accommodate new development or to correct existing or consequential inconsistencies in the Green Belt boundary. Whilst its recommendations will not automatically be implemented, the Review forms part of the relevant evidence base for the Council's Local Plan. This will (once it has undergone its Examination in Public (EiP) and been adopted by the Council) determine the future planning status of the areas concerned.
- 6.8 Appendix L includes a map illustrating the resultant Green Belt boundary should all the recommendations of the Review be accepted.

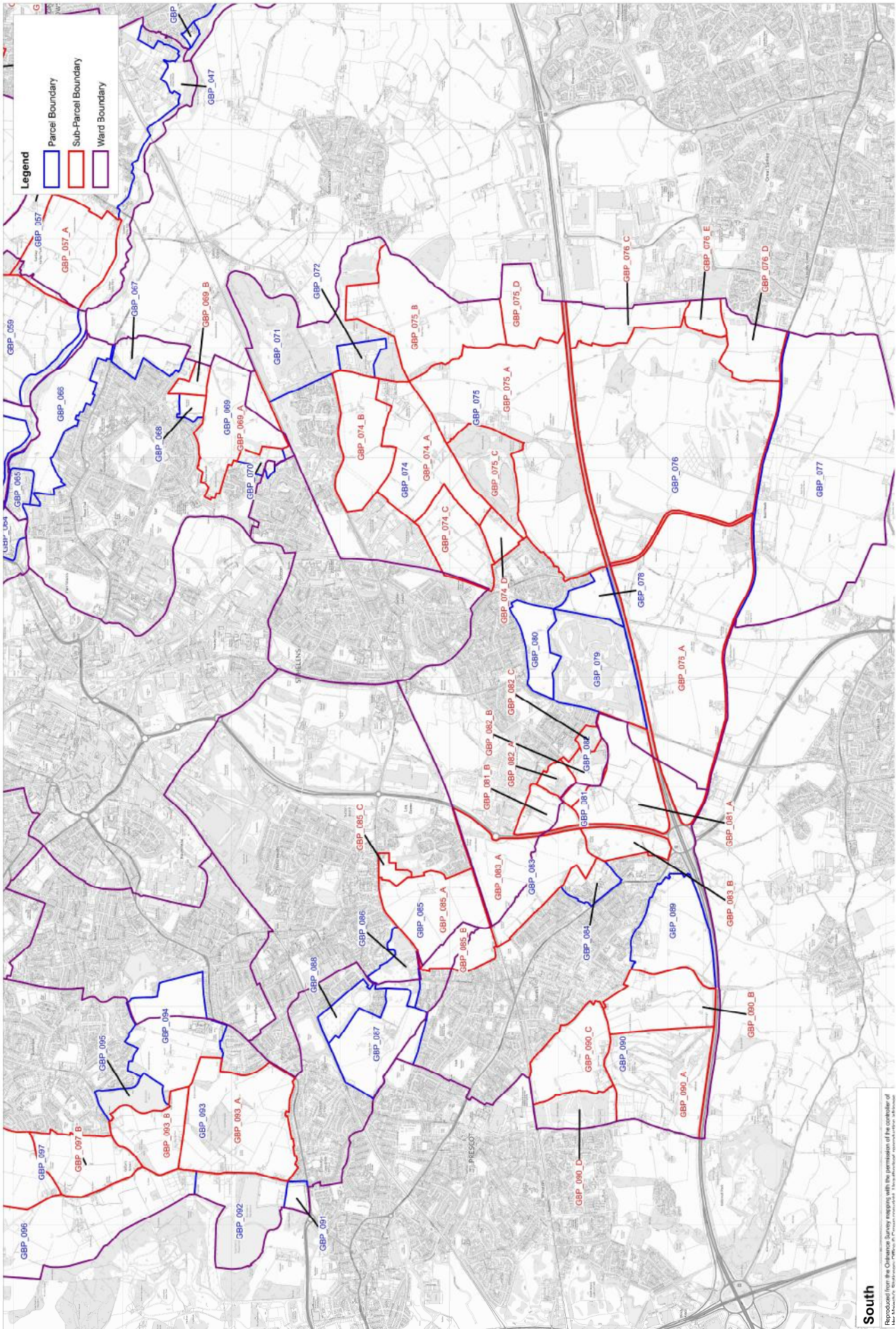
# APPENDIX A

## PARCEL AND SUB- PARCEL DISTRIBUTION MAP

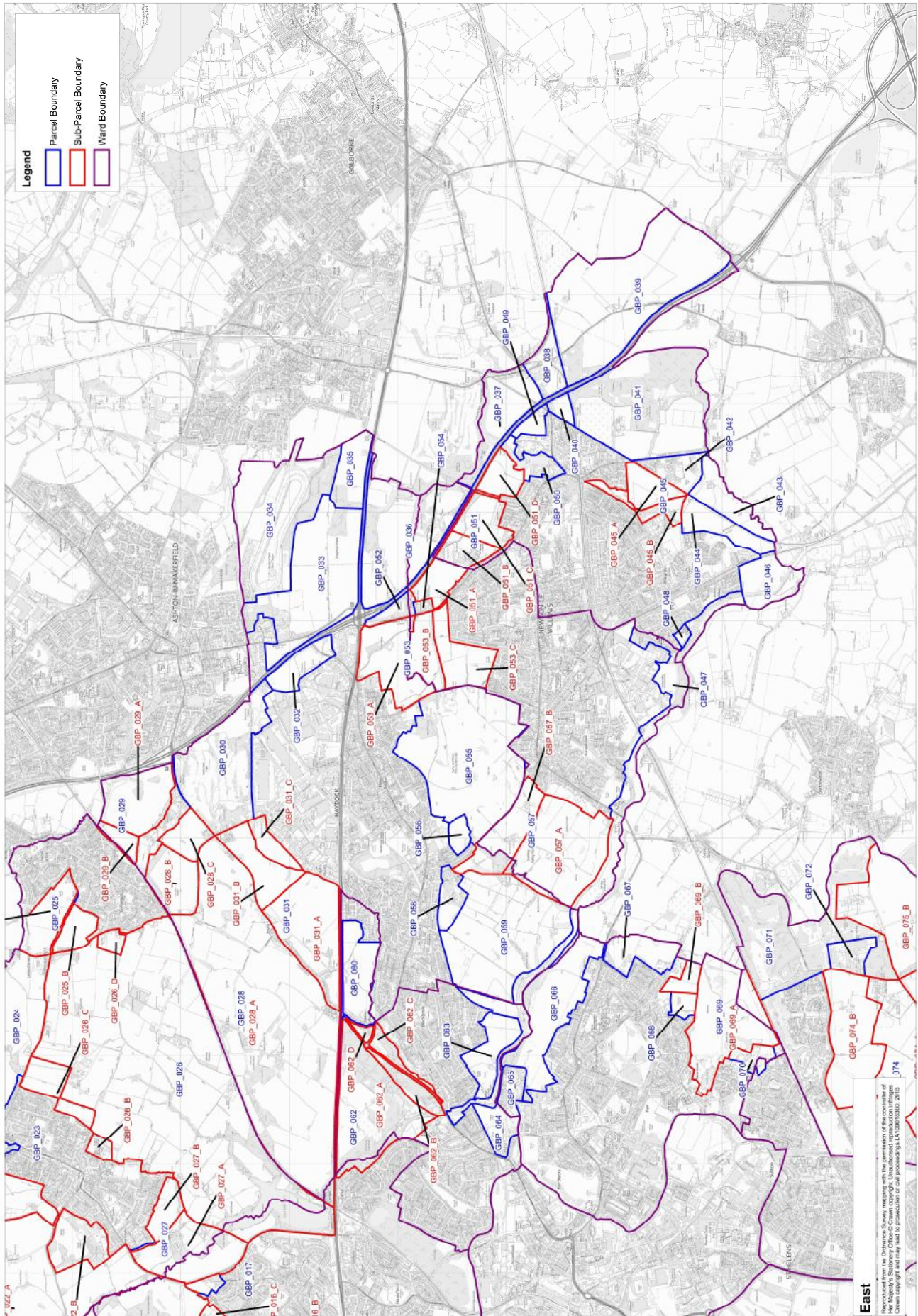




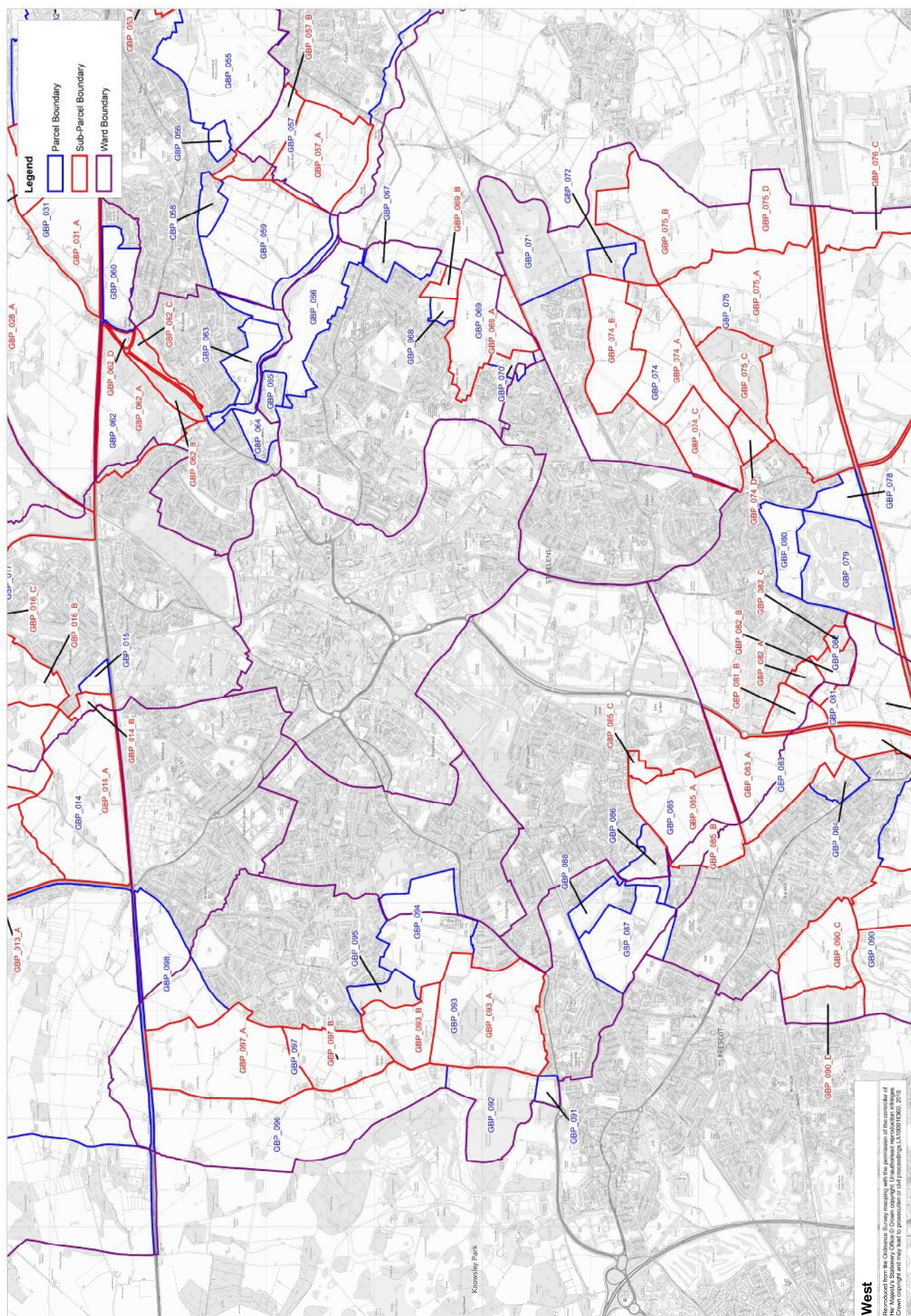














# APPENDIX B

## OVERALL SCORES OF PARCELS AND SUB- PARCELS



<u>STAGE 1B SCORE</u>	<u>NUMERICAL</u>	<u>STAGE 2B SCORE</u>	<u>NUMERICAL</u>
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	<u>SCORE</u>		<u>SCORE</u>
Low	3	Good	3
Medium	2	Medium	2
High & High+	0	Limited	1

<u>PARCEL / SUB-PARCEL</u>	<u>DISCOUNTED AT STAGE 1B</u>	<u>STAGE 1B SCORE</u>	<u>DISCOUNTED AT STAGE 2A</u>	<u>CONSIDERED AT STAGE 2B</u>	<u>STAGE 2B SCORE</u>	<u>OVERALL SCORE</u>
GBP_001_a		Medium			Limited	3
GBP_001_b		Medium			Medium	4
GBP_001_c		Low			Good	6
GBP_002		Low			Limited	4
GBP_004		High+				0
GBP_005_a		Medium			Limited	3
GBP_005_b		Medium			Medium	3
GBP_005_c		Low			Limited	4
GBP_006_a		High				0
GBP_006_b		Medium			Limited	3
GBP_006_c		Medium			Limited	3
GBP_007_a		High+				0
GBP_007_b		High				0
GBP_008		High				0
GBP_009		High+				0
GBP_010_a		Low			Limited	4
GBP_010_b		Medium			Limited	3
GBP_010_c		Medium			Limited	3
GBP_010_d		Medium			Limited	3
GBP_011_a		Medium				0
GBP_011_b		Medium				0
GBP_011_c		Low			Limited	4
GBP_012		Medium				0
GBP_013_a		High+				0
GBP_013_b		Medium			Limited	3
GBP_014_a		High+				0
GBP_014_b		High				0
GBP_015		Low			Limited	4
GBP_016_a		High+				0
GBP_016_b		High+				0
GBP_016_c		High+				0
GBP_017		Low			Limited	4
GBP_018		High+				0
GBP_019_a		Low			Good	6
GBP_019_b		Medium			Limited	3
GBP_020_a		High+				0
GBP_020_b		Low				0
GBP_020_c		High				0
GBP_020_d		High				0
GBP_020_e		High				0
GBP_021		High+				0
GBP_022_a		High+				0

<b>PARCEL / SUB- PARCEL</b>	<b>DISCOUNTED AT STAGE 1B</b>	<b>STAGE 1B SCORE</b>	<b>DISCOUNTED AT STAGE 2A</b>	<b>CONSIDERED AT STAGE 2B</b>	<b>STAGE 2B SCORE</b>	<b>OVERALL SCORE</b>
GBP_022_b		High+				0
GBP_022_c		High+				0
GBP_023		Medium			Limited	3
GBP_024		High+		-		0
GBP_025_a		Medium			Medium	5
GBP_025_b		Low			Good	6
GBP_026_a		High+				0
GBP_026_b		Low				0
GBP_026_c		High+				0
GBP_026_d		High+				0
GBP_027_a		High+				0
GBP_027_b		Medium			Limited	3
GBP_028_a		High+				0
GBP_028_b		Medium			Limited	3
GBP_028_c		Medium			Limited	3
GBP_029_a		High+				0
GBP_029_b		Medium			Medium	4
GBP_030		High+				0
GBP_031_a		Medium			Good	5
GBP_031_b		Medium			Good	5
GBP_031_c		Medium			Good	5
GBP_032		Medium			Good	5
GBP_033		High			Good	3
GBP_034		High+				0
GBP_035		High+				0
GBP_036		High			Limited	1
GBP_037		Medium			Limited	3
GBP_038		Medium			Limited	3
GBP_039		High+			Good	3
GBP_040		Low			Limited	4
GBP_041		Medium			Good	5
GBP_042		Low			Good	6
GBP_043		Medium			Limited	3
GBP_044		Low			Medium	5
GBP_045_a		Low			Medium	5
GBP_045_b		Medium				0
GBP_046		Medium			Limited	3
GBP_047		High+				0
GBP_048		Low				0
GBP_049		Low				0
GBP_050		Medium				0
GBP_051_a		Medium			Limited	3
GBP_051_b		Low				0
GBP_051_c		Low			Limited	4
GBP_051_d		Medium			Limited	3
GBP_052		Low				0
GBP_053_a		High+				0
GBP_053_b		High+				0
GBP_053_c		Low			Good	6

<b><u>PARCEL / SUB- PARCEL</u></b>	<b><u>DISCOUNTED AT STAGE 1B</u></b>	<b><u>STAGE 1B SCORE</u></b>	<b><u>DISCOUNTED AT STAGE 2A</u></b>	<b><u>CONSIDERED AT STAGE 2B</u></b>	<b><u>STAGE 2B SCORE</u></b>	<b><u>OVERALL SCORE</u></b>
GBP_054		Low				0
GBP_055		High+				0
GBP_056		Low			Limited	4
GBP_057_a		High+				0
GBP_057_b		High+				0
GBP_058		Low			Limited	4
GBP_059		High+				0
GBP_060		Low			Good	6
GBP_062_a		High				0
GBP_062_b		Medium				0
GBP_062_c		Low				0
GBP_062_d		Low				0
GBP_063		High+				0
GBP_064		Medium				0
GBP_065		Medium				0
GBP_066		High+				0
GBP_067		High				0
GBP_068		Medium				0
GBP_069_a		High+				0
GBP_069_b		Medium				0
GBP_070		Medium			Limited	3
GBP_071		High+				0
GBP_072		Low				0
GBP_074_a		Low			Good	6
GBP_074_b		Low			Good	6
GBP_074_c		Low			Good	6
GBP_074_d		Low			Good	6
GBP_075_a		High+				0
GBP_075_b		High				0
GBP_075_c		High+				0
GBP_075_d		Medium			Limited	3
GBP_076_a		High+				0
GBP_076_b		High+				0
GBP_076_c		Medium			Medium	4
GBP_076_d		Medium			Limited	3
GBP_076_e		Medium			Limited	3
GBP_077		High+				0
GBP_078		Low			Limited	4
GBP_079		Medium				0
GBP_080		Low			Good	6
GBP_081_a		High				0
GBP_081_b		Medium				0
GBP_082_a		Low			Medium	5
GBP_082_b		Low			Limited	4
GBP_082_c		Low			Limited	4
GBP_083_a		High+				0
GBP_083_b		High				0
GBP_084		Low				0
GBP_085_a		High+				0

<b>PARCEL / SUB- PARCEL</b>	<b>DISCOUNTED AT STAGE 1B</b>	<b>STAGE 1B SCORE</b>	<b>DISCOUNTED AT STAGE 2A</b>	<b>CONSIDERED AT STAGE 2B</b>	<b>STAGE 2B SCORE</b>	<b>OVERALL SCORE</b>
GBP_085_b		Medium			Limited	3
GBP_085_c		Low			Medium	5
GBP_086		High				0
GBP_087		Low			Medium	5
GBP_088		Medium				0
GBP_089		Medium			Limited	3
GBP_090_a		High				0
GBP_090_b		High				0
GBP_090_c		High				0
GBP_090_d		High				0
GBP_091		Medium				0
GBP_092		High				0
GBP_093_a		High+				0
GBP_093_b		High+				0
GBP_094		Medium			Limited	3
GBP_095		Medium				0
GBP_096		High+				0
GBP_097_a		High+				0
GBP_097_b		High+				0
GBP_098		Low			Medium	5
GBP_099		High+				0

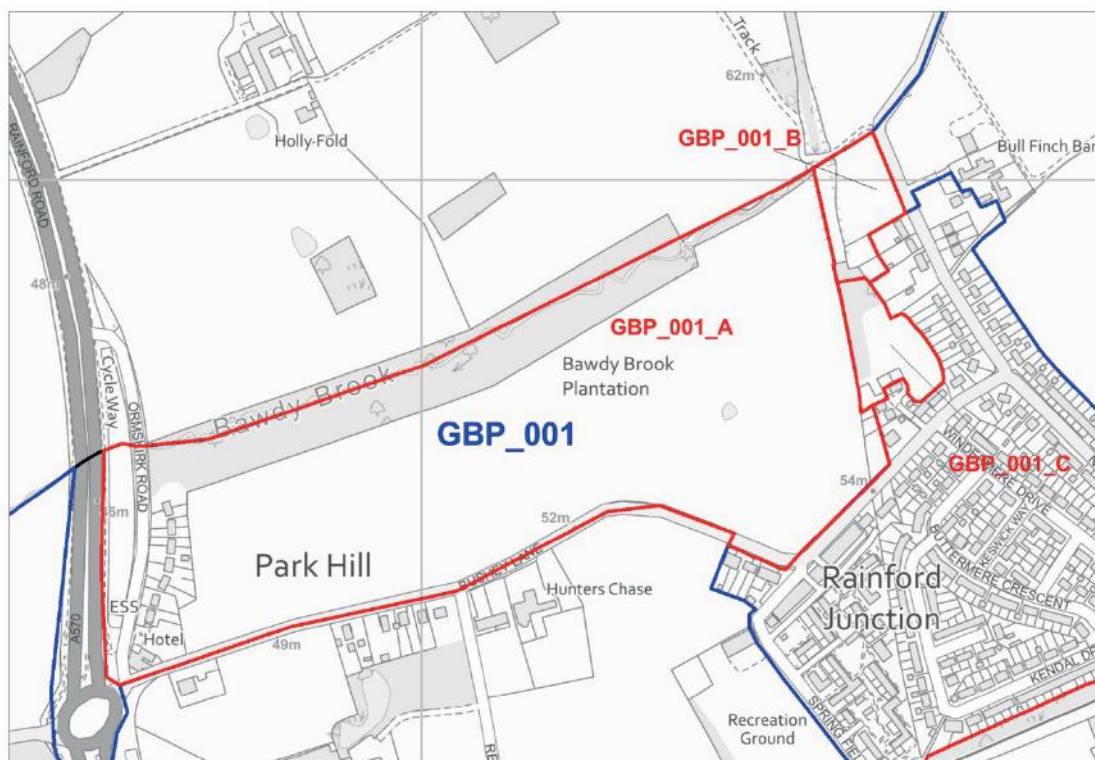




# APPENDIX C

## STAGE 1B PROFORMAS – PURPOSES OF GREEN BELT

<b>Parcel Ref</b>	GBP_001
<b>Name</b>	Land North of Bushey Lane, east of Rainford Road
<b>Ward</b>	Rainford
<b>Sub-Parcels within Parcel</b>	GBP_001_A GBP_001_B GBP_001_C
<b>Size (hectares)</b>	GBP_001: 19.57ha  GBP_001_A: 18.06ha GBP_001_B: 0.78ha GBP_001_C: 0.73ha
<b>Description</b>	<p>Elongated parcel situated to the north-west of Rainford Junction.</p> <p>Bounded by Bawdy Brook (also the Borough boundary with West Lancashire) to the north; the rear of properties on News Lane to the east; Bushey Lane to the south; and Rainford Road (A570) to the west.</p> <p>Comprises predominantly agricultural fields with belts of trees, vegetation and some residential dwellings.</p> <p>The parcel has been sub-divided into one substantial sub-parcel with two small sub-parcels to the east.</p>



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_001_A:	<p>The sub-parcel is contained to an extent with strong physical boundaries in the form of the railway line to the east, Bushey Lane to the south, and Rainford Road (A570) to the west.</p> <p>The sub-parcel does not directly adjoin or lie in close proximity to an identified large built-up area. Although it is recognised the parcel is sizeable relative to existing development at Rainford Junction, it is unlikely to lead to substantial sprawl in its own right if released from the Green Belt for development.</p>	Medium
GBP_001_B:	<p>The sub-parcel is contained to a moderate extent by the strong physical features of News Lane to the east and the boundary of a residential property to the south. The western boundary is weaker and it remains unbounded and open to the north.</p> <p>It does not directly adjoin or lie in close proximity to an identified large built-up area and is considered insufficient in size to result in substantial sprawl in its own right if released from the Green Belt for development.</p>	Medium
GBP_001_C:	<p>The sub-parcel is well contained by the rear boundaries of residential properties on News Lane and Bushey Lane to the north, east and south with a weaker boundary (treeline) to the west.</p> <p>It does not directly adjoin or lie in close proximity to an identified large built-up area and is considered insufficient in size in its own right to result in substantial sprawl if released from the Green Belt for development.</p>	Low

<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_001_A:	The sub-parcel does not lie adjacent to an identified settlement and provides limited contribution in itself towards preserving a strategic gap between identified settlements.	Low
GBP_001_B:	The sub-parcel does not lie adjacent to an identified settlement, is small in size and provides limited contribution in itself towards preserving a strategic gap between identified settlements.	Low
GBP_001_C:	The sub-parcel does not lie adjacent to an identified settlement, is small in size and provides limited contribution in itself towards preserving a strategic gap between identified settlements.	Low

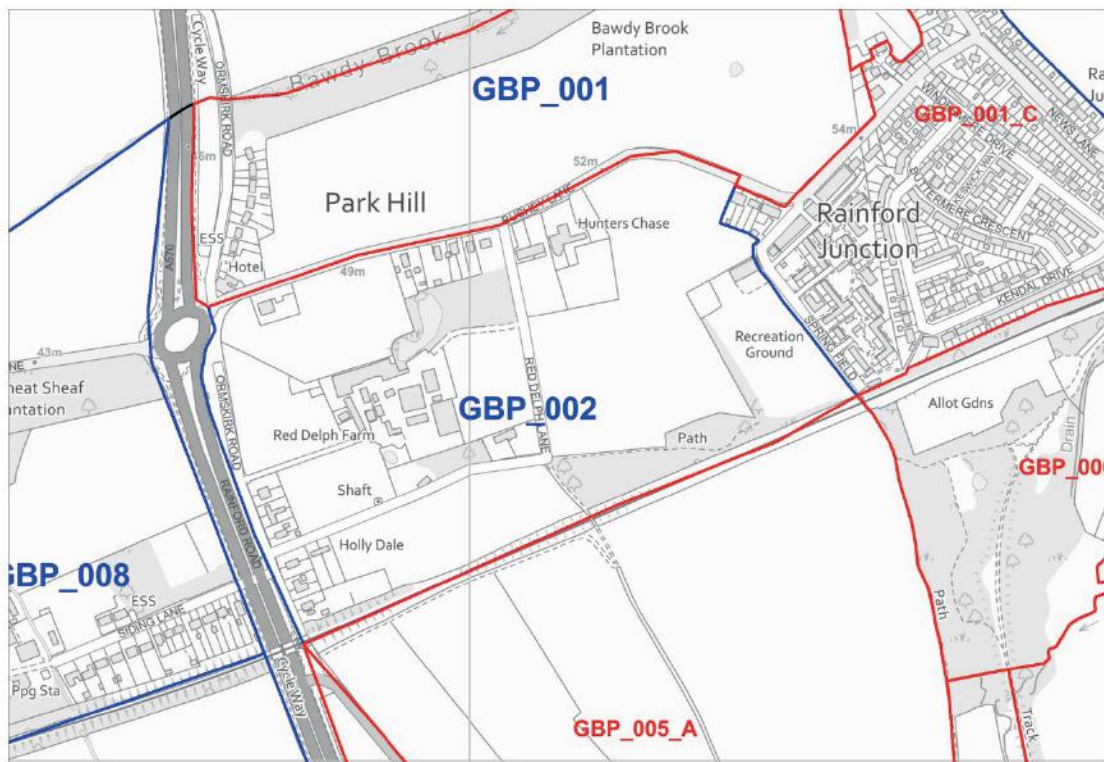
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment
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Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_001_A:	<p>The sub-parcel is predominantly an agricultural field although some forms inappropriate development are present, notably a string of several residential dwellings and pub/restaurant to toward the western boundary off Ormskirk Road. There are also intermittent residential dwellings and a garage adjacent to the south along Bushey Lane.</p> <p>The sub-parcel is relatively well enclosed by the existing treelines to the north and east; although it does retain a sense of openness facing west.</p>	Medium
GBP_001_B:	The sub-parcel consists of an agricultural field with no built development. It is well enclosed to the east, south and west; although there is a lack of enclosure to the north giving a sense of openness to the north and north-east.	Medium
GBP_001_C:	The sub-parcel consists of vegetated land with no built development. It is well enclosed by the rear boundaries of residential properties to the north, east and south, and a treeline to the west limiting any sense of openness and countryside character.	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_001_A:	The sub parcel's role in preventing sprawl is moderate although its role in preventing merger is limited. It maintains a moderate degree of countryside character and openness.	Medium
GBP_001_B:	The sub parcel's role in preventing sprawl is moderate although its role in preventing merger is limited. It maintains a moderate degree of countryside character and openness.	Medium
GBP_001_C:	The sub-parcel's role in preventing sprawl and the merger or settlements is not significant; its development would not result in significant encroachment into the countryside.	Low

<b>Carry forward to Stage 2 Assessment?</b>	<p>Sub-parcels GBP_001_A and GBP_001_B make a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the Stage 2 Assessment.</p> <p>Sub-parcel GBP_001_C makes limited contribution to the purposes of Green Belt land and therefore should be carried forward to the Stage 2 Assessment.</p>
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<b>Parcel Ref</b>	GBP_002
<b>Name</b>	Red Delph Farm/Land to the South of Bushey Lane, Rainford
<b>Ward</b>	Rainford
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_002: 23.07ha
<b>Description</b>	<p>Medium size parcel situated to the west of Rainford Junction. Bounded by Bushey Lane to the north; Spring Field to the east; railway line (Kirkby to Wigan line) to the south; and Rainford Road to the west.</p> <p>Comprises agricultural and grazing fields, woodland, farm buildings, garage, residential properties (and gardens), playing field, play area and associated social club.</p>

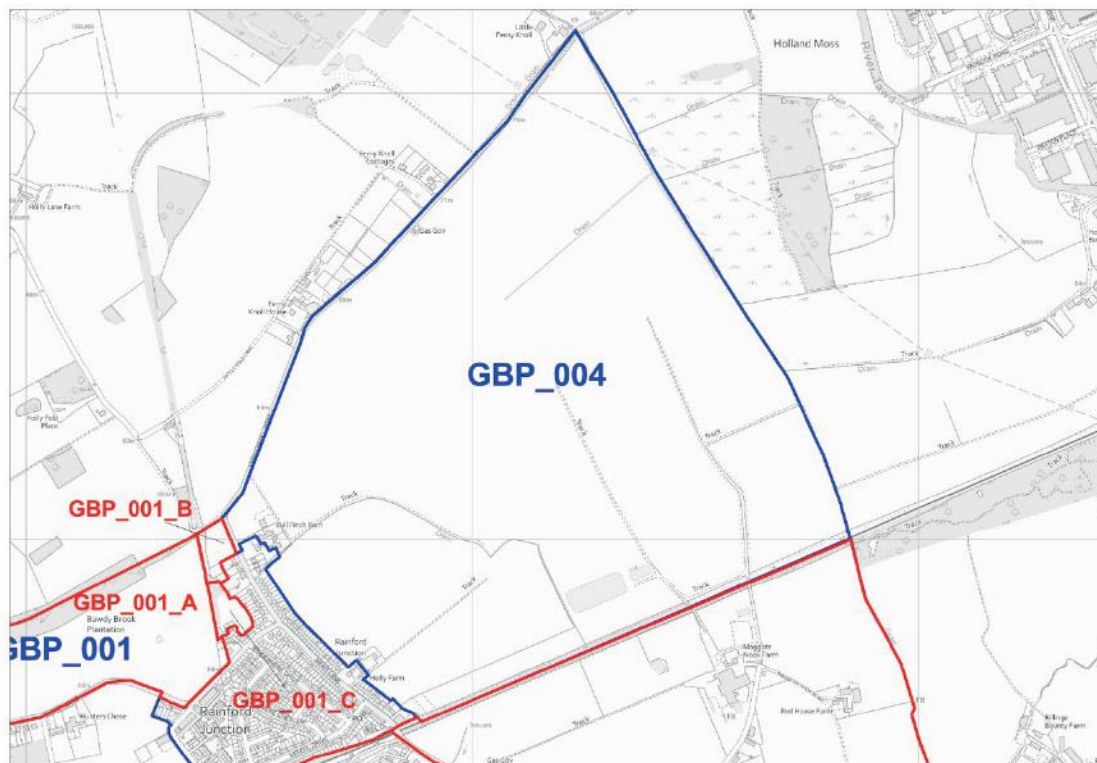




**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_002	The parcel is well contained by permanent physical features on all sides. The parcel does not directly adjoin or lie in close proximity to an identified large built-up area. Although it is recognised the parcel is sizeable relative to existing development at Rainford Junction, it is unlikely to lead to substantial sprawl in its own right if released from the Green Belt for development.	Low
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_002	The parcel does not lie adjacent to an identified settlement and provides a limited contribution in itself towards preserving a strategic gap between identified settlements.	Low
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_002	The parcel contains a level of inappropriate development with residential properties and a garage situated along the northern boundary on Bushey Lane, and residential properties to the west on Ormskirk Road. The parcel is relatively well enclosed limiting the sense of openness.	Low
<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_002	The sub-parcel plays a limited role in preventing sprawl, maintaining a gap between identified settlements and safeguarding the countryside from encroachment.	Low
<b>Carry forward to Stage 2 Assessment?</b>	Parcel GBP_002 makes a limited contribution to the purposes of Green Belt land and therefore should be carried forward to the Stage 2 Assessment.	

<b>Parcel Ref</b>	GBP_004
<b>Name</b>	Land to the east of News Lane north of railway line, Rainford Junction
<b>Ward</b>	Rainford
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_004: 118.49ha
<b>Description</b>	<p>Large oblong parcel bounded by Ferry Knoll Road to the north; track (also Borough boundary with West Lancashire) to the east; railway line (Kirby to Wigan line) to the south; and News Lane to the west.</p> <p>Comprises predominantly agricultural fields with some agricultural buildings and strip of playing field.</p>



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_004	The parcel is contained by strong physical boundaries to the south, west and north; although the boundary to the east is weaker. The sub-parcel does not directly adjoin or lie in close proximity to an identified large built-up area. However the parcel is extensive in size with few strong boundary features within it; therefore development to its full extent is likely to lead to unrestricted sprawl.	High

**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_004	The parcel does not lie adjacent to an identified settlement. However it is large in size, lying broadly within the wider strategic gap between Rainford and Skelmersdale (West Lancs) to the north-east. Development of this parcel to its full extent would therefore likely contribute to the merger of settlements.	High

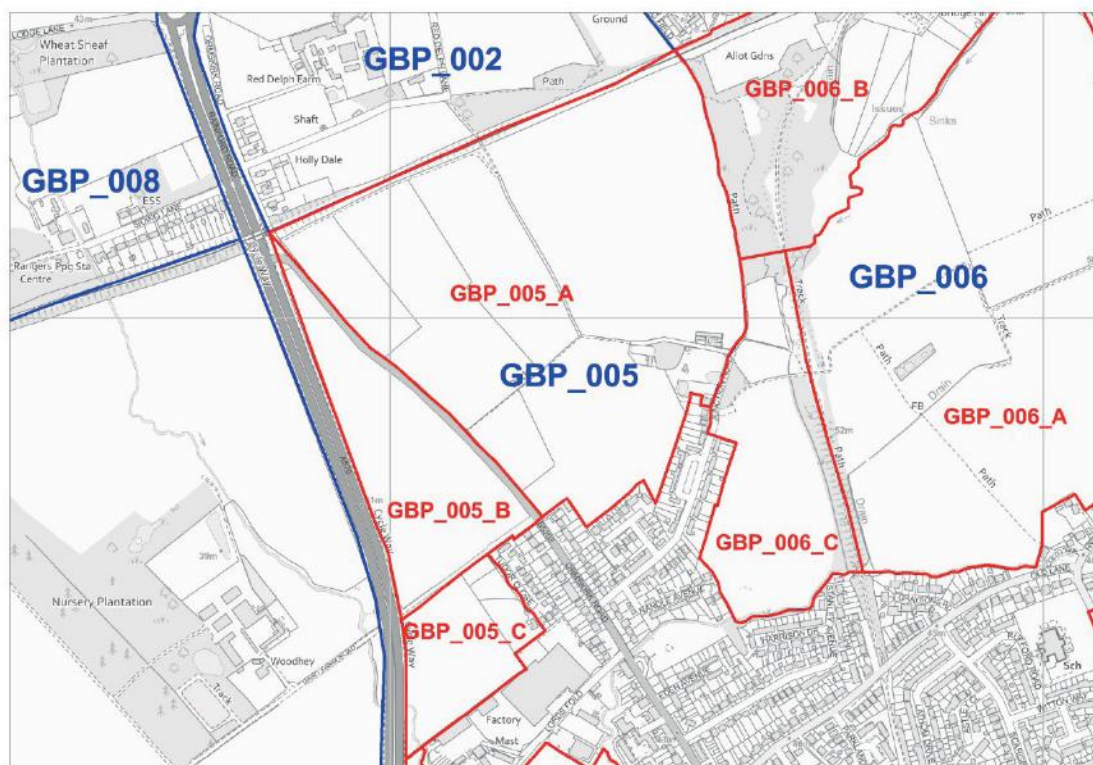
**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_004	The parcel contains little inappropriate development and has low levels of enclosure giving a clear countryside character with a strong sense of openness to the north, east and south.	High

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_004	The parcel plays a significant role in preventing sprawl and contributes towards maintaining a gap between identified settlements. It maintains a high level of countryside characteristics and openness.	High+

<b>Carry forward to Stage 2 Assessment?</b>	Parcel GBP_004 contributes highly to the purposes of Green Belt Land and should not be carried forward to the Stage 2 Assessment.
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<b>Parcel Ref</b>	GBP_005
<b>Name</b>	Land east of Rainford By-Pass south of railway line
<b>Ward</b>	Rainford
<b>Sub-Parcels within Parcel</b>	GBP_005_A GBP_005_B GBP_005_C
<b>Size (hectares)</b>	GBP_005: 41.17ha  GBP_005_A: 29.88ha GBP_005_B: 7.55ha GBP_005_C: 3.74ha
<b>Description</b>	Parcel situated to the north of Rainford. Bounded by railway line (Kirkby to Wigan Line) to north; Junction Road/footpath and woodland to the east; the rear of industrial units and residential properties to the south and south-east; and Rainford By-Pass (A570) to the west.  Comprises agricultural fields with cottage type dwelling and kennels. Parcel is sub-divided into one large and two smaller sub-parcels.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_005_A	<p>The sub-parcel is relatively well contained with strong physical boundaries in the form of the railway line to the north, the rear of existing residential properties to the south and Ormskirk Road to the west.</p> <p>It does not directly adjoin or lie in close proximity to an identified large built-up area and is considered insufficient in size to result in substantial sprawl in its own right if released from the Green Belt for development.</p>	Low
GBP_005_B	<p>The sub-parcel is well contained with strong physical boundaries in the form of Ormskirk Road to the east, Dairy Farm Road to the south and Rainford By-Pass to the west.</p> <p>It does not directly adjoin or lie in close proximity to an identified large built-up area and is considered insufficient in size to result in substantial sprawl in its own right if released from the Green Belt for development.</p>	Low
GBP_005_C	<p>The sub-parcel is relatively well contained with strong physical boundaries in the form of existing residential properties to the south, west and north west.</p> <p>It does not directly adjoin or lie in close proximity to an identified large built-up area and is considered insufficient in size to result in substantial sprawl in its own right if released from the Green Belt for development.</p>	Low

**Purpose 2** To prevent neighbouring towns merging into one another

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_005_A	The sub-parcel lies adjacent to the identified settlement of Rainford but does not fall within a strategic gap between other identified settlements. Although development of the sub-parcel would lead to the joining of Rainford with Rainford Junction, which although is not an identified settlement within the Green Belt Review it is separate from the main settlement of Rainford.	Medium
GBP_005_B	The sub-parcel lies adjacent to the identified settlement of Rainford but does not fall within a strategic gap between other identified settlements.	Low
GBP_005_C	The sub-parcel lies adjacent to the identified settlement of Rainford but does not fall within a strategic gap between other identified settlements.	Low

**Purpose 3** To assist in safeguarding the countryside from encroachment

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
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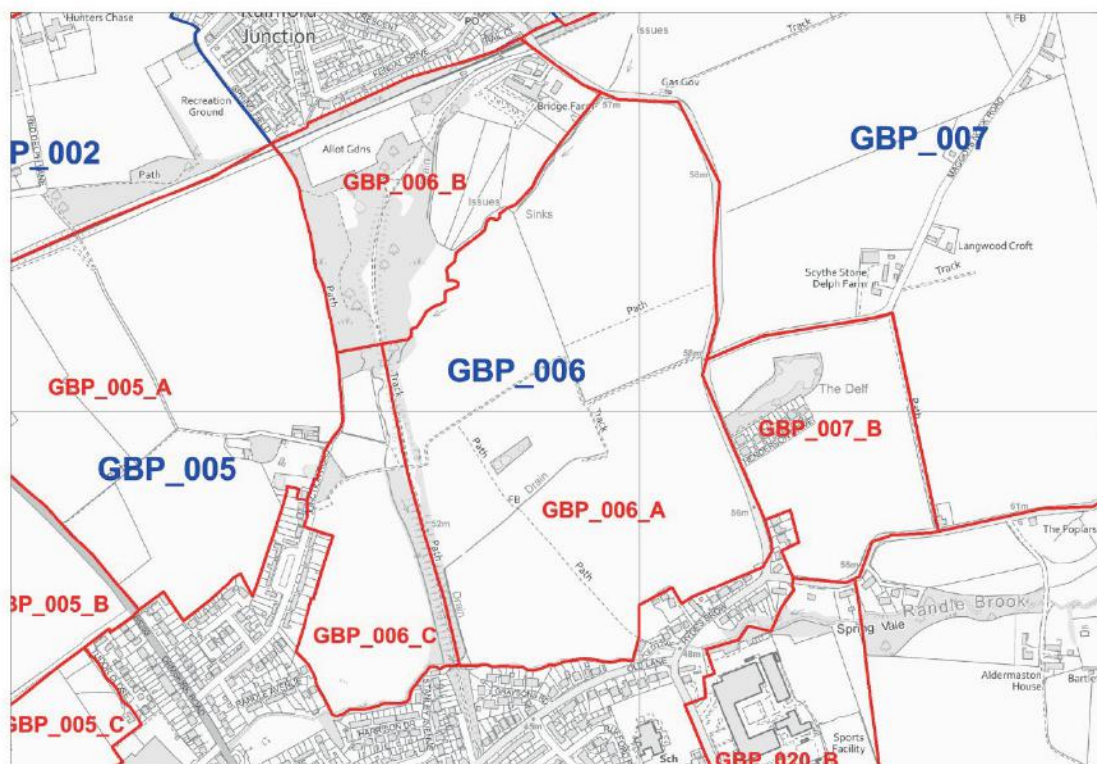


GBP_005_A	The sub-parcel is predominantly an agricultural field with limited inappropriate development. It is relatively well enclosed by the railway line to the north, woodland (Rainford Linear Park) to the east and residential properties to the south; although does retain a sense of openness to the west.	Medium
GBP_005_B	The sub-parcel is an agricultural field with limited inappropriate development. It has a limited degree of enclosure and retains openness to the east and west; although the By-Pass along the western boundary would form a hard barrier to contain any level of countryside encroachment.	Medium
GBP_005_C	The sub-parcel is small in size comprising an agricultural and a grazing field with limited inappropriate development within it. The sub-parcel is well enclosed to the south and east although some sense of openness is retained to the west. Existing development of an urban character lies directly adjacent to the east (housing) and south (industrial estate). The By-Pass along the western boundary would form a hard barrier to contain any level of countryside encroachment.	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_005_A	The sub-parcel does not perform a significant role in preventing sprawl and in maintaining a gap between identified settlements; although it maintains a moderate level of countryside characteristics and openness.	Medium
GBP_005_B	The sub-parcel does not perform a significant role in preventing sprawl and in maintaining a gap between identified settlements; although it maintains a moderate level of countryside characteristics and openness.	Medium
GBP_005_C	The sub-parcel does not perform a significant role in preventing sprawl and in maintaining a gap between identified settlements; enclosure levels and existing adjacent urban development limit its degree of openness and countryside character.	Low

<b>Carry forward to Stage 2 Assessment?</b>	<p>Sub-parcels GBP_005_A and GBP_005_B make a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the Stage 2 Assessment.</p> <p>Sub-parcel GBP_005_C makes a limited contribution to the purposes of Green Belt land and therefore should be carried forward to the Stage 2 Assessment.</p>
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<b>Parcel Ref</b>	GBP_006
<b>Name</b>	Land east of News Lane west of Junction Road
<b>Ward</b>	Rainford
<b>Sub-Parcels within Parcel</b>	GBP_006_A GBP_006_B GBP_006_C
<b>Size (hectares)</b>	GBP_006: 54.90ha  GBP_006_A: 34.36ha GBP_006_B: 12.35ha GBP_006_C: 8.19ha
<b>Description</b>	Parcel situated to the north of Rainford. Bounded by railway line (Kirkby to Wigan Line) to the north; News Lane to the east; Randle Brook and residential properties along Hydes Brow to the south; and Junction Road/footpath and residential properties to the west.  Comprises predominantly agricultural fields with woodland, cyclepath/track (Rainford Linear Park), farm buildings and allotments.  Parcel has been sub-divided into one larger and two smaller sub-parcels.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_006_A	<p>The sub-parcel is moderately well contained with strong physical boundaries to the east (News Lane) and south (rear of residential properties on Hydes Brow and Old Lane). Boundaries to the west (treeline forming Rainford Linear Park) and north (treeline) are weaker.</p> <p>It does not directly adjoin or lie in close proximity to an identified large built-up area and is considered insufficient in size to result in substantial sprawl in its own right if released from the Green Belt for development.</p>	Low
GBP_006_B	<p>The sub-parcel is relatively well contained with strong physical boundaries to the north (railway line) and north-east (News Lane).</p> <p>It does not directly adjoin or lie in close proximity to an identified large built-up area and is considered insufficient in size to result in substantial sprawl in its own right if released from the Green Belt for development.</p>	Low
GBP_006_C	<p>The sub-parcel is relatively well contained by strong physical features to the south (Randle Brook and residential properties on Harrison Drive and Stanley Avenue) and west (rear of residential properties on Junction Road), with weaker boundary to the east (treeline forming Rainford Linear Park).</p> <p>It does not directly adjoin or lie in close proximity to an identified large built-up area and is considered insufficient in size to result in substantial sprawl in its own right if released from the Green Belt for development.</p>	Low

<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_006_A	The sub-parcel lies adjacent to the identified settlement of Rainford but does not fall within a strategic gap between other identified settlements.	Low
GBP_006_B	The sub-parcel does not lie adjacent to an identified settlement and does not fall within a strategic gap between other identified settlements.	Low
GBP_006_C	The sub-parcel lies adjacent to the identified settlement of Rainford but does not fall within a strategic gap between other identified settlements.	Low

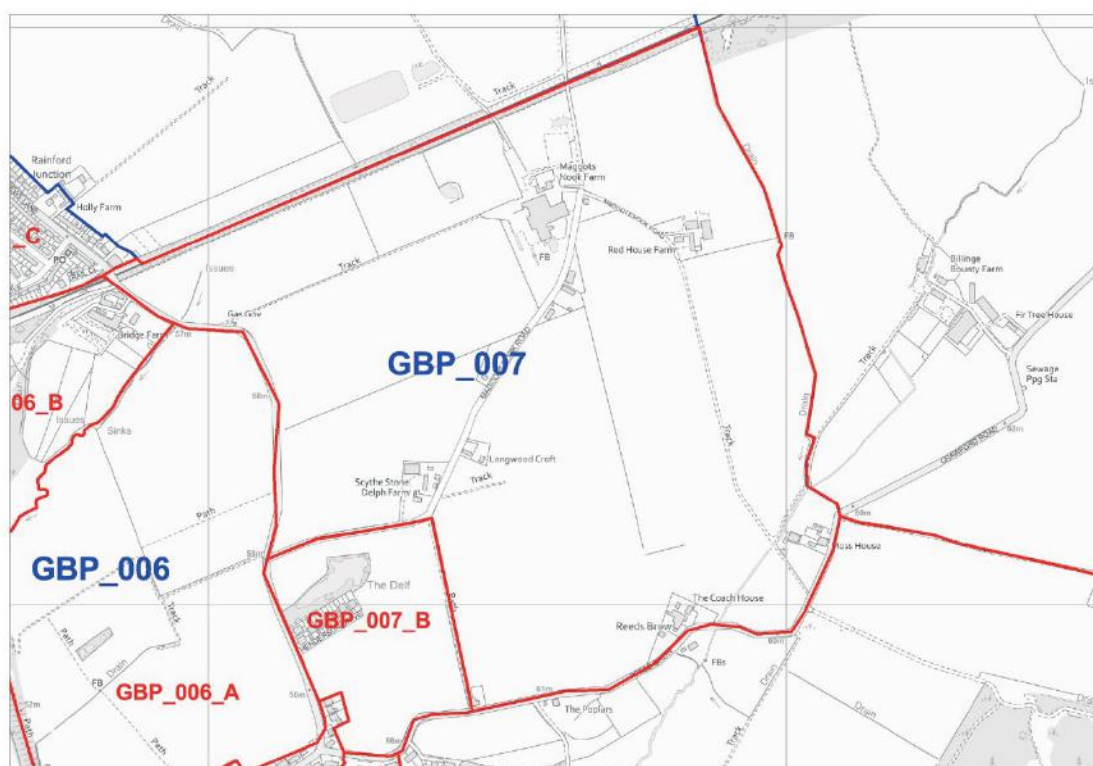
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>

GBP_006_A	The sub-parcel comprises agricultural fields and contains limited inappropriate development. It is enclosed to an extent by existing residential development to the south and treeline forming Rainford Linear Park to the west; although it retains strong sense of openness to the east and north-east.	High
GBP_006_B	The sub-parcel comprises fields, woodland, allotments and development in the form of farm buildings and residential dwelling. It is moderately well enclosed by the railway line to the north with woodland to the west. A sense of openness is retained to the east and partly to the south.	Medium
GBP_006_C	The sub-parcel comprises an agricultural field and grassland with no built development. It is relatively well enclosed with existing residential development forming the southern, western and north-western boundary; and tree belt forming Rainford Linear Park to the east. There is some sense of openness to the north.	Medium

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_006_A	The sub parcel's role in preventing sprawl and in preventing merger is limited. However, it maintains a significant degree of countryside character and openness.	High
GBP_006_B	The sub parcel's role in preventing sprawl and in preventing merger is limited. It maintains a moderate level of countryside characteristics and openness.	Medium
GBP_006_C	The sub parcel's role in preventing sprawl and in preventing merger is limited. It maintains a moderate level of countryside characteristics and openness.	Medium

<b>Carry forward to Stage 2 Assessment?</b>	<p>Sub-parcel GBS_006_A contributes highly to the purposes of Green Belt Land and therefore should not be carried forward to the Stage 2 Assessment.</p> <p>Sub-parcels GBP_006_B and GBP_006_C make a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the Stage 2 Assessment.</p>
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<b>Parcel Ref</b>	GBP_007
<b>Name</b>	Land east of News Lane south of railway line, Rainford Junction
<b>Ward</b>	Rainford
<b>Sub-Parcels within Parcel</b>	GBP_007_A GBP_007_B
<b>Size (hectares)</b>	GBP_007: 92.80ha  GBP_007_A: 83.19ha GBP_007_B: 9.59ha
<b>Description</b>	<p>Parcel situated to the north east of Rainford. Bounded by railway line (Kirkby to Wigan Line) to the north; Randle Brook (also Borough boundary) to the east; Reeds Brow to the south; and News Lane to the west.</p> <p>Comprises predominantly agricultural fields with some farm buildings and residential properties.</p> <p>Parcel has been sub-divided into a large sub-parcel and smaller sub-parcel to the south-west.</p>





**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_007_A	<p>The sub-parcel is contained to a moderate extent by the strong physical features of the railway line to the north, Maggots Nook Road and Reeds Brow to south, and News Lane to the west. The boundary to the east (Randle Brook) is weaker.</p> <p>The sub-parcel does not directly adjoin or lie in close proximity to an identified large built-up area. However, the parcel is extensive in size with few strong boundary features within it; therefore development to its full extent is likely to lead to unrestricted sprawl.</p>	High
GBP_007_B	<p>The sub-parcel is contained to a moderate extent by the physical features of Maggots Nook Road to the north, News Lane to the west and Reeds Brow to south; although the boundary to the east is weaker.</p> <p>It does not directly adjoin or lie in close proximity to an identified large built-up area and is considered insufficient in size to result in substantial sprawl in its own right if released from the Green Belt for development.</p>	Medium

**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_007_A	The parcel does not lie adjacent to an identified settlement. However it is reasonably large in size, lying broadly within the wider strategic gap between Rainford and Skelmersdale (West Lancs) to the north-east. Development of this parcel to its full extent would therefore likely contribute to the merger of settlements.	High
GBP_007_B	The parcel lies adjacent to the identified settlement of Rainford although given the size of the sub-parcel, its role in preserving the integrity of a strategic gap between Rainford and other settlements is limited.	Low

**Purpose 3** To assist in safeguarding the countryside from encroachment

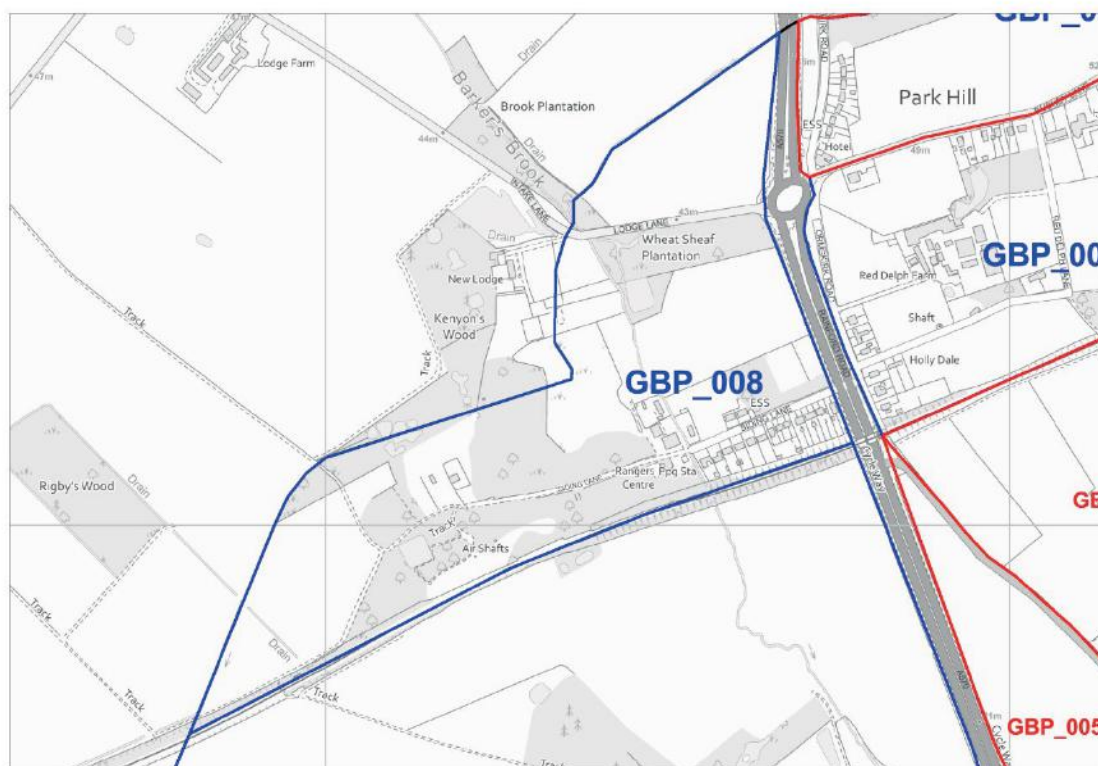
Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_007_A	The sub-parcel has relatively low levels of enclosure and limited inappropriate development within it; retaining a strong sense of openness to the east, west and south.	High

GBP_007_B	The sub-parcel has relatively low levels of enclosure and limited inappropriate development within it; retaining a strong sense of openness to the east.	High
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Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_007_A	The parcel plays a significant role in preventing sprawl and contributes significantly towards maintaining a gap between identified settlements. It maintains a high level of countryside characteristics and openness.	High+
GBP_007_B	The sub parcel's role in preventing sprawl is moderate although its role in preventing merger is limited. It maintains a high level of countryside characteristics and openness.	High

<b>Carry forward to Stage 2 Assessment?</b>	Parcel GBP_007_A and GBP_007_B contribute highly to the purposes of Green Belt Land and should not be carried forward to the Stage 2 Assessment.	
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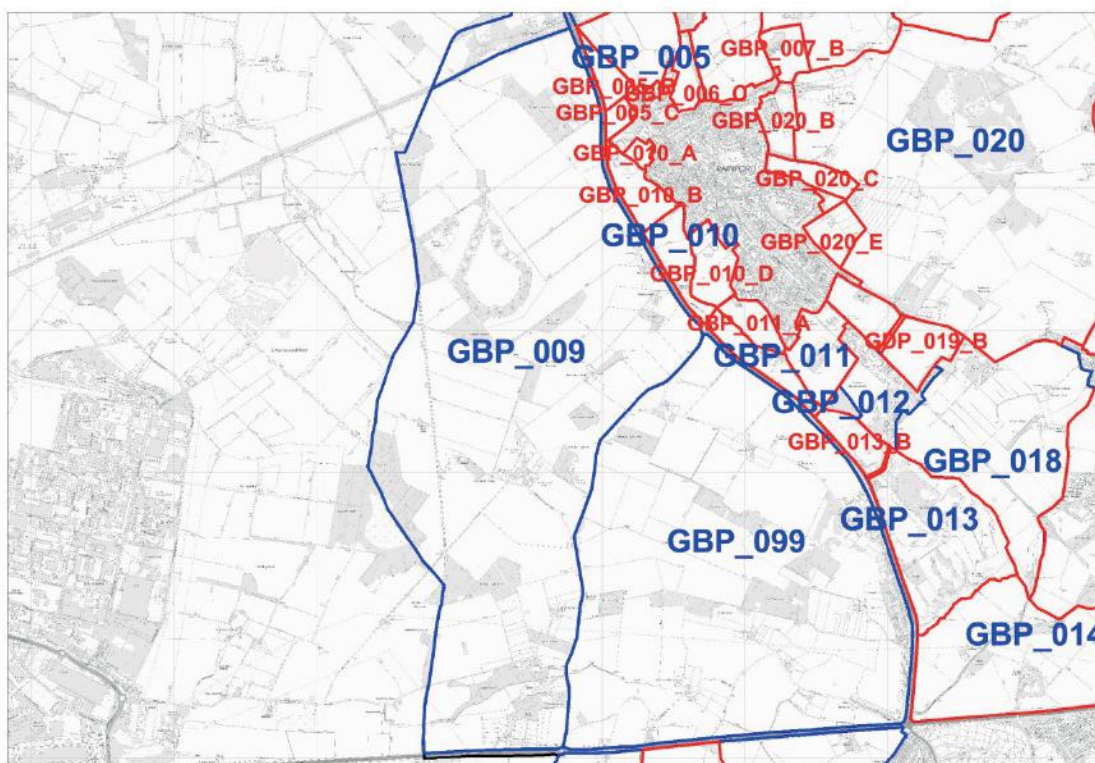
<b>Parcel Ref</b>	GBP_008
<b>Name</b>	Siding Lane/Land west of Rainford Road north of railway line, Rainford
<b>Ward</b>	Rainford
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_008: 32.33ha
<b>Description</b>	<p>Irregular shaped parcel situated to the west Rainford Junction. Bounded by Bawdy Brook to the north; Rainford Road (A570) to the east; railway line (Kirkby to Wigan Line) to the south; and fields and woodland to the west (following the Borough boundary).</p> <p>Comprises agricultural field, woodland (Siding Lane Nature Reserve), farm buildings, commercial/industrial premises and residential dwellings.</p>



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_008	<p>The parcel is moderately well contained with strong physical boundaries to the east (Rainford Road (A580)) and south (railway line); however boundaries to the west and east are weaker.</p> <p>It does not directly adjoin or lie in close proximity to an identified large built-up area and is considered insufficient in size to result in substantial sprawl in its own right if released from the Green Belt for development.</p>	Medium
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_008	The parcel does not lie adjacent to an identified settlement and provides a limited contribution in itself towards preserving a strategic gap between identified settlements.	Low
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_008	<p>The parcel contains some inappropriate development towards the south-east of the parcel in the form of residential dwellings and commercial/industrial premises; although the remainder retains a countryside character.</p> <p>It is well enclosed only to the south and east with a significant sense of openness to the north and west of the parcel.</p>	High
<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_008	The parcel's role in preventing sprawl is moderate although its role in preventing merger is limited. It maintains a high level of countryside characteristics and openness.	High
<b>Carry forward to Stage 2 Assessment?</b>	Parcel GBP_008 makes a high contribution to the purposes of Green Belt land and therefore should not be carried forward to the Stage 2 Assessment.	

<b>Parcel Ref</b>	GBP_009
<b>Name</b>	Land west of Rainford By-Pass/Mossborough Road/Blindfoot Road
<b>Ward</b>	Rainford
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_009: 681.27ha
<b>Description</b>	<p>Very large elongated parcel situated to the west of Rainford. Bounded by the railway line (Kirkby to Wigan Line) to the north; Rainford By-Pass (A570) and Mossborough Road/Blindfoot Road (B5203) to the east, the East Lancashire Road A580 to the south and Borough boundary (with Knowsley) to the west.</p> <p>Comprises predominantly agricultural fields with woodland and farm buildings.</p>

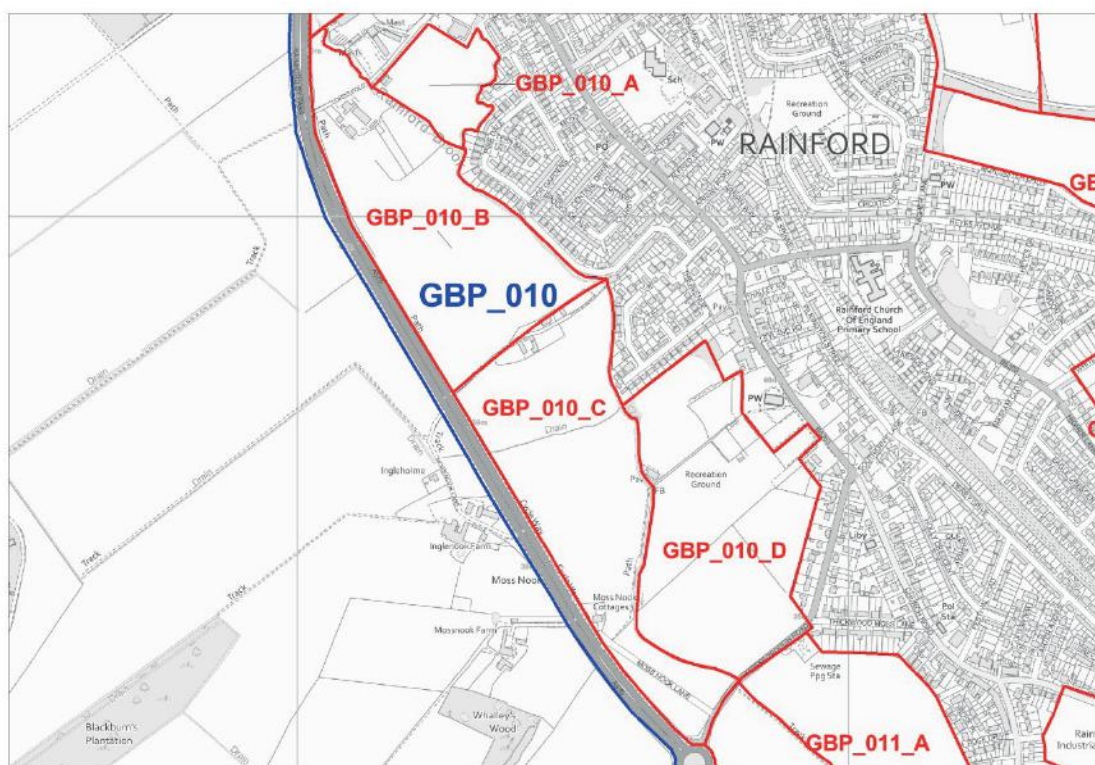




**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_009	The parcel is contained to an extent by strong physical boundaries, particularly to the north, east and south. The sub-parcel does not directly adjoin or lie in close proximity to an identified large built-up area. However, the parcel is extensive in size with few strong boundary features within it; therefore development to its full extent is likely to lead to unrestricted sprawl.	High
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_009	The parcel does not lie directly adjacent to an identified settlement although it does occupy a very large tract of land within the wider strategic gap between the identified settlements of Rainford and Kirkby (Knowsley). Development of this parcel to its full extent would therefore contribute to the merger of settlements.	High
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_009	The parcel contains limited inappropriate development. It is enclosed in the wider sense by the railway line to the north with A-Roads to the east and south; however the degree of enclosure is limited by the parcel's size providing a strong sense of openness.	High
<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_009	The parcel plays a significant role in preventing sprawl and contributes significantly towards maintaining a gap between identified settlements. It maintains a high level of countryside characteristics and openness.	High+
<b>Carry forward to Stage 2 Assessment?</b>	Parcel GBP_009 contributes highly to the purposes of Green Belt land and should not be carried forward to the Stage 2 Assessment.	

<b>Parcel Ref</b>	GBP_010
<b>Name</b>	Land between Lords Fold and Mossborough Road, east of Rainford By-Pass
<b>Ward</b>	Rainford
<b>Sub-Parcels within Parcel</b>	GBP_010_A GBP_010_B GBP_010_C GBP_010_D
<b>Size (hectares)</b>	GPB_010: 45.56ha  GBP_010_A: 2.84ha GBP_010_B: 13.69ha GBP_010_C: 14.69ha GBP_010_D: 14.35ha
<b>Description</b>	<p>Elongated parcel situated on the western edge of Rainford. Bounded by Lords Fold to the north; Randle Brook, Rainford Brook, the rear residential properties, public house, and church cemetery to the east; Mossborough Road to the south; and Rainford by-Pass (A570) to the west.</p> <p>Comprises predominantly agricultural fields with playing fields/recreation ground (and facilities), some woodland, farm buildings and residential properties. Parcel has been sub-divided into four sub-parcels.</p>



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_010_A	<p>The sub-parcel is well contained by the physical features of Lords Fold and industrial premises to the north-west and north-east; Randle Brook and residential properties to the south-east; and Rainford Brook to the south-west.</p> <p>The sub-parcel does not directly adjoin or lie in close proximity to an identified large built-up area. It is considered insufficient in size to result in substantial sprawl in its own right if released from the Green Belt for development.</p>	Low
GBP_010_B	<p>The sub-parcel is well contained by the physical features of Lords Fold to the north; Rainford Brook and residential properties to the west; Parson's Brow to the south; and Rainford By-Pass (A570) to the west.</p> <p>The sub-parcel does not directly adjoin or lie in close proximity to an identified large built-up area. It is considered insufficient in size to result in substantial sprawl in its own right if released from the Green Belt for development.</p>	Low
GBP_010_C	<p>The sub-parcel is well contained by the physical features of Parson's Brow to the north; Rainford Brook and residential properties to the west; Mossborough Road to the south; and Rainford By-Pass (A570) to the west.</p> <p>The sub-parcel does not directly adjoin or lie in close proximity to an identified large built-up area. It is considered insufficient in size to result in substantial sprawl in its own right if released from the Green Belt for development.</p>	Low
GBP_010_D	<p>The sub-parcel is well contained by the physical features of the rear of residential properties on The Avenue to the north; the rear of properties (including church cemetery, pub and commercial/shops) on Church Road to the west; the rear of residential properties on Mossborough Road to the south; and Rainford Brook to the west.</p> <p>The sub-parcel does not directly adjoin or lie in close proximity to an identified large built-up area. It is considered insufficient in size to result in substantial sprawl in its own right if released from the Green Belt for development.</p>	Low

<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_010_A	The sub-parcel lies adjacent to the identified settlement of Rainford but does not fall within a strategic gap between other identified settlements.	Low
GBP_010_B	The sub-parcel lies adjacent to the identified settlement of Rainford but does not fall within a strategic gap between other identified settlements.	Low

GBP_010_C	The sub-parcel lies adjacent to the identified settlement of Rainford but does not fall within a strategic gap between other identified settlements.	Low
GBP_010_D	The sub-parcel lies adjacent to the identified settlement of Rainford but does not fall within a strategic gap between other identified settlements.	Low

**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_010_A	The sub-parcel in itself contains little inappropriate development; however it is well enclosed on three sides by development of a more urban nature limiting the sense of openness and affecting any countryside character.	Low
GBP_010_B	The sub-parcel contains little inappropriate development within it. It is enclosed to extent along the eastern boundary although retains a sense of openness to the west.  It lies on the edge of the settlement in between residential development to the east and the By-Pass to the west affecting the countryside character to a moderate extent. The By-Pass would also form a hard barrier containing any level of countryside encroachment.	Medium
GBP_010_C	The sub-parcel contains little inappropriate development and retains a sense of openness to the south and west. The degree of enclosure varies and is greater where the sub-parcel adjoins existing residential development to the north-east. The level of any countryside encroachment would therefore depend on the extent to which the sub-parcel is developed; although the By-Pass would serve as a hard barrier to contain this to the west.	Medium
GBP_010_D	The sub-parcel contains little inappropriate development and retains a sense of openness to the south and west; however it is relatively well enclosed by adjacent existing development of a more urban nature to the north, east and south affecting the level of countryside character.	Medium

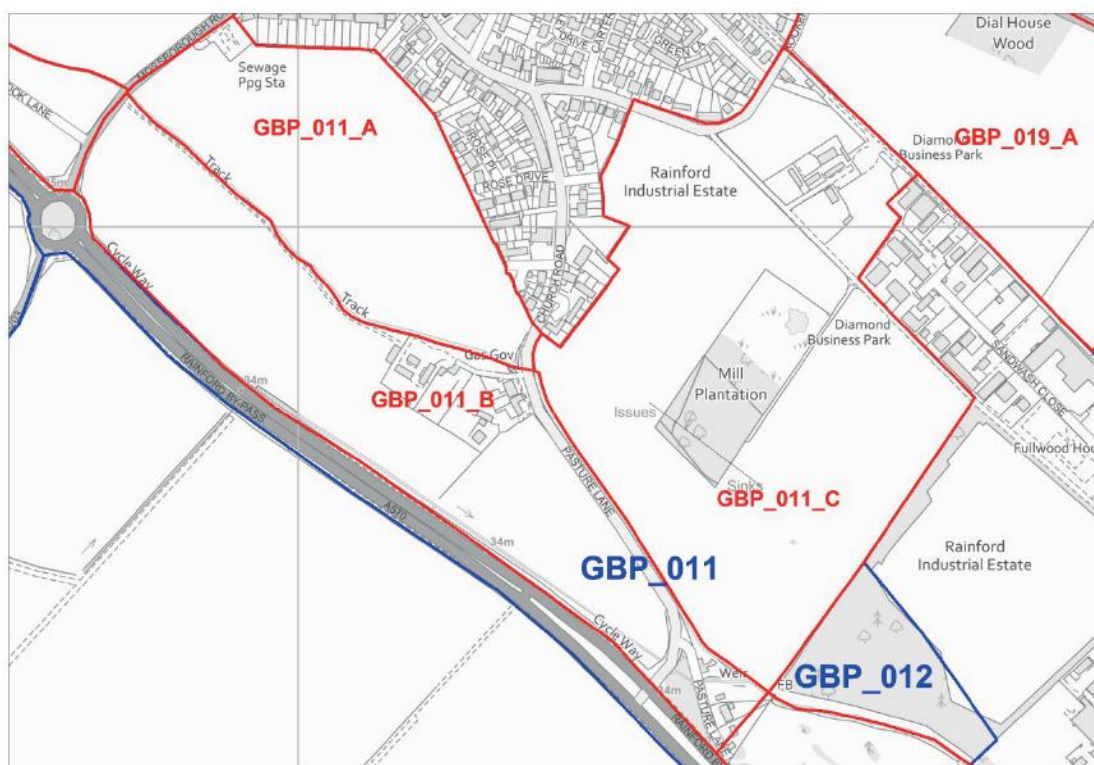
Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_010_A	The sub-parcel does not perform a significant role in preventing sprawl and in maintaining a gap between identified settlements; high levels of enclosure from existing adjacent development limits its openness and countryside character.	Low
GBP_010_B	The sub-parcel does not perform a significant role in preventing sprawl and in maintaining a gap between identified settlements; although it maintains a moderate level of countryside characteristics and openness.	Medium
GBP_010_C	The sub-parcel does not perform a significant role in preventing sprawl and in maintaining a gap between identified settlements; although it maintains a moderate level of countryside characteristics and openness.	Medium

GBP_010_D	The sub-parcel does not perform a significant role in preventing sprawl and in maintaining a gap between identified settlements; although it maintains a moderate level of countryside characteristics and openness.	Medium
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<b>Carry forward to Stage 2 Assessment?</b>	<p>Sub-parcel GBP_010_A makes a limited contribution to the purposes of Green Belt land and therefore should be carried forward to the Stage 2 Assessment.</p> <p>Sub-parcels GBP_010_B, GBP_010_C and GBP_010_D make a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the Stage 2 Assessment.</p>
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<b>Parcel Ref</b>	GBP_011
<b>Name</b>	Land to the west of Rainford By-Pass south of Mossborough Road
<b>Ward</b>	Rainford
<b>Sub-Parcels within Parcel</b>	GBP_011_A GBP_011_B GBP_011_C
<b>Size (hectares)</b>	GPB_011: 44.99ha  GBP_011_A: 9.32ha GBP_011_B: 14.17ha GBP_011_C: 21.48ha
<b>Description</b>	<p>Irregular shaped parcel situated along the south west edge of Rainford. Bounded by Mossborough Road to the north-west; the rear/sides of residential properties, farm track and industrial units to the north-east; treeline to the south-east; and Rainford By-Pass (A570) to the south-west.</p> <p>Comprises predominantly agricultural fields with woodland, some residential properties and business premises.</p> <p>Parcel has been sub-divided into three sub-parcels.</p>



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_011_A	<p>The sub-parcel is well contained to the north-east by existing residential properties arching round with Rainford Brook forming the south-west boundary.</p> <p>The sub-parcel does not directly adjoin or lie in close proximity to an identified large built-up area and is considered insufficient in size to result in substantial sprawl in its own right if released from the Green Belt for development.</p>	Low
GBP_011_B	<p>The sub-parcel is well contained by Mossborough Road to the north-west, Rainford Brook to the north-east, Pasture Lane to the south-east and Rainford By-Pass to the south-west.</p> <p>The sub-parcel does not directly adjoin or lie in close proximity to an identified large built-up area and is considered insufficient in size to result in substantial sprawl in its own right if released from the Green Belt for development.</p>	Low
GBP_011_C	<p>The sub-parcel is well contained by Church Road and Rookery Lane (and residential properties along them) to the north-west, farm tack and Rainford Industrial Estate to the north-east; and Pasture Lane to the south-west. A line of trees offers a weaker boundary to the south-east.</p> <p>The sub-parcel does not directly adjoin or lie in close proximity to an identified large built-up area and is considered insufficient in size to result in substantial sprawl in its own right if released from the Green Belt for development.</p>	Low

<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_011_A	The sub-parcel lies adjacent to the identified settlement of Rainford but does not fall within a strategic gap between other identified settlements.	Low
GBP_011_B	The sub-parcel lies adjacent to the identified settlement of Rainford but does not fall within a strategic gap between other identified settlements.	Low
GBP_011_C	The sub-parcel lies adjacent to the identified settlement of Rainford but does not fall within a strategic gap between other identified settlements.	Low

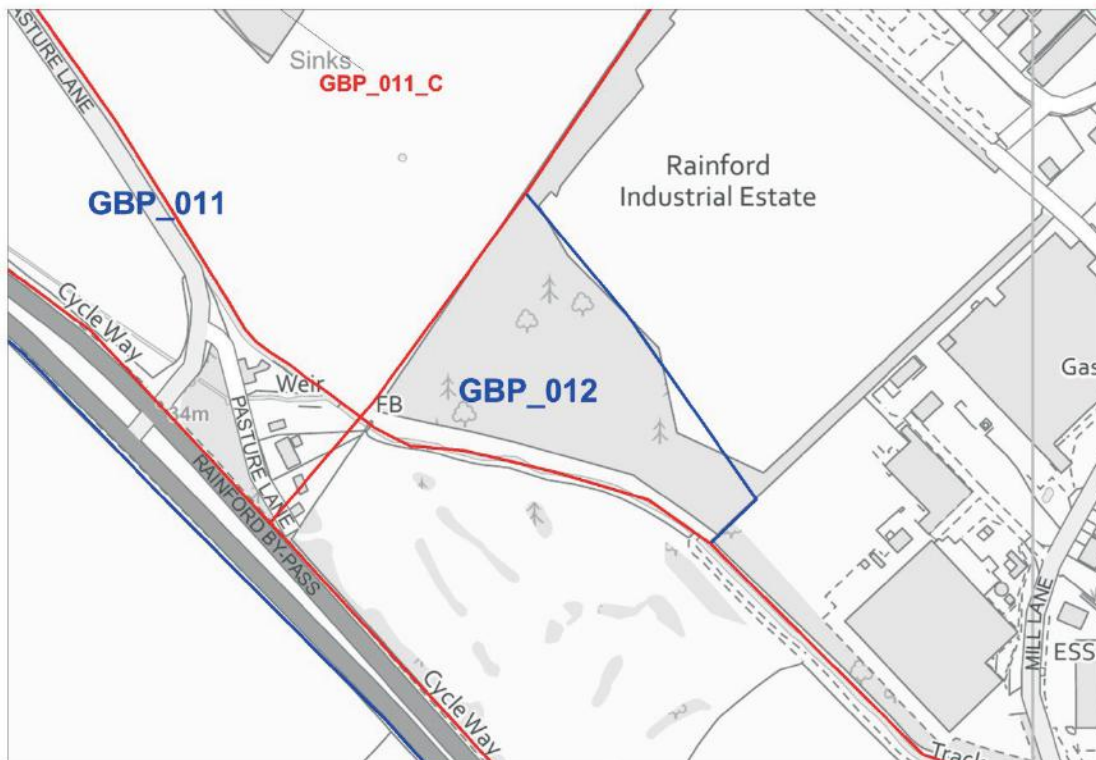
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment
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Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_011_A	The sub-parcel in itself contains little inappropriate development and retains openness to the west; however it is enclosed to a considerable degree to the north-east and east by development of a more urban nature limiting the any countryside character and sense of openness.	Medium
GBP_011_B	The sub-parcel contains little inappropriate development and retains a sense of openness to the south and west. The level of any countryside encroachment would depend on the extent to which the sub-parcel is developed in conjunction with other Green Belt release; although the By-Pass would serve to contain this to the west.	Medium
GBP_011_C	The sub-parcel in itself contains little inappropriate development and retains openness to the south-west. However it is enclosed to a considerable degree by development of a more urban nature to the north-west and north-east limiting any countryside character and sense of openness. Also the land adjacent to the south-east off Sandwash Close is not in the Green Belt and has been subject to previous planning permission for industrial use therefore could be feasibly developed, further enclosing the land.	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_011_A	The sub-parcel does not perform a significant role in preventing sprawl and in maintaining a gap between identified settlements; although it maintains a moderate level of countryside characteristics and openness.	Medium
GBP_011_B	The sub-parcel does not perform a significant role in preventing sprawl and in maintaining a gap between identified settlements; although it maintains a moderate level of countryside characteristics and openness.	Medium
GBP_011_C	The sub-parcel does not perform a significant role in preventing sprawl and in maintaining a gap between identified settlements; it has a high levels of enclosure from existing adjacent development limiting the sense of openness and countryside character.	Low

<b>Carry forward to Stage 2 Assessment?</b>	<p>Sub-parcels GBP_011_A and GBP_011_B make a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the Stage 2 Assessment.</p> <p>Sub-parcel GBP_010_C makes a limited contribution to the purposes of Green Belt land and therefore should be carried forward to the Stage 2 Assessment.</p>
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<b>Parcel Ref</b>	GBP_012
<b>Name</b>	Land off Sandwash Close adjacent of Rainford Brook.
<b>Ward</b>	Rainford
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_012: 2.72ha
<b>Description</b>	Small triangular shaped parcel situated to the south of Rainford and south-west of the Rainford Industrial Estate. Bounded by Rainford Brook to the south-west, agricultural field to the north-west and field to the north-east. Comprises of woodland.

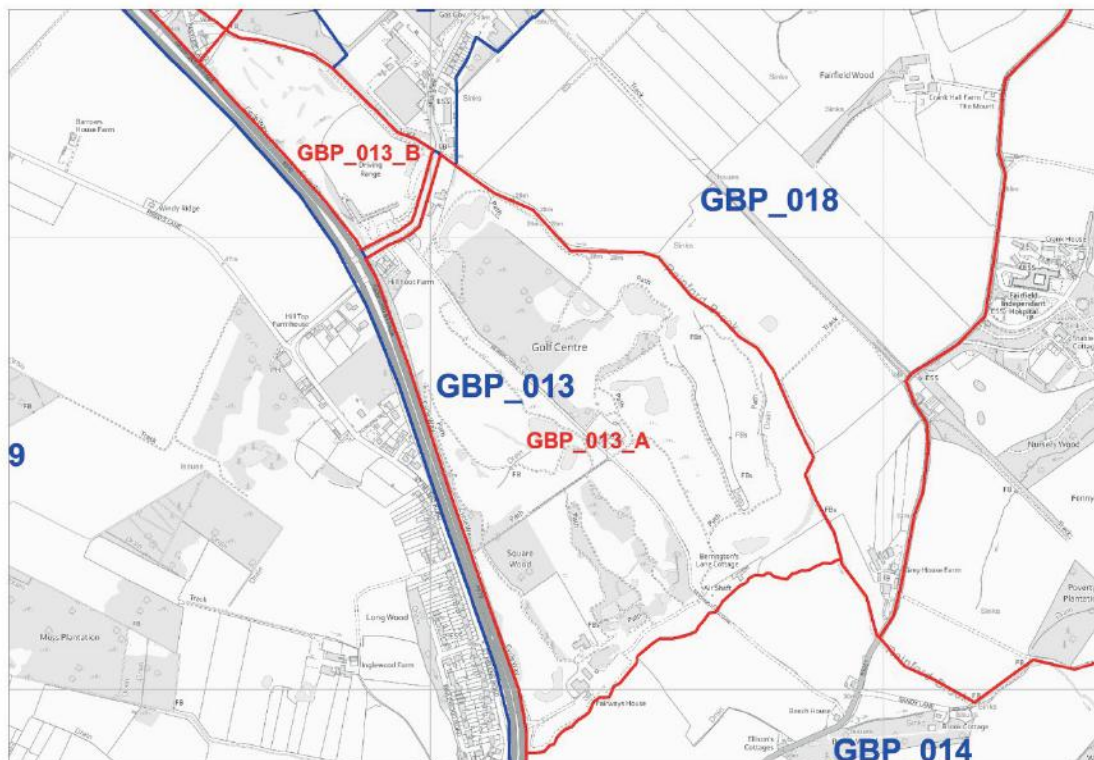


**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_012	<p>The parcel is contained to a limited degree by Rainford Brook to the south-west although the north-western and north-eastern boundaries are weaker.</p> <p>The parcel does not directly adjoin or lie in close proximity to an identified large built-up area and is considered insufficient in size to result in substantial sprawl in its own right if released from the Green Belt for development.</p>	Low
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_012	The parcel does not lie directly adjacent to the identified settlement of Rainford (although does sit adjacent to non-Green Belt land to the north) and provides a limited contribution in itself towards preserving a strategic gap between identified settlements.	Low
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_012	The parcel comprises almost entirely of woodland with no inappropriate development and little enclosure on all sides; although the land adjacent to the north-east (off Sandwash Close) is not in the Green Belt and has previously been granted planning permission for industrial use therefore could feasibly be subject to future development enclosing the land and reducing countryside character.	Medium
<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_012	The parcel does not perform a significant role in preventing sprawl and in maintaining a gap between identified settlements; although it maintains a moderate level of countryside characteristics and openness.	Medium
<b>Carry forward to Stage 2 Assessment?</b>	Parcel GBP_012 makes a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the Stage 2 Assessment.	



<b>Parcel Ref</b>	GBP_013
<b>Name</b>	North West National Golf Club / Land between Rainford By-Pass and Rainford Brook south of Pasture Lane
<b>Ward</b>	Rainford
<b>Sub-Parcels within Parcel</b>	GBP_013_A GBP_013_B
<b>Size (hectares)</b>	GBP_013: 82.92ha  GBP_013_A: 71.21ha GBP_013_B: 11.14ha
<b>Description</b>	<p>Large triangular shaped parcel situated to the south of Rainford. Bounded by Rainford By-Pass (A570) to the west; Rainford Brook to the east; and the treeline forming the boundary with agricultural fields to the south.</p> <p>Comprises landscaped golf course, driving range and associated facilities, farm buildings and residential property.</p> <p>Parcel has been sub-divided into two sub-parcels separated by Mill Lane.</p>



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_013_A	<p>The sub-parcel is contained by strong physical boundaries to the west (Rainford By-Pass) and north (Mill Lane) but boundaries to the east and south are weaker. It does not directly adjoin or lie in close proximity to an identified large built-up area.</p> <p>However the parcel is relatively large in size with few strong boundary features within it; therefore development to its full extent is likely to lead to unrestricted sprawl.</p>	High
GBP_013_B	<p>The sub-parcel is well contained by physical boundaries to the west (Rainford By-Pass) and south (Mill Lane) although the boundary to the east and south (Rainford Brook) is weaker. The sub-parcel does not directly adjoin or lie in close proximity to an identified large built-up area and is considered insufficient in size to result in sprawl in its own right.</p>	Low

**Purpose 2** To prevent neighbouring towns merging into one another

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_013_A	<p>The sub-parcel lies broadly within a strategic gap between the identified settlements of Rainford and St. Helens. Development of this parcel to its full extent would therefore likely contribute to the merger of settlements.</p>	High
GBP_013_B	<p>The sub-parcel lies adjacent to the identified settlement of Rainford although given the size of the sub-parcel, its role in preserving the integrity of a strategic gap between Rainford and other settlements is limited.</p>	Low

**Purpose 3** To assist in safeguarding the countryside from encroachment

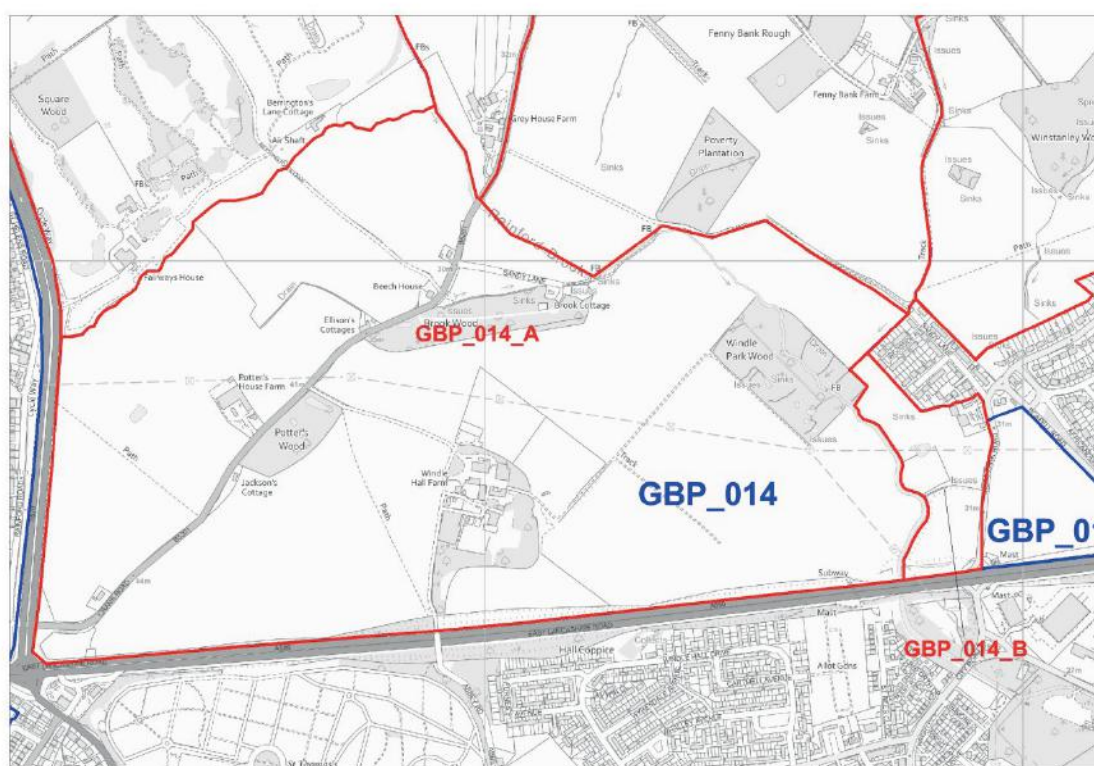
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_013_A	<p>The sub-parcel is contained by Rainford By-Pass with existing ribbon development along St. Helens Road to the west; and development on Mill Lane to the north providing a degree enclosure. There is less enclosure to the east and south offering a strong sense of openness. There is limited inappropriate development within the sub-parcel that consists predominantly of a landscaped golf course and associated facilities plus some farm buildings and residential property.</p>	High
GBP_013_B	<p>The sub-parcel is contained by development on Mill Lane to the south and a tree line along Rainford Brook offering enclosure to the east. Openness is partly retained to the</p>	Medium

	<p>west and south due to the topography of the land.</p> <p>The sub-parcel contains a driving range and associated built facilities that need not necessarily constitute inappropriate development; although development of a more urban nature lies directly adjacent to the north affecting any countryside character. The By-Pass would also form a hard boundary to the west containing any level of countryside encroachment.</p>	
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Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_013_A	The sub-parcel plays a significant role in preventing sprawl and contributes significantly towards maintaining a gap between identified settlements. It maintains a high level of countryside characteristics and openness.	High+
GBP_013_B	The sub-parcel does not perform a significant role in preventing sprawl and in maintaining a gap between identified settlements; although it maintains a moderate level of countryside characteristics and openness.	Medium

Carry forward to Stage 2 Assessment?	<p>Sub-parcel GBP_013_A contributes highly to the purposes of Green Belt land and therefore should not be carried forward to the Stage 2 Assessment.</p> <p>Sub-parcel GBP_013_B makes a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the stage 2 assessment.</p>
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<b>Parcel Ref</b>	GBP_014
<b>Name</b>	Land west of Moss Bank, north of the A580 and east of the A570
<b>Ward</b>	Rainford & Moss Bank
<b>Sub-Parcels within Parcel</b>	GBP_014_A GBP_014_B
<b>Size (hectares)</b>	GBP_014: 122.39Ha  GBP_014_A: 116.93Ha GBP_014_B: 5.46Ha
<b>Description</b>	Sizeable parcel of land situated on the north side of the A580, with the A570 as the western boundary and Moss Bank to the east. There is very little built development within the parcel, with just a couple of farms and associated agricultural buildings, together with the odd isolated dwelling. The parcel is primarily agricultural fields with a number of heavily wooded pockets. The parcel has been divided into two sub-parcels.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_014_A	<p>Sub-parcel GBP_014a is the larger of the two sub-parcels, and is bounded to the south by the A580 and the west by the A570, with Rainford Brook and sub-parcel GBP_014b as the north eastern boundary and a track leading from Berrington's Lane to Berrington Hall as the north western boundary.</p> <p>The sub-parcel has very limited development within its boundary with only a small number of isolated sporadic dwellings and two working farms, each with associated agricultural buildings. It has a strong rural character and sense of openness, fairly remote from any existing urban settlement.</p> <p>The sub-parcel has only two strong boundaries to the south and west, with very weak boundaries to the north and east; as such is considered to be very poorly contained and any development would lead to uncontained growth. The sub-parcel is not adjacent to any existing urban residential development and as such prevents ribbon development along the A570, the A580 and Crank Road. In addition, given the size of this sub-parcel any development would lead to isolated unsustainable sprawl within the countryside.</p>	High
GBP_014_B	<p>The sub-parcel is bounded to the west by Rainford Brook and to the east by Moss Bank Road. The A580 runs to the south of the sub-parcel with residential development to the north, north-east of the site. The sub-parcel has strong boundaries to the north, south and east, with a long weaker boundary to the west. Overall it is considered the sub-parcel is partially contained due to its weak western boundary.</p> <p>There is no built development within the sub-parcel. It has a strong sense of countryside character and openness particularly when looking out to the west, and from the southern boundary looking northwards.</p> <p>Although the sub-parcel is relatively small with three strong boundaries, and sited adjacent to existing residential development, it is considered that the sub-parcel plays only a moderate role in checking the outward expansion of Moss Bank into the countryside.</p>	Medium

<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_014_A	<p>The sub-parcel plays a limited role in fulfilling the aims of purpose 2. If removed from the Green Belt there would still be an extensive strategic gap between Rainford and Windle.</p>	Medium



	However, development here would lead to the further merge of Windle and Moss Bank and ribbon development in a fairly isolated location.	
GBP_014-B	The sub-parcel plays a limited role in maintaining and preventing the merging of Moss Bank and the nearest built up area of St. Helens town centre. A strategic gap could still be maintained if this sub-parcel was released from the Green Belt.	Low

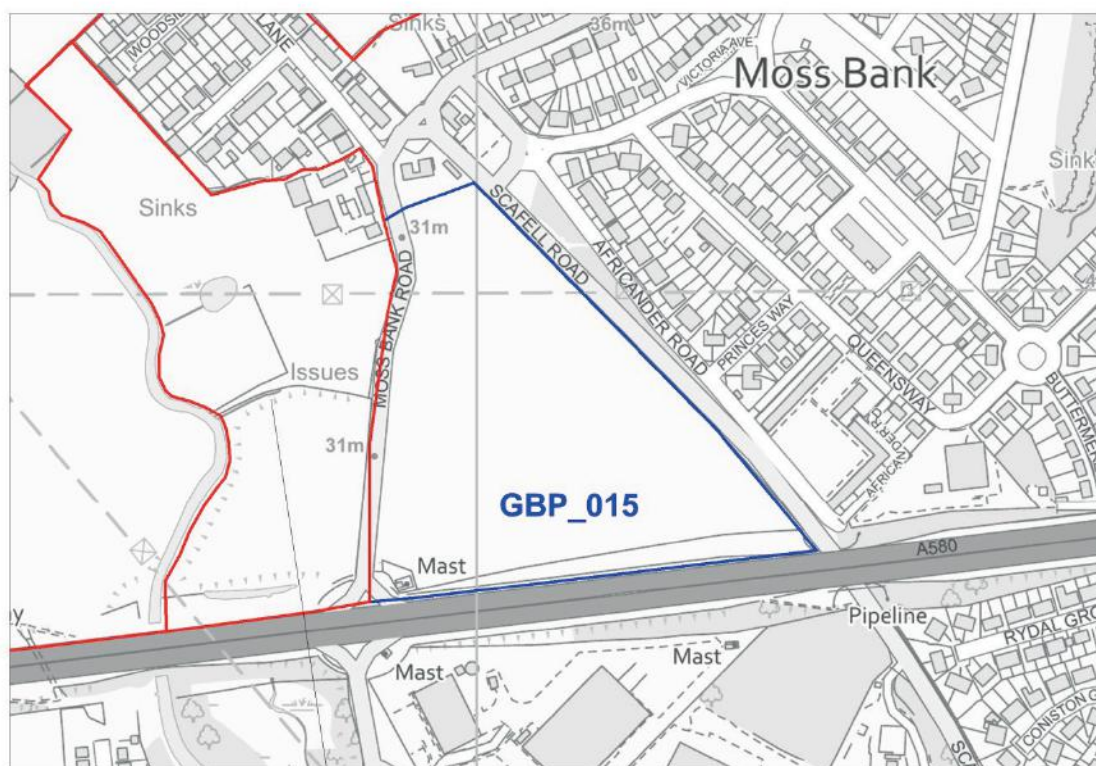
**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_014_A	Other than a couple of farms with associated agricultural buildings, and the odd isolated dwelling, there is very limited development within this sub-parcel. The area has a strong sense of countryside and openness, especially when view out to the north. The Green Belt is therefore safeguarding the countryside from encroachment in this area.	High
GBP_014_B	There is no built development within the sub-parcel. The sub-parcel has a strong sense of countryside and openness when viewed from the south, with a weak western boundary.	High

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_014_A	The sub-parcel robustly meets two of the three purposes considered. It plays an important role in checking the outward expansion of Windle and Moss Bank into the open countryside. It has very little built development within it together with very weak boundaries to the north and east.	High+
GBP_014_B	The sub-parcel plays an important role in checking the outward expansion of Moss Bank into the countryside. Although a strategic gap would still be maintained if developed, the sub-parcel has a strong sense of rural character and openness when viewed from the east and south aspects.	High

<b>Carry forward to Stage 2 Assessment?</b>	<b>No</b> - Both sub-parcels (GBP_014a & GBP_14b) continue to make a strong contribution to the purposes of Green Belt and therefore should be discounted from subsequent stages of the Review.
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<b>Parcel Ref</b>	GBP_015
<b>Name</b>	Land south east of Moss Bank, West of Scafell Road.
<b>Ward</b>	Moss Bank
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_015: 5.64ha
<b>Description</b>	The parcel is triangular in shape with the A580 on the southern boundary, Moss Bank Road on the western side and Scafell Road to the east. The parcel is one large agricultural field with only a telecommunication mast and station tucked into the south-western corner.



#### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

**Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_015	The parcel has built residential development along its eastern boundary, which is the south-western side of Moss Bank (Clinkham Wood), with large industrial units opposite the southern boundary. The parcel looks out to open countryside on the western side. Development of this site would not lead to unrestricted sprawl as it has strong	Low

	boundaries that would ensure development is contained. Any development on this parcel would be viewed as a natural extension to Moss Bank.	
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**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_015	This parcel forms a very small part of the wider area of Green Belt that bounders Moss Bank. The parcel is not part of a strategic gap and provides little or no discernible contribution to the merging of any two settlements.	Low

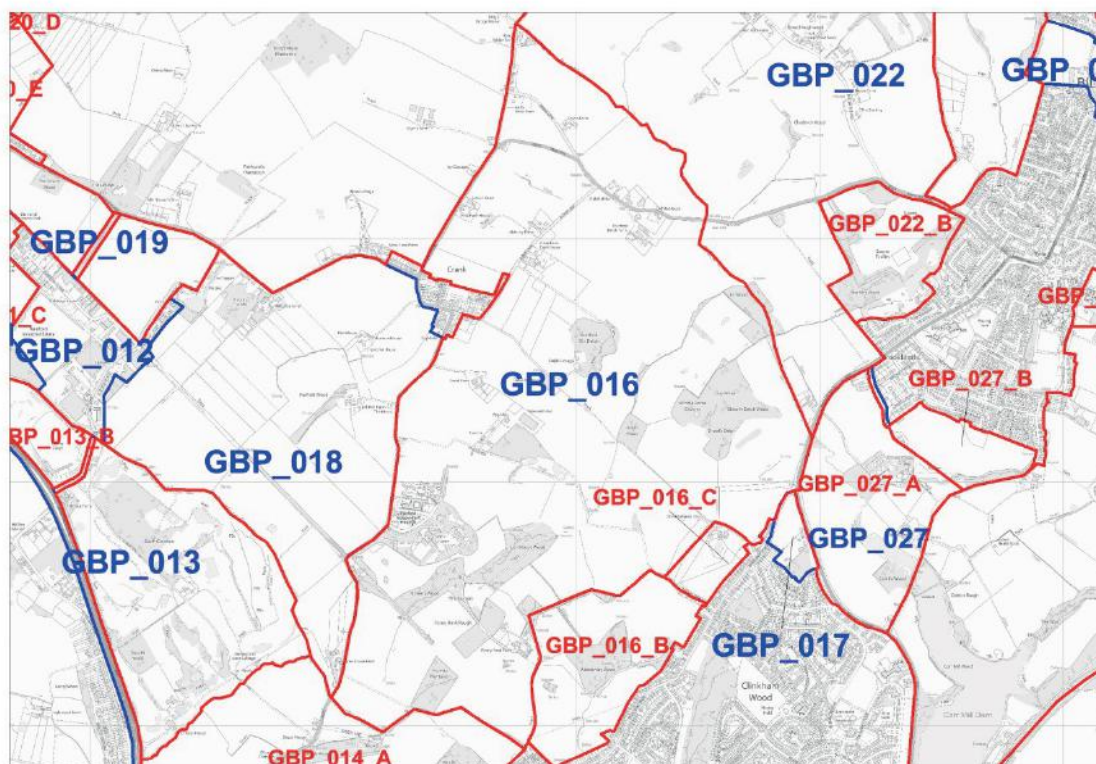
**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_015	The parcel has a semi-rural character due to encroachment from existing urban development. Although the site is open with only a few trees lining the southern and eastern boundaries, it does not suggest the perception of open countryside. The parcel itself is only small in area and residential development is clearly visible when viewed northerly and similarly, industrial units are clearly visible in a southerly direction.	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_015	This parcel makes little or no contribution to the 3 purposes assessed as part of the review. The site is well contained with strong boundaries and does not form part of the wider strategic gap.	Low

<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> - It is considered that parcel GBP_015 makes a weak contribution to the purposes of Green Belt land and should be carried forward to Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_016
<b>Name</b>	Land to the north of Moss Bank, west of Billinge
<b>Ward</b>	Moss Bank & Rainford
<b>Sub-Parcels within Parcel</b>	GBP_016_A GBP_016_B GBP_016_C
<b>Size (hectares)</b>	GBP_016: 341.65ha  GBP_016_A: 302.06ha GBP_016_B: 33.49ha GBP_016_C: 6.10ha
<b>Description</b>	Parcel GBP_016 is a significantly large expanse of land, located between Billinge and Moss Bank. The parcel contains a number of farms with associated agricultural buildings, a small number of isolated dwellings sporadically located and a small private cottage hospital, with associated residential dwellings within the grounds. The parcel has been divided into three sub-parcels.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_016_A	<p>The sub-parcel is the largest of the three sub-parcels, and has a strong boundary to the western side along Crank Road and parts of the eastern boundary (A571), however the remaining boundaries to the north and south are considered very weak.</p> <p>Other than farm buildings, the occasional dwelling and Fairfield Hospital the sub-parcel has no other form of built development, and as such is open rural countryside remote from any significant urban development. Although this sub-parcel does not physically join a built up area, it plays an important role in checking the outward expansion of settlements Moss Bank and Billinge into the countryside.</p> <p>In addition, the sub-parcel prevents ribbon development and uncontained growth along Crank Road, Back Lane, Alder Lane and Red Cat Lane. Due to its size development on this sub-parcel would be considered as sprawl, leading unrestricted sprawl due to its weak boundaries. Green Belt designation protects land where development would be isolated and perceived as unrestricted sprawl.</p>	High
GBP_016_B	<p>The sub-parcel has strong boundaries to the east and south by the urban fringe of Moss Bank. The western boundary is a field line leading to Fenny Bank Farm and a farm track to the north, also leading to Fenny Bank Farm. Overall the sub-parcel is not very well contained.</p> <p>The sub-parcel contains no built development and has a strong sense of open countryside character, especially when viewed out to the west and north. The sub-parcel contains a protected woodland in the centre of the site.</p> <p>Due to the sub-parcel's location bordering the settlement of Moss Bank, the sense of openness and rural character and its lack of containment, it is considered that the sub-parcel plays a very important role in checking the outward expansion of Moss Bank into the countryside. Any development would relate poorly to the existing settlement pattern and lead to unrestricted sprawl.</p>	High
GBP_016_C	<p>The sub-parcel has strong boundaries to the east and south by the urban fringe of Moss Bank. The western boundary is a field hedgerow, leading to Shoots Delph Farm and a farm track to the north, as a whole the sub-parcel is not very well contained.</p> <p>The sub-parcel contains little built development other than Shoots Delph Farm and Forster's Farm Shop, the remaining sub-parcel is an agricultural field and balancing pond. The sub-parcel has an open aspect and countryside character.</p> <p>Due to the sub-parcel's location bordering the settlement of Moss Bank, the open aspect and rural nature, along with its</p>	High



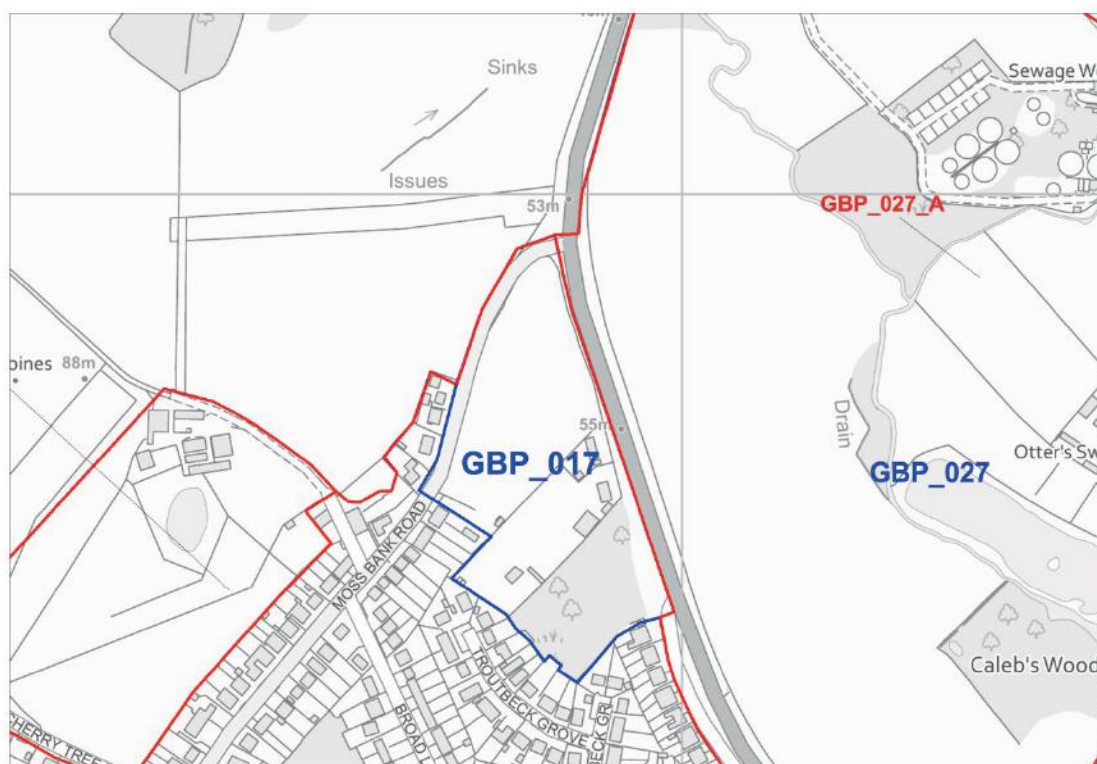
	lack of containment, it is considered that the sub-parcel plays an important role in checking the outward expansion of Moss Bank into the countryside. Any development would lead to unrestricted sprawl due to its weak boundaries to the north and west.	
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<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_016_A	The sub-parcel plays an important role in fulfilling the aims of purpose 2. If removed from Green Belt there would be an extensive reduction in a strategic gap between Billinge and Moss Bank. Development of the sub-parcel would also lead to the potential of ribbon development in very isolated locations.	High
GBP_016_B	The sub-parcel forms part of a larger strategic gap that separates the settlements of Billinge and Moss Bank. However, the sub-parcel itself provides little or no discernible contribution to the merging of these three settlements. If development were to take place on this sub-parcel there would still be a significant visual strategic gap between Billinge (approx. 1.16km).	Low
GBP_016_C	The sub-parcel forms part of a larger strategic gap that separates the settlements of Billinge and Moss Bank. However, the parcel itself provides little or no discernible contribution to the merging of these three settlements. If development were to take place on this sub-parcel there would still be a significant visual strategic gap between Billinge (approx. 0.84km).	Low

<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_016_A	Other than farm buildings, isolated dwellings and Fairfield Cottage Hospital, the sub-parcel has very limited built development within it. The sub-parcel possesses a strong, unspoilt rural character that Green Belt designation protects.	High
GBP_016_B	There is no built development within the sub-parcel. The sub-parcel has a strong sense of countryside and openness to the north and west, but openness to the south and east has already been compromised due to existing residential development. The sub-parcel has weak boundaries to the north and west.	High
GBP_016_C	Other than a farm and associated agricultural buildings, the remaining land is agricultural field and balancing pond. The sub-parcel has an open rural character to the north and west, but openness to the south and east has already been	High

	compromised due to existing residential development. The sub-parcel has weak boundaries to the north and west.	
Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_016_A	The sub-parcel robustly meets all three purposes considered. It plays an important role in checking the outward expansion of Billinge and Moss Bank into the open countryside. It has very little built development within it along with very weak containment boundaries; and the sub-parcel has a very rural open character.	High+
GBP_016_B	The sub-parcel robustly meets two of the three purposes considered. It has no built development within it and very weak boundaries to the north and west, that cannot be contained; and the sub-parcel has a very rural open character.	High+
GBP_016_C	The sub-parcel robustly meets two of the three purposes considered. It has very little built development within it together with very weak boundaries to the north and west. The sub-parcel also has an open aspect.	High+
<b>Carry forward to Stage 2 Assessment?</b>	<b>No</b> - All three sub-parcels (GBP_016a, GBP_016b & GBP_16c) continue to make a strong contribution to the purposes of Green Belt and therefore should be discounted from subsequent stages of the Review.	

<b>Parcel Ref</b>	GBP_017
<b>Name</b>	Land north of Moss Bank, off Moss Bank Road and the A571 (Martindale Road)
<b>Ward</b>	Moss Bank
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_017: 4.17ha
<b>Description</b>	Speared shape parcel of land located on the most northern tip of Moss Bank, with Martindale Road (A571) running the length of the eastern boundary and Moss Bank Road curling round from the western boundary to meet Martindale Road to the north. The parcel is situated on a steep incline with a protected wooded area on its southern boundary and residential development to the west. The parcel contains a large dwelling and associated outbuildings.



#### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

**Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
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GBP_017	The parcel has built residential development along the southern and part of its western boundaries with a busy 'A' road on the eastern boundary. The parcel looks out to open countryside from the north and eastern boundaries. Any development on this parcel would be viewed as a natural extension and rounding off of Moss Bank. It is considered that any development of this site would not lead to unrestricted sprawl as the parcel benefits from strong boundaries, that would ensure development containment.	Low
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**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_017	This parcel forms part of a larger strategic gap that separates Billinge from Moss Bank. However, the parcel itself provides little or no discernible contribution to the merging of these two settlements. If development were to take place on this parcel there would still be a significant visual strategic gap between both settlements (approx. 0.56km).	Low

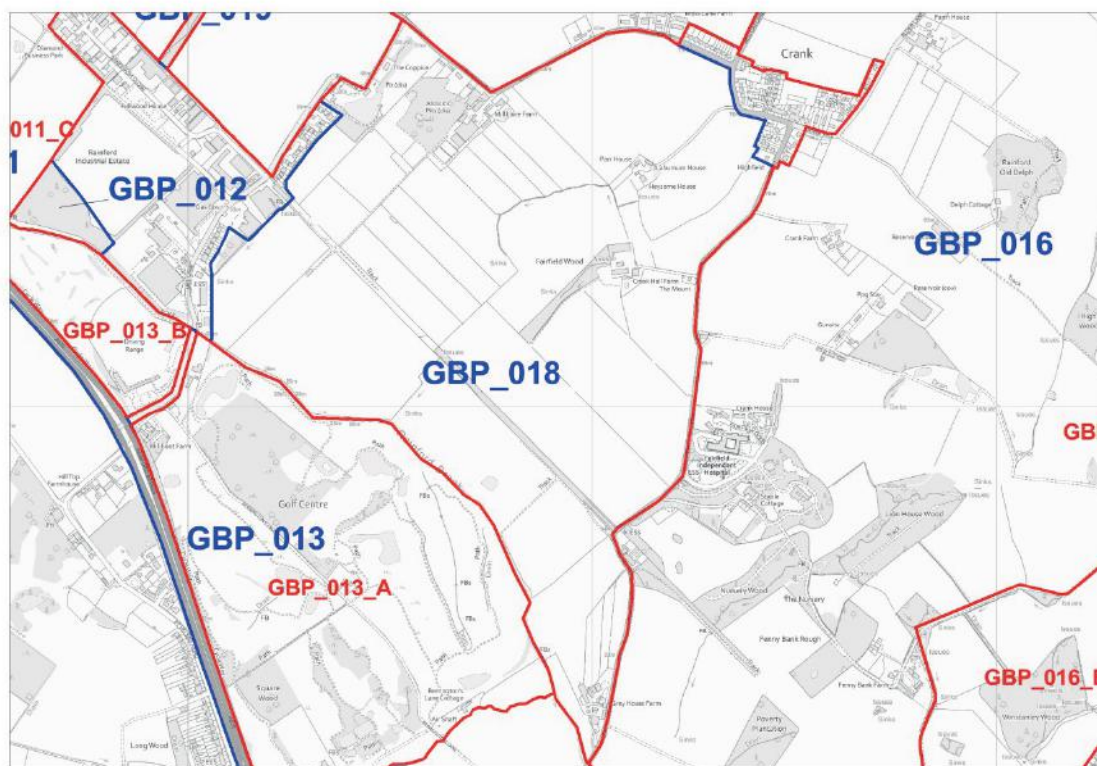
**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_017	The parcel has a semi-rural character due to encroachment from existing urban development in the form of a busy 'A' road and existing residential development bounding the site. The parcel itself is only small in area and residential development is clearly visible when viewed from any direction.	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_017	This parcel makes little or no contribution to the 3 purposes assessed as part of the review. The site is well contained with strong boundaries and does not significantly contribute to the wider strategic gap.	Low

<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> - It is considered that parcel GBP_017 makes a weak contribution to the purposes of Green Belt land and should be carried forward to Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_018
<b>Name</b>	Land south-west of Crank
<b>Ward</b>	Rainford
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_018: 126.98ha
<b>Description</b>	Large parcel situated south-east of Rainford Industrial Estate and south-west of Crank. Bounded by Mill Lane to the north-west, Higher Lane (B5205) to the north-east, Crank Road (B5201) to the east and Rainford Brook to the west. Comprises predominantly agricultural fields with farm buildings, industrial/commercial units and residential properties.



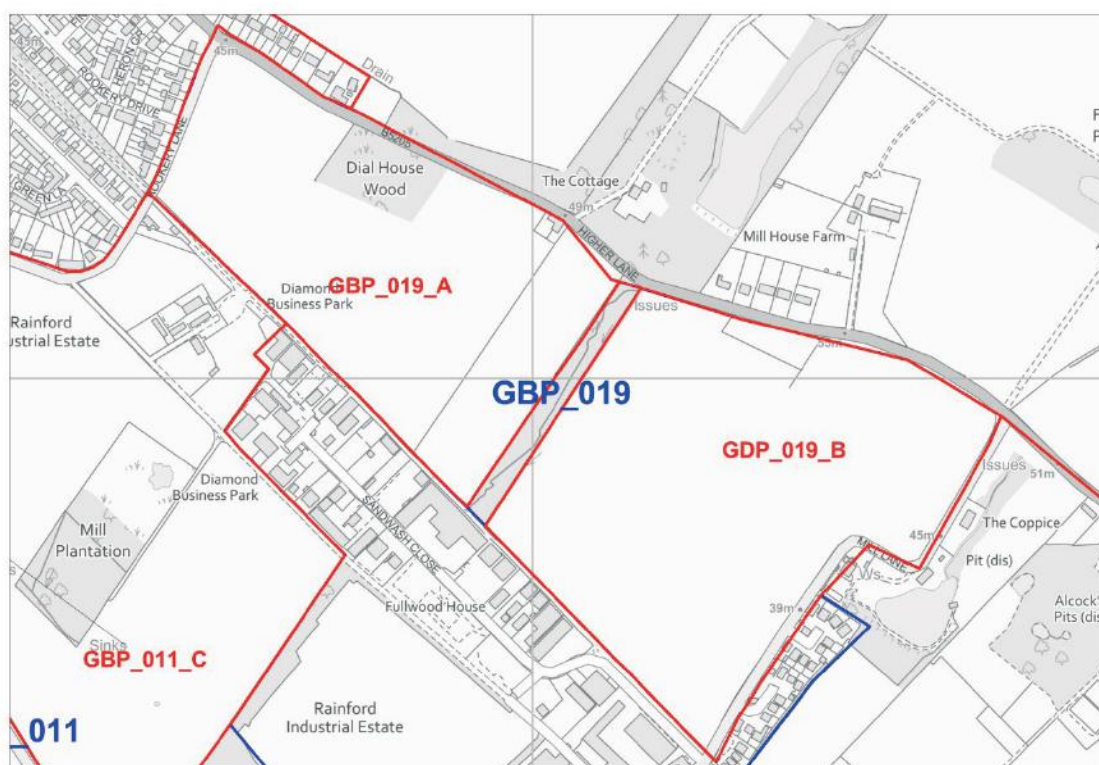




**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GPB_018	The parcel is contained to moderate extent by strong physical features. It does not directly adjoin or lie in close proximity to an identified large built-up area. However the parcel is relatively large in size with few strong boundary features within it, therefore its development is likely to lead to unrestricted sprawl.	High
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GPB_018	The parcel lies broadly within a strategic gap between the identified settlements of Rainford and St. Helens. Given the size of this parcel, development to its full extent would likely contribute to the merger of settlements.	High
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GPB_018	The parcel has limited inappropriate development and a limited degree of enclosure affording a clear countryside character with a strong sense of openness.	High
<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GPB_018	The parcel plays a significant role in preventing sprawl and contributes significantly towards maintaining a gap between identified settlements. It maintains a high level of countryside characteristics and openness.	High+
<b>Carry forward to Stage 2 Assessment?</b>	Parcels GBP_018 contributes highly to the purposes of Green Belt land and therefore should not be carried forward to the Stage 2 Assessment.	

<b>Parcel Ref</b>	GBP_019
<b>Name</b>	Land south of Higher Lane
<b>Ward</b>	Rainford
<b>Sub-Parcels within Parcel</b>	GBP_019_A GBP_019_B
<b>Size (hectares)</b>	GBP_019: 30.44ha  GBP_019_A: 13.31ha GBP_019_B: 16.31ha
<b>Description</b>	<p>Rectangular shaped parcel situated south-east of Rainford. Bounded by Rookery Lane to the north-east; Mill Lane to the south-east; treeline (part of Rainford Linear Park) to the south-west; and Higher Lane (B5205) the north-west. Parcel comprises predominantly agricultural fields with and woodland and a residential property.</p> <p>The parcel has been sub-divided into two similar sized sub-parcels separate by a belt of trees.</p>



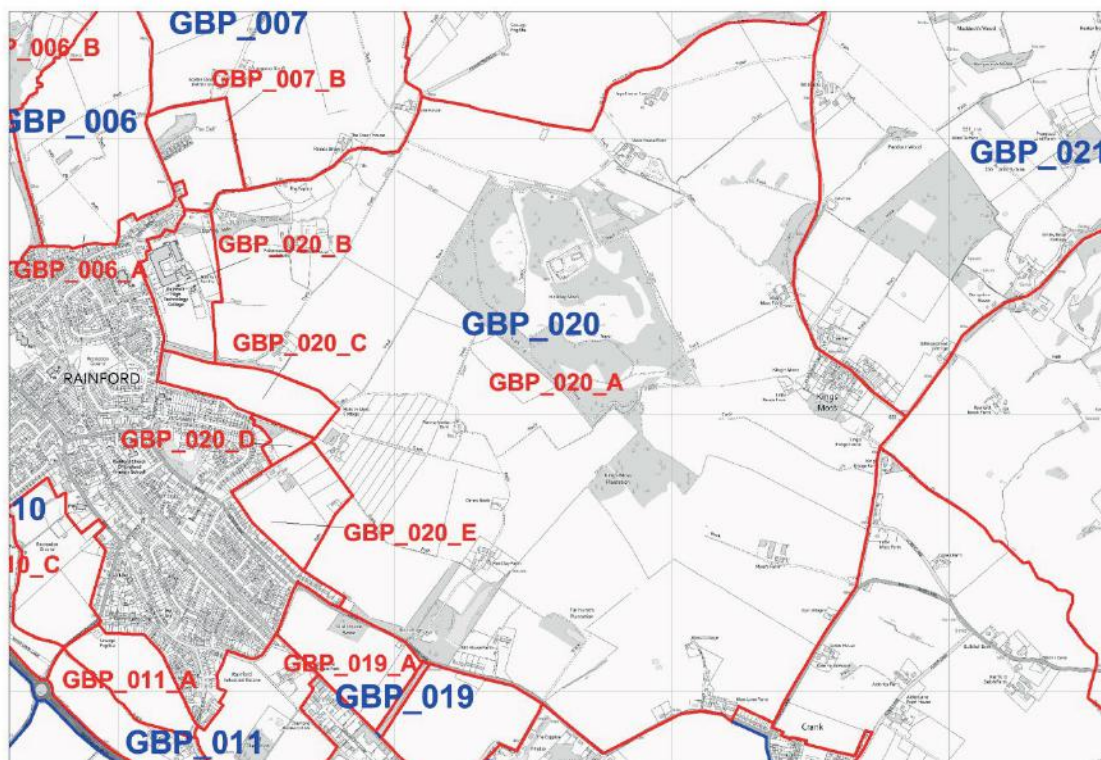
**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_019_A	The sub-parcel is well contained by the strong physical boundaries of Higher Lane to the north-east; woodland belt (protected) to the south-east; Rainford Industrial Estate and Rainford Linear Park to the south-west; and Rookery Lane to the north-west. It does not directly adjoin or lie in close proximity to an identified large built-up area.	Low
GBP_019_B	The sub-parcel is well contained by the strong physical boundaries of Higher Lane to the north-east; Mill Lane to the south-east; Rainford Industrial Estate and Rainford Linear Park to the south-west; and woodland belt (protected) to the north-west. It does not directly adjoin or lie in close proximity to an identified large built-up area.	Low
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_019_A	The sub-parcel lies adjacent to the identified settlement of Rainford, although its role in preserving the integrity of a strategic gap between Rainford and other identified settlements is limited.	Low
GBP_019_B	The sub-parcel lies adjacent to the identified settlement of Rainford, although its role in preserving the integrity of a strategic gap between Rainford and other identified settlements is limited.	Low
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_019_A	The sub-parcel contains little inappropriate development; however it is well enclosed on all sides. Existing development of an urban nature lies directly adjacent to the north-west (housing) and south-west (industrial estate).	Low
GBP_019_B	The sub-parcel contains little inappropriate development with a sense of openness to the north-east. However, it is relatively well enclosed, particularly to the south, west and north with strong boundary features. Existing development of an urban nature lies directly adjacent to the south-east (housing) and south-west (industrial estate).	Medium
<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>

GBP_019_A	The sub-parcel's role in preventing sprawl and the merger or settlements is limited; and its development would not result in significant countryside encroachment.	Low
GBP_019_B	The sub-parcel does not perform a significant role in preventing sprawl and in maintaining a gap between identified settlements; although it maintains a moderate level of countryside characteristics and openness.	Medium
<b>Carry forward to Stage 2 Assessment?</b>	<p>Sub-parcel GBP_019_A makes a limited contribution to the purposes of Green Belt land and therefore should be carried forward to the Stage 2 Assessment.</p> <p>Sub-parcel GBP_019_B makes a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the Stage 2 Assessment.</p>	



<b>Parcel Ref</b>	GBP_020
<b>Name</b>	Land east of Rainford
<b>Ward</b>	Rainford
<b>Sub-Parcels within Parcel</b>	GBP_020_A GBP_020_B GBP_020_C GBP_020_D GBP_020_E
<b>Size (hectares)</b>	GBP_020: 458.58ha  GBP_020_A: 426.19ha GBP_020_B: 11.10ha GBP_020_C: 9.10ha GBP_020_D: 1.74ha GBP_020_E: 10.44ha
<b>Description</b>	<p>Very large parcel extending eastward from Rainford. Bounded by Reeds Brow, Langwood Lane (track) and Black Brook to the north; Pimbo Road, Crank Road and Red Cat Lane (B5205) to the east; Higher Lane (B5205) to the south; and Hydes Brow, Higher Lane and the rear of residential properties (on Higher Lane, Heyes Avenue and Muncaster Drive) to the west.</p> <p>Parcel comprises predominantly agricultural fields, with woodland, former landfill site, residential properties, farm buildings, caravan storage and school. Parcel has been sub-divided into one large sub-parcel and four smaller sub-parcels adjoining the edge of Rainford.</p>



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_020_A	The sub-parcel is partially contained by strong physical features although has a weaker boundary to the north-east (also Borough boundary). The sub-parcel does not directly adjoin or lie in close proximity to an identified large built-up area. However the parcel is extensive in size with few strong boundary features within it, therefore development to its full extent is likely to lead to unrestricted sprawl.	High
GBP_020_B	The sub-parcel is partially contained with strong physical boundaries to the west and north. It does not directly adjoin or lie in close proximity to an identified large built-up area and is considered insufficient in size to result in substantial sprawl in itself if released from the Green Belt for development.	Low
GBP_020_C	The sub-parcel is partially contained with strong physical boundaries to the west and south although is poorly contained to the east. It does not directly adjoin or lie in close proximity to an identified large built-up area and is considered insufficient in size to result in substantial sprawl in itself if released from the Green Belt for development.	Medium
GBP_020_D	The sub-parcel is partially contained with a strong physical boundary to the west; although boundaries to the north, east and south are weak. It does not directly adjoin or lie in close proximity to an identified large built-up area and is considered insufficient in size to result in substantial sprawl in itself if released from the Green Belt for development.	Medium
GBP_020_E	The sub-parcel is partially contained with a strong physical boundary to the west; although boundaries to the north, east and south are weak. It does not directly adjoin or lie in close proximity to an identified large built-up area and is considered insufficient in size to result in substantial sprawl in itself if released from the Green Belt for development.	Medium

**Purpose 2** To prevent neighbouring towns merging into one another

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_020_A	The sub-parcel lies adjacent to the identified settlement of Rainford. It lies broadly within the wider strategic gap between Rainford and Skelmersdale (West Lancs) to the north-east and Rainford and Billinge to the south-east. Development of this parcel to its full extent would likely contribute to the merger of settlements.	High
GBP_020_B	The sub-parcel lies adjacent to the identified settlement of Rainford, although its role in preserving the integrity of a strategic gap between Rainford and other identified settlements is limited.	Low

GBP_020_C	The sub-parcel lies adjacent to the identified settlement of Rainford, although its role in preserving the integrity of a strategic gap between Rainford and other identified settlements is limited.	Low
GBP_020_D	The sub-parcel lies adjacent to the identified settlement of Rainford, although its role in preserving the integrity of a strategic gap between Rainford and other identified settlements is limited.	Low
GBP_020_E	The sub-parcel lies adjacent to the identified settlement of Rainford, although its role in preserving the integrity of a strategic gap between Rainford and other identified settlements is limited.	Low

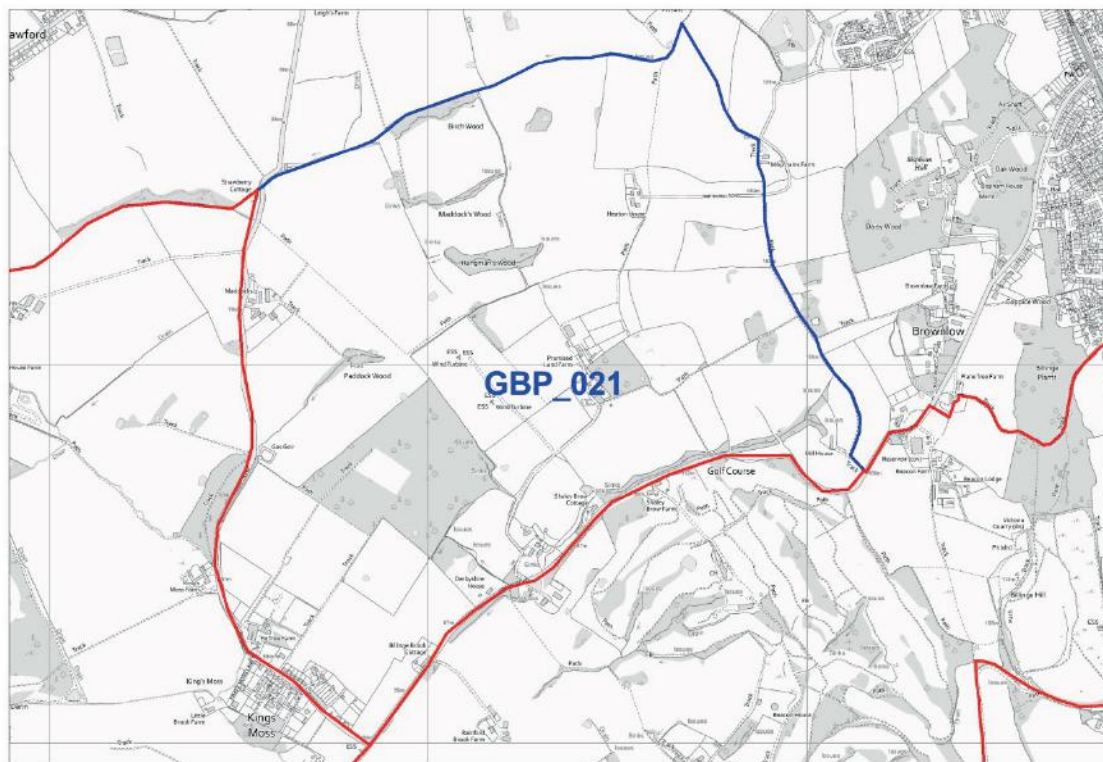
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_020_A	The sub-parcel has little inappropriate development with limited levels of enclosure. It retains a clear countryside character with a strong sense of openness, particularly the north, east and south.	High
GBP_020_B	A large part of this sub-parcel has been subject to development in the form of a high school building with the remaining area occupied by playing fields and outdoor sports facilities. The sub-parcel is relatively well enclosed with some sense openness retained to the west and south.	Low
GBP_020_C	The sub-parcel does not contain any inappropriate development. The western section is enclosed by residential development adjacent to the south and west; although a large eastern portion lacks enclosure providing a strong sense of openness to the east and north-east.	High
GBP_020_D	The sub-parcel contains limited inappropriate development. It is partially enclosed by existing residential development and woodland adjacent to the west although there is little enclosure to the east providing a strong sense of openness.	High
GBP_020_E	The sub-parcel contains limited inappropriate development. It is enclosed to a limited extent by existing residential development adjacent to the south-west and north-west although there is very little enclosure to the east providing a strong the sense of openness.	High

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_020_A	The sub-parcel plays a significant role in preventing sprawl and contributes significantly towards maintaining a gap between identified settlements. It retains a strong sense of openness and countryside character.	High+
GBP_020_B	The sub-parcel plays a limited role in preventing sprawl, maintaining a gap between identified settlements and safeguarding the countryside from encroachment.	Low
GBP_020_C	The sub-parcel plays a moderate role in preventing sprawl with limited role maintaining a gap between identified settlements. It does maintain a strong level of countryside characteristics and openness.	High

GBP_020_D	The sub-parcel plays a moderate role in preventing sprawl with limited role maintaining a gap between identified settlements. It does maintain a strong level of countryside characteristics and openness.	High
GBP_020_E	The sub-parcel plays a moderate role in preventing sprawl with limited role maintaining a gap between identified settlements. It does maintain a strong level of countryside characteristics and openness.	High
<b>Carry forward to Stage 2 Assessment?</b>	<p>Sub-parcels GBP_020_A, GBP_010_C, GBP_020_D and GBP_020_E contribute highly to the purposes of Green Belt Land and should not be carried forward to the Stage 2 Assessment.</p> <p>Sub-parcel GBP_020_B makes a limited contribution to the purposes of Green Belt land and therefore should be carried forward to the Stage 2 Assessment.</p>	

**Parcel REF: GBP\_021**

<b>Parcel Ref</b>	GBP_021
<b>Name</b>	Land to the north west of Billinge and east of Rainford.
<b>Ward</b>	Rainford
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_021: 187.58ha
<b>Description</b>	Sizeable parcel of land located on the northern boundary of the borough, east of Rainford and north west of Billinge. The parcel is predominantly arable open countryside with a small number of farms and associated buildings. A small number of dwellings that comprise of the northern side of Kings Moss are also contained within this parcel on the southern boundary.





**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_021	<p>The parcel is bounded to the south by Crank Road, and to the west by Pimbo Road, with weak hedgerow boundaries to the north and east.</p> <p>There is very little built development within the parcel other than farm buildings and a small number of dwellings. The parcel has a very open rural character.</p> <p>Due to the weak northern and eastern boundaries the parcel is considered poorly contained and any development would lead to uncontained growth. The parcel is not adjacent to any urban residential development and as such prevents ribbon development along Crank Road and Pimbo Road.</p> <p>Given the size of this parcel any development would lead to isolated unsustainable sprawl within the countryside.</p>	High

**Purpose 2** To prevent neighbouring towns merging into one another

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_021	<p>The parcel does not bounder any built up area or urban edge. Due to its location development of this parcel would not lead to the two settlements of Billinge and Rainford merging. However, due to its location along the borough's boundary, it does form part of a larger strategic gap that assists in protecting the two Local Authorities of St. Helens and Wigan from merging.</p>	Medium

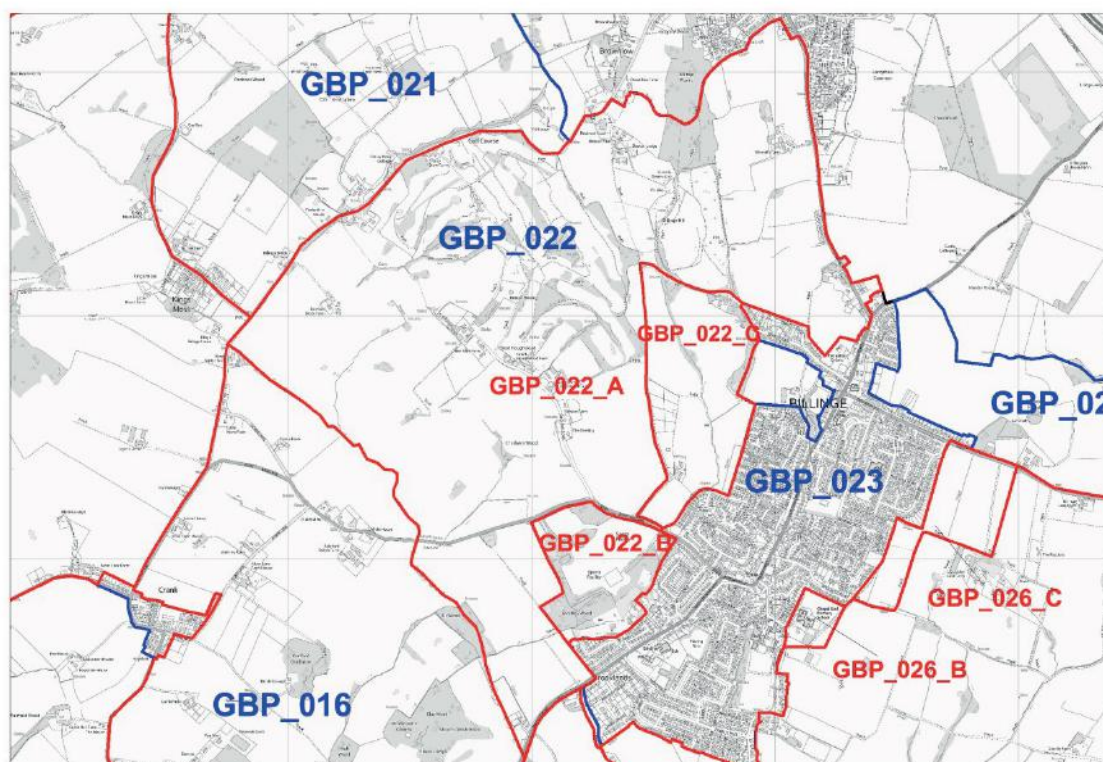
**Purpose 3** To assist in safeguarding the countryside from encroachment

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_021	<p>The parcel has a strong rural character, with open views from all aspects and perceived as remote from any urban area. Any development on this parcel is likely to give rise to significant encroachment.</p>	High

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>

GBP_021	The parcel robustly meets at least two of the three purposes considered. It has very little built development within it and very weak boundaries to the north and east, that cannot be contained. The parcel has a very strong rural open countryside character to it.	High+
<b>Carry forward to Stage 2 Assessment?</b>	<b>No</b> - The parcel continues to make a strong contribution to the purposes of Green Belt allocation and therefore parcel GBP-021 should be discounted from subsequent stages of the Review.	

<b>Parcel Ref</b>	GBP_022
<b>Name</b>	Land to the west of Billinge
<b>Ward</b>	Billinge
<b>Sub-Parcels within Parcel</b>	GBP_022_A GBP_022_B GBP_022_C
<b>Size (hectares)</b>	GBP_022: 373.39ha  GBP_022_A: 316.22ha GBP_022_B: 21.75ha GBP_022_C: 35.41ha
<b>Description</b>	A large parcel of land to the west and north west of Billinge. The area contains very little built development other than farm buildings, golf club and a small row of dwellings on the north-eastern boundary. The parcel is predominantly arable fields with the odd coppice of trees, some of which are protected. The parcel has been divided into three sub-parcels.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_022_A	<p>The sub-parcel has very weak boundaries to the south, west and parts of the north and east. Part of the northern boundary bounds Crank Road with Rainford Road and Gores Lane (adjacent to sub-plot GBP_022b) forming a section of the southern boundary.</p> <p>The sub-parcel has a strong sense of countryside character and openness. Other than small pockets of farm buildings and a golf course to the northern central boundary, there is very little built development within the sub-parcel.</p> <p>Due to its size and very weak boundaries and containment ability, any development of this sub-parcel would lead to unrestricted sprawl. The sub-parcel also prevents ribbon development along Upholland Road, Gores Road, Rainford Road and Crank Road.</p>	High
GBP_022_B	<p>The sub-parcel benefits from a strong boundary on the northern side as it bounds Rainford Road that leads on to Gores Lane. The eastern and majority of the southern boundary are also well contained as they bound the urban edge of Billinge, however the western boundary is a public right of way and as such any development of this sub-parcel would undoubtedly lead to unrestricted sprawl.</p> <p>The sub-parcel contains little built development other than Birchley Hall Care Home and associated outbuildings on the southern boundary (viewed as part of Billinge settlement boundary), and a temporary structure used to store sporting equipment during the football season. The remaining sub-parcel is characteristically rural with protected woodland to the south and areas used for outdoor, together with two balancing ponds, and a small allotment site to the south west of the site.</p> <p>Similarly to sub-parcel GBP_022a, the sub-parcel has a strong countryside character.</p>	High
GBP_022_C	<p>The sub-parcel bounds a private road along the western boundary (built during the filling in of the quarry). To the east the boundary comprises of a coppice of trees and the urban edge of Billinge. Similarly the southern boundary bounds Rainford Road and the urban fringes of Billinge.</p> <p>The northern boundary is a single lane track (access for one dwelling). The sub-parcel is therefore considered to have vulnerable boundaries that would lead to weak containment.</p> <p>The sub-parcel contains just one farmstead to the south of the site and one large dwelling to the north. The remaining sub-parcel is characteristically open farmland, with a small coppice of trees on the north-western boundary and small line of trees through the upper centre.</p> <p>Similarly to sub-parcels GBP_022a and GBP_022b, the</p>	High

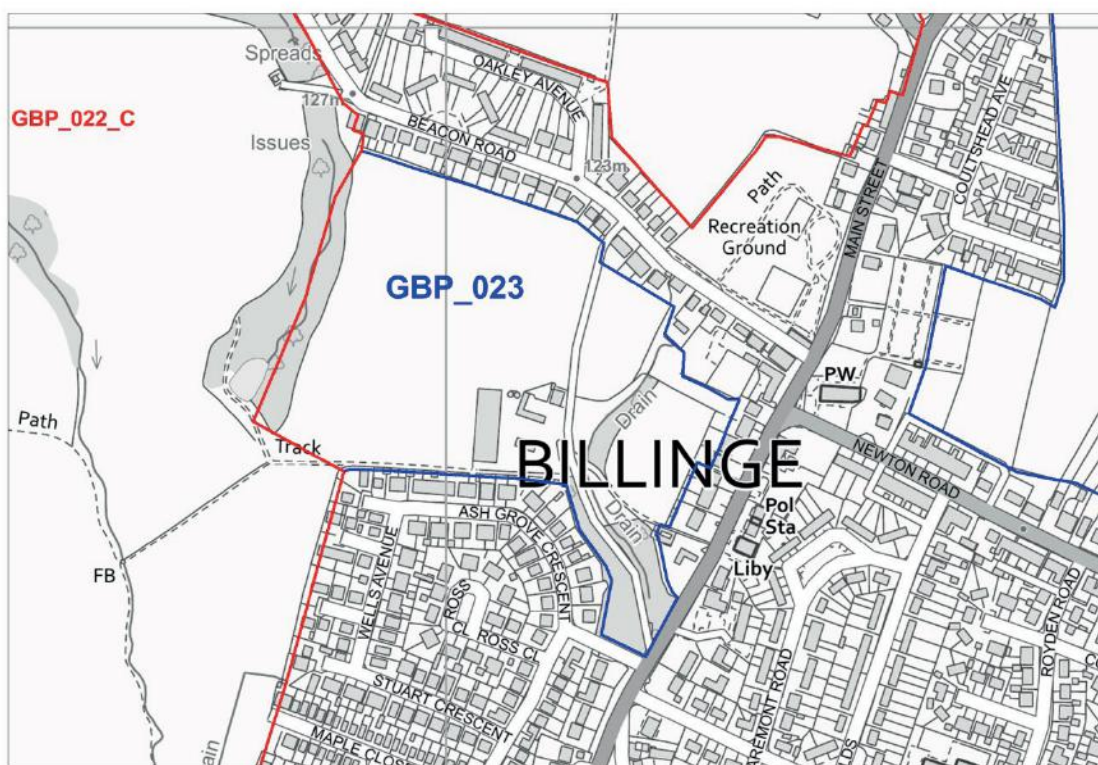
	sub-parcel has a strong open rural character, especially when viewed out to the north, south and west.	
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_022_A	The sub-parcel does not bounder any built up area or urban edge. Due to its location development of this parcel would not lead to the two settlements of Billinge and Rainford merging. However, due to its location along the borough's boundary, it does form part of a larger strategic gap that assists in protecting the two Local Authorities of St. Helens and Wigan from merging.	Medium
GBP_022_B	The sub-parcel forms part of a larger strategic gap that separates the settlements of Billinge and Rainford. However, development of this sub-parcel would not lead to the two settlements merging, and as such contributes little to the prevention of merging.	Low
GBP_022_C	The sub-parcel forms part of a larger strategic gap that separates the settlements of Billinge and Rainford. However, development of this sub-parcel would not lead to the two settlements merging, and as such contributes little to the prevention of merging.	Low

<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_022_A	The sub-parcel has a strong rural character, with open views from all aspects and perceived as quite remote from any urban area. Any development on this parcel is likely to give rise to significant encroachment.	High
GBP_022_B	There is little built development within the sub-parcel. The sub-parcel has a strong sense of countryside character when viewed from the north, south and east. Although its openness has been compromised to the east any development on this sub-parcel is likely to give rise to significant encroachment.	High
GBP_022_C	There is little built development within the sub-parcel. The sub-parcel has a strong sense of open countryside character when viewed from the north, south and western viewpoints. Any development on this parcel is likely to give rise to significant encroachment.	High



Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_022_A	The sub-parcel robustly meets at least two of the three purposes considered. It has very little built development within it and very weak boundaries, that cannot be contained. The sub-parcel has a very strong rural open countryside character to it.	High+
GBP_022_B	The sub-parcel robustly meets two of the three purposes considered. It has very little built development within it together with very weak boundaries to the west. The sub-parcel also has a strong countryside character.	High+
GBP_022_C	The sub-parcel robustly meets two of the three purposes considered. It has very little built development within it together with very weak boundaries to the north, west and parts of the eastern side. The sub-parcel also has a very strong open rural character.	High+
<b>Carry forward to Stage 2 Assessment?</b>	<b>No</b> - All three sub-parcels (GBP_022a, GBP_022b & GBP_022c) continue to make a strong contribution to the purposes of Green Belt and therefore should be discounted from subsequent stages of the Review.	

<b>Parcel Ref</b>	GBP_023
<b>Name</b>	Land at Ash Grove Farm, south of Beacon Road, Billinge
<b>Ward</b>	Billinge
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_023: 7.98ha
<b>Description</b>	Relatively small parcel of land situated in Billinge between Beacon Road to the north and Ash Grove Crescent to the south. The parcel contains three fields and Ash Grove Farm as the only built form of development within the parcel.



#### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

**Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_023	<p>The parcel is surrounded by urban development on three of its four sides, with a weaker western boundary that looks out to open countryside over sub-parcels GBP_22c and GBP_022a.</p> <p>Land is largely contained by existing urban development on three sides and the parcel could already be perceived as</p>	Medium

	part of the village within the settlement boundary. Therefore any development on this parcel would be viewed as a natural extension to Billinge. The parcel has a weaker boundary to the west, that could potentially lead to unrestricted sprawl.	
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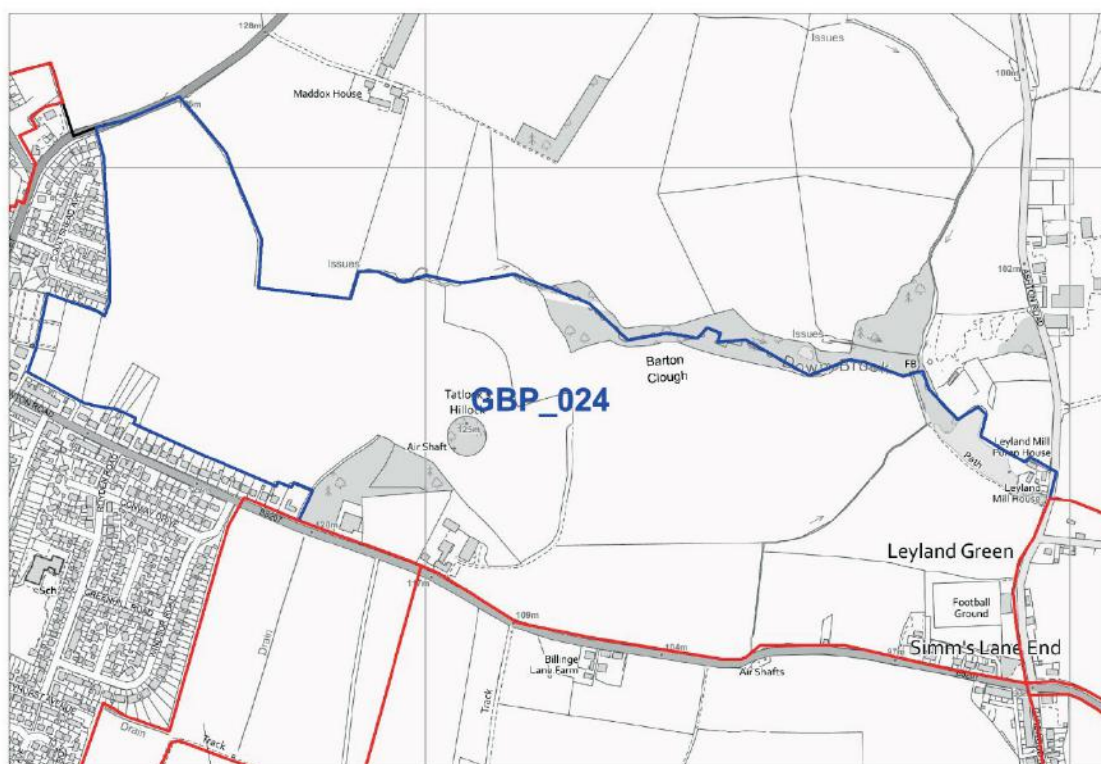
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_023	This parcel forms a very small part of the wider area of Green Belt that bounders Billinge. The parcel is not part of a strategic gap as such and provides little or no discernible contribution to the mergence of any settlement or built up area.	Low

<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_023	The parcel has a semi-rural character due to encroachment from existing urban development on three of its four sides. The perception of open countryside is only obtained when looking westward. The parcel itself is fairly small in area, with residential development clearly visible when viewed from the north, south and west.	Medium

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_023	The parcel plays a very limited role in both checking the outward expansion of Billinge into the countryside and maintaining the physical and visual/perceptual separation between any built up area.	Medium

<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> - It is considered that parcel GBP_023 makes a moderate contribution to the purposes of Green Belt land and as such should be carried forward to Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_024
<b>Name</b>	Land north of Newton Lane between Billinge and Garswood
<b>Ward</b>	Billinge
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_024: 65.79ha
<b>Description</b>	Long parcel of land located between Billinge and Garswood, north of Newton Road. The site has a small amount of development fronting both highways, including farm buildings, a small window business, a number of dwellings and Garswood football club, including pitch, clubhouse and changing facilities.



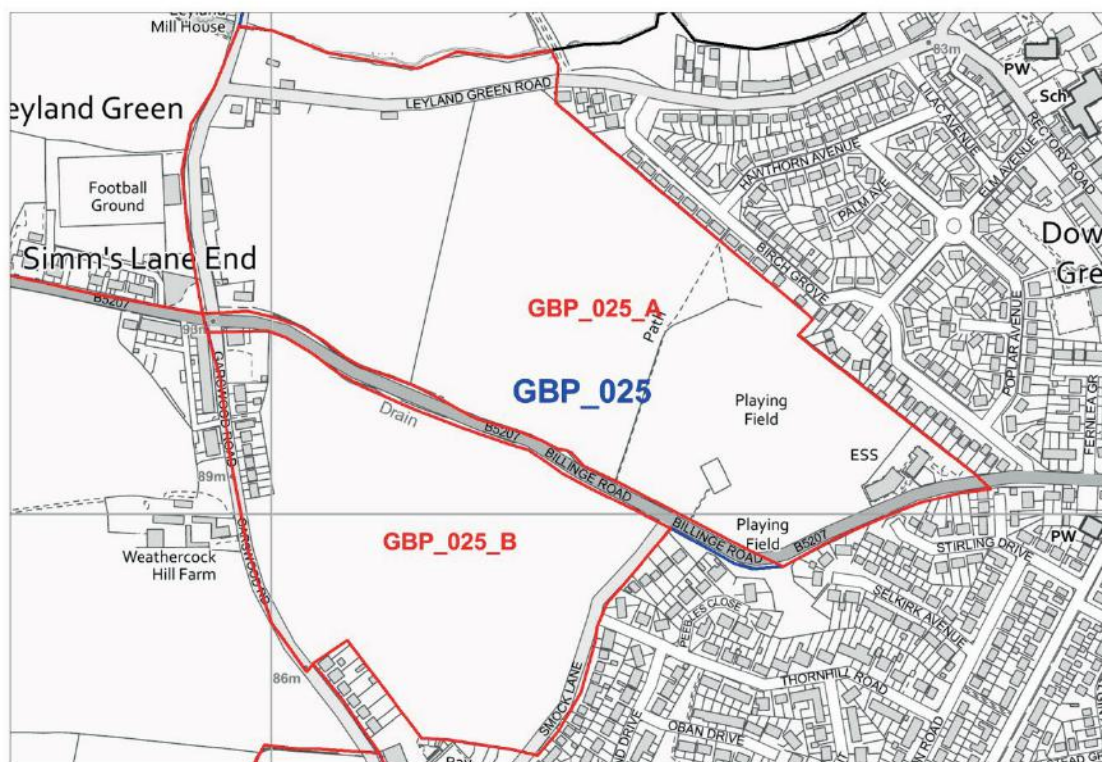
**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_024	<p>The parcel boundaries dwellings located in the very northern part of Billinge on its western boundary. The parcel has fairly strong boundaries to the south (Newton Lane), west (existing urban development in Billinge) and Winstanley Road as the eastern boundary. The northern boundary however follows a field line and Downs Brook. It is therefore considered on the whole that the parcel is not very well contained, ultimately leading to unrestricted sprawl.</p> <p>The parcel plays a robust role in the prevention of ribbon development along Newton Lane and Winstanley Road. The sub-parcel has a strong sense of countryside character and openness. Other than pockets of built development along the two highways (Newton Lane and Winstanley Road), there is no built development within the parcel itself.</p>	High
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_024	<p>The parcel provides a definite perception of a gap between Billinge and Garswood. As such the parcel forms a strategic gap between these two settlements.</p> <p>In addition, due to its location along the borough's boundary, it also forms part of a larger strategic gap that assists in protecting the two Local Authorities of St. Helens and Wigan from merging.</p>	High
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_024	<p>The parcel has a strong rural character, with open views from the north, south and east, and although the parcel sits on the urban edge of Billinge on its western boundary the majority of the parcel is quite remote from any urban area. Any development on this parcel is likely to give rise to significant encroachment.</p>	High
<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>



GBP_024	The parcel robustly meets all three purposes considered. It plays an important role in checking the outward expansion of Billinge towards Garswood. It has very little built development within it and very weak containment boundaries to the north.	High+
<b>Carry forward to Stage 2 Assessment?</b>	<b>No</b> - The parcel continues to make a strong contribution to the purposes of Green Belt and therefore should be discounted from subsequent stages of the Review.	

<b>Parcel Ref</b>	GBP_025
<b>Name</b>	Land west of Garswood
<b>Ward</b>	Billinge & Seneley Green
<b>Sub-Parcels within Parcel</b>	GBP_025_A GBP_025_B
<b>Size (hectares)</b>	GBP_025: 32.81ha  GBP_025_A: 20.86ha GBP_025_B: 10.88ha
<b>Description</b>	Large parcel situated to the north west of Garswood. The eastern corner adjoining Garswood contains a 5ha area of open space and playing fields (Birch Grove), a community centre and a primary care centre. The remaining parcel contains some residential properties along Garswood Road, farm buildings and agricultural land (Leyland Green Farm and Weathercock Hill Farm) dissected by Billinge Road. Leyland Green Road runs through the north of the parcel.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_025_A	<p>The sub-parcel is bounded to the west by Garswood Road, to the east by the western boundary of the settlement of Garswood, to the north by a belt of trees and agricultural land and to the south by Billinge Road.</p> <p>The south eastern corner of the sub-parcel contains a 5ha area of open space and playing fields (Birch Grove), a community centre and a primary care centre. Other than these buildings, the sub-parcel has very limited development and has a relatively open character to the west and south and in-part to the north.</p> <p>The parcel is not adjacent to a large built-up area but does adjoin the settlement of Garswood and does help prevent ribbon development along parts of Leyland Green Road and Billinge Road. The sub-parcel has strong boundaries to the east, south and west and in-part to the north and is therefore partially well contained.</p>	Medium
GBP_025_B	<p>The sub-parcel is triangular in shape and is bounded by strong physical boundaries to the north by Billinge Road, to the west by Garswood Road, to the east and south by Smock Lane and the built development of Garswood.</p> <p>Residential properties run along Garswood Road to the north west and a significant pocket to the south, the remaining of the sub-parcel is agricultural field.</p> <p>All sides of the sub-parcel have strong boundaries and therefore the sub-parcel is well contained.</p>	Low

<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_025_A	The sub-parcel contributes broadly, along with other parcels (GBP_026), to the physical and visual separation of Billinge and Garswood. A strategic gap between Billinge and Garswood could be maintained if this sub-parcel was released from the Green Belt.	Low
GBP_025_B	The sub-parcel contributes broadly, along with other parcels (GBP_026), to the physical and visual separation of Billinge and Garswood. A strategic gap between Billinge and Garswood could be maintained if this sub-parcel was released from the Green Belt.	Low

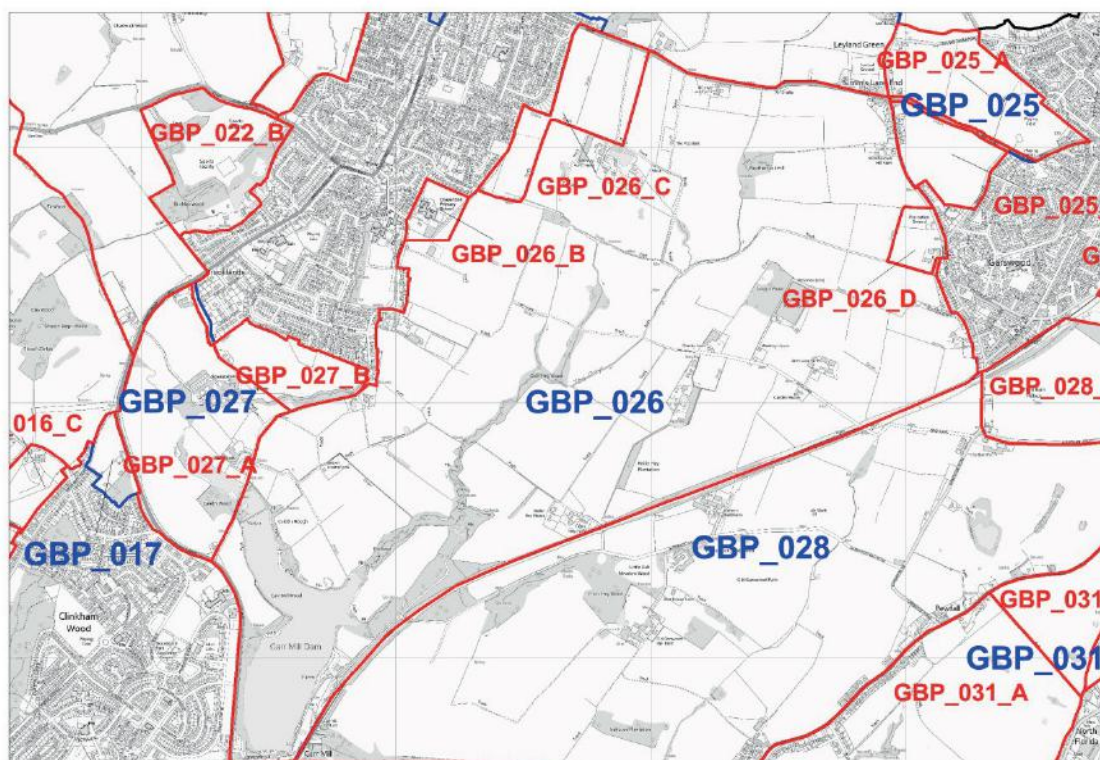
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>

GBP_025_A	The south eastern corner of the sub-parcel contains some existing built development. The parcel is enclosed to the east and south and is in-part open to the north and largely to the west.	Medium
GBP_025_B	The parcel is very well enclosed on all sides by highway and residential properties.	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_025_A	The sub-parcel has strong boundaries to the east, south and west and in-part to the north and is therefore partially well contained. A strategic gap between Billinge and Garswood could be maintained if this sub-parcel was released from the Green Belt.	Medium
GBP_025_B	All sides of the sub-parcel have strong boundaries and therefore the sub-parcel is well contained. The parcel is enclosed to the east and south. A strategic gap between Billinge and Garswood could be maintained if this sub-parcel was released from the Green Belt.	Low

<b>Carry forward to Stage 2 Assessment?</b>	GBP_025a makes only a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the stage 2 assessment. GBP_025b make only a limited contribution to the purposes of Green Belt land and therefore should be carried forward to the stage 2 assessment.
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<b>Parcel Ref</b>	GBP_026
<b>Name</b>	Land south east of Billinge
<b>Ward</b>	Billinge & Seneley Green
<b>Sub-Parcels within Parcel</b>	GBP_026_A GBP_026_B GBP_026_C GBP_026_D
<b>Size (hectares)</b>	GBP_026: 410.21ha  GBP_026_A: 385.32ha GBP_026_B: 3.94ha GBP_026_C: 16.66ha GBP_026_D: 4.28ha
<b>Description</b>	Large parcel situated between Billinge and Garswood containing a primary school, Carr Mill Dam and farm buildings. Apart from the school and the farm buildings, there is very little built development within the parcel. The parcel has been divided into four sub-parcels.





**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_026_A	<p>The sub-parcel is bounded to the east by Garswood Road, Seneley Green Farm (GBP_026d) and the south-western boundary of Garswood, to the west by the eastern boundary of Billinge, Chapel End Primary School (GBP_026b) and the eastern boundary of Moss Bank (northern extent of St. Helens core area), to the north by Newton Road and to the south by a railway line.</p> <p>Other than farm buildings the sub-parcel has very limited development and has a very open character.</p> <p>The sub-parcel as a whole has strong boundaries to the north, south, east and most of the west and is therefore relatively well contained. However parts of the sub-parcel are bounded by the settlements of Billinge, Garswood and the large built-up area of St. Helens town (Moss Bank) and therefore the sub-parcel plays an important role in checking the outward expansion of these settlements into the countryside. The sub-parcel also prevents ribbon development along Newton Road and parts of Carr Mill Road. In addition, given its significant size, development of this sub-parcel would lead to unrestricted sprawl.</p>	High
GBP_026_B	<p>The majority of the sub-parcel is developed and is made up of Chapel End Primary School (including playing fields) and Woodstock Cottage. The sub-parcel is bounded to the east by a track and farmland, to the south by farmland, to the west by residential properties on Carr Mill Crescent and to the north by residential properties on Garswood Road.</p> <p>The presence on site of significant development means that the sub-parcel does not have an open aspect.</p> <p>The sub-parcel is not adjacent to any large built-up areas and has strong boundaries to the north and west, that are enhanced by the presence of mature trees, and is therefore well contained.</p>	Low
GBP_026_C	<p>The sub-parcel is bounded to the west by the settlement of Billinge, to the north by Newton Road and to the south and east by a track and farmland (Blackley Hall farm buildings lie immediately south of the northern element of the sub-parcel). The sub-parcel has strong boundaries to the north and west, and weak boundaries to the east and south, therefore on the whole is not very well contained.</p> <p>There is no built development within the sub-parcel. The sub-parcel has a strong sense of countryside character and openness particularly looking to the south and east.</p> <p>Whilst the sub-parcel is not adjacent to any large built-up area, the parcel has a strong sense of openness and countryside character and is not very well contained.</p>	High

GBP_026_D	<p>The sub-parcel consists of Seneley Green Farm buildings and field bounded by hedgerow verges and a recreational ground to the north (playground and football pitches).</p> <p>The sub-parcel in-part borders the settlement of Garswood and is bounded by Garswood Road to the east, farmland and residential development to the south and farmland to the north and west.</p> <p>The southern part of the sub-parcel has a strong sense of openness when looking west but openness to the south-east and east has already been compromised by existing development.</p> <p>Whilst the sub-parcel is not adjacent to any large built-up area, the sub-parcel has weak boundaries to the north, south and west and is therefore only partially contained.</p>	Medium
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**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_026_A	Significant parts of the sub-parcel form a strategic gap between Billinge, Garswood and St. Helens town (Moss Bank).	High
GBP_026_B	The presence on site of significant development and the distance of the sub-parcel from Garswood (approximately 1.9km from to the western edge of Garswood), means that the sub-parcel plays a limited role in maintaining both the physical and visual/perceptual separation between Billinge and Garswood.	Low
GBP_026_C	The sub-parcel contributes broadly, along with other parcels (GBP_025 and GBP_026a), to the physical and visual separation of Billinge and Garswood. A strategic gap between Billinge and Garswood could be maintained if this sub-parcel was released from the Green Belt.	Low
GBP_026_D	The presence on site of built development and the distance of the sub-parcel from Garswood (approximately 1.6km from to the eastern edge of Billinge), means that the sub-parcel plays a limited role in maintaining both the physical and visual/perceptual separation between Billinge and Garswood.	Low

**Purpose 3** To assist in safeguarding the countryside from encroachment

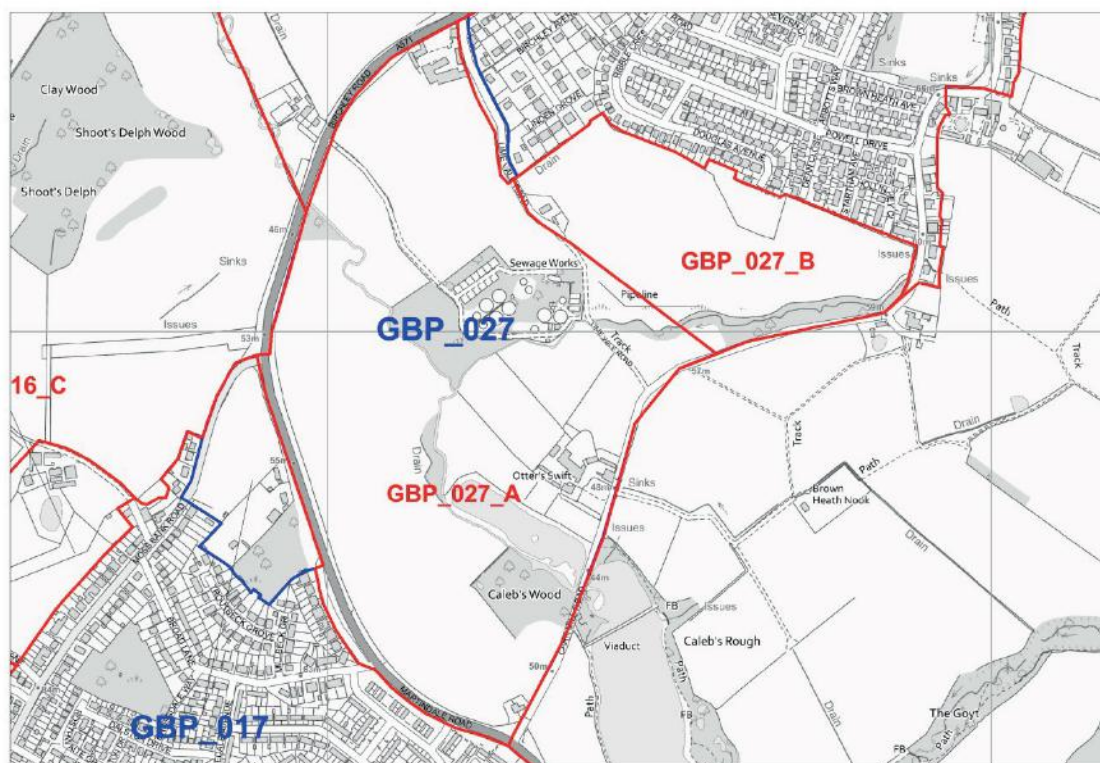
Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_026_A	Other than farm buildings the sub-parcel has very limited development and has a very open character.	High
GBP_026_B	The presence on site of significant development means that the sub-parcel does not have an open aspect. The sub-parcel plays a very limited role in checking the outward expansion of Billinge into the countryside.	Low

GBP_026_C	There is no built development within the sub-parcel. The sub-parcel has a strong sense of openness and countryside character to the south and east.	High
GBP_026_D	The southern part of the sub-parcel has a strong sense of countryside and openness to the west but openness to the south-east and east has already been compromised by existing development. The sub-parcel has weak boundaries to the north, south and west.	High

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_026_A	Significant parts of the sub-parcel form a strategic gap between Billinge, Garswood and St. Helens town (Moss Bank). The sub-parcel has a very open character.	High+
GBP_026_B	The sub-parcel is well contained and plays a very limited role in maintaining the physical and visual/perceptual separation between Billinge and Garswood.	Low
GBP_026_C	The parcel has a strong sense of openness and countryside character and is not very well contained.	High+
GBP_026_D	The sub-parcel has a strong sense of countryside and openness to the west. The sub-parcel has weak boundaries to the north, south and west.	High

<b>Carry forward to Stage 2 Assessment?</b>	Parcels GBP_026a, GBP_026c and GBP_026d all continue to make a strong contribution to the purposes of Green Belt land and therefore should be discounted from subsequent stages of the Review. Parcel GBP_026b makes only a weak contribution to the purpose(s) of Green Belt land and should be carried forward to the stage 2 assessment.
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<b>Parcel Ref</b>	GBP_027
<b>Name</b>	Land south of Billinge
<b>Ward</b>	Billinge & Seneley Green, Moss Bank
<b>Sub-Parcels within Parcel</b>	GBP_027_A GBP_027_B
<b>Size (hectares)</b>	GBP_027: 51.96ha  GBP_027_A: 40.19ha GBP_027_B: 11.28ha
<b>Description</b>	Large parcel situated between Billinge and Moss Bank. The northern boundary adjoins Billinge and the southern boundary adjoins Moss Bank. Birchley Road borders the west of the parcel and Carr Mill Road borders the east. The parcel contains in part dense woodland, the remnants of an old water treatment plant, farm buildings and agricultural land (Otter Swift Farm).



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_027_A	<p>The sub-parcel is bounded to the south by Martindale Road and Moss Bank, to the north in part by Billinge, woodland and agricultural land, to the west by Birchley Road and to the east by Carr Mill Road.</p> <p>The sub-parcel contains very limited development and retains an open character.</p> <p>The sub-parcel has strong boundaries to the south, east and west and in part to the north so is relatively well contained. However the large built-up area of St. Helens town (Moss Bank) adjoins the south of the sub-parcel and therefore the sub-parcel plays an important role in checking the outward expansion of this area into the countryside. The sub-parcel in part also prevents ribbon development along Martindale Road, Birchley Road and Carr Mill Road.</p>	High
GBP_027_B	<p>The sub-parcel is bounded to the north and west by Billinge, to the south by woodland and agricultural land and Carr Mill Road borders the east.</p> <p>The sub-parcel is not adjacent to any large built-up areas and has strong boundaries to the north, east and west, that are enhanced by the presence of mature trees, and is therefore well contained.</p>	Low

<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_027_A	The sub-parcel plays a key role in forming a strategic gap between Billinge and St Helens.	High
GBP_027_B	The sub-parcel contributes broadly, along with GBP_027b, to the physical and visual separation of Billinge and St. Helens. A strategic gap between Billinge and Garswood could be maintained if this sub-parcel was released from the Green Belt.	Medium

<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_027_A	The sub-parcel has strong boundaries to the south, east and west and in part to the north so is relatively well contained but retains open views and has limited inappropriate development.	Medium

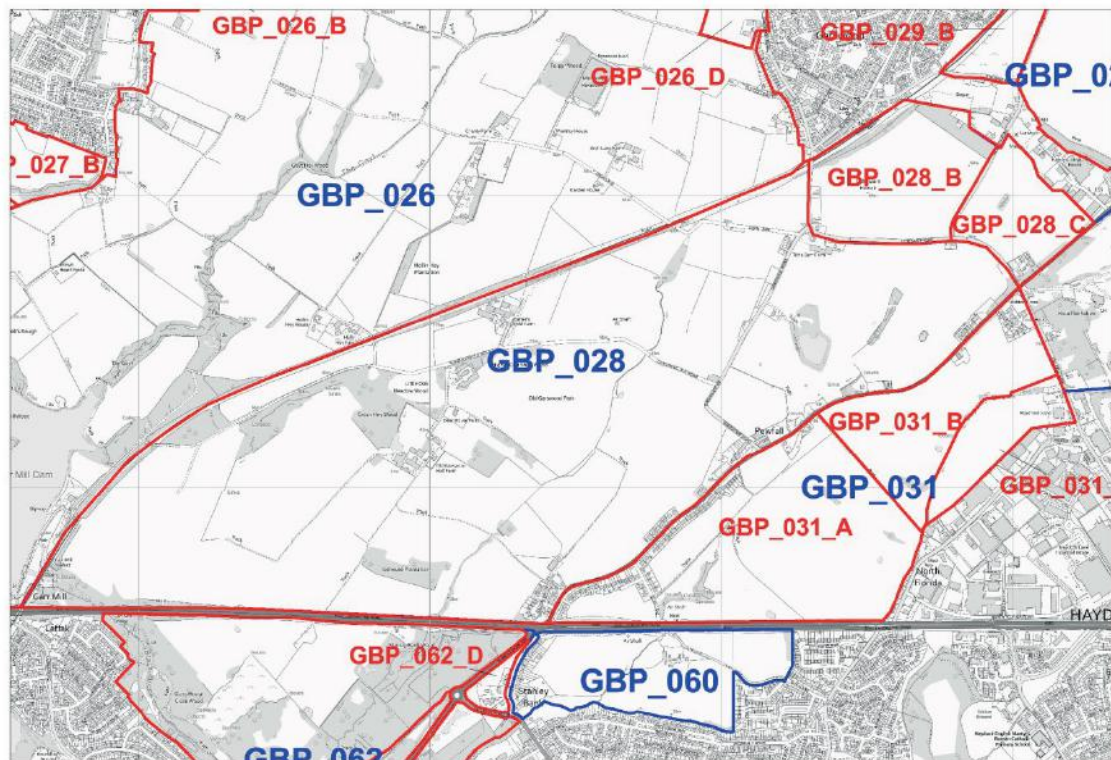


GBP_027_B	The sub-parcel has strong boundaries to the north, east and west that are enhanced by the presence of mature trees, and is therefore well contained. However the sub-parcel has no inappropriate development and retains some open views to the south and in-part to the east.	Medium
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Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_027_A	The sub-parcel plays an important role in checking the outward expansion of St. Helens town into the countryside and forms a strategic gap between Billinge and St Helens.	High +
GBP_027_B	The sub-parcel contributes broadly to the physical and visual separation of Billinge and St. Helens. The sub-parcel has no inappropriate development and retains some open views to the south and in-part to the east.	Medium

<b>Carry forward to Stage 2 Assessment?</b>	<p>Sub-parcel GBP_027a continues to make a strong contribution to the purposes of Green Belt land and therefore should be discounted from subsequent stages of the Review.</p> <p>Sub-parcel GBP_027b makes only a moderate contribution to the purpose(s) of Green Belt land and therefore should be carried forward to the stage 2 assessment.</p>
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<b>Parcel Ref</b>	GBP_028
<b>Name</b>	Land north of A580 and west of A58
<b>Ward</b>	Haydock
<b>Sub-Parcels within Parcel</b>	GBP_028_A GBP_028_B GBP_028_C
<b>Size (hectares)</b>	GBP_028: 295.11ha  GBP_028_A: 259.20ha GBP_028_B: 23.24ha GBP_028_C: 12.66ha
<b>Description</b>	Very large parcel situated to the north east of Moss Bank and to the south of Garswood. The northern boundary adjoins Park Industrial Estate and the south of Garswood and the southern boundary runs alongside the A580 East Lancashire Road. The parcel contains in part dense woodland, farm buildings and agricultural land.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_028_A	<p>The sub-parcel is bounded to the south by A580 East Lancashire Road, to the north by Tithebarn Road, to the east by a railway line (Wigan to Liverpool main line) and to the west by the A58 Liverpool Road.</p> <p>The south east of the sub-parcel contains some residential properties along Liverpool Road and at Calday Grove, aside from these properties the sub-parcel contains very limited development and retains an open character.</p> <p>The sub-parcel has strong boundaries to the north, south, east and west and is therefore well contained. The sub-parcel does not directly adjoin any large built-up areas, and on whole is dislocated from the urban area, however the south of the sub-parcel is only separated from the large built-up area of St. Helens town (Carr Mill and Haresfinch) by the A580 and woodland. Therefore if the south of the sub-parcel were to be developed it would likely form an expansion of the large built-up area of St. Helens itself. The sub-parcel in part helps prevent ribbon development along the A58.</p> <p>As the parcel on the whole is dislocated from the urban area, is very large in size and lacks strong boundaries within it, it is considered that development of the parcel would likely lead to unrestricted sprawl.</p>	High
GBP_028_B	<p>The sub-parcel is bounded to the north by Park Industrial Estate, to the south by Tithebarn Road and Garswood Road, to the east by Gibbons Road and to the west by a railway line (Wigan to Liverpool main line).</p> <p>The sub-parcel is not adjacent to any large built-up areas and has strong boundaries to the north, east and west and is therefore well contained.</p>	Low
GBP_028_C	<p>The sub-parcel is bounded to the north by Park Industrial Estate, to the south by Tithebarn Road, to the west by Gibbons Road and to the east by the A58.</p> <p>The sub-parcel is not adjacent to any large built-up areas and has strong boundaries to the north, east and west and is therefore well contained.</p>	Low

<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_028_A	The sub-parcel plays a key role in forming a strategic gap between Garswood and St Helens.	High
GBP_028_B	The sub-parcel contributes broadly, along with GBP_028a, GBP_031a and GBP_32b to the physical and visual	Medium

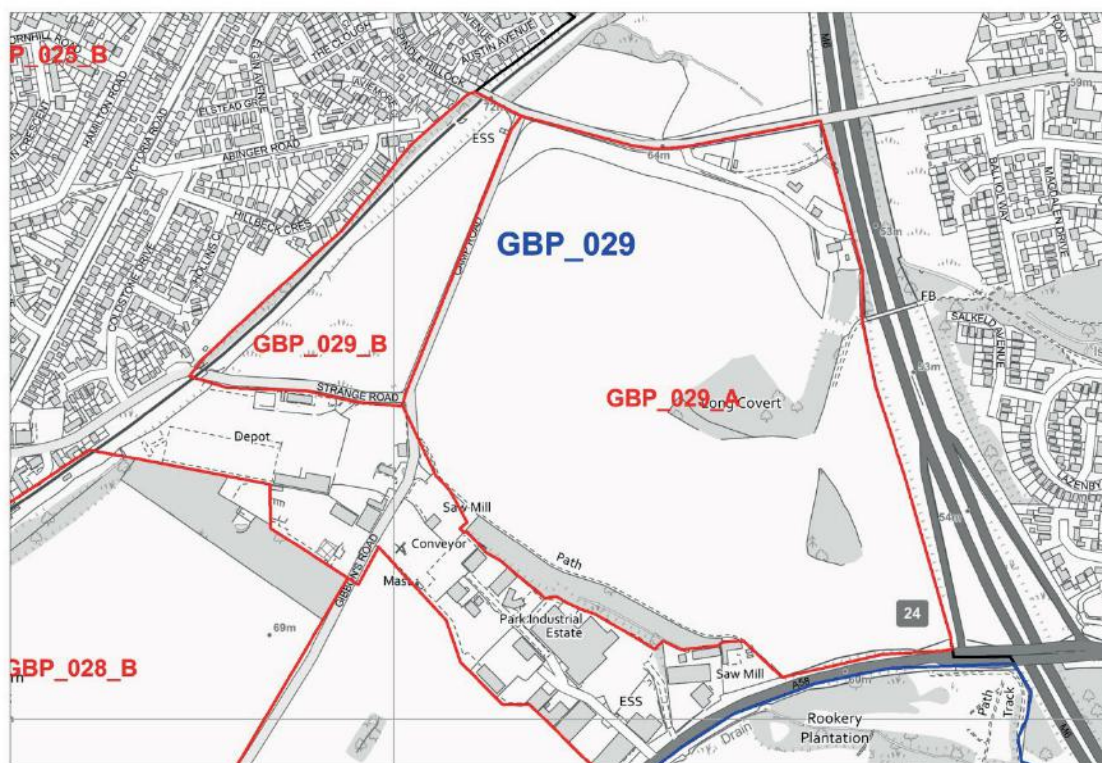
	separation of Garswood and St. Helens and Garswood and Haydock. However a strategic gap between Garswood and St. Helens and Garswood and Haydock could be maintained if this sub-parcel was released from the Green Belt.	
GBP_028_C	The sub-parcel contributes broadly, along with GBP_028b, GBP_30, GBP_031a and GBP_32b to the physical and visual separation of Garswood and Haydock. However a strategic gap between Garswood and Haydock could be maintained if this sub-parcel was released from the Green Belt.	Medium

Purpose 3 To assist in safeguarding the countryside from encroachment		
Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_028_A	The sub-parcel has strong boundaries to the north, south, east and west and so is well contained but does largely retain open views and has limited inappropriate development.	High
GBP_028_B	The sub-parcel has strong boundaries to the north, east and west and is therefore well contained but does retain open views to the south.	Medium
GBP_028_C	The sub-parcel has strong boundaries to the north, east and west and is therefore well contained but does retain open views to the south.	Medium

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_028_A	The sub-parcel forms a strategic gap between Garswood and St Helens and largely retains open views and has limited inappropriate development.	High +
GBP_028_B	The sub-parcel contributes broadly to the physical and visual separation of Garswood and St. Helens and Garswood and Haydock. The sub-parcel is well contained but does retain open views to the south.	Medium
GBP_028_C	The sub-parcel contributes broadly to the physical and visual separation of Garswood and Haydock. The sub-parcel is well contained but does retain open views to the south.	Medium

<b>Carry forward to Stage 2 Assessment?</b>	<p>Sub-parcel GBP_028a continues to make a strong contribution to the purposes of Green Belt land and therefore should be discounted from subsequent stages of the Review.</p> <p>Sub-parcels GBP_028b and GBP_028c make only a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the stage 2 assessment.</p>
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<b>Parcel Ref</b>	GBP_029
<b>Name</b>	Land east of Garswood and west of M6
<b>Ward</b>	Haydock
<b>Sub-Parcels within Parcel</b>	GBP_029_A GBP_029_B
<b>Size (hectares)</b>	GBP_029: 39.02ha  GBP_029_A: 32.55ha GBP_029_B: 6.47ha
<b>Description</b>	Parcel situated to the east of Garswood and west of M6 Junction 24. The southern boundary adjoins Park Industrial Estate and the northern boundary runs along by Spindle Hillock and Low Bank Road. The parcel has been split into two sub-parcels separated by Camp Road.





**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1 To check the unrestricted sprawl of large built-up areas**

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_029_A	<p>The sub-parcel is bounded to the south by Park Industrial Estate, to the north by Low Bank Road, to the west by Camp Road and to the east by the M6.</p> <p>The sub-parcel predominately contains agricultural land and some mature trees that are located in the centre and along the northern and southern boundaries which screen the industrial site to the south.</p> <p>The sub-parcel has strong boundaries to the north, south, east and west and is therefore well contained. However, whilst the sub-parcel does not directly adjoin any large built-up areas it is only separated from the large built-up area of Ashton-in-Makerfield in Wigan by the M6 and woodland. Therefore if this sub-parcel were to be developed it would likely form an expansion of the large built-up area of Ashton-in-Makerfield and therefore could lead to unrestricted sprawl.</p>	High
GBP_029_B	<p>The triangular shaped sub-parcel is bounded to the south by Strange Road leading onto Park Industrial Estate, to the north by Spindle Hillock to the east by Camp Road and to the west by a railway line (Wigan to Liverpool main line).</p> <p>The sub-parcel predominately contains grassland and mature trees run along the northern boundary and the western half of site that screen the railway line to the west and industrial site to the south.</p> <p>The sub-parcel has strong boundaries to the north, south, east and west and is therefore well contained. The sub-parcel does not directly adjoin any large built-up areas.</p>	Low

**Purpose 2 To prevent neighbouring towns merging into one another**

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_029_A	The sub-parcel forms a strategic gap between Garswood and Ashton-in-Makerfield.	High
GBP_029_B	The sub-parcel broadly contributes, along with GBP_029b, to the physical and visual separation of Garswood and Ashton-in-Makerfield. However a strategic gap between Garswood and Ashton-in-Makerfield could still be maintained if this sub-parcel was released from the Green Belt.	Low

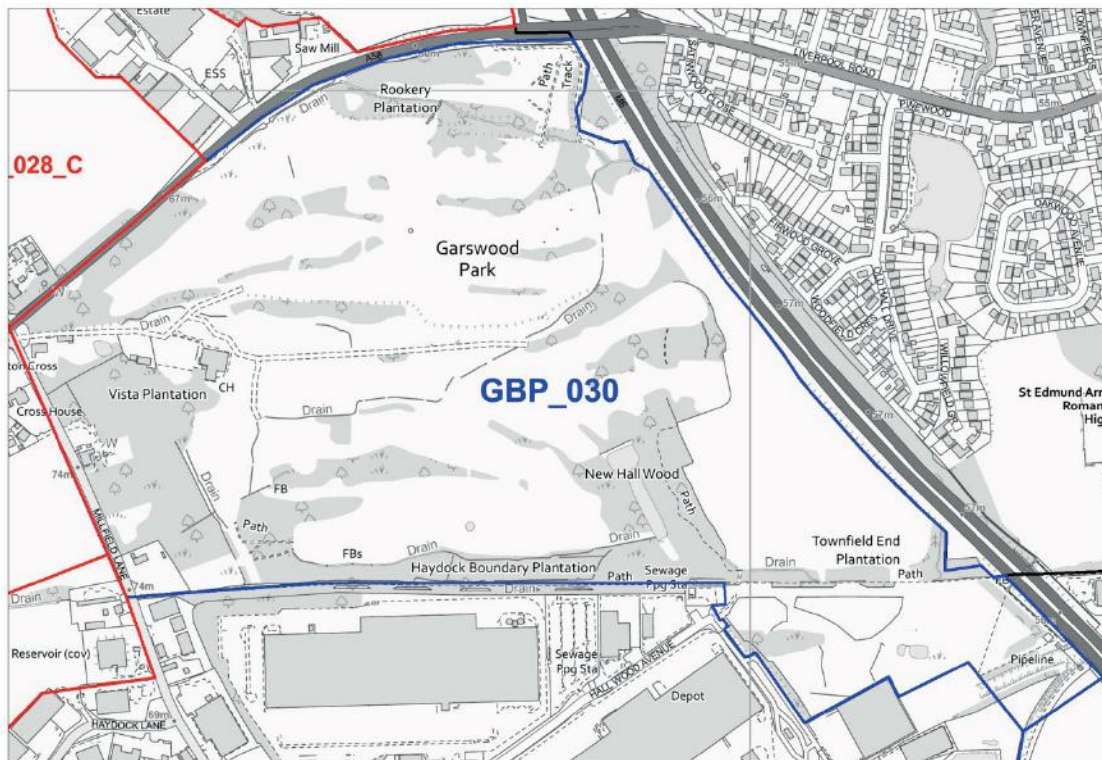
**Purpose 3 To assist in safeguarding the countryside from encroachment**

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_029_A	The sub-parcel has strong boundaries to the north, south, east and west and so is well contained. The sub-parcel is bordered by the M6 and industrial estate so has limited countryside characteristics.	Low
GBP_029_B	The sub-parcel has strong boundaries to the north and west, that are enhanced by the presence of mature trees, and is therefore well contained. However, the sub-parcel has no inappropriate development within it and retains open views to the east, over sub-parcel GBP_029a.	Medium

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_029_A	The sub-parcel forms a strategic gap between Garswood and Ashton-in-Makerfield. If this sub-parcel were to be developed it would likely form an expansion of the large built-up area of Ashton-in-Makerfield and therefore could lead to unrestricted sprawl.	High+
GBP_029_B	The sub-parcel contains no inappropriate development and retains open views to the east.	Medium

<b>Carry forward to Stage 2 Assessment?</b>	<p>Sub-parcel GBP_029a continues to make a strong contribution to the purposes of Green Belt land and therefore should be discounted from subsequent stages of the Review.</p> <p>Sub-parcel GBP_029b makes only a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the stage 2 assessment.</p>
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<b>Parcel Ref</b>	GBP_030
<b>Name</b>	Land at Ashton-in-Makerfield Golf Course and west of M6
<b>Ward</b>	Haydock
<b>Sub-Parcels within Parcel</b>	N/A
<b>Size (hectares)</b>	GBP_030: 65.96ha
<b>Description</b>	Large parcel lying to the west of the M6 and to the north of Haydock Industrial Estate, containing Ashton-in-Makerfield Golf Course.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_030	<p>The parcel contains Ashton-in-Makerfield Golf Course that is bounded to the south by Haydock Industrial Estate, to the north by the A58 Liverpool Road, to the east by the M6 and to the west by Millfield Lane.</p> <p>The parcel has strong boundaries to the north, south, east and west and is therefore well contained. However, the parcel adjoins the large built-up area of Haydock and is separated from the large built-up area of Ashton-in-Makerfield by only the M6 and in part, woodland. Therefore development of this parcel could lead to unrestricted sprawl.</p>	High

**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_030	The parcel forms a strategic gap between Haydock and Ashton-in-Makerfield and Haydock and Garswood.	High

**Purpose 3** To assist in safeguarding the countryside from encroachment

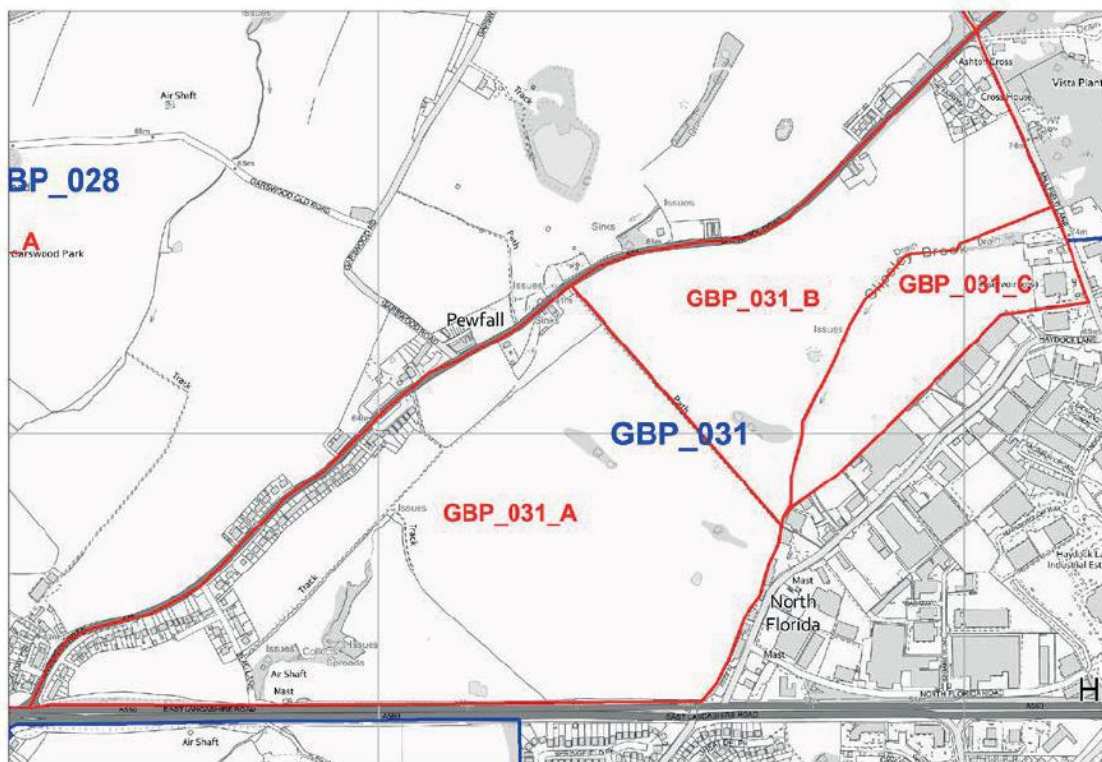
Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_030	The parcel contains mostly Ashton-in-Makerfield Golf Course but has strong boundaries to the north, south, east and west and so is well contained. The parcel is bordered by an industrial estate and a busy A road and motorway so has limited countryside character.	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_030	The parcel forms a strategic gap between Haydock and Ashton-in-Makerfield and Haydock and Garswood. Development of this parcel could lead to unrestricted sprawl.	High+

<b>Carry forward to Stage 2 Assessment?</b>	Parcel GBP_030 continues to make a strong contribution to the purposes of Green Belt land and therefore should be discounted from subsequent stages of the Review.
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**Parcel REF: GBP\_031**

<b>Parcel Ref</b>	GBP_031
<b>Name</b>	Land to the west of Haydock Industrial Estate
<b>Ward</b>	Haydock
<b>Sub-Parcels within Parcel</b>	GBP_031_A GBP_031_B GBP_031_C
<b>Size (hectares)</b>	GBP_031: 82.46ha  GBP_031_A: 50.66ha GBP_031_B: 22.52ha GBP_031_C: 9.28ha
<b>Description</b>	Large parcel lying to the north of the A580 East Lancashire Road and to the west of Haydock Industrial Estate.

**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
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GBP_031_A	<p>The sub-parcel is bounded to the south by the A580 East Lancashire Road, to the north by agricultural land, to the east by Haydock Industrial Estate and to the west by A58 Liverpool Road.</p> <p>The sub-parcel adjoins the large built-up area of Haydock but has strong boundaries to the south, east and west and is therefore relatively well contained.</p>	Medium
GBP_031_B	<p>The sub-parcel is bounded to the south by a line of trees and agricultural land leading to Haydock Industrial Estate, to the north by A58 Liverpool Road, to the east Millfield Lane leading to Ashton-in-Makerfield Golf Course and to the west by agricultural land (that has an extant planning permission for large scale B8 development).</p> <p>The sub-parcel does not adjoin a large built-up area but in part does prevent ribbon development along Liverpool Road. The sub-parcel has relatively weak boundaries to the south and west (albeit the land to the west has an extant planning permission for large scale B8 development).</p>	Medium
GBP_031_C	<p>The sub-parcel is bounded to the north by a line of trees and agricultural land, to the south by Haydock Industrial Estate, to the east Millfield Lane leading to Ashton-in-Makerfield Golf Course and to the west by agricultural land (that has an extant planning permission for large scale B8 development).</p> <p>The sub-parcel adjoins the large built-up area of Haydock but has strong boundaries to the south and east and less strong boundaries to the west (albeit the land to the west has an extant planning permission for large scale B8 development) and north, so is therefore relatively well contained.</p>	Medium

**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_031_A	The sub-parcel contributes broadly, along with GBP_027 and GBP_028, to the physical and visual separation of Haydock and Garswood. However a strategic gap between Garswood and Haydock could still be maintained if this sub-parcel was released from the Green Belt.	Medium
GBP_031_B	<p>The sub-parcel contributes broadly, along with GBP_027, GBP_028 and GBP_031_c to the physical and visual separation of Haydock and Garswood and with GBP_030_c to the physical and visual separation of Haydock and Ashton-in-Makerfield.</p> <p>However strategic gaps between Garswood and Haydock and Haydock and Ashton-in-Makerfield, could still be maintained if this sub-parcel was released from the Green Belt.</p>	Medium
GBP_031_C	The sub-parcel contributes broadly, along with GBP_027, GBP_028 and GBP_031_b to the physical and visual separation of Haydock and Garswood, and to a lesser extent with GBP_030_c, to the physical and visual separation of Haydock and Ashton-in-Makerfield.	Medium

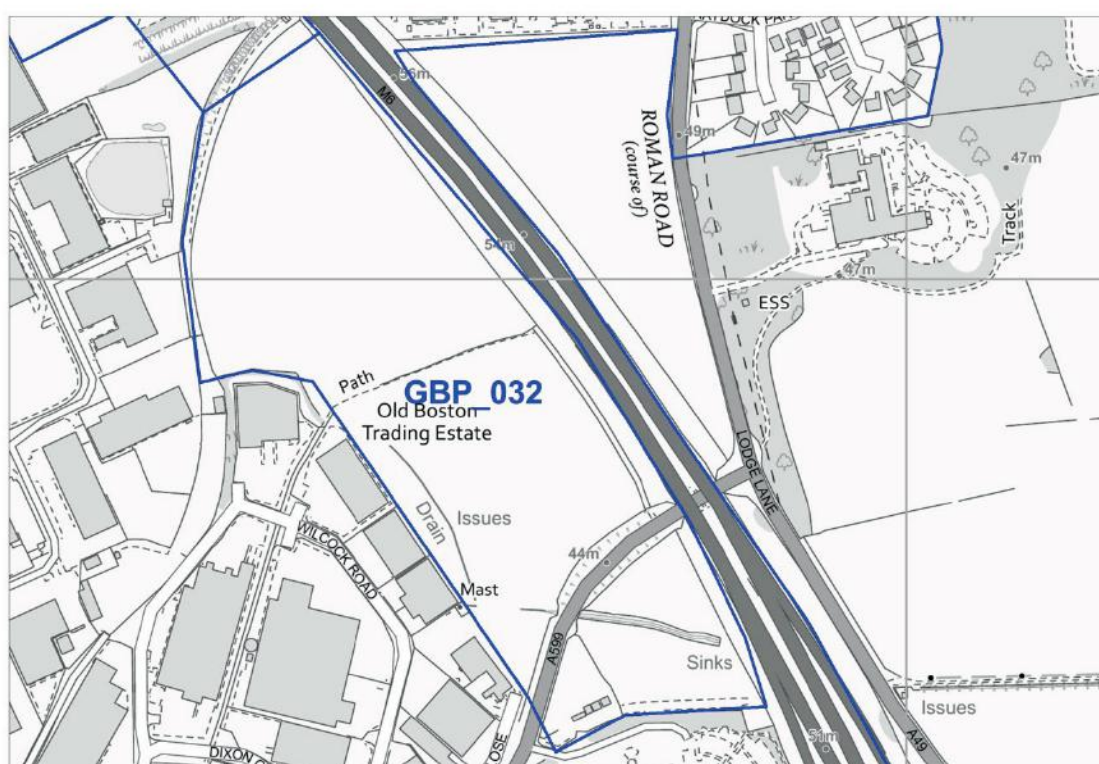
	However strategic gaps between Garswood and Haydock and Haydock and Ashton-in-Makerfield, could still be maintained if this sub-parcel was released from the Green Belt.	
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<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_031_A	There are some residential properties already within the parcel that run along Liverpool Road, but the majority of the sub-parcel is made up of agricultural fields with two small woodlands to the east and a woodland area and tree belt to the west and south. However, the majority of the parcel does have an extant planning permission for large scale B use (P/2016/0608/HYBR). The sub-parcel is bordered by two busy A roads and an industrial estate and is well contained.	Low
GBP_031_B	The sub-parcel has strong boundaries to the north and east and relatively weak boundaries to the south and west (albeit the land to the west has an extant planning permission for large scale B8 development). The sub-parcel has some open views in part looking north.	Medium
GBP_031_C	The sub-parcel has strong boundaries to the south and east and less strong boundaries to the west (albeit the land to the west has an extant planning permission for large scale B8 development) and north, so is therefore relatively well contained.	Low

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_031_A	The sub-parcel adjoins the large built-up area of Haydock but has strong boundaries to the south, east and west and is therefore relatively well contained. A strategic gap between Garswood and Haydock could still be maintained if this sub-parcel was released from the Green Belt.	Medium
GBP_031_B	The sub-parcel does not adjoin a large built-up area but in part does prevent ribbon development along Liverpool Road. The sub-parcel has some open views in part looking north. Strategic gaps between Garswood and Haydock and Haydock and Ashton-in-Makerfield, could still be maintained if this sub-parcel was released from the Green Belt.	Medium
GBP_031_C	The sub-parcel adjoins the large built-up area of Haydock but is relatively well contained. Strategic gaps between Garswood and Haydock and Haydock and Ashton-in-Makerfield, could still be maintained if this sub-parcel was released from the Green Belt.	Medium

<b>Carry forward to Stage 2 Assessment?</b>	Sub- parcels GBP_031a, 031b and 031c make only a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the stage 2 assessment.
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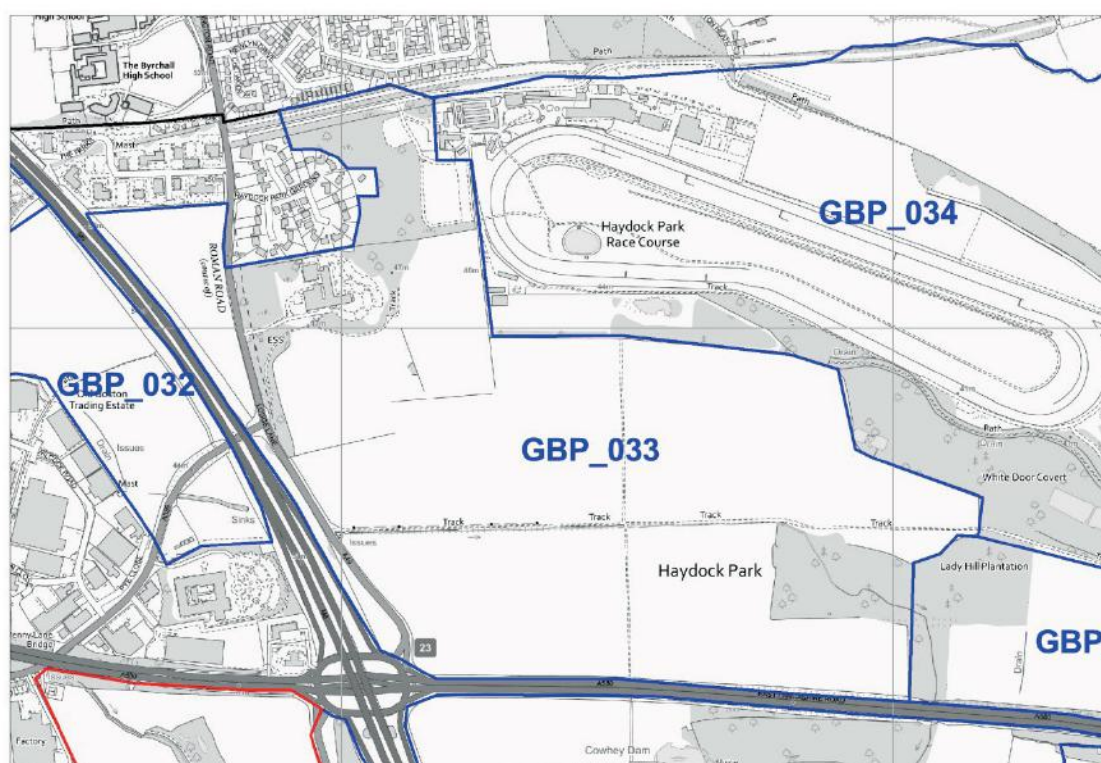
<b>Parcel Ref</b>	GBP_032
<b>Name</b>	Land to the east of Haydock Industrial Estate and to the west of M6
<b>Ward</b>	Haydock
<b>Sub-Parcels within Parcel</b>	N/A
<b>Size (hectares)</b>	GBP_032: 14.79ha
<b>Description</b>	Small parcel lying to the east of Haydock Industrial Estate and to the west of the M6. Penny Lane runs through the south of the parcel.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_032	<p>The parcel is bounded to the south by a hotel, to the north by the south-east corner of Ashton-in-Makerfield Golf Course, to the west by Haydock Industrial Estate and to the east by the M6.</p> <p>The sub-parcel adjoins the large built-up area of Haydock but has strong boundaries to the south, east and west and is therefore relatively well contained.</p>	Low
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_032	It is considered that the gap between Haydock and Ashton-in-Makerfield is now so small to the south of Ashton-in-Makerfield that it is no longer a strategic gap.	Medium
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_032	There is a small garden buildings business within the south west corner of the parcel and a significant part of the parcel (11.05ha) - the land north of Penny Lane has an extant planning permission for employment development (P/2015/0571/HYBR). The parcel is bordered by industrial development, an A road and the M6 so does not have a countryside character.	Low
<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_032	A significant part of the parcel (11.05ha) has an extant planning permission for employment development (P/2015/0571/HYBR). The parcel is bordered by industrial development, an A road and the M6 so does not have a countryside character.	Medium
<b>Carry forward to Stage 2 Assessment?</b>	Parcel GBP_032 makes only a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the stage 2 assessment.	

<b>Parcel Ref</b>	GBP_033
<b>Name</b>	Land to the east of M6 Junction 23
<b>Ward</b>	Haydock
<b>Sub-Parcels within Parcel</b>	N/A
<b>Size (hectares)</b>	GBP_033: 85.7ha
<b>Description</b>	Very large parcel lying to the east of M6 Junction 23, north of the A580 East Lancashire Road and south of Haydock Park Racecourse. Apart from a hotel located in the north-west corner of the parcel, there is limited development within the parcel, with the parcel consisting of agricultural land and woodland belts.





**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_033	<p>The parcel is bounded to the south by the A580 East Lancashire Road, to the north by woodland, Haydock Park Racecourse and in-part residential development at Haydock Park Gardens, to the west by the A49 Lodge Lane and M6 motorway and to the east by protected woodland and agricultural land leading to Golborne. Therefore the parcel as a whole has strong boundaries to the north, south, east and west is well contained.</p> <p>In-part the parcel is dislocated from the urban area. The western boundary of the parcel is separated from the large built-up area of Haydock (specifically Haydock Industrial Estate) by the A49 and the M6 and agricultural land and grassland north and south of Penny Lane (11.05ha of land north of Penny Lane has an extant planning permission for employment development). The north and east of the parcel are separated from the large built-up area of Golborne by woodland, Haydock Park Racecourse and agricultural land. The north western boundary of the parcel adjoins residential development at Haydock Park Gardens, and lies directly south of residential properties at Chetwode Avenue and Newlyn Drive which form the southern boundary of the large built-up area of Ashton-in-Makerfield. Therefore the parcel plays an important role in checking the outward expansion of the large built-up areas of Haydock and Ashton-in-Makerfield into the countryside.</p> <p>Despite the parcel being well contained as a whole, because the parcel in-part is dislocated from the urban area, is large and irregular in size and form, and lacks strong boundaries within it, it is considered that development of the parcel would likely lead to unrestricted sprawl.</p>	Medium

<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_033	The parcel forms part of a wider strategic gap between Haydock and Golborne and Haydock and Ashton-in-Makerfield that includes parcels GBP_033, GBP_034 and GBP_035. Development of the parcel would lead to the physical merging of Haydock and Ashton-in-Makerfield and would significantly reduce the scale and integrity of the gap between Haydock and Golborne.	High

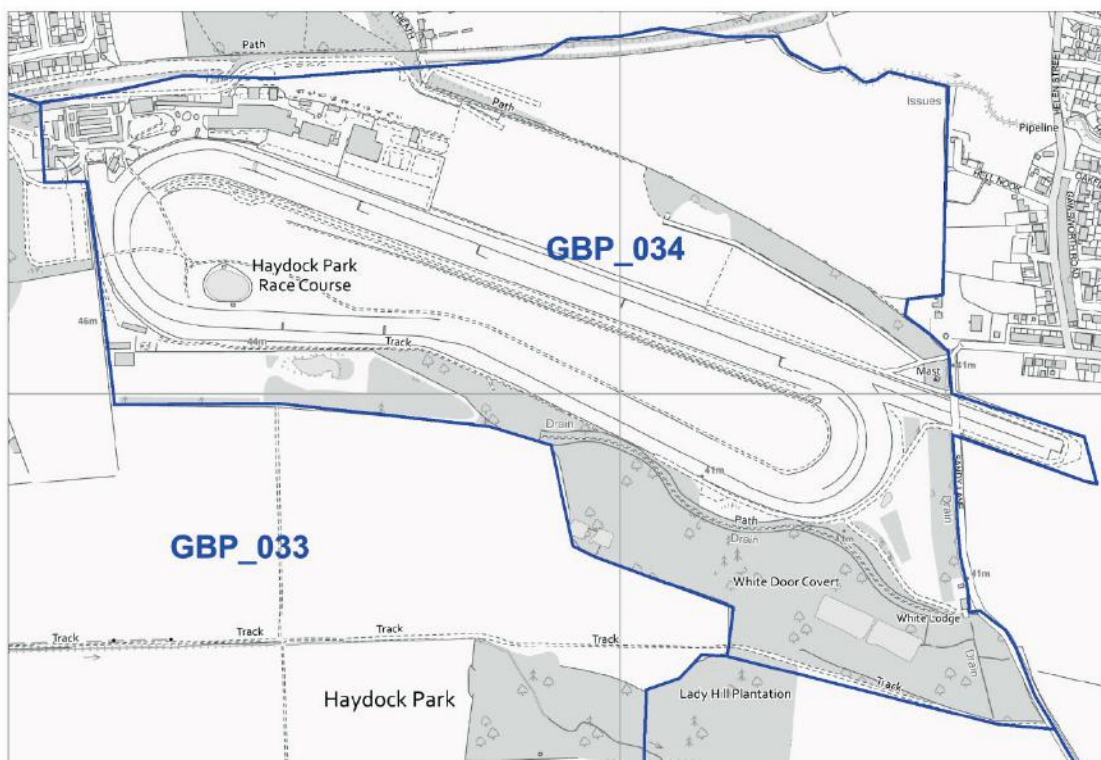
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>

GBP_033	<p>The parcel currently contains very little inappropriate development, and given its size it does retain some open views to the north. However, openness to the south and east is compromised by the M6 and A580.</p> <p>The parcel as a whole has strong boundaries to the north, south, east and west is therefore well contained.</p>	Low
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Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_033	The parcel is well contained. The parcel forms part of a wider strategic gap between Haydock and Golborne and Haydock and Ashton-in-Makerfield. Development of the parcel would lead to the physical merging of Haydock and Ashton-in-Makerfield and would significantly reduce the scale and integrity of the gap between Haydock and Golborne.	High

Carry forward to Stage 2 Assessment?	<p>Parcel GBP_033 continues to make a strong contribution to the purposes of Green Belt land. Given the high overall parcel scoring, ordinarily the recommendation would be for this parcel not to be carried forward to the Stage 2 assessment.</p> <p>However, a strategic aim of the emerging Local Plan is to provide sufficient land to meet local employment land needs in full, in order to ensure a strong and sustainable local economy. It is recognised in the Local Plan's emerging spatial strategy, that in order to meet employment land needs, land will need to be removed land from the Green Belt and allocated for employment development. In light of market evidence, the proposed spatial strategy is to largely focus new employment development on large sites capable of accommodating large scale employment opportunities, in close proximity to the strategic road network of the M6 and M62.</p> <p>Consequently, whilst it is acknowledged that there could be a high impact on the Green Belt if parcel GBP_033 were to be developed. Given the high level of importance given to providing sufficient employment land to meet employment land needs in full in the emerging Local Plan, coupled with the potential of the parcel to meet the size and locational requirements of the market, there are considered to be exceptional circumstances to justify carrying the parcel forward to the Stage 2 assessment.</p>
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<b>Parcel Ref</b>	GBP_034
<b>Name</b>	Land at Haydock Park Racecourse and west of Golborne
<b>Ward</b>	Haydock
<b>Sub-Parcels within Parcel</b>	N/A
<b>Size (hectares)</b>	GBP_034: 83.03ha
<b>Description</b>	Very large parcel lying to the east of M6 Junction 23, west of Golborne and containing Haydock Park Racecourse, dense woodland to the south and east, and agricultural land.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_034	<p>The parcel is bounded to the south by agricultural land, to the west by agricultural land and the western boundary of Golborne, to the east by woodland and residential development and to the north by the southern boundary of Ashton-in-Makerfield.</p> <p>The north of the parcel adjoins the large built-up area of Ashton-in-Makerfield and the east of the parcel adjoins the large built-up area of Golborne. Therefore parts of the parcel play an important role in checking the outward expansion of large built-up areas into the countryside.</p> <p>The parcel is only partially contained in part to the north and south.</p>	High

**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_034	The parcel forms a strategic gap between Golborne and Ashton-in-Makerfield. Development of this parcel would lead to the merging of these settlements.	High

**Purpose 3** To assist in safeguarding the countryside from encroachment

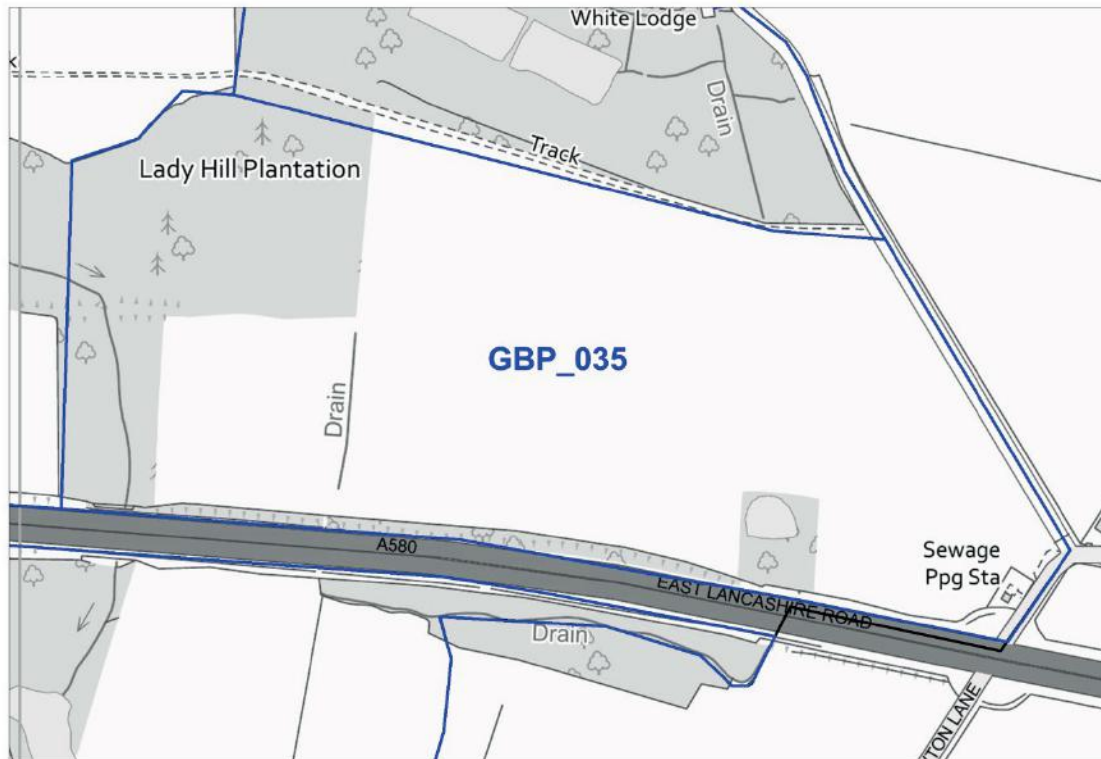
Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_034	The parcel contains Haydock Park Racecourse, dense woodland to the south and east, and agricultural land that have a moderate level of openness.	Medium

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_034	Parts of the parcel play an important role in checking the outward expansion of the large built-up areas of Golborne and Ashton-in-Makerfield. The parcel forms a strategic gap between Golborne and Ashton-in-Makerfield. Development of this parcel would lead to the merging of these settlements.	High+

**Carry forward to Stage 2 Assessment?**

Parcel GBP\_034 continues to make a strong contribution to the purposes of Green Belt land and therefore should be discounted from subsequent stages of the Review.

<b>Parcel Ref</b>	GBP_035
<b>Name</b>	Land north of A580 East Lancashire Road and West of Sandy Lane
<b>Ward</b>	Haydock
<b>Sub-Parcels within Parcel</b>	N/A
<b>Size (hectares)</b>	GBP_035: 18.64ha
<b>Description</b>	Rectangular shaped parcel lying to the north of the A580 East Lancashire Road and to the west of Sandy Lane on the edge of the St. Helens eastern Borough boundary. Golborne lies approximately 200m east of the parcel. The parcel contains dense woodland and agricultural land.





**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_035	<p>The parcel is bounded to the south by the A580 East Lancashire Road, to the east by Sandy Lane, to the north and west by dense protected woodland and agricultural land.</p> <p>The parcel does not adjoin any large built-up areas, with the nearest being Golborne that lies approximately 200m east of the parcel.</p> <p>The parcel has strong boundaries to the south, west and north and is therefore relatively well contained.</p>	Low

**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_035	The parcel forms part of a strategic gap between Golborne and Haydock. Development of the parcel would lead to a reduction in the gap but a strategic gap could still be maintained.	Medium

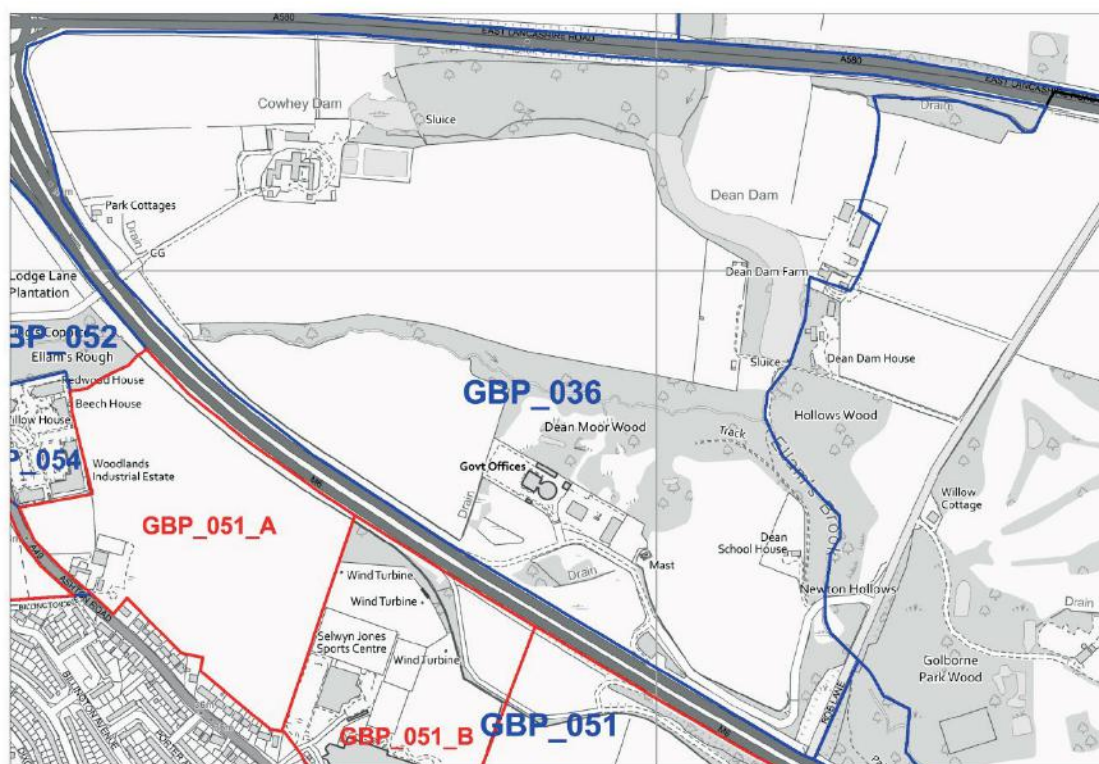
**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_035	The parcel contains agricultural land and woodland but is relatively well contained and therefore has a limited countryside character.	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_035	The parcel contains agricultural land and woodland. The parcel forms part of a strategic gap between Golborne and Haydock but a strategic gap could still be maintained if the parcel was to be developed. The parcel is relatively well contained and therefore has a limited countryside character.	Medium

<b>Carry forward to Stage 2 Assessment?</b>	Parcel GBP_035 makes only a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the stage 2 assessment.
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<b>Parcel Ref</b>	GBP_036
<b>Name</b>	Land south of A580 East Lancashire Road and south east of M6 Junction 23
<b>Ward</b>	Haydock, Earlestown
<b>Sub-Parcels within Parcel</b>	N/A
<b>Size (hectares)</b>	GBP_036: 73.57ha
<b>Description</b>	Large parcel lying to the south of the A580 East Lancashire Road and to the east of M6 Junction 23. The parcel contains dense protected woodland, agricultural land and buildings (Haydock Park Farm and Dean Dam Farm), a care facility, a brook and Highways England's North West Regional Control Centre.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_036	<p>The parcel is dislocated from the urban area. The north west boundary of the parcel lies approximately 650m from the western boundary of the large built-up area of Haydock, the western boundary of the parcel lies approximately 370m from the large built-up area of Newton-le-Willows and the north eastern boundary lies approximately 170m from the large built-up area of Golborne.</p> <p>The parcel is bounded to the north by the A580 East Lancashire Road, to the east by protected woodland, to the west by the M6 and to the south in part by the M6 and Newton Lane. The parcel is therefore well contained. However despite the parcel's containment, the dislocation of the parcel from the urban area coupled with its large size and lack of strong boundaries within it, means that development of the parcel would likely lead to unrestricted sprawl.</p>	Medium

**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_036	The parcel forms part of a strategic gap between Golborne and Newton-le-Willows and in part between Haydock and Golborne. Development of the parcel would lead to a significant reduction in the gap between Golborne and Newton-le-Willows and between the south-eastern part of Haydock and the south-western part of Golborne.	High

**Purpose 3** To assist in safeguarding the countryside from encroachment

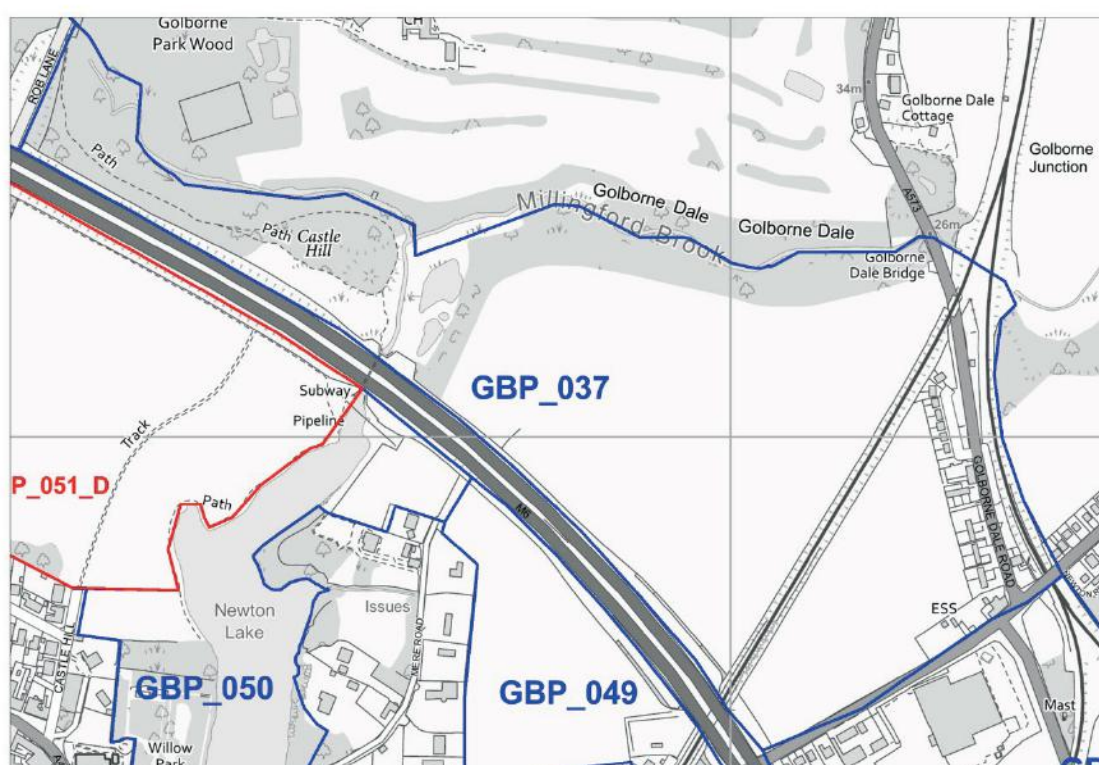
Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_036	The parcel contains limited inappropriate development and consists mostly of agricultural land and protected woodland that create a countryside character. The M6 to the west and the A580 to the north have some impact on countryside character, but as you move away from these roads there are open views looking southwards, and on the edge of the parcel looking eastwards, that add to countryside character.	Medium

Overall significance of contribution to Green Belt Purposes	Comments	Score

GBP_036	Development of the parcel would lead to a significant reduction in the gap between Golborne and Newton-le-Willows and between the south-eastern part of Haydock and the south-western part of Golborne. The dislocation of the parcel from the urban area coupled with its large size and lack of strong boundaries within it, means that development of the parcel would likely lead to unrestricted sprawl.	High
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<b>Carry forward to Stage 2 Assessment?</b>	<p>Parcel GBP_036 continues to make a strong contribution to the purposes of Green Belt land. Given the high overall parcel scoring, ordinarily the recommendation would be for this parcel not to be carried forward to the Stage 2 assessment.</p> <p>However, a strategic aim of the emerging Local Plan is to provide sufficient land to meet local employment land needs in full, in order to ensure a strong and sustainable local economy. It is recognised in the Local Plan's emerging spatial strategy, that in order to meet employment land needs, land will need to be removed from the Green Belt and allocated for employment development. In light of market evidence, the proposed spatial strategy is to largely focus new employment development on large sites capable of accommodating large scale employment opportunities, in close proximity to the strategic road network of the M6 and M62.</p> <p>Consequently, whilst it is acknowledged that there could be a high impact on the Green Belt if parcel GBP_036 were to be developed. Given the high level of importance given to providing sufficient employment land to meet employment land needs in full in the emerging Local Plan, coupled with the potential of the parcel to meet the size and locational requirements of the market, there are considered to be exceptional circumstances to justify carrying the parcel forward to the Stage 2 assessment.</p>
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<b>Parcel Ref</b>	GBP_037
<b>Name</b>	Land east of M6 and south of Haydock Park Golf Club
<b>Ward</b>	Newton
<b>Sub-Parcels within Parcel</b>	N/A
<b>Size (hectares)</b>	GBP_037: 31.23ha
<b>Description</b>	Irregular shaped parcel lying to the south of Haydock Park Golf Club and to the east of the M6. The parcel contains dense woodland, agricultural land, a railway line, a road and some residential properties.

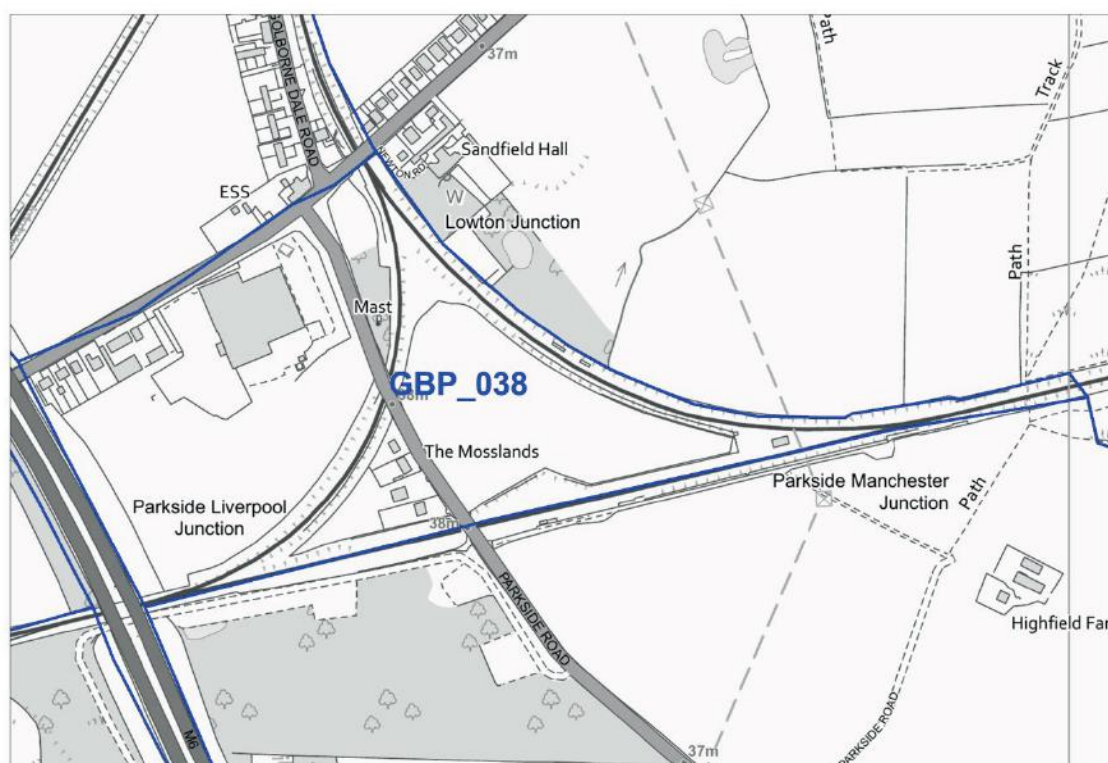




**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_037	<p>The western boundary of the parcel lies approximately 370m from the large built-up area of Newton-le-Willows and the north eastern boundary lies approximately 890m from the large built-up area of Golborne. The parcel is therefore dislocated from the urban area.</p> <p>The parcel is bounded to the north by dense woodland and a brook leading to Haydock Park Golf Club, to the east by a railway line and agricultural land, to the west by Rob Lane and to the south in part by the M6 and A572 Southworth Road. The parcel is therefore relatively well contained. However despite the parcel's high level of containment, given its dislocation from the urban area and its large size it could lead to unrestricted sprawl.</p>	Medium
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_037	The parcel is not adjacent to any large built-up areas and has relatively strong boundaries that are enhanced by the presence of mature trees. A strategic gap between Newton and Golborne could be maintained if this parcel was released from the Green Belt.	Medium
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_037	There is some limited residential development along the south eastern boundary of the parcel at A573 Golborne Dale Road. The parcel has a limited sense of openness and countryside character given its enclosure by a railway line, motorway and A Road and dense woodland.	Low
<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_037	Despite the parcel's high level of containment, given its dislocation from the urban area and its large size it could lead to unrestricted sprawl. The parcel has a limited sense of openness and countryside character.	Medium
<b>Carry forward to Stage 2 Assessment?</b>	Parcel GBP_037 makes only a moderate contribution to the purpose(s) of Green Belt land and should be carried forward to the stage 2 assessment.	

<b>Parcel Ref</b>	GBP_038
<b>Name</b>	Land east of M6 and south of Southworth Road
<b>Ward</b>	Newton
<b>Sub-Parcels within Parcel</b>	N/A
<b>Size (hectares)</b>	GBP_038: 14.8ha
<b>Description</b>	Parcel lying to the south of A572 Southworth Road Club and to the east of the M6. The parcel contains a garden centre, some small employment land uses (B1 and B2), two railway lines, some agricultural land, a road and some residential properties.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_038	<p>The north western/central part of the parcel contains residential properties, employment uses and a garden centre that radiate out from the large built-up area of Newton-le-Willows.</p> <p>The parcel is bounded to the north by A572 Southworth Road, to the east and south by railway lines and to the west by woodland and the M6. Parkside Road A573 runs through the parcel. The parcel is therefore well contained.</p>	Low
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_038	The parcel contains residential properties, employment uses and a garden centre that radiate out from the large built-up area of Newton-le-Willows. Lane Head in Wigan lies approximately 1.9km east; therefore the parcel does not fall within a strategic gap between two towns.	Low
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_038	The parcel is not adjacent to any large built-up areas and has relatively strong boundaries. A strategic gap between Newton and Golborne could be maintained if this parcel was released from the Green Belt. The parcel has a limited sense of openness and countryside character given its enclosure.	Medium
<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_038	The parcel is well contained and has a limited sense of openness and countryside character given its enclosure.	Medium
<b>Carry forward to Stage 2 Assessment?</b>	Parcel GBP_038 makes only a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the stage 2 assessment.	



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_039	<p>The north western boundary of the parcel lies approximately 420m west of the large built-up area of Newton-le-Willows. The parcel is dislocated from the urban area.</p> <p>The parcel is bounded to the north by dense woodland and the Chat Moss railway line, to the east by agricultural land, to the south by the A579 Winwick Lane and to the west by the M6. West of the motorway is the site of the former Parkside Colliery. The parcel is therefore well contained to the north, south and west but is open to the east.</p> <p>Given the significant size of the parcel, its dislocation from the urban area and its lack of enclosure to the east, development of this parcel could lead to unrestricted sprawl.</p>	High

<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_039	The parcel does not fall within a strategic gap between two towns. The nearest settlements are: Newton-le-Willows that lies approximately 420m from the north western boundary of the parcel, Lane Head, Wigan that lies approximately 1.4km to the north east and Winwick, Warrington which lies approximately 1km south west of the parcel.	Low

<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_039	The parcel contains very little inappropriate development and has a strong sense of countryside character and openness, particularly looking eastwards and southwards. The M6 to the west, A579 to the south and A573 have some impact on countryside character, but as you move away from these roads the parcel retains a strong sense of openness.	High

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_039	Given the significant size of the parcel and its lack of enclosure to the east, development of this parcel could lead to unrestricted sprawl. The parcel contains very little inappropriate development and has a strong sense of countryside character and openness particularly looking eastwards and southwards.	High+



<p><b>Carry forward to Stage 2 Assessment?</b></p>	<p>Parcel GBP_039 continues to make a strong contribution to the purposes of Green Belt land. Given the <i>high+</i> overall parcel scoring, ordinarily the recommendation would be for this parcel not to be carried forward to the Stage 2 assessment.</p> <p>However, the parcel forms part of a wider site (with GBP_041) straddling the M6 known as Parkside Strategic Rail Freight Interchange (SRFI). There is a long standing history of developer interest in bringing parcels GBP_039 and GBP_041 - the former Parkside Colliery forward for a SRFI. There have been a number of planning applications for a SRFI, and the area was highlighted as a potential location for inter-modal freight terminal in the now withdrawn North West Regional Spatial Strategy. St. Helens Core Strategy (2012) Policy CAS3.2 identifies the site as a 'strategic location' for a SRFI.</p> <p>In 2016 Parkside Logistics and Rail Freight Interchange Study identifies Parkside as a site of national importance, as well as regional significance, in relation to national and regional policy, the market demand and need for the delivery of new and improved SRFIs. The Study found that the opportunities for rail access from the site are second to none in the North West and also nationally, with access to the West Coast Mainline and Chat Moss line easily achievable.</p> <p>Consequently, whilst it is acknowledged that there could be a high impact on the Green Belt if Parcel GBP_039 were to be developed, taking into consideration all of the above, there are considered to be exceptional circumstances to justify carrying the parcel forward to the Stage 2 assessment.</p>
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<b>Parcel Ref</b>	GBP_040
<b>Name</b>	Land west of M6 and south of A572 Southworth Road
<b>Ward</b>	Newton
<b>Sub-Parcels within Parcel</b>	N/A
<b>Size (hectares)</b>	GBP_040: 4.31ha
<b>Description</b>	Small parcel lying to the west of the M6, to the south of A572 Southworth Road, to the north of the Chat Moss railway line and to the east of the West Coast Mainline railway line. The parcel consists of a petrol filling station and car repair and sales garage, dense woodland and an agricultural field.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_040	The parcel adjoins the west of the large built-up area of Newton-le-Willows. The parcel is bounded to the north by A572 Southworth Road, to the west by the West Coast Mainline, to the south by the Chat Moss railway line and to the east by the M6. The presence of mature trees surrounding the boundary of the parcel adds to the high level of containment.	Low

**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_040	The parcel does not fall within a strategic gap between two towns. The nearest towns that are not “washed over” by Green Belt are: Newton-le-Willows which adjoins the western boundary of the parcel and Winwick, Warrington, that lies approximately 2.2km south of the parcel. A strategic gap could be maintained between Winwick and Newton-le-Willows if this parcel was developed.	Low

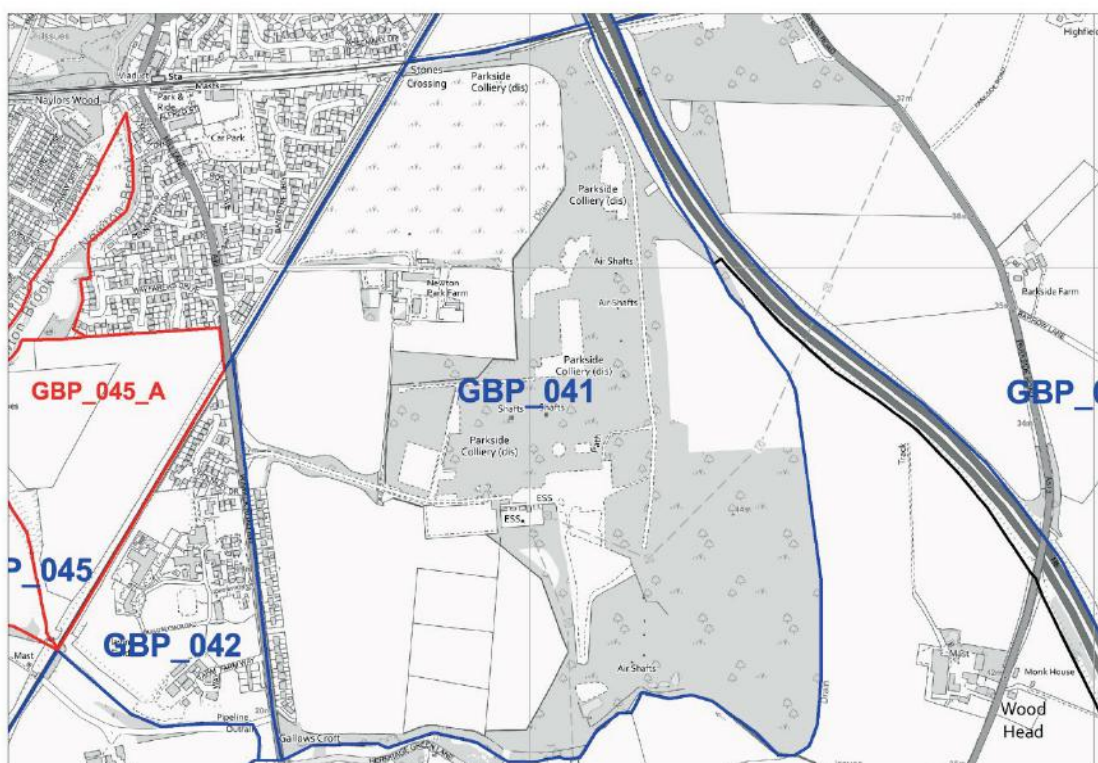
**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_040	<p>The parcel has strong permanent boundaries and is well contained. The north of the parcel contains build development.</p> <p>Given the high level of enclosure and the existing development, it is considered that the parcel does not have a strong sense of openness or countryside character.</p>	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_040	Given the high level of enclosure and the brownfield nature of part of the site, it is considered that development of the parcel would not lead to unrestricted sprawl and it does not have a strong sense of openness or countryside character.	Low

<b>Carry forward to Stage 2 Assessment?</b>	Parcel GBP_040 makes only a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the stage 2 assessment.
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<b>Parcel Ref</b>	GBP_041
<b>Name</b>	Land west of M6 at the former Parkside Colliery
<b>Ward</b>	Newton
<b>Sub-Parcels within Parcel</b>	N/A
<b>Size (hectares)</b>	GBP_041: 100.59ha
<b>Description</b>	Very large parcel lying to the west of the M6 and to the east of Newton-le-Willows at the former Parkside Colliery (which closed in 1993). The parcel consists of a combination of PDL, farm buildings (Newton Park Farm), residential properties along the A49, a large mound and self-seeded trees and grassland.



#### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

**Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
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GBP_041	<p>The parcel adjoins the west of the large built-up area of Newton-le-Willows. The parcel is bounded to the north by the West Coast Mainline and the Chat Moss railway lines, to the east by the M6 and agricultural land, to the south by dense woodland and Hermitage Green Lane and to the west by the West Coast Mainline railway line and the A49 Mill Lane. The parcel is therefore well contained to the north, east and in part, the south and west.</p> <p>Given the level of relatively high enclosure and the brownfield nature of part of the site (former colliery and associated uses) it is considered that development of the parcel would not lead to unrestricted sprawl.</p>	Medium
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**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_041	<p>The parcel does not fall within a strategic gap between two towns. The nearest towns that are not “washed over” by Green Belt are: Newton-le-Willows which adjoins the western boundary of the parcel and Winwick, Warrington that lies approximately 970m south of the parcel. A strategic gap could be maintained between Winwick and Newton-le-Willows if this parcel was developed.</p>	Low

**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_041	<p>The development of this large parcel would extend the built form of Newton-le-Willows into the countryside. However the parcel has strong permanent boundaries and is well contained to the north, east and in part, the south and west.</p> <p>Given the high level of enclosure and the brownfield nature of approximately 30% of the parcel, it is considered that the parcel does not have a strong sense of openness or countryside character.</p>	Medium

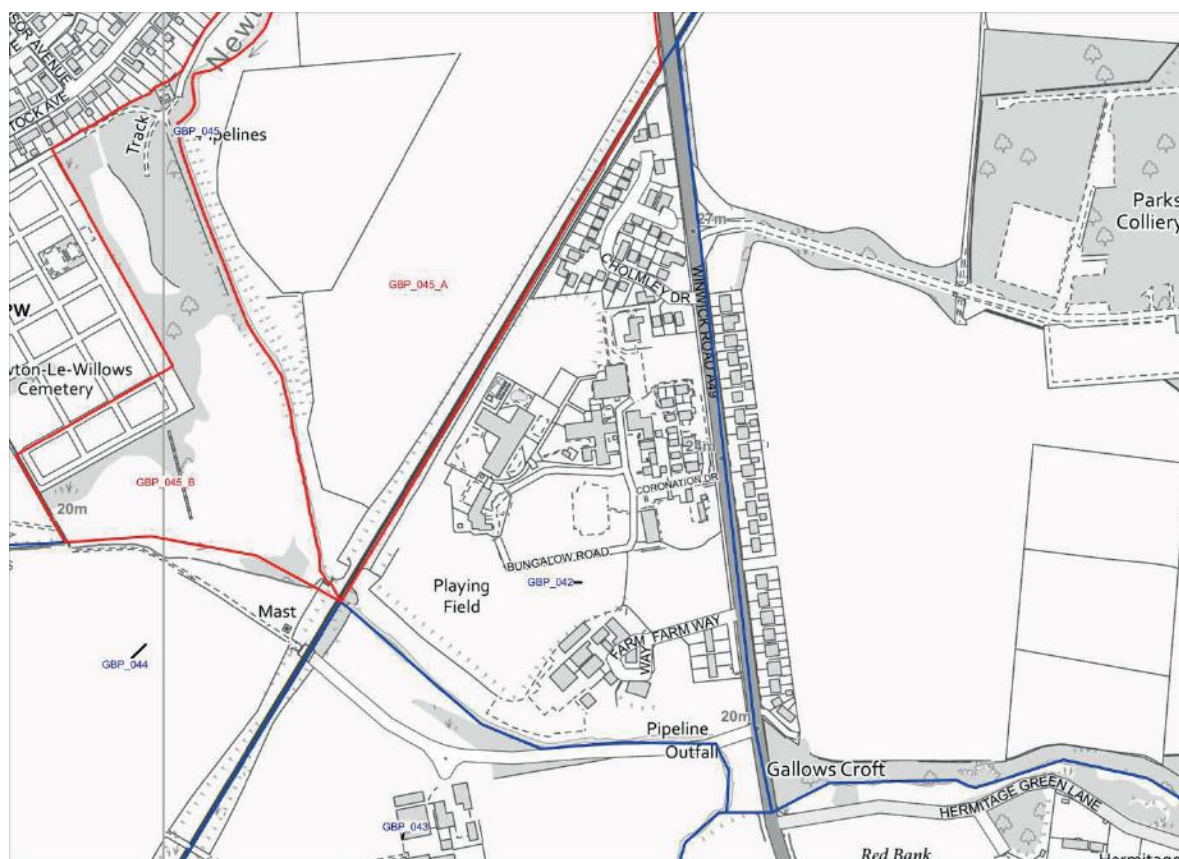
Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_041	<p>Given the relatively high level of enclosure and the brownfield nature of part of the site (former colliery and associated uses), it is considered that development of the parcel would not lead to unrestricted sprawl, and it does not have a strong sense of openness or countryside character.</p>	Medium

**Carry forward to**
**Stage 2 Assessment?**

Parcel GBP\_041 makes only a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the stage 2 assessment.



<b>Parcel Ref</b>	GBP_042
<b>Name</b>	Former Red Bank Community Home, Winwick Road, Newton-le-Willows
<b>Ward</b>	Newton
<b>Sub-Parcels within Parcel</b>	N/A
<b>Size (hectares)</b>	GBP_042: 13.72ha
<b>Description</b>	Triangular shaped parcel lying to the west of the A49 Mill Lane and to the east of the West Coast Mainline railway line. The parcel consists of a combination of farm buildings and agricultural land (Red Bank Farm), the former Red Bank Community Home and residential properties at Cholmley Drive.



### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

**Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
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GBP_042	<p>The parcel contains residential properties and the former Red Bank Community Home that radiate out southwards from the large built-up area of Newton-le-Willows.</p> <p>The parcel is bounded to the north by the West Coast Mainline that is in a cutting, leading to agricultural land and residential development, to the east by the A49 Mill Lane, to the south by Newton Brook and agricultural land and to the west by the West Coast Mainline railway line. The parcel is therefore well contained to the north, east and west. Given the level enclosure and the brownfield nature of part of the site, it is considered that development of the parcel would not lead to unrestricted sprawl.</p>	Low
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**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_042	The parcel does not fall within a strategic gap between two towns. The nearest towns that are not “washed over” by Green Belt are: Newton-le-Willows which lies 80m north of the parcel and Winwick, Warrington which lies approximately 1.2km south of the parcel. A strategic gap could be maintained between Winwick and Newton-le-Willows if this parcel was developed.	Low

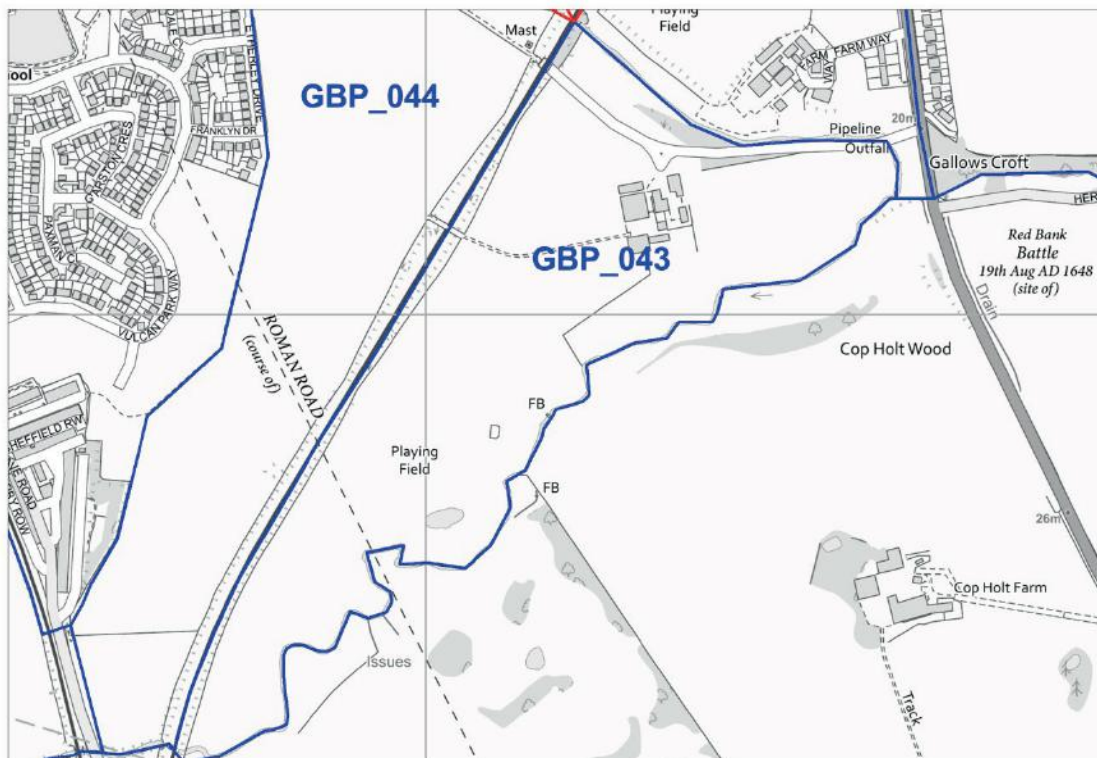
**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_042	The parcel has strong permanent boundaries to the north, east and west and is well contained. A large amount of the parcel (approximately 30%) consists of built development. Given the high level of enclosure and the presence of the existing development, it is considered that the parcel does not have a strong sense of openness or countryside character.	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_042	Given the high level of enclosure and the brownfield nature of part of the site, it is considered that development of the parcel would not lead to unrestricted sprawl and it does not have a strong sense of openness or countryside character.	Low

<b>Carry forward to Stage 2 Assessment?</b>	Parcel GBP_042 makes only a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the stage 2 assessment.
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<b>Parcel Ref</b>	GBP_043
<b>Name</b>	Land east of the West Coast Mainline railway line and west of Newton Brook
<b>Ward</b>	Newton
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_043: 19.4ha
<b>Description</b>	Irregular shaped parcel lying to the west of Newton Brook and the A49 Mill Lane and to the east of the West Coast Mainline railway line. The parcel consists of a combination of farm buildings and agricultural land (New Hay Farm).



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_043	The parcel is bounded to the north and east by Newton Brook, agricultural land and Alder Root Golf Course, to the south by Alder Root Lane and Alder Root Golf Course and to the west by the West Coast Mainline railway line. The parcel is therefore well contained to the west but is relatively open to the south and in part the east and north.	Medium

**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_043	The parcel does not fall within a strategic gap between two towns. The nearest towns that are not “washed over” by Green Belt are: Newton-le-Willows which lies approximately 700m north of the parcel and Winwick, Warrington, which lies approximately 1.2km south of the parcel. A strategic gap could be maintained between Winwick and Newton-le-Willows if this parcel was developed.	Low

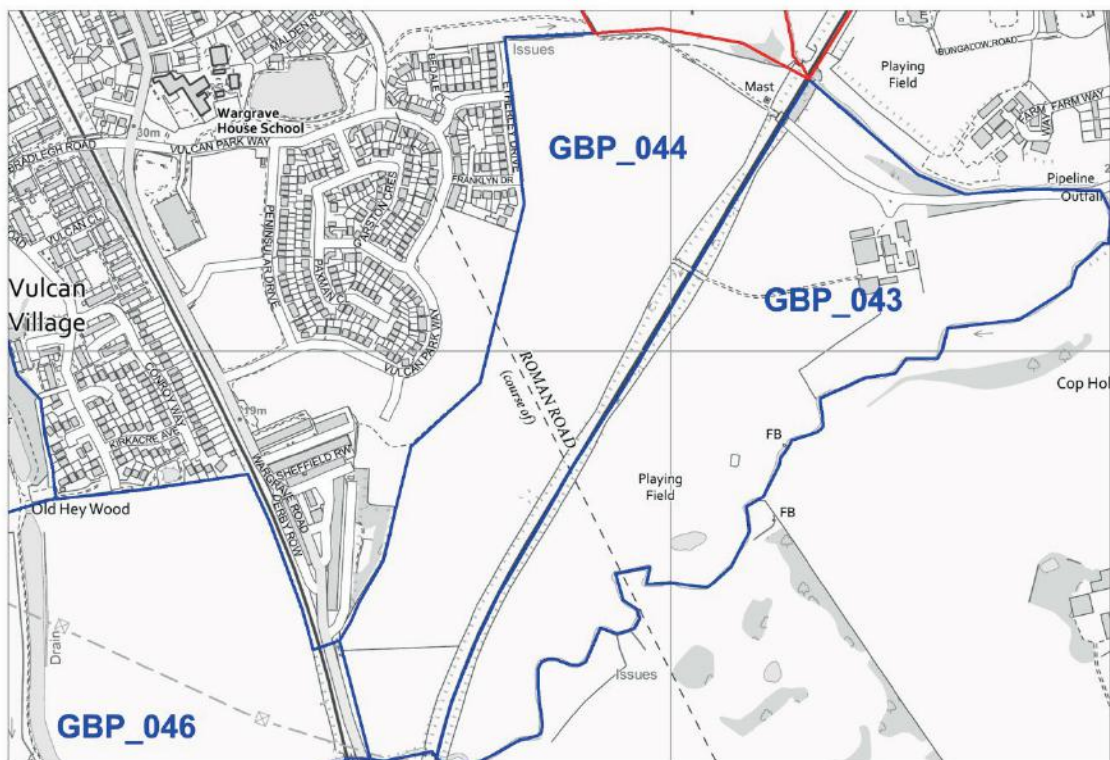
**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_043	The parcel has strong permanent boundaries to the west but has a moderate level of openness particularly to the south.	Medium

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_043	The parcel has strong permanent boundaries to the west but has a moderate level of openness particularly to the south.	Medium

<b>Carry forward to Stage 2 Assessment?</b>	Parcel GBP_043 makes only a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the stage 2 assessment.
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<b>Parcel Ref</b>	GBP_044
<b>Name</b>	Land west of the West Coast Mainline and East of Newlands Grange
<b>Ward</b>	Newton
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_044: 17.62ha
<b>Description</b>	Irregular shaped parcel lying to the west of the West Coast Mainline railway line and to the east of Newlands Grange residential development. The parcel consists of a linear agricultural field and a playing field.





**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_044	<p>The parcel is bounded to the north by trees, Vulcan Park Way and Newton-le-Willows cemetery, to the west by Newlands Grange residential development, to the east by trees and the West Coast Mainline railway line and to the south by Alder Root Lane and Newton Brook.</p> <p>The parcel is therefore well contained to the west and the railway line provides a permanent boundary to the east.</p>	Low

**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_044	<p>The parcel does not fall within a strategic gap between two towns. The nearest towns that are not “washed over” by Green Belt are: Newton-le-Willows which lies immediately to the west of the parcel and Winwick, Warrington, which lies approximately 1.4km south east of the parcel. A strategic gap could be maintained between Winwick and Newton-le-Willows if this parcel was developed.</p>	Low

**Purpose 3** To assist in safeguarding the countryside from encroachment

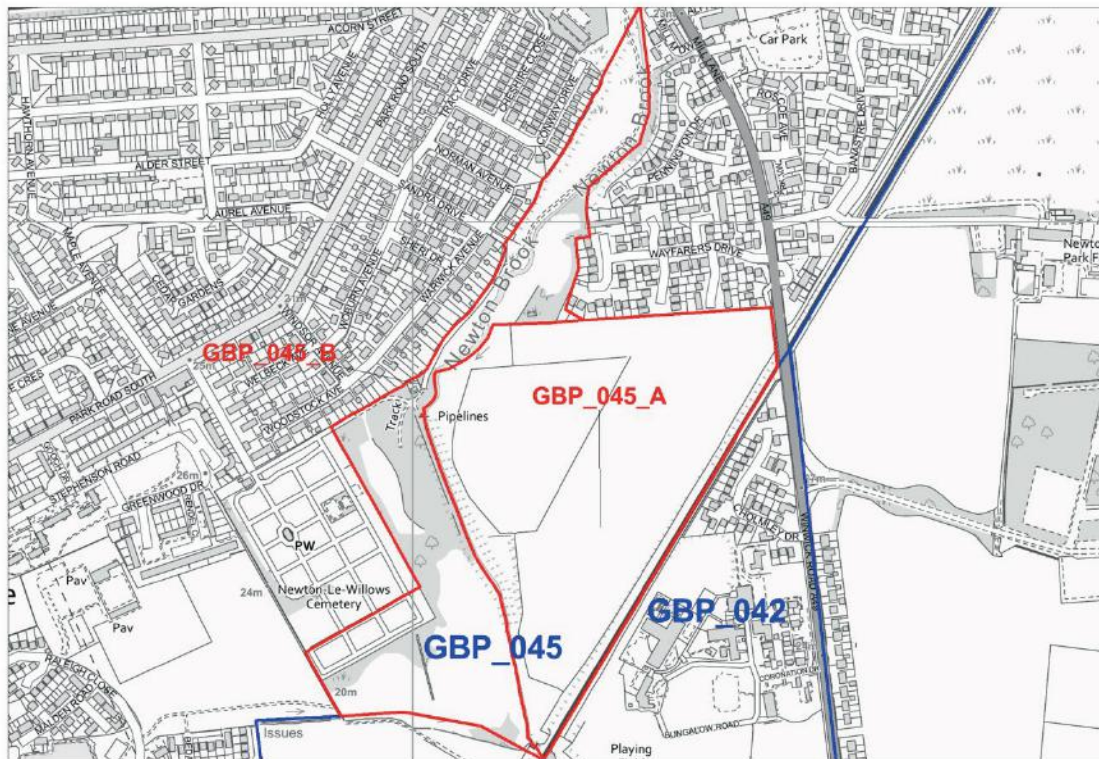
Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_044	<p>The parcel has strong permanent boundaries to the west and east. Some open eastward views are retained but the parcel and has limited openness to the north and south.</p>	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_044	<p>The parcel has strong permanent boundaries to the west and east. Some open eastward views are retained but the parcel and has limited openness to the north and south. The parcel does not fall within a strategic gap between two towns.</p>	Low

**Carry forward to****Stage 2 Assessment?**

Parcel GBP\_044 makes only a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the stage 2 assessment.

<b>Parcel Ref</b>	GBP_045
<b>Name</b>	Land west of Winwick Road and south and east of Wayfarers Drive
<b>Ward</b>	Newton
<b>Sub-Parcels within Parcel</b>	GBP_045_A GBP_045_B
<b>Size (hectares)</b>	GBP_045: 22.98ha  GBP_045_A: 13.59ha GBP_045_B: 9.39ha
<b>Description</b>	Irregular shaped parcel lying to the west of Winwick Road and to the south and east of Wayfarers Drive. The parcel consists of Newton Brook Greenway, an agricultural field and trees on the edge of the site. The parcel has been split into two sub-parcels containing land within Newton Brook Greenway and agricultural land.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_045_A	<p>The sub-parcel is bounded to the north by residential development at Wayfarers Drive and Newton Brook Greenway, to the west by Newton Brook Greenway, to the east by the West Coast Mainline railway line, to the south by agricultural land and to the south/west by Newton Brook Greenway leading to Newton-le-Willows Cemetery.</p> <p>The sub-parcel is therefore well contained to the north, east and relatively well contained to the south and west.</p>	Low
GBP_045_B	<p>The sub-parcel is bounded to the north by residential development at Mill Meadow and along the A49 Mill Lane and by the Chat Moss railway line, to the east by residential development at Wayfarers Drive and Pennington Drive and by agricultural land, to the west by residential development along Winwick Road and Newton-le-Willows Cemetery and to the south by agricultural land.</p> <p>The sub-parcel is therefore well contained to the north, west and north-east but is less well contained to the south and east.</p>	Medium

**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_045_A	The sub-parcel does not fall within a strategic gap between two towns. The nearest towns that are not “washed over” by Green Belt are: Newton-le-Willows which adjoins the sub-parcel and Winwick, Warrington, which lies approximately 1.8km south east of the sub-parcel. A strategic gap could be maintained between Winwick and Newton-le-Willows if this sub-parcel was developed.	Low
GBP_045_B	The sub-parcel does not fall within a strategic gap between two towns. The northern part of the sub-parcel is sandwiched between urban development within Newton-le-Willows.	Low

**Purpose 3** To assist in safeguarding the countryside from encroachment

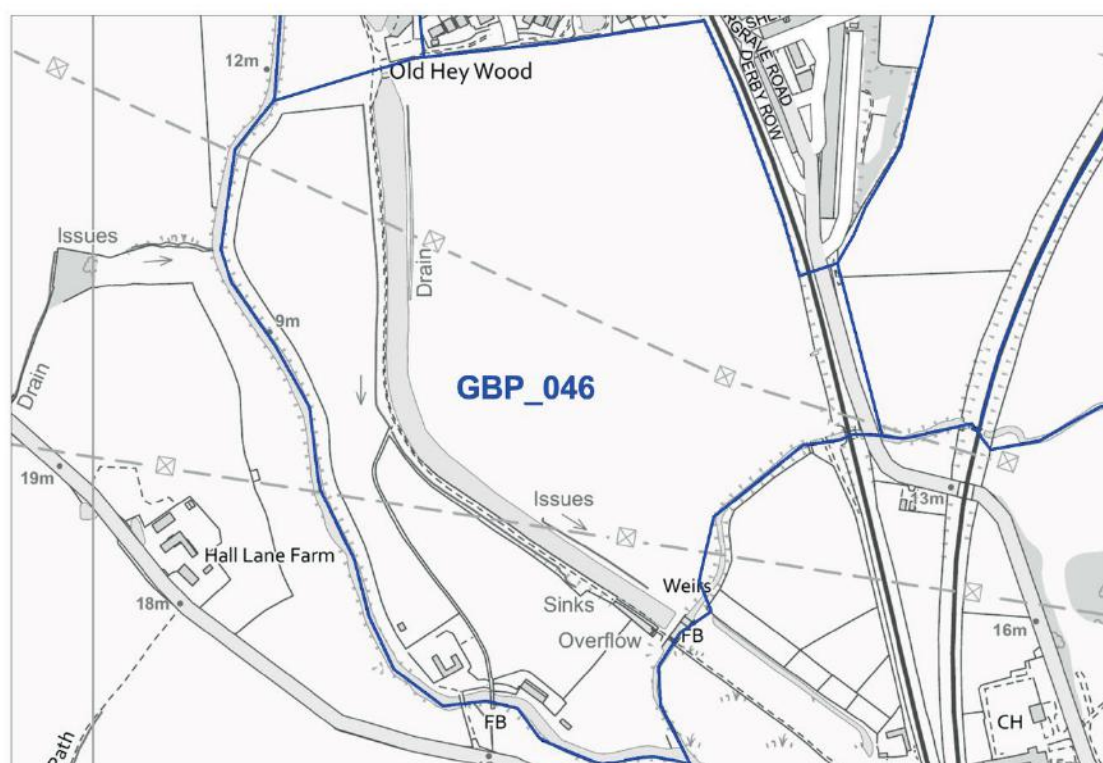
Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_045_A	The sub-parcel has strong permanent boundaries to the north and east. Given the high level of enclosure, it is considered that the sub-parcel does not have a strong sense of openness or countryside character.	Low
GBP_045_B	The sub-parcel has strong permanent boundaries to the	Medium

	north, west and north-east. The sub-parcel consists of Newton Brook and dense woodland. Given the high level of enclosure to the north and west coupled with the dense woodland and brook, on the whole the sub-parcel does not have a strong sense of openness or countryside character, but does retain some openness and countryside character in the south and south-east .	
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Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_045_A	The sub-parcel has strong permanent boundaries to the north and east. Given the high level of enclosure, it is considered that the sub-parcel does not have a strong sense of openness or countryside character. A strategic gap could be maintained between Winwick and Newton-le-Willows if this sub-parcel was developed.	Low
GBP_045_B	Given the high level of enclosure to the north and west coupled with the dense woodland and brook, the sub-parcel on the whole does not have a strong sense of openness or countryside character.	Medium

Carry forward to Stage 2 Assessment?	Sub-parcels GBP_045a and GBP_045b make only a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the stage 2 assessment.
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<b>Parcel Ref</b>	GBP_046
<b>Name</b>	Land south of Tyer Road and west of the West Coast Mainline railway line
<b>Ward</b>	Newton
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_046: 20.68ha
<b>Description</b>	Parcel lying to the south of Tyer Road and west of the West Coast Mainline and Wargrave Road. The parcel consists of a large agricultural field (Old Hey Farm), the disused Sankey Canal and Sankey Valley walking trail.





**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_046	<p>The parcel is bounded to the north by residential development at Tyler Road Kirkacre Avenue and the Sankey Trail, to the west by the Sankey Brook, to the east by the West Coast Mainline railway line, and to the south by agricultural land and Newton Brook.</p> <p>The parcel is therefore well contained to the north, east but relatively open to the south and west.</p>	Medium

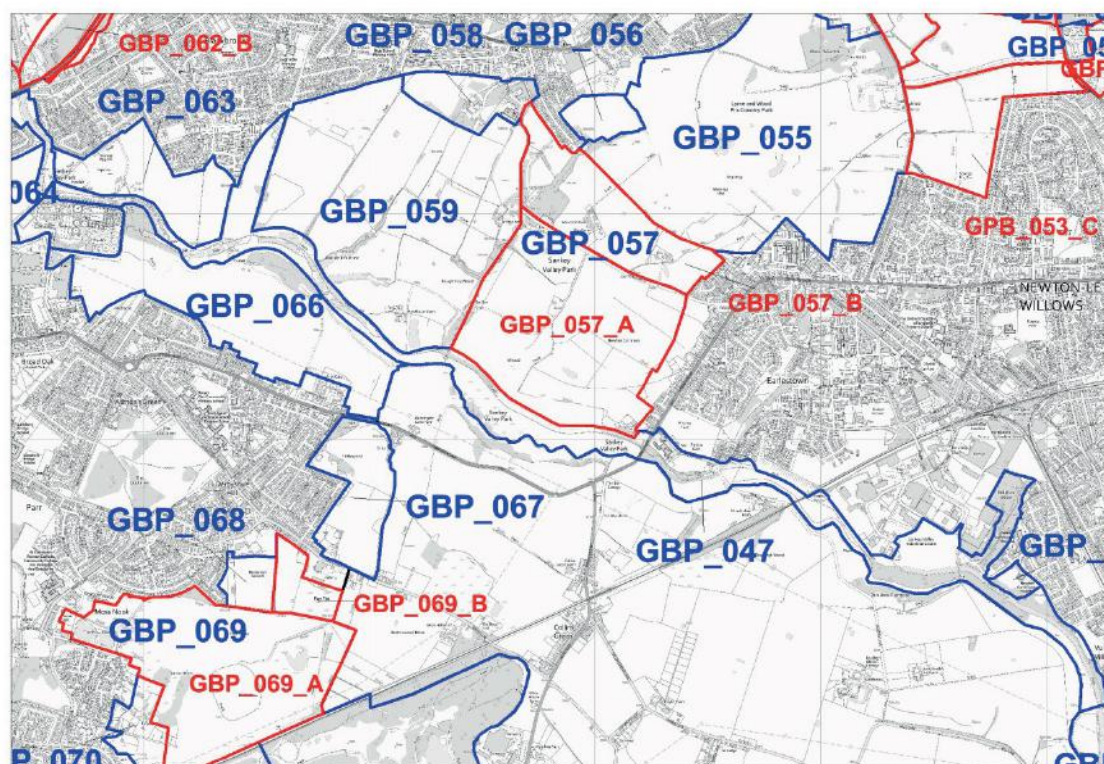
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_046	<p>The parcel does not fall within a strategic gap between two towns. The nearest towns that are not “washed over” by Green Belt are: Newton-le-Willows which adjoins the parcel and Winwick, Warrington, which lies approximately 1.5km south east of the parcel. A strategic gap could be maintained between Winwick and Newton-le-Willows if this parcel was developed.</p>	Low

<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_046	<p>The parcel has strong permanent boundaries to the north and east but is open to the west and south, and therefore does retain a sense of openness and countryside character looking southwards and westwards.</p>	Medium

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_046	<p>The parcel retains a sense of openness and countryside character looking southwards and westwards. A strategic gap could be maintained between Winwick and Newton-le-Willows if this parcel was developed.</p>	Medium

<b>Carry forward to Stage 2 Assessment?</b>	Parcel GBP_046 makes only a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the stage 2 assessment.
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<b>Parcel Ref</b>	GBP_047
<b>Name</b>	Sankey trail and brook, south of Haydock and Earlestown
<b>Ward</b>	Blackbrook, Haydock, Earlestown and Newton-le-Willows
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_047: 71.05ha
<b>Description</b>	Parcel is a long narrow stretch of land predominantly encompassing the Sankey Valley Trail, Sankey Brook and disused Sankey Canal, together with Sankey Park south of Haydock. The parcel contains little to no built development.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_047	<p>The parcel is fairly unique in character due to its size and length. The parcel follows the Sankey Valley trail and Brook through the southern part of the borough. The boundaries of the site vary from open fields to dotted tree lines to woodland and waterways.</p> <p>There is little to no built development within the parcel and other than the most northern tip does not adjoin any urban edge. The parcel is therefore considered on the whole to be poorly contained, and any development within this parcel would likely lead to isolated unsustainable sprawl within the countryside.</p>	High

<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_047	The parcel plays an important strategic role in preventing Haydock merging with St. Helens core area.	High

<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_047	<p>The parcel possesses a strong, unspoilt rural character, that Green Belt designation protects. The parcel has a limited degree of enclosure and as such development would be perceived as encroachment into the countryside.</p> <p>The parcel does contain open views and is affected little by existing urban features and development.</p>	High

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_047	The parcel robustly meets all three purposes considered. It plays an important role in checking the outward expansion of Haydock to the north and Earlestown to the south into the open countryside. The parcel has a very rural open character, with almost no built development and weak containment boundaries.	High+

<b>Carry forward to Stage 2 Assessment?</b>	<b>No</b> – Parcel GBP_047 continues to make a strong contribution to the purposes of Green Belt and therefore should be discounted from subsequent Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_048
<b>Name</b>	Land at Newton Cottage Hospital, Newton-le-Willows
<b>Ward</b>	Newton-le-Willows
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_048: 1.9ha
<b>Description</b>	Small parcel of land located to the south-west of Newton-le-Willows. The parcel includes the Newton Cottage Hospital and its associated grounds, which are heavily wooded to the south.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_048	<p>The parcel bounds the urban edge of Newton-le-Willows, and has strong boundaries with Bradleigh Road to the north and east, and significant woodland to the southern and western boundaries, including the disused Sankey Canal.</p> <p>The parcel contains only the hospital and associated development, with the rest of parcel forming open garden type grounds for the hospital.</p> <p>The parcel is considered to be well contained and due to its size and strong boundaries with existing urban development lacks openness and countryside character.</p>	Low

<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_048	The parcel forms a very small part of the wider area of Green Belt that bounds Newton-le-Willows. The parcel provides little or no discernible contribution to the merging of any settlement or built up area.	Low

<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_048	<p>Parts of the parcel have a semi-rural character (southern side), however due to encroachment from existing urban development both on-site and adjoining the parcel this is limited.</p> <p>As such, it is considered that the parcel is significantly affected by existing urban features, and would play little or no role in safeguarding the countryside from further encroachment by Newton-le-Willows.</p>	Low

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_048	This parcel makes little or no contribution to the 3 purposes assessed as part of the review. The site is well contained with strong boundaries and does not significantly contribute to the wider strategic gap.	Low

<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> - It is considered that parcel GBP_048 makes a weak contribution to the purposes of Green Belt land and should be carried forward to Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_049
<b>Name</b>	Land north of Southworth Road, Newton-le-Willows
<b>Ward</b>	Newton-le-Willows
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_049: 5.36ha
<b>Description</b>	Small parcel of land located to the north-east of Newton-le-Willows. The parcel contains little built development, other than a couple of dwellings. The railway line cuts through the parcel on the south-eastern corner.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_049	<p>The parcel has strong boundaries with built residential development along the south and west. The M6 motorway curls up from the east to the north.</p> <p>Any development of this parcel would not lead to unrestricted sprawl due to its strong boundaries, that would ensure development is contained.</p>	Low

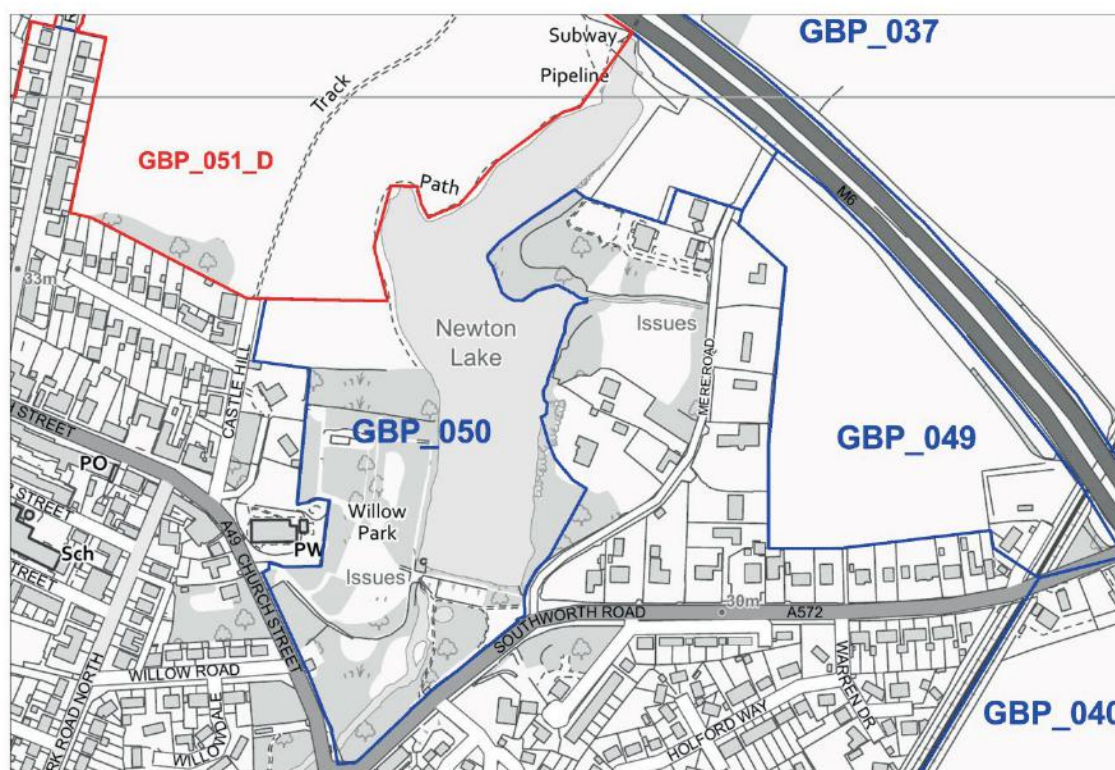
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_049	<p>The parcel forms a very small part of the wider area of Green Belt that bounders Newton-le-Willows. The parcel provides little or no discernible contribution to the merging of any settlement or built up area.</p>	Low

<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_049	<p>The parcel has a semi-rural character due to encroachment from existing urban development surrounding the parcel.</p> <p>As such, it is considered that the parcel is significantly affected by existing urban features, and would play little or no role in safeguarding the countryside from further encroachment by Newton-le-Willows.</p>	Low

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_049	<p>This parcel makes little or no contribution to the 3 purposes assessed as part of the review. The site is well contained with strong boundaries and does not significantly contribute to the wider strategic gap.</p>	Low

<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> - It is considered that parcel GBP_049 makes a weak contribution to the purposes of Green Belt land and should be carried forward to Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_050
<b>Name</b>	Land at Willow Park, Newton-le-Willows
<b>Ward</b>	Newton-le-Willows
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_050: 9.62ha
<b>Description</b>	Small irregular shaped parcel of land to the north-east of Newton-le-Willows. The parcel has no visible built development and contains Newton Lake and unprotected woodland.



#### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

**Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_050	<p>The parcel is partly bounded to the north by the M6, St. Peters Church and a small number of dwellings to the west, the remaining western boundary comprises of a field line separating it with sub-parcel GBP_051d. Church Street and Southworth Road make up the southern boundary and the eastern boundary is a substantial unprotected woodland.</p> <p>The parcel is heavily wooded so has no open aspect but strong rural character.</p>	Medium

	Although the sub-parcel has three strong boundaries its western boundary with sub-parcel GBP_051d is weaker, could potentially lead to unrestricted sprawl. The parcel also prevents ribbon development along Church Street and Southworth Road.	
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**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_050	The parcel does not fall within a strategic gap between any two settlements, although it sits on the urban edge of Newton-le-Willows, due to its orientation it plays a limited role in maintaining a strategic gap both physically and visually with any other settlement.	Low

**Purpose 3** To assist in safeguarding the countryside from encroachment

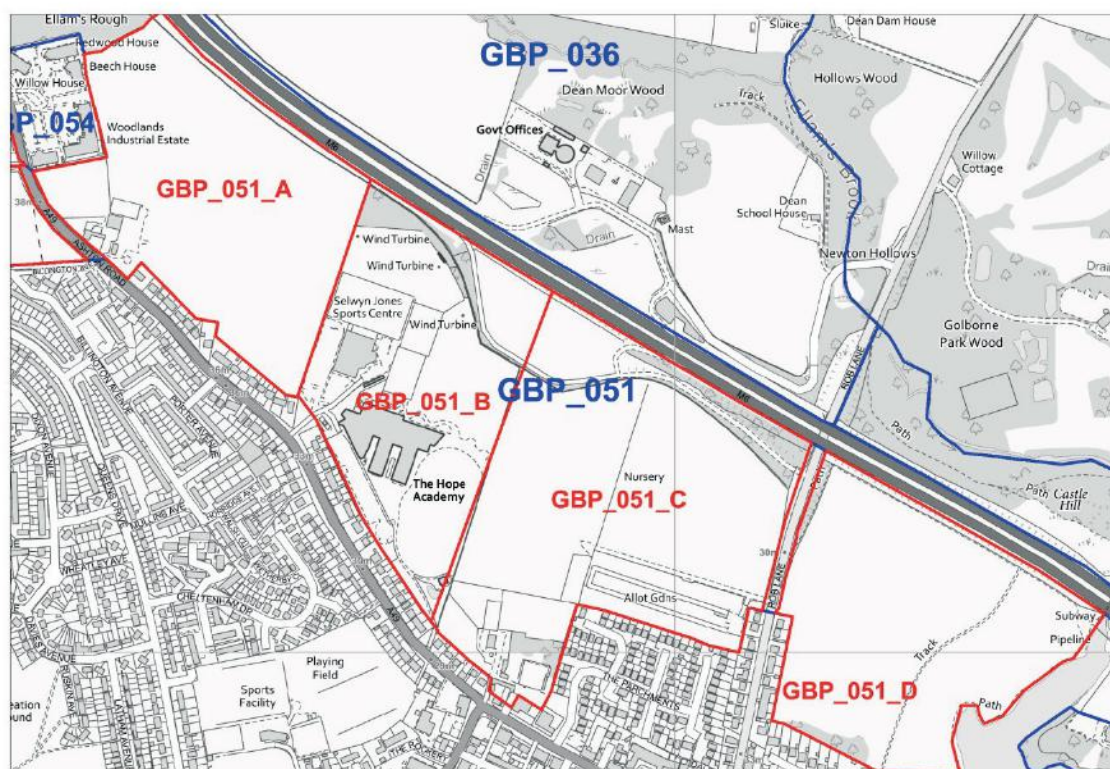
Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_050	The parcel has strong boundaries to the east, south and parts of the north. Part of the western boundary is weak and as such could lead to potential encroachment. The parcel has no inappropriate development and although has limited openness retains a strong sense of countryside.	Medium

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_050	The parcel plays a moderate role in checking the outward expansion of Newton-le-Willows into the countryside and maintaining a separation between any built up area. The site is well contained with strong boundaries on most sides.	Medium

<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> – Parcel GBP_050 makes a moderate contribution to the purposes of Green Belt land and as such should be carried forward to Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_051
<b>Name</b>	Land north-east of Newton-le-Willows, adjacent to M6
<b>Ward</b>	Newton-le-Willows
<b>Sub-Parcels within Parcel</b>	GBP_051_A GBP_051_B GBP_051_C GBP_051_D,
<b>Size (hectares)</b>	GBP_051: 53.34ha  GBP_051_A: 12.57ha GBP_051_B: 11.49ha GBP_051_C: 17.16ha GBP_051_D: 12.12ha
<b>Description</b>	Parcel of land situated to the north-east of Newton-le-Willows. The parcel contains Selwyn Jones Sports Centre, Hope Academy, an allotment site and farm buildings. Other than these buildings there is no other form of built development within the parcel. The sub-parcel has been divided into four sub-parcels.





**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_051_A	<p>The sub-parcel is bounded to the north by the M6, the south by Ashton Road, the west by parcels GBP_052 and GBP_054 and to the east by sub-parcel GBP_051b.</p> <p>Other than farm buildings the sub-parcel has very limited development.</p> <p>Development of this site would not lead to unrestricted sprawl due to its strong boundaries, that would ensure development containment.</p>	Low
GBP_051_B	<p>The sub-parcel has strong boundaries with the M6 to the north, Aston Road to the south, sub-parcel GBP_051a to the west and sub-parcel GBP_051c to the east. The majority of this sub-parcel is developed and is made up of Selwyn Jones Sports Centre, and Hope Academy (including associated playing fields and all-weather pitches).</p> <p>The north-eastern corner is still used for agricultural.</p> <p>Due to the presence on site of such significant development the sub-parcel does not have an open aspect, and along with its strong boundaries plays a very limited role in checking unrestricted sprawl and the outward expansion of Newton-le-Willows into the countryside.</p>	Low
GBP_051_C	<p>The sub-parcel is bounded to the north by the M6, the south by Ashton Road and dwellings facing onto The Parchments, to the west by sub-parcel GBP_051b and Rob Lane (GBP_051d) to the east.</p> <p>The sub-parcel contains very little development other than an allotment area behind dwellings fronting The Parchments and farm buildings south of the site. The sub-parcel has an open aspect but urban development is clearly visible on all sides.</p> <p>Development of this site would not lead to unrestricted sprawl as it has strong boundaries that would ensure development is contained. However, the parcel also prevents ribbon development along Rob Lane.</p>	Low
GBP_051_D	<p>The sub-parcel is bounded to the north by the M6, part of the southern boundary by built residential development, to the west by Rob Lane (sub- parcel GBP_051c), and parcel GBP_050 to the east.</p> <p>The sub-parcel is heavily screened by unprotected trees on the northern and eastern boundaries and partially on the western boundary, thereby providing a sense of rural character.</p> <p>Although the sub-parcel has three strong boundaries its eastern boundary with parcel GBP_050 is weaker, that could potentially lead to unrestricted sprawl. The parcel also prevents ribbon development along Rob Lane.</p>	Medium

<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_051_A	The western edge of the sub-parcel contributes broadly to the physical and visual separation of Haydock and Newton-le-Willows. However, there would be scope for development of this site without harming the overall integrity of the gap.	Medium
GBP_051_B	Given the existing amount of development on this sub-parcel and distance from Haydock, the sub-parcel provides little or no discernible contribution to the merging of these two settlements.	Low
GBP_051_C	The sub-parcel does not fall within a strategic gap between any two settlements, although it sits on the urban edge of Newton-le-Willows, due to its orientation it plays a limited role in maintaining a strategic gap both physically and visually with any other settlement.	Low
GBP_051_D	The sub-parcel does not fall within a strategic gap between any two settlements, although it sits on the urban edge of Newton-le-Willows, due to its orientation it plays a limited role in maintaining a strategic gap both physically and visually with any other settlement.	Low

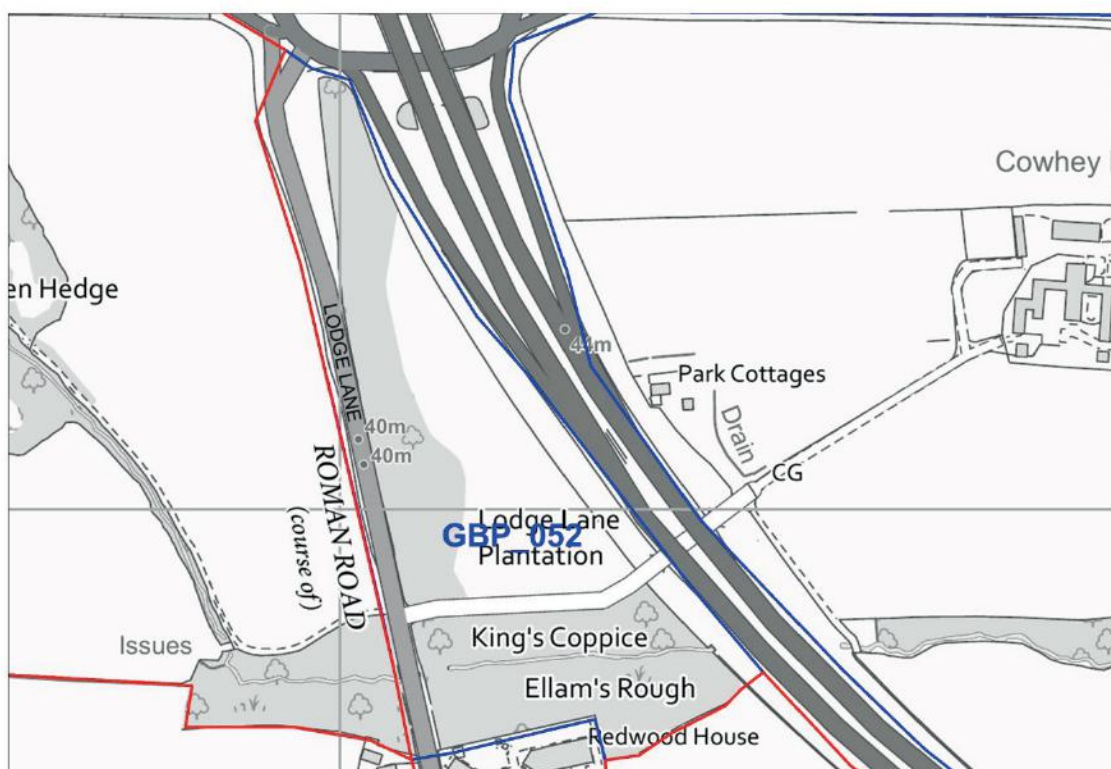
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_051_A	The sub-parcel has a semi-rural character due to encroachment from existing urban development on three of its four sides. The perception of open countryside is only obtained when looking northwards. The sub-parcel itself is reasonably small in area, with residential development clearly visible when viewed from the north, west and east.	Medium
GBP_051_B	Due to the presence on site of significant development the sub-parcel does not benefit from an open aspect. The sub-parcel plays a very limited role in checking the outward expansion of Newton-le-Willows.	Low
GBP_051_C	The sub-parcel has strong boundaries on all sides that are enhanced by the presence of mature trees to the north, west and south, and is therefore well contained.  The sub-parcel has no inappropriate development and has a semi-rural character.	Low
GBP_051_D	Although the sub-parcel has strong boundaries to the north, south and west, the eastern boundary is weaker. The sub-parcel has no inappropriate development and retains a	Medium

	sense of countryside character.	
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Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_051_A	The sub-parcel plays a limited role in both checking the outward expansion of Newton-le-Willows into the countryside and moderate role in maintaining the physical and visual/perceptual separation between Newton-le-Willows and Haydock. The site is well contained with strong boundaries on all sides.	Medium
GBP_051_B	The sub-parcel plays a very limited role in both checking the outward expansion of Newton-le-Willows into the countryside and maintaining a physical and visual separation between Newton-le-Willows and Haydock.	Low
GBP_051_C	The sub-parcel plays a limited role in both checking the outward expansion of Newton-le-Willows into the countryside and maintaining the physical and visual/perceptual separation between any built up area. The site is well contained with strong boundaries on all sides.	Low
GBP_051_D	The sub-parcel plays a limited role in checking the outward expansion of Newton-le-Willows into the countryside, however due to its weaker eastern boundary could lead to a degree of encroachment.  It has no built development within it and has a rural character, when viewed from the west.	Medium

<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> – Sub-parcels GBP_051a, GBP_051b, GBP_051c, and GBP_051d make a weak to moderate contribution to the purposes of Green Belt land and as such should be carried forward to Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_052
<b>Name</b>	Land south of Haydock Island (J23)
<b>Ward</b>	Haydock
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_052: 6.68ha
<b>Description</b>	Small triangular shaped parcel of land situated west of the M6 and east of Lodge Lane, Haydock. The site has no built development other than a single track leading to Haydock Park Farm on the southern side. The majority of the site is protected woodland.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_052	<p>The parcel is triangular in shape with strong boundaries to the west (Lodge Lane) and east (M6), the site borders Woodlands Business Park (GBP_054) and sub-parcel GBP_051a) to the south.</p> <p>The parcel has no built development within it other than a single track used to access Haydock Park Farm. The parcel is not adjacent to any urban residential development, and as such prevents ribbon development along Lodge Lane. The site is heavily wooded so has no open aspect.</p>	Medium

<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_052	The parcel does not border any built up area or urban edge and as such would not lead to the merging of any settlements.	Low

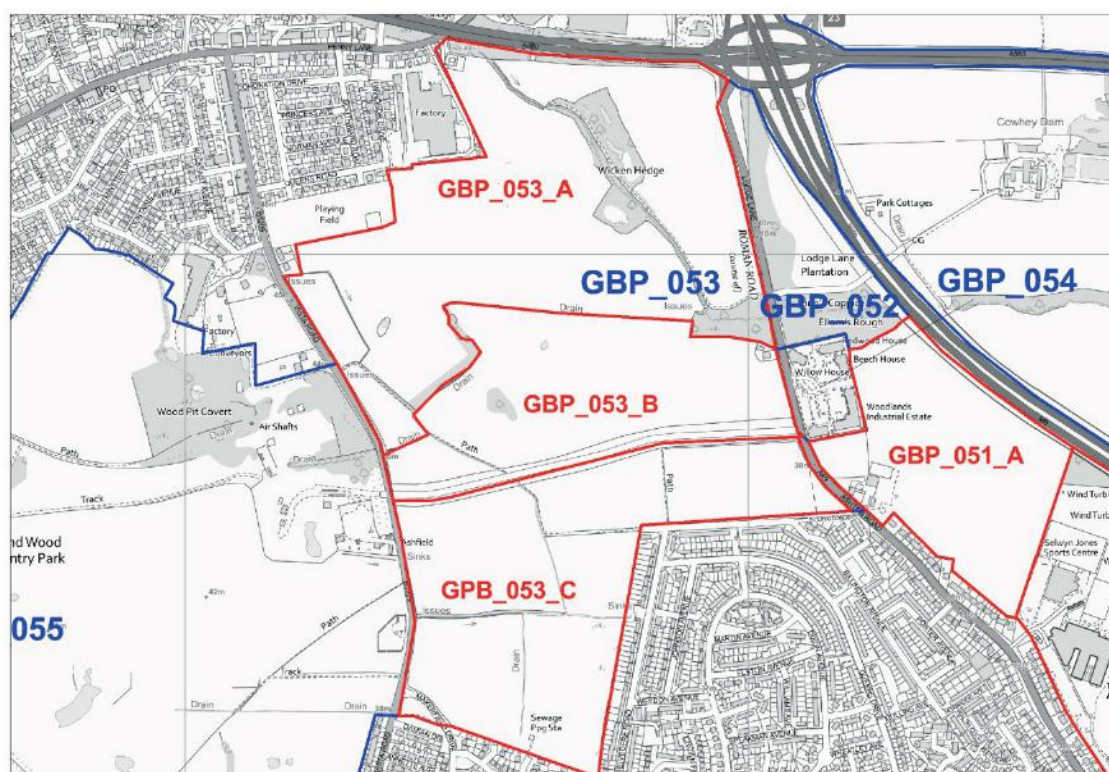
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_052	Although the parcel has a semi-rural feel due to the existing woodland, the site it is surrounded by urban development in terms of the M6 motorway, junction 23 roundabout, petrol filling station opposite and office development to the south. The parcel has no open aspect, with strong boundaries so any development would be contained.	Low

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_052	The parcel plays no role in checking the outward expansion of Haydock into the countryside and has strong urban boundaries with no open aspect.	Medium

<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> – parcel GBP_052 makes a weak to moderate contribution to the purposes of Green Belt land and as such should be carried forward to Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_053
<b>Name</b>	Land east of Haydock, north of Earlestown
<b>Ward</b>	Haydock
<b>Sub-Parcels within Parcel</b>	GBP_053_A GBP_053_B GBP_053_C
<b>Size (hectares)</b>	GBP_053: 71.98ha  GBP_053_A: 32.93ha GBP_053_B: 15.97ha GBP_053_C: 22.8ha
<b>Description</b>	Moderate sized parcel situated between the A580 and Haydock to the east, and Newton-le-Willows to the south. The parcel has very little built development within it other than a small plant building in the north-west corner and a dwelling on the eastern boundary. The parcel has been subdivided into three sub-parcels.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_053_A	<p>The sub-parcel has strong boundaries to the north (A580 and built development), east and west. However its southern boundary with sub-parcel GBP_053b is much weaker and comprises of hedgerows and field lines.</p> <p>Other than a small plant building in the north-western corner there is no built development within the sub-parcel, that also contains a belt of protected woodland</p> <p>The sub-parcel adjoins the urban edge of Haydock, as such the parcels plays a moderate role in checking unrestricted sprawl. A certain amount of development could be accommodated here without it leading to unrestricted sprawl. The site also prevents ribbon development along Lodge Lane and Vista Road.</p>	Medium
GBP_053_B	<p>The sub-parcel has strong boundaries to the east and west, however the northern boundary with sub-parcel GBP_053a is a field/hedge boundary and the southern boundary with sub-parcel GBP_053c is a temporary private access road to the nearby mineral extraction site.</p> <p>Other than a single dwelling on the eastern boundary there is no built development within the sub-parcel. The sub-parcel has an open rural character, especially when viewed from the east westerly.</p> <p>The sub-parcel is not adjacent to a large built up area, and lacks containment. It also plays a small role in preventing ribbon development along Ashton Road and Vista Road.</p>	Medium
GBP_053_C	<p>GBP_053_C The sub-parcel is bounded to the south by the urban edge of Newton-le-Willows, to the west by Vista Road and to the east by Ashton Road, the northern boundary (with sub-parcel GBP_053b) is a single temporary private highway.</p> <p>The sub-parcel adjoins the urban edge of Newton-le-Willows and a certain amount of development could be accommodated here without it leading to unrestricted sprawl. The site also prevents ribbon development along Ashton Road and Vista Road.</p>	Medium

<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_053_A	<p>The sub-parcel forms a large part of a strategic gap between Haydock and Newton-le-Willows/Earlestown, along with sub-parcels GBP_053b and GBP_053c. The removal of such a large section of land could decrease this strategic gap to an unacceptable level.</p>	High

GBP_053_B	The sub-parcel forms part of a significant strategic gap, along with sub-parcels GBP_053a and GBP_053c to the physical and visual separation of Haydock and Newton-le-Willows/Earlestown.	High
GBP_053_C	The sub-parcel forms part of a strategic gap, along with sub-parcels GBP_053a and GBP_053b to the physical and visual separation of Haydock and Newton-le-Willows/Earlestown. However a strategic gap could still be maintained (via sub-parcels GBP_053a and GBP_053b) if parts of this sub-plot were released from Green Belt, especially the south-western corner, which would be viewed as a natural extension to Newton-le-Willows/Earlestown.	Medium

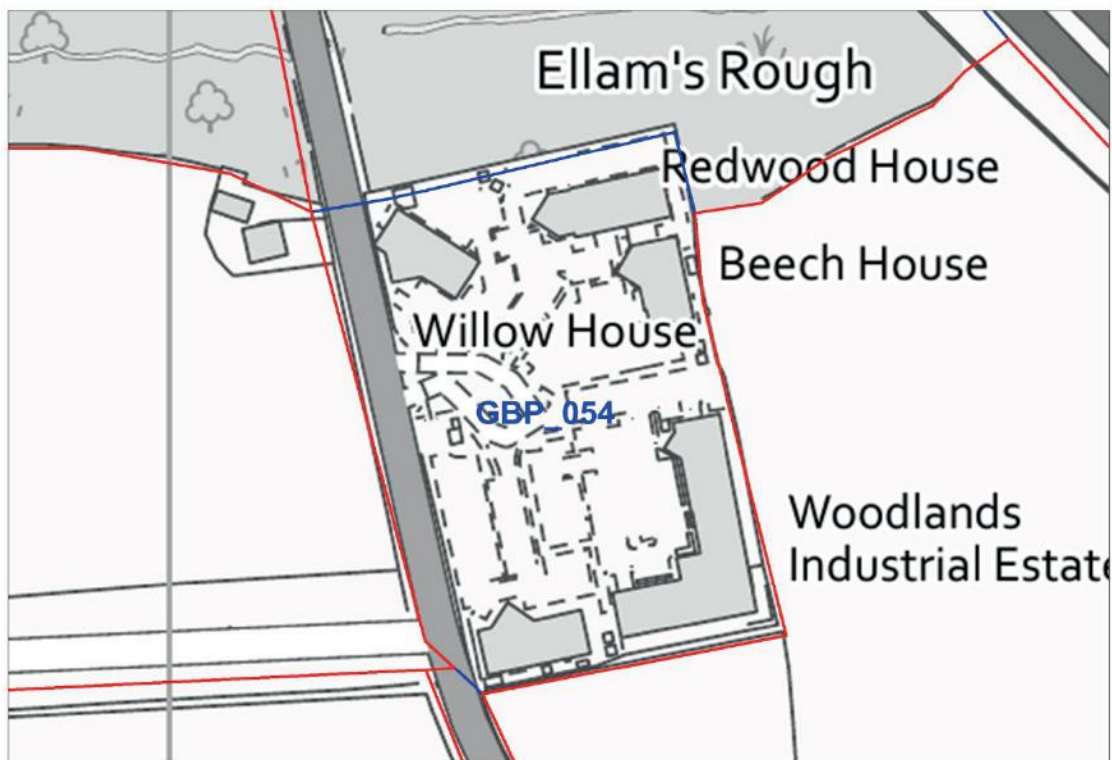
**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_053_A	There is little built development within the sub-parcel. The sub-parcel has a strong sense of countryside character with open views. Any development on this parcel is likely to give rise to significant encroachment.	High
GBP_053_B	There is little built development within the sub-parcel. The sub-parcel has a strong sense of countryside character with open views. Any development on this parcel is likely to give rise to significant encroachment.	High
GBP_053_C	There is no built development within the sub-parcel, which has a semi-rural character when viewed from the south, east and western viewpoints due to existing urban fringe.	Medium

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_053_A	The sub-parcel robustly meets two of the three purposes considered. It has very little built development within it and has a very open rural character, helping to prevent the merging of Haydock and Newton-le-Willows.	High+
GBP_053_B	The sub-parcel robustly meets two of the three purposes considered. It has very little built development within it together with weak northern and southern boundaries. The sub-parcel also has a very open rural character and helps prevent the merging of Haydock and Newton-le-Willows.	High+
GBP_053_C	The sub-parcel moderately meets the purposes considered. It has very little built development and plays a moderate role in checking unrestricted sprawl and preventing the two settlements from merging.	Medium

<b>Carry forward to Stage 2 Assessment?</b>	<p><b>No</b> - Sub-parcels GBP_053a and GBP_053b continue to make a strong contribution to the purposes of Green Belt and therefore should be discounted from subsequent stages of the Review.</p> <p><b>Yes</b> - Sub-parcel GBP_053c makes only a moderate contribution to the purpose(s) of Green Belt land and therefore should be carried forward to Stage 2 of the Review.</p>
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<b>Parcel Ref</b>	GBP_054
<b>Name</b>	Woodlands Business Park, Haydock
<b>Ward</b>	Haydock
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_054: 2.08ha
<b>Description</b>	Small parcel of land located to the north of Newton-le-Willows, off Roman Road, known locally as Woodlands Business Park. The parcel boundary is tightly drawn around the existing built office development.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_054	<p>The parcel borders Ashton Road to the west, field lines to the west and south, and significant protected woodland to the north.</p> <p>The entire parcel has already been developed, containing five office blocks (at least 3-storeys high in parts) with associated car-parking. The boundary of the parcel has been drawn tightly around the existing built development.</p> <p>Due to the presence on site of such significant development the parcel's openness has been compromised. The parcel does not border any built-up area and as plays a very limited role in checking unrestricted sprawl.</p>	Low

**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_054	Given the extensive amount of existing development on this parcel and distance from Haydock, the parcel provides little or no discernible contribution to the merging of these two settlements (Haydock and Newton-le-Willows).	Low

**Purpose 3** To assist in safeguarding the countryside from encroachment

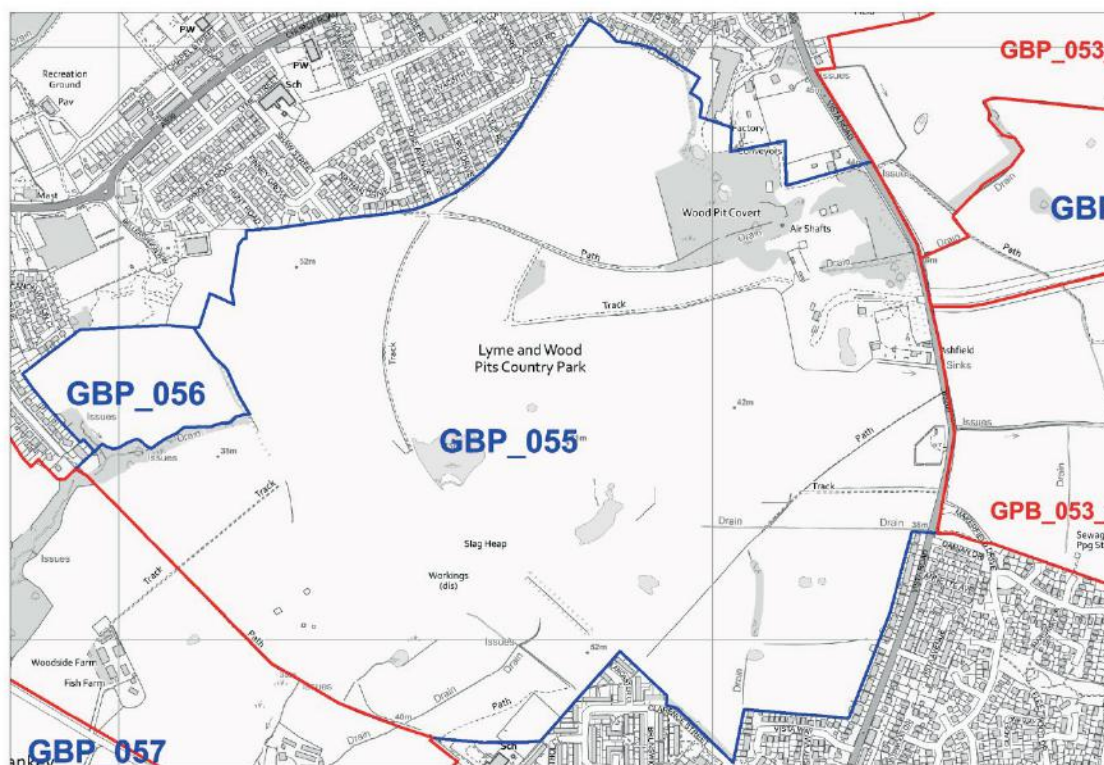
Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_054	The existing development has a significant urbanising influence on the Green Belt, that is considered to have already been encroached upon.	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_054	The parcel's openness has been compromised due to the existing development on site. The parcel does not significantly contribute to the wider strategic Green Belt gap.	Low

<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> - Parcel GBP_054 makes a weak contribution to the purpose(s) of Green Belt land and therefore should be carried forward to Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_055
<b>Name</b>	Land between Haydock and Newton-le-Willows/Earlestown
<b>Ward</b>	Haydock
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_055: 112.87ha
<b>Description</b>	The parcel is of moderate size situated between Haydock and Newton-le-Willows/Earlestown. The parcel contains the Lyme and Wood Pits Reclamation & Landfill site (with associated buildings) and a number of dwellings to the east of the site.



#### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_055	<p>The parcel is bounded to the north and south by residential development, Vista Road on the east and a public footpath between the two settlements of Haydock and Newton-le-Willows/Earlestown to the west.</p> <p>The parcel contains very limited development other than buildings associated with the reclamation and mineral</p>	High

	<p>extraction business to the east and a line of residential dwellings fronting Vista Road. Part of the parcel appears to be an operational mineral extraction site and as such retains an open character. The parcel has strong boundaries to the north, south and east, but has a weak western boundary so is not considered to be well contained.</p> <p>With both Haydock and Newton-le-Willows/Earlestown settlements bounding the parcel, the parcel plays an important role in checking the outward expansion of these settlements into the countryside. The parcel also prevents ribbon development along Vista Road.</p>	
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**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_055	The parcel forms a significant strategic gap between Haydock and Newton-le-Willows/Earlestown.	High

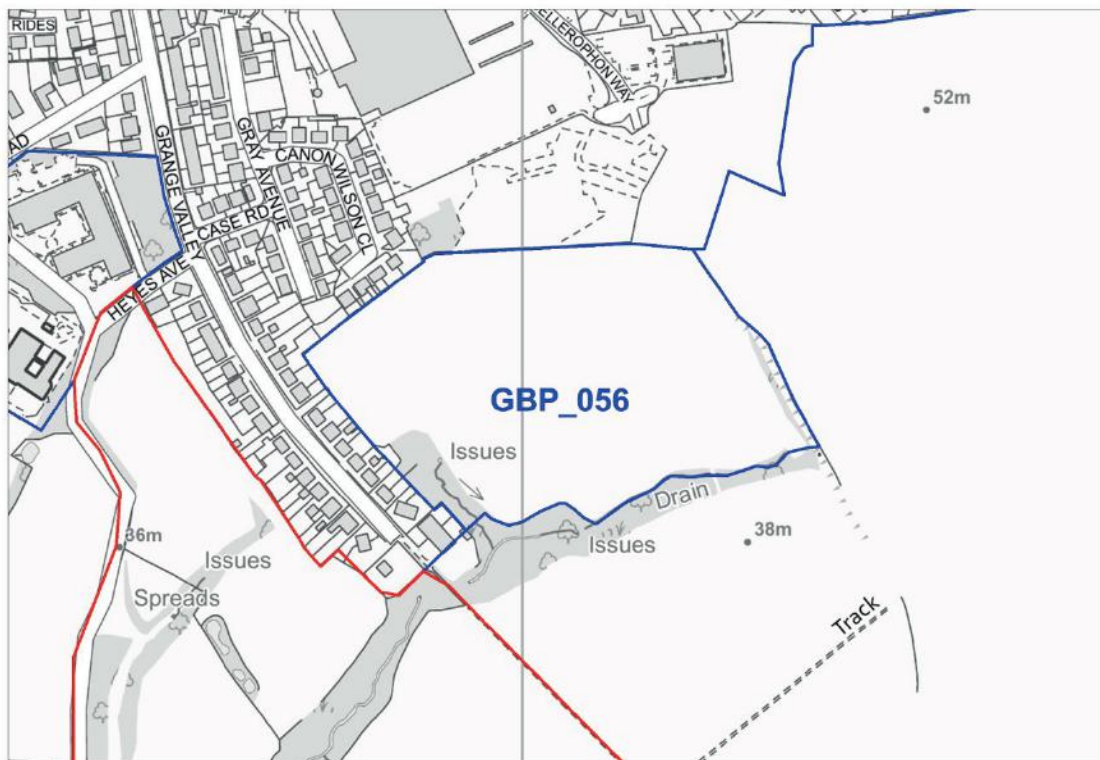
**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_055	The parcel has a strong rural open character where any development is likely to give rise to significant encroachment.	High

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_055	The sub-parcel plays an important role in both checking the outward expansion of Haydock and Newton-le-Willows/Earlestown into the countryside and forming a strategic gap between these settlements.	High+

<b>Carry forward to Stage 2 Assessment?</b>	<b>No</b> – Parcel GBP_055 continues to make a strong contribution to the purposes of Green Belt land and therefore should be discounted from subsequent Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_056
<b>Name</b>	Land rear of Tesco Superstore, Haydock
<b>Ward</b>	Haydock
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_056: 5.48ha
<b>Description</b>	Relatively small parcel of land east of Grange Valley south of Haydock. The parcel contains one large field with no built development.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_056	<p>The parcel bounds the urban edge of Haydock on its northern and western boundaries. To the south and east the parcel is bounded by substantial protected woodland and as such is considered well contained.</p> <p>There is no built development within the parcel.</p>	Low

**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_056	The parcel forms a very small part of the wider area of Green Belt that bounds Haydock. The parcel provides little or no discernible contribution to the merging of any settlement or built up area.	Low

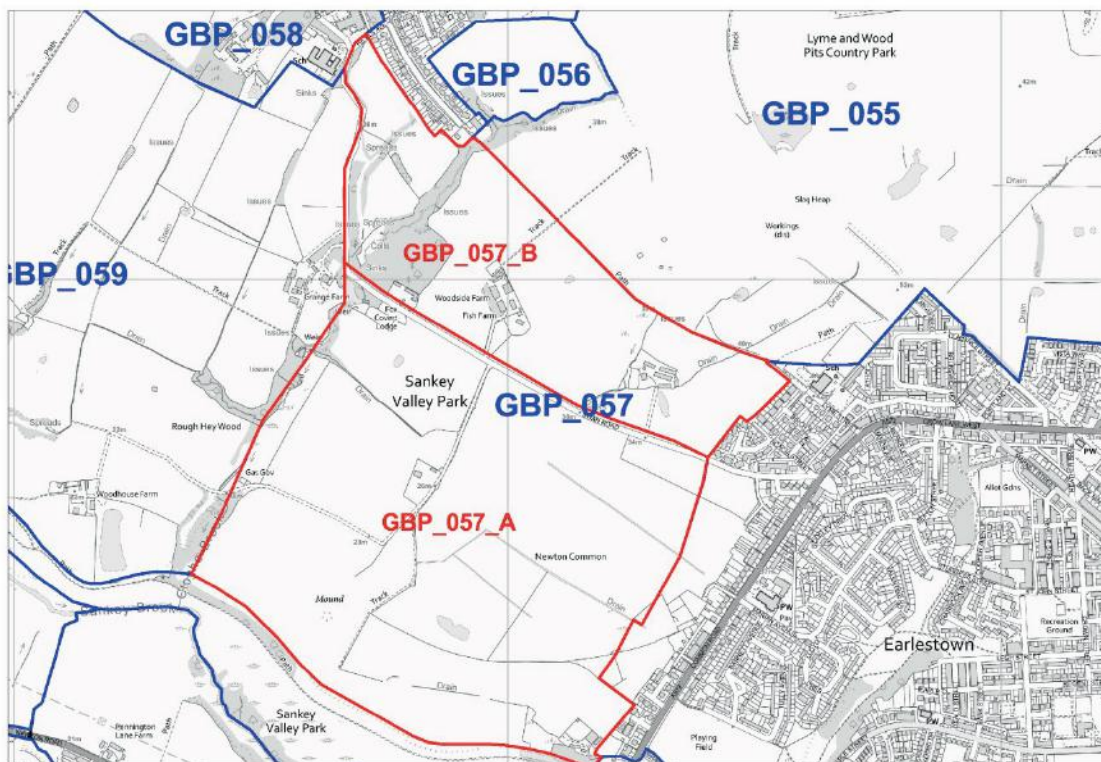
**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_056	<p>The parcel has a broad rural character, however the perception of openness is modest due to the woodland boundaries to the south and urban edge to the north.</p> <p>The parcel itself is fairly small in area, with residential development clearly visible when viewed from the south and east. The parcel is substantially enclosed with strong boundary features.</p>	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_056	This parcel makes little contribution to the 3 purposes assessed as part of the review. The site is well contained with strong boundaries and does not significantly contribute to the wider strategic Green Belt gap.	Low

<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> - It is considered that parcel GBP_056 makes a weak contribution to the purposes of Green Belt land and should be carried forward to Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_057
<b>Name</b>	Land between Haydock and Earlestown, west of Common Road
<b>Ward</b>	Earlestown and Haydock
<b>Sub-Parcels within Parcel</b>	GBP_057_A GBP_057_B,
<b>Size (hectares)</b>	GBP_057: 89.73ha  GBP_057_A: 61.90ha GBP_057_B: 27.84ha
<b>Description</b>	The parcel is situated between Haydock and Earlestown, and contains appropriate development in the form of farm buildings. The parcel has been subdivided into two sub-parcels.





**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_057_A	<p>The sub-parcel has fairly weak boundaries, other than the eastern side where it adjoins allotments to the rear of residential development facing onto Common Road.</p> <p>The sub-parcel has a strong sense of countryside character with open views to the east and west, with very little development.</p> <p>The sub-parcel is considered to lack containment, leading to unrestricted sprawl. It also plays a small role in preventing potential ribbon development along Grange Road and Swan Road to the north.</p>	High
GBP_057_B	<p>The sub-parcel has a weak north-eastern boundary with parcel GBP_055, and stronger boundaries to the north, west and south.</p> <p>The sub-parcel contains very limited development other than farm buildings, with a large protected woodland area to the north, and as such retains an open rural character.</p> <p>With both Haydock and Earlestown settlements bounding the sub-parcel, the sub-parcel plays an important role in checking the outward expansion of these settlements into the countryside. The sub-parcel also prevents potential ribbon development along Grange Road and Swan Road to the south.</p>	High

**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_057_A	The sub-parcel forms a significant strategic gap between Haydock and Earlestown.	High
GBP_057_B	The sub-parcel forms a significant strategic gap between Haydock and Earlestown.	High

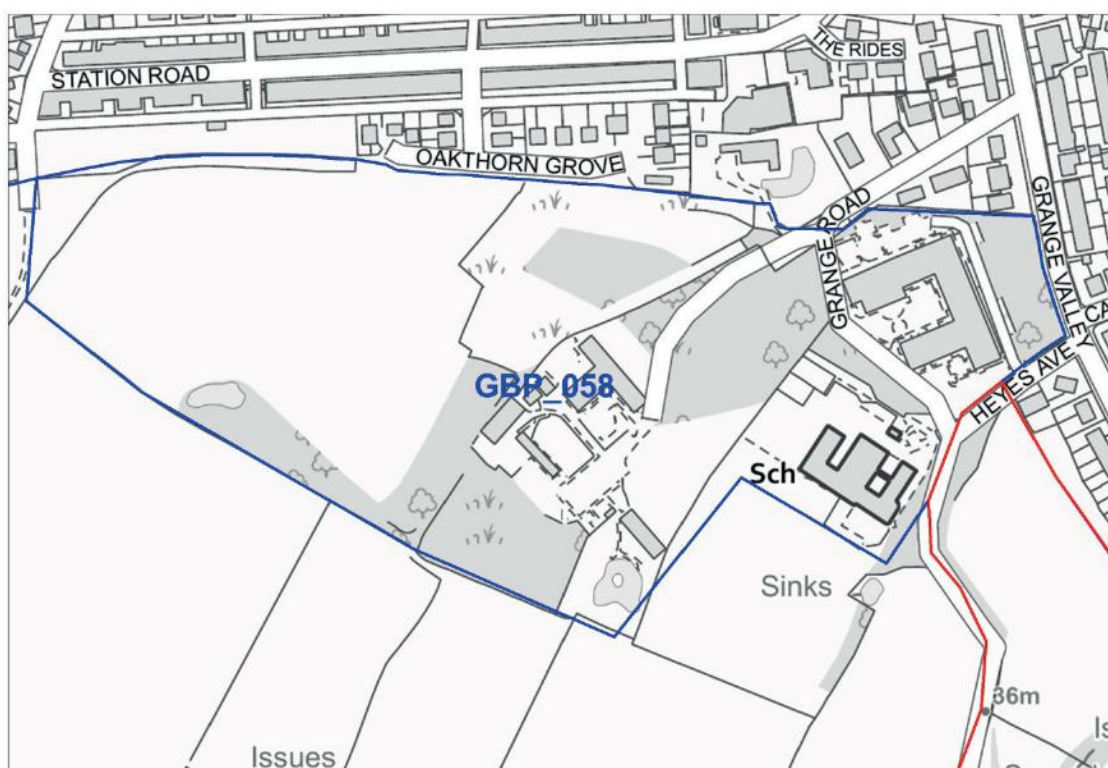
**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_057_A	The sub-parcel has a strong rural open character where any development is likely to give rise to significant encroachment.	High
GBP_057_B	The sub-parcel has a strong rural open character where any development is likely to give rise to significant encroachment.	High

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Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_057_A	The sub-parcel plays an important role in both checking the outward expansion of Earlestown into the countryside and forms a strategic gap between both Haydock and Earlestown settlements.	High+
GBP_057_B	The sub-parcel plays an important role in both checking the outward expansion of Haydock and Earlestown into the countryside and forms a strategic gap between both settlements.	High+
Carry forward to Stage 2 Assessment?	<b>No</b> – Sub-parcels (GBP_057a and GBP_057b) continue to make a strong contribution to the purposes of Green Belt land and therefore should be discounted from subsequent Stage 2 of the Review.	

<b>Parcel Ref</b>	GBP_058
<b>Name</b>	Land south of Station Road, Haydock
<b>Ward</b>	Haydock
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_058: 10.63ha
<b>Description</b>	Small parcel of land situated to the south of Station Road, Haydock. The site contains a primary school, nursing home and a large block of apartments, with some protected trees.



#### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

**Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_058	<p>The parcel bounds the built up area of Haydock to the north and east. The southern and western boundaries are weaker, with some substantial protected areas in parts.</p> <p>The parcel contains some built development within it, including Grange Valley Primary School, Lymewood Court Nursing Home and a large block of apartments.</p>	Low

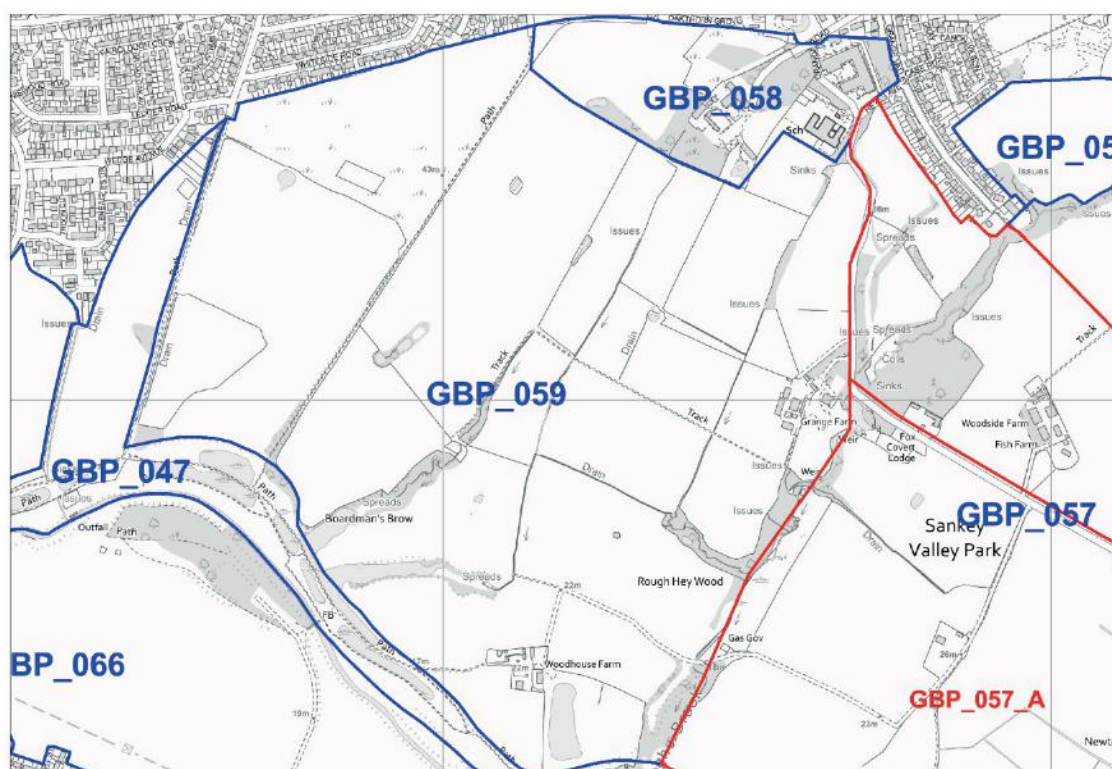
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_058	The parcel forms a very small part of the wider strategic gap of Green Belt that bounds Haydock. It is considered the parcel provides little discernible contribution to the merging of Haydock and any neighbouring settlement or built up area.	Low

<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_058	<p>The parcel already contains a certain amount of inappropriate built development, in terms of the primary school, nursing home and apartments.</p> <p>The parcel has some open views from the north-west corner, however these are fairly limited due to the wooded boundaries to the south.</p>	Low

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_058	The parcel plays a moderate role in both checking the outward expansion of Haydock into the countryside and maintaining the physical and visual/perceptual separation between Haydock and any other built up area.	Low

<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> - It is considered that parcel GBP_058 makes a weak contribution to the purposes of Green Belt land and should be carried forward to Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_059
<b>Name</b>	Land between Haydock and Sankey Brook
<b>Ward</b>	Haydock
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_059: 94.42ha
<b>Description</b>	The parcel is of moderate size situated between Haydock and Parr. The parcel contains limited development with just a small number of farm buildings.





**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_059	<p>The parcel is partly bounded by residential development to the north, with weaker field boundaries to the west, east and south.</p> <p>The parcel contains very limited development other than farm buildings and retains a strong open rural character with a belt of protected trees on its southern eastern boundary.</p> <p>The parcel's boundaries are considered poorly contained with any development leading to uncontained growth.</p> <p>The parcel therefore plays an important role in checking the outward expansion of Haydock into the countryside.</p>	High
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_059	The parcel forms a significant strategic gap between Haydock and Parr (St. Helens Core Centre).	High
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_059	The parcel has a strong rural open character with no inappropriate development. Although the urban development of Haydock is visible when viewed to the north, any development is likely to give rise to significant encroachment.	High
<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_059	The parcel robustly meets all three purposes considered. It plays an important role in both checking the outward expansion of Haydock into the countryside and retaining a strategic gap between settlements.	High+
<b>Carry forward to Stage 2 Assessment?</b>	<b>No</b> – Parcel GBP_059 continues to make a strong contribution to the purposes of Green Belt land and therefore should be discounted from subsequent Stage 2 of the Review.	



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_060	<p>The parcel is bounded to the north by the A580 East Lancashire Road and residential development to the south, east and west.</p> <p>The parcel is very well contained and therefore development of this parcel would not lead to unrestricted sprawl.</p>	Low

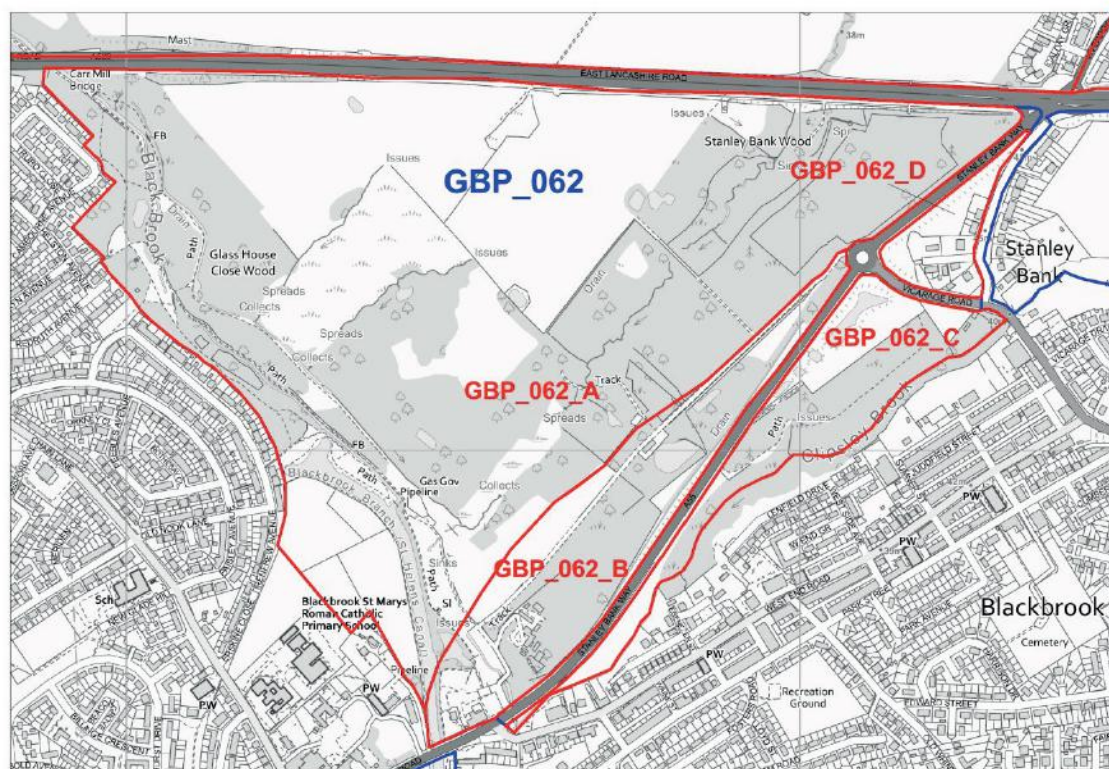
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_060	The parcel does not fall within a strategic gap between two towns. The nearest towns are: Haydock and Blackbrook that adjoins the parcel and St. Helens which lies approximately 1.2km south west of the parcel, but Blackbrook and Haydock have already merged with St. Helens in part to the south.	Low

<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_060	The parcel contains some built development along the western boundary. The parcel has strong permanent boundaries and is surrounded by residential development on three sides, so therefore does not have a sense of openness or countryside character.	Low

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_060	The parcel has strong permanent boundaries and does not have a sense of openness or countryside character.	Low

<b>Carry forward to Stage 2 Assessment?</b>	Parcel GBP_060 makes only a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the stage 2 assessment.	
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<b>Parcel Ref</b>	GBP_062
<b>Name</b>	Land south of A580 and west and east of A58
<b>Ward</b>	Blackbrook
<b>Sub-Parcels within Parcel</b>	GBP_062_A GBP_062_B GBP_062_C GBP_062_D
<b>Size (hectares)</b>	GBP_062: 86.07ha  GBP_062_A: 65.14ha GBP_062_B: 9.88ha GBP_062_C: 6.49ha GBP_062_D: 1.91ha
<b>Description</b>	Large parcel lying to north of Blackbrook, south of the A580 East Lancashire Road and west and east of the A58 Stanley Bank Way. The parcel contains agricultural land and buildings, residential development, dense woodland and Sankey Valley Country Park and Stanley Bank nature reserve (circa 21ha). The parcel is split into four sub-parcels.





**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_062_A	<p>The sub-parcel is bounded to the north by the A580 East Lancashire Road, residential development to the west, Stanley Bank Way to the east and in part a church and school and agricultural land to the south.</p> <p>The sub-parcel is therefore well contained. The large built-up areas of St. Helens (Moss Bank) and Blackbrook adjoin the west and south of the sub-parcel and therefore if this sub-parcel were to be developed it would likely form an expansion of these large built-up areas. Despite the strong boundaries of the sub-parcel as a whole, the significant size of the sub-parcel means that the development of this sub-parcel could lead to sprawl.</p>	Medium
GBP_062_B	<p>The sub-parcel is bounded to the north by dense woodland (Stanley Bank Wood), Stanley Bank Way and residential development, to the east by Stanley Bank Way, to the west by a lane/footpath and Sankey Valley Country Park and Stanley Bank nature reserve, and in part a church and school to the south.</p> <p>The sub-parcel is therefore relatively well contained in part to the north, south and east, but remains open in parts to the west. The large built-up area of Blackbrook adjoins the south/south-east of the sub-parcel and therefore if this sub-parcel were to be developed it would likely form an expansion of this large built-up area.</p>	Medium
GBP_062_C	<p>The sub-parcel is bounded to the north by Vicarage Road and residential development, to the west by Stanley Bank Way and residential development, to the east by residential development and a car scrapyards and to the south by residential development and a petrol filling station.</p> <p>The sub-parcel is therefore well contained. The large built-up area of Blackbrook adjoins the south/south-east of the sub-parcel and therefore if this sub-parcel were to be developed it would likely form an expansion of this large built-up area.</p>	Low
GBP_062_D	<p>The sub-parcel is bounded to the north by Stanley Bank Way and the A580 East Lancashire Road, to the east by Liverpool Road and residential development, to the west by Stanley Bank Way and to the south by Vicarage Road.</p> <p>The sub-parcel is therefore well contained. Located within the sub-parcel and along the eastern boundary of the sub-parcel is residential development at Liverpool Road that radiates out from the large built-up area of Blackbrook. Therefore if this sub-parcel were to be developed it would likely form an expansion of this large built-up area.</p>	Low



<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_062_A	The sub-parcel falls within a partially strategic gap between Blackbrook/Haydock and St Helens (Moss Bank). Haydock and Blackbrook adjoin the south of the sub-parcel and St. Helens (Moss Bank) adjoins the west of the sub-parcel. However, Blackbrook and Haydock have already merged with St. Helens in part to the south of the sub-parcel.	Medium
GBP_062_B	The sub-parcel falls within a partially strategic gap between Blackbrook/Haydock and St Helens (Moss Bank) (along with GBP_062_a). Haydock and Blackbrook adjoin the south of the parcel and St. Helens (Moss Bank) lies about 280m west of the sub-parcel. However, Blackbrook and Haydock have already merged with St. Helens in part to the south of the sub-parcel.	Medium
GBP_062_C	The sub-parcel is located on the edge of Blackbrook/Haydock. A strategic gap could be maintained between Blackbrook/Haydock and St. Helens if this sub-parcel was developed, albeit Blackbrook and Haydock have already merged with St. Helens in part to the south of the sub-parcel.	Low
GBP_062_D	The sub-parcel is located on the edge of Blackbrook/Haydock. A strategic gap could be maintained between Blackbrook/Haydock and St. Helens if this sub-parcel was developed, albeit Blackbrook and Haydock have already merged with St. Helens in part to the south of the sub-parcel.	Low

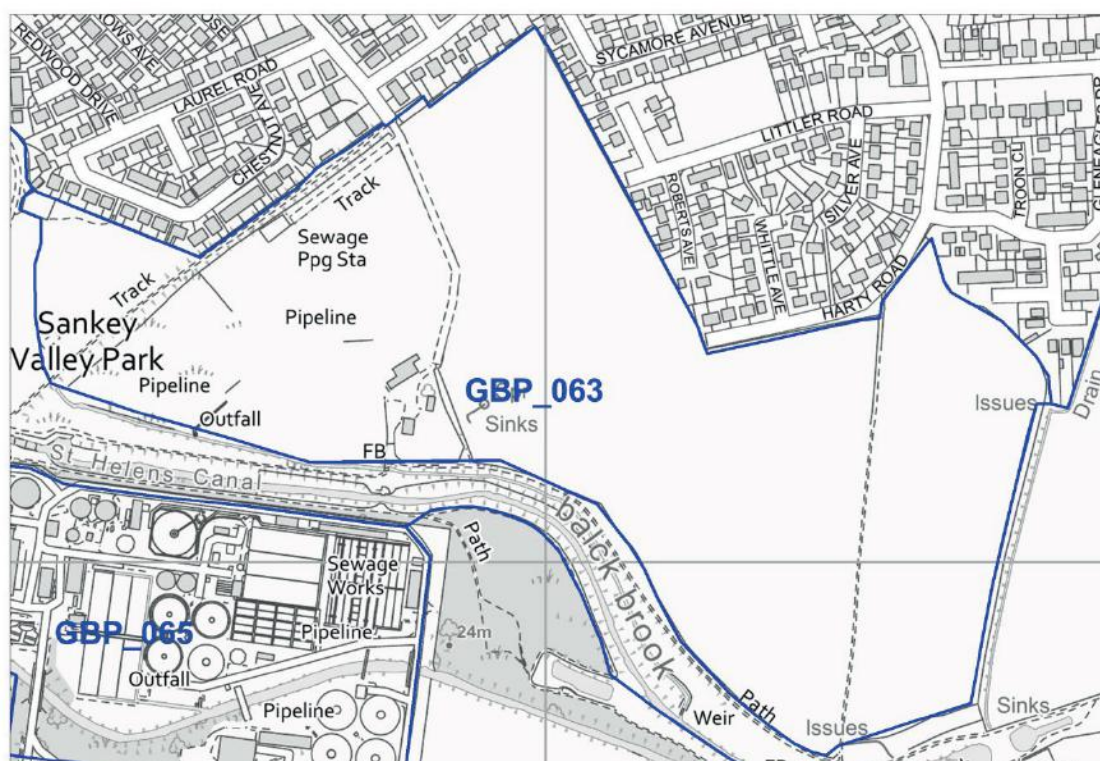
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_062_A	Despite the sub-parcel's strong boundaries, the sub-parcel contains Sankey Valley Country Park and Stanley Bank nature reserve that provide a strong countryside character and limit the urbanising effect of the surrounding residential development and A580.	High
GBP_062_B	The sub-parcel contains some inappropriate development (Sankey Valley Visitor Centre and a public house) and has strong boundaries to the east and south, but remains open in parts to the west and therefore does maintain a moderate sense of openness.	Medium
GBP_062_C	The sub-parcel contains a footpath and dense woodland. Clipsley Brook runs along with eastern boundary of the sub-parcel. The sub-parcel is well contained and does not have a sense of openness or countryside character due to the urbanising features, such as the residential development to	Low

	the east and the A58 and A599.	
GBP_062_D	Approximately 60% of the sub-parcel contains residential development and a road. Therefore the sub-parcel has limited sense of openness and countryside character.	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_062_A	Despite the sub-parcel's strong boundaries, the sub-parcel contains Sankey Valley Country Park and Stanley Bank nature reserve that provide a strong countryside character and limit the urbanising effect of the surrounding residential development and A580. The sub-parcel falls within a partially strategic gap between Blackbrook/Haydock and St Helens (Moss Bank).	High
GBP_062_B	The sub-parcel has strong boundaries to the east and south but remains open in parts to the west and therefore does maintain a moderate sense of openness.	Medium
GBP_062_C	The sub-parcel is well contained and does not have a sense of openness or countryside character due to the urbanising features such as the residential development to the east and the A58 and A599.	Low
GBP_062_D	The sub-parcel is well contained. Approximately 60% of the sub-parcel contains residential development and a road. Therefore the sub-parcel has limited sense of openness and countryside character.	Low

<b>Carry forward to Stage 2 Assessment?</b>	<p>Sub-parcel GBP_062_a continues to make a strong contribution to the purposes of Green Belt land and therefore should be discounted from subsequent stages of the Review.</p> <p>Sub-parcels GBP_062_b, GBP_062_c, GBP_062_d make only a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the stage 2 assessment.</p>
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<b>Parcel Ref</b>	GBP_063
<b>Name</b>	Land south of Blackbrook
<b>Ward</b>	Blackbrook
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_063: 20.04ha
<b>Description</b>	Small irregular shaped parcel, situated south of Blackbrook, north of the Water Treatment Works. Other than farm buildings to the south-west the parcel contains no other form of built development.



#### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

**Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_063	<p>The parcel is bounded to the north by the urban edge of Blackbrook, to the south and west by Sankey Brook and to the east by Sankey Valley Park. The parcel has a strong boundary to the north, but the southern, western and eastern boundaries are considered weak and therefore poorly contained.</p> <p>There is very little built development within the parcel other</p>	High

	<p>than farm buildings to the south of the site. The parcel has an open aspect and countryside character, specifically when looking to the south and east.</p> <p>Given the parcel's location adjacent to the urban edge of Blackbrook, the open aspect and its lack of containment, it is considered that the parcel plays a very important role in checking the outward expansion of Blackbrook into the countryside.</p>	
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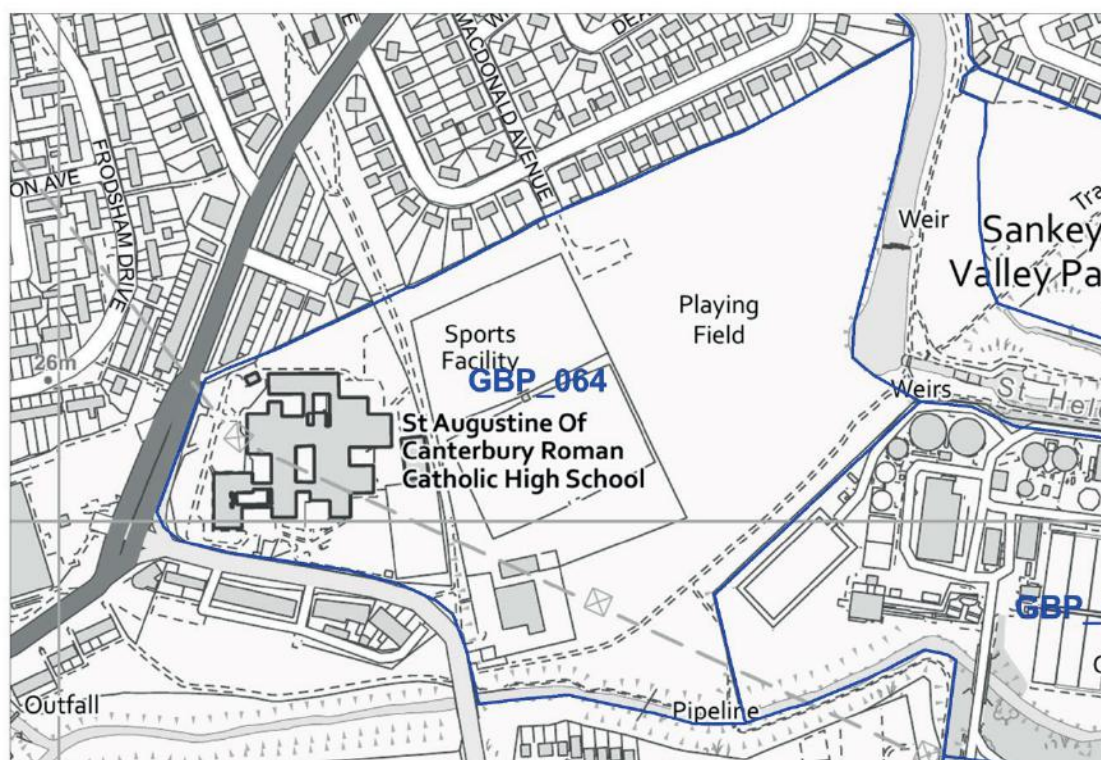
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_063	The parcel plays an important strategic role in preventing Blackbrook merging with St. Helens core area.	High

<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_063	There is no inappropriate built development within the parcel. The parcel has only a semi-rural nature due to encroachment from existing urban development to the north and south. The parcel has a limited degree of enclosure.	Medium

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_063	The parcel robustly two of the three purposes considered. It plays an important role in checking the outward expansion of Blackbrook into the open countryside. The parcel has a very semi-rural open aspect with weak containment boundaries.	High+

<b>Carry forward to Stage 2 Assessment?</b>	<b>No</b> – Parcel GBP_063 continues to make a strong contribution to the purposes of Green Belt and therefore should be discounted from subsequent stages of the Review.
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<b>Parcel Ref</b>	GBP_064
<b>Name</b>	Land south of Blackbrook, including St. Augustine of Canterbury Catholic High School
<b>Ward</b>	Blackbrook
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_064: 11.28ha
<b>Description</b>	Small parcel of land that encompasses St. Augustine of Canterbury Catholic High School and Blackbrook Rugby Club, located south of Blackbrook. The parcel contains the school and associated development, Blackbrook Rugby and Recreation Club with playing fields to the east of the site.



#### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

**Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
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GBP_064	<p>The parcel bounds the built-up area of Blackbrook to the north, Blackbrook Road to the west, Boardmans Lane and the boundary to the Water Waste Treatment works to the south and a heavily wooded area with Sankey Brook to the east.</p> <p>The majority of the western side of the parcel is developed, and the remaining parcel does not have an open aspect due to its enclosed boundary, and as such the parcel plays a limited role in checking the outward expansion of Blackbrook into the countryside.</p>	Low
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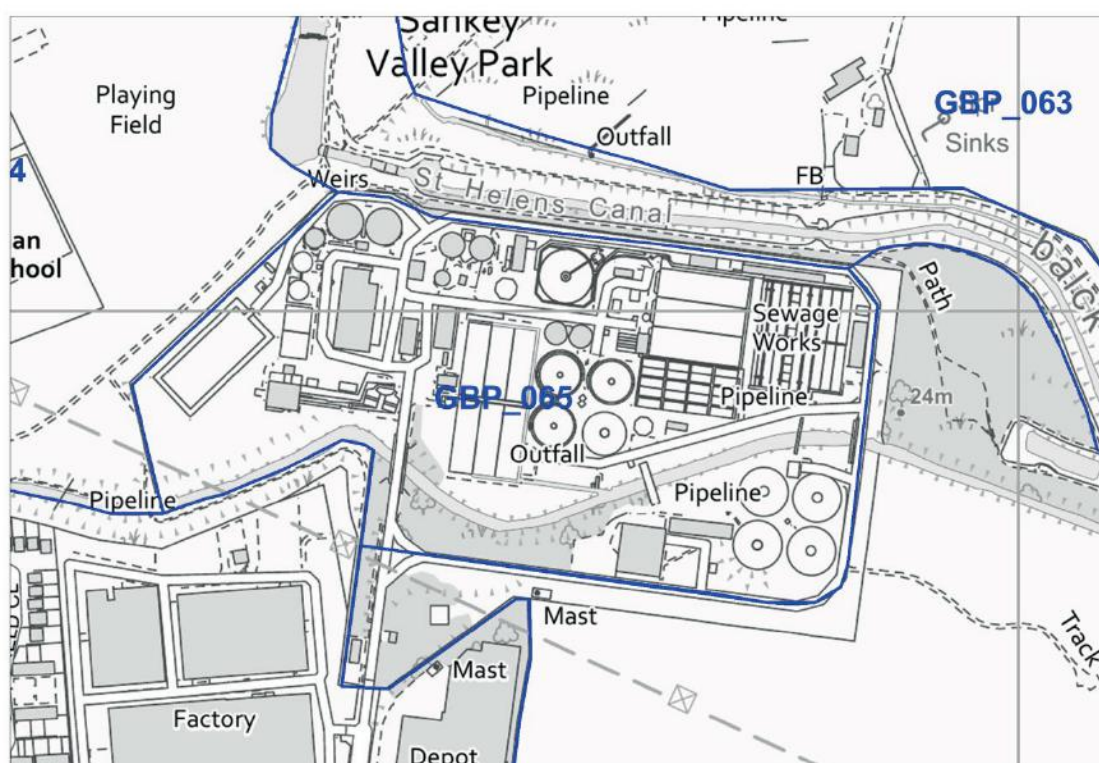
Purpose 2 To prevent neighbouring towns merging into one another		
Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_064	Approximately a third of the parcel is already developed. The gap between Blackbrook and Parr (St. Helens core area) is already breached to some extent to the west, and as such it is considered that this parcel forms only a partial part of a strategic gap.	Medium

Purpose 3 To assist in safeguarding the countryside from encroachment		
Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_064	The parcel has strong boundaries, mostly with existing urban development. Due to existing built development within the site, and the presence of urban development on three of its sides, the parcel plays a very limited role in checking the outward expansion of Blackbrook into the countryside.	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_064	<p>The parcel plays a limited role in both checking the outward expansion of Blackbrook into the countryside and the merging of settlements.</p> <p>The parcel has significant development within it including playing/recreation fields and as such does not have an open countryside character but rather a recreational character.</p>	Medium

Carry forward to Stage 2 Assessment?	Yes – Parcel GBP_064 makes a weak to moderate contribution to the purposes of Green Belt land and as such should be carried forward to Stage 2 of the Review.
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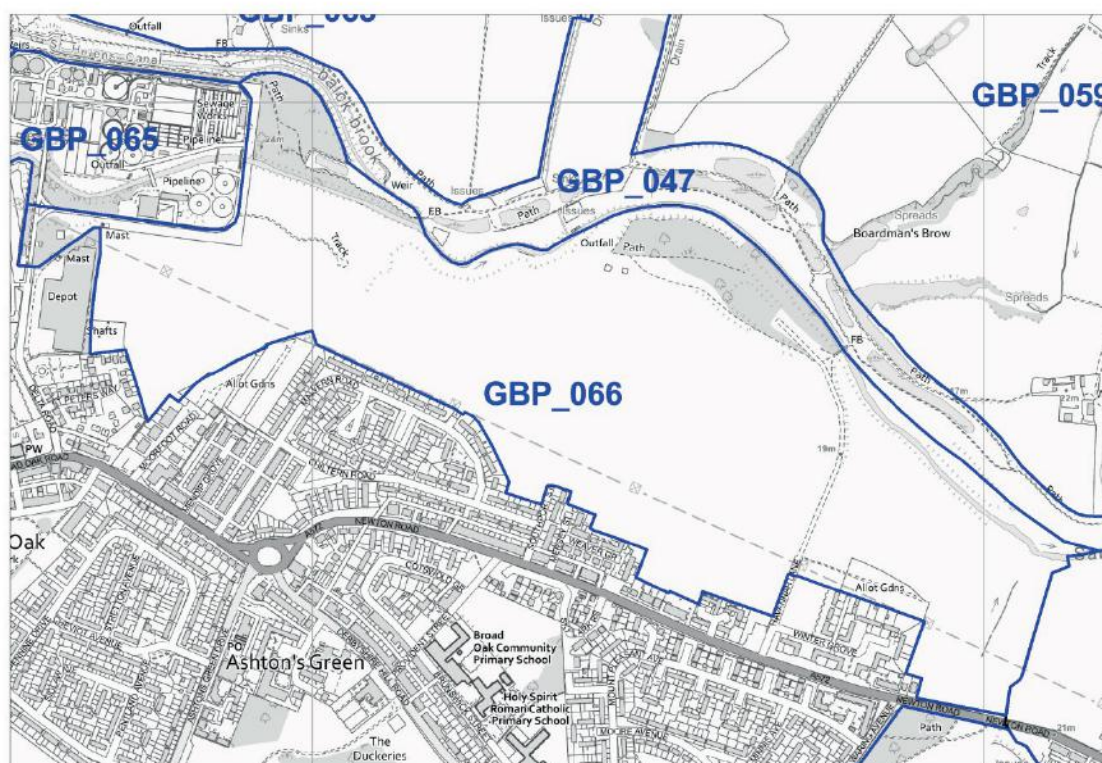
<b>Parcel Ref</b>	GBP_065
<b>Name</b>	Wastewater Treatments Works, Parr
<b>Ward</b>	Parr
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_065: 8.99ha
<b>Description</b>	Small parcel rectangular in shape, located south of Blackbrook, off Delta Road, Parr. The parcel contains the Wastewater Treatment Works, with Sankey Brook flowing through the centre of the site.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_065	<p>The parcel is moderately contained with a tree lined boundary to the north, and security fencing and unprotected trees to the west, east and south boundaries</p> <p>The vast majority of this parcel has already been developed, and contains a Wastewater Treatment Works. The boundary of the parcel has been drawn tightly around the existing built development.</p> <p>Due to the presence on site of development the parcel's openness has been compromised, however, due to the nature of the works much of the existing development is single storey or lower, and as such the parcel still plays a role in checking unrestricted sprawl.</p>	Medium
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_065	The parcel although already perceived as part of the existing built urban development of Parr (St. Helens core area), it still plays a role in restricting the further merging of this settlement with Blackbrook.	Medium
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_065	The existing development has a significant urbanising influence on the Green Belt, that is considered to have been already encroached upon.	Low
<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_065	The parcel's openness has been compromised due to the existing development on site. However, the parcel still plays a moderate role in preventing the merging of two settlements and checking unrestricted sprawl.	Medium
<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> - Parcel GBP_065 makes only a moderate contribution to the purpose(s) of Green Belt land and therefore should be carried forward to Stage 2 of the Review.	

<b>Parcel Ref</b>	GBP_066
<b>Name</b>	Land north of Ashton's Green, Parr
<b>Ward</b>	Parr
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_066: 51.41ha
<b>Description</b>	Moderate irregular shaped parcel of land situated north of Parr, east of the Wastewater Treatment Works. The parcel has very little inappropriate development within it.



### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

**Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_066	<p>The parcel is bounded to the south by the urban edge of Parr, to the north and east by Sankey Brook and to the west by the Wastewater Treatment Works. The parcel has a strong boundary to the south, but the northern, western and eastern boundaries are considered weak and therefore poorly contained.</p> <p>There is very little development within the parcel other than an allotment site south-east of the site. The parcel has a</p>	High

	<p>number of unprotected trees within it and as such does not benefit from an open aspect. However, the parcel does retain a rural character and has open views out towards the north and east.</p> <p>Given the parcel's location adjacent to the urban edge of Parr, the rural character and its lack of containment, it is considered that the parcel plays a very important role in checking the outward expansion of Parr into the countryside.</p>	
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<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_066	The parcel plays an important strategic role in preventing Parr (and St. Helens core area) merging with Blackbrook and Haydock to the north.	High

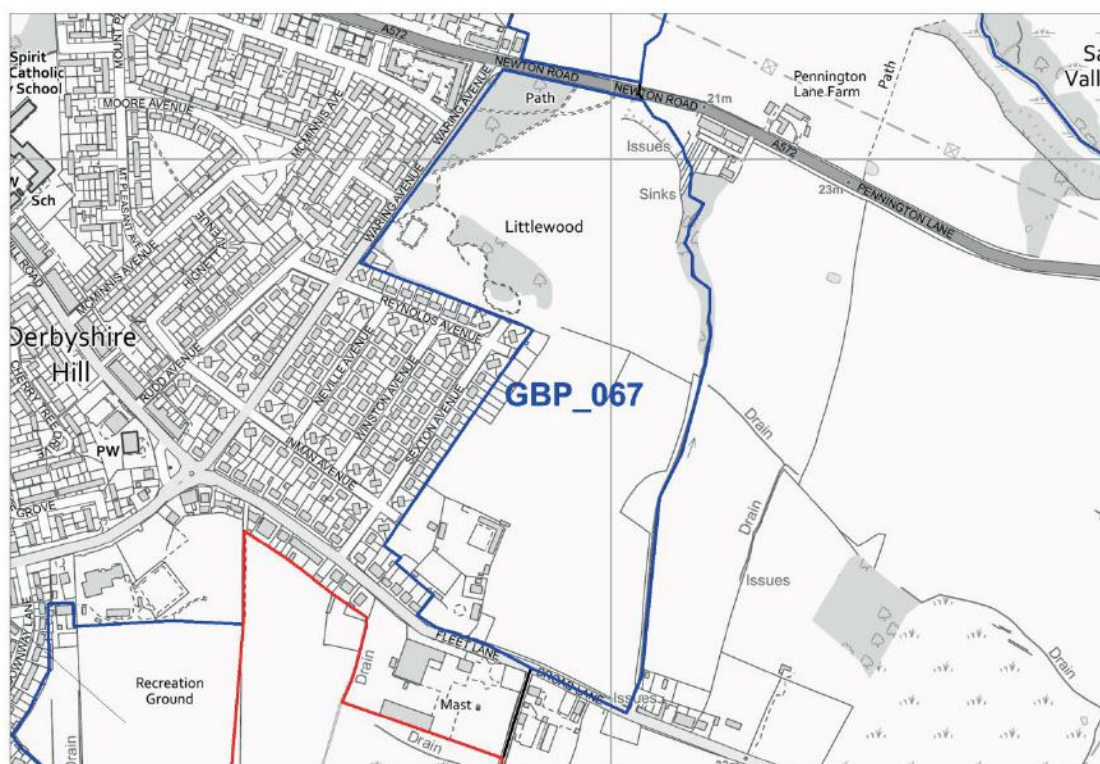
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_066	<p>There is no inappropriate built development within the parcel. The parcel has a countryside character to the north and east. Although this is compromised to the south and west due to existing development.</p> <p>The parcel has a limited degree of enclosure, especially to the north and east.</p>	Medium

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_066	The parcel robustly meets all two of the three purposes considered. It plays an important role in checking the outward expansion of Parr into the open countryside. The parcel has a rural character with almost no built development and poor containment boundaries.	High+

<b>Carry forward to Stage 2 Assessment?</b>	<b>No</b> – Parcel GBP_066 continues to make a strong to moderate contribution to the purposes of Green Belt and therefore should be discounted from subsequent stages of the Review.
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<b>Parcel Ref</b>	GBP_067
<b>Name</b>	Land east of Parr
<b>Ward</b>	Parr
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_067: 17.63ha
<b>Description</b>	Parcel situated on the eastern side of Parr, contains very little development other than farm buildings and a children's play area and basketball court. The parcel also lies on the borough boundary with Warrington.



#### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

**Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_067	<p>The parcel is bounded to the north by Newton Road, the urban edge of Parr sits to the west, Fleet Lane and Broad Lane to the south and a hedgerow along the eastern boundary.</p> <p>There is little built development within the parcel, other than farm buildings to the south and a basketball court and children's play area to the west. The parcel has an open</p>	High

	<p>aspect and rural character. The parcel has open views to the north, south and west.</p> <p>Given the location of the parcel on the border with the built up area of Parr and the Borough's boundary, the sense of openness to the east and countryside character together with its lack of containment, it is considered the parcel plays an important role in checking the outward expansion of Parr into the countryside. The parcel also prevents ribbon development along Newton Road, Fleet Lane and Broad Lane.</p>	
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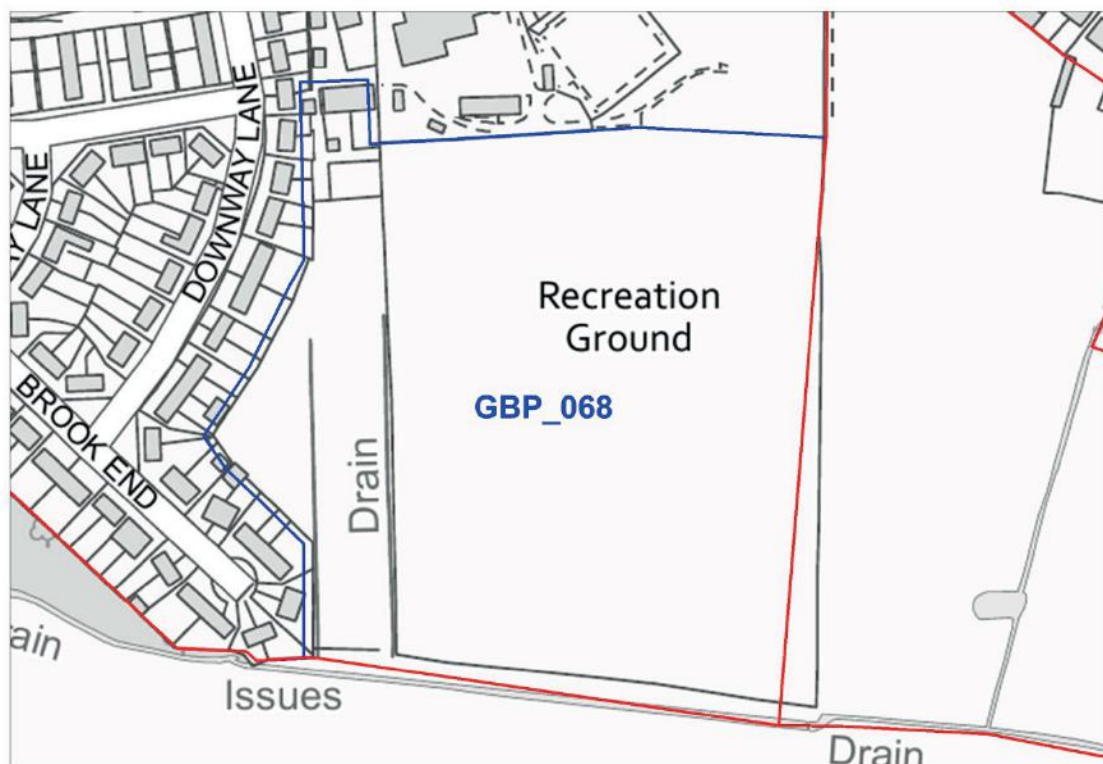
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_067	The parcel bounds the urban edge of Parr (St. Helens core area) and the Borough boundary with Warrington, and although there are no settlements to the east of the parcel, it is considered that the parcel plays an important role in protecting the two Local Authorities of St. Helens and Warrington from merging.	Medium

<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_067	The parcel has many characteristics of the countryside and has urban development to the west. There is little built development within the parcel, that on a whole has a strong sense of rural character with weak boundaries to the east.	Medium

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_067	The parcel robustly meets all three purposes considered. It has very little built development within it and very weak boundaries to the east, that cannot be contained. The parcel has a very strong rural open countryside character.	High

<b>Carry forward to Stage 2 Assessment?</b>	<b>No</b> - The parcel continues to make a contribution to the purposes of Green Belt allocation and therefore parcel GBP-067 should be discounted from subsequent Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_068
<b>Name</b>	Land rear of Bold Miners Club, Parr
<b>Ward</b>	Parr
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_068: 5.17ha
<b>Description</b>	Relatively small square shaped parcel of land south of Fleet Lane, Parr. The site is predominantly a recreational ground with scrub land to the west. There is no built development within the parcel.



#### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

**Purpose 1** To check the unrestricted sprawl of large built-up areas

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_068	<p>The parcel bounds the urban edge of Parr to the west and north (in part). The south boundary sits on the periphery with Colliers Moss Common, with the eastern boundary more open and as such less contained.</p> <p>The parcel is used as playing fields and as such has a perception of recreation rather than of open countryside.</p>	Medium

	It is considered that the parcel is moderately contained due to its weaker eastern boundary.	
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<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_068	The parcel forms a very small part of the wider area of Green Belt that boundaries Parr. The parcel provides little or no discernible contribution to the merging of Parr with any nearby settlement or built up area.	Low

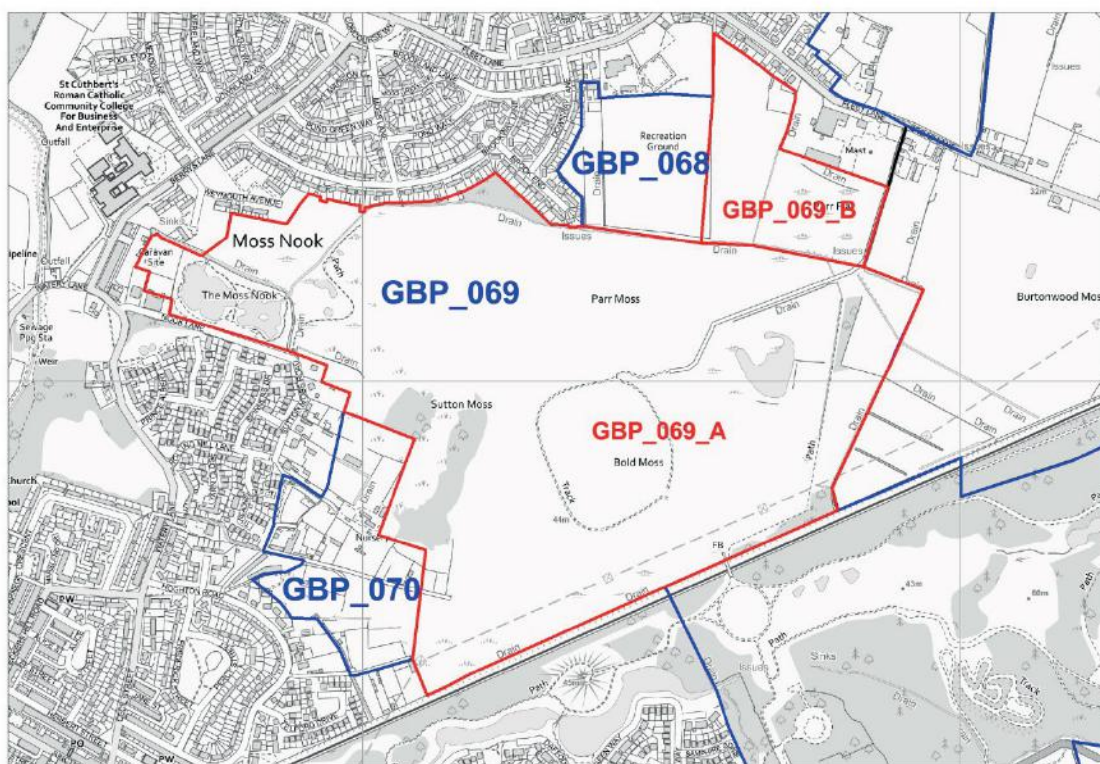
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_068	<p>The parcel has a general semi-rural character, however the perception of openness is moderate due to the woodland boundary to the south and urban edge to the west and north.</p> <p>The parcel itself is fairly small in area, with residential development clearly visible when viewed from the south and east. The parcel is substantially enclosed with strong boundaries to the north and west.</p>	Medium

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_068	The parcel plays a moderate role in checking the outward expansion of Parr into the countryside, and plays no real part in a strategic gap.	Medium

<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> – Parcel GBP_068 makes a moderate contribution to the purposes of Green Belt and therefore should be taken forward to Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_069
<b>Name</b>	Land at Colliers Moss Common
<b>Ward</b>	Parr and Bold
<b>Sub-Parcels within Parcel</b>	GBP_069_A GBP_069_B
<b>Size (hectares)</b>	GBP_069: 64.79ha  GBP_069_A: 58.31ha GBP_069_B: 6.48ha
<b>Description</b>	Moderately sized irregularly shaped parcel located between Parr and Bold. The parcel contains the Colliers Moss Common and little to no development. The parcel has been subdivided into two sub-parcels.





**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_069_A	<p>The sub-parcel is bounded in part to the north and east by residential development, to the south by a railway line (and some residential development beyond that), with the remaining boundaries (north, west and east) being predominantly field boundaries.</p> <p>The sub-parcel contains no visible development, the majority of the site consists of protected woodland and public footpaths.</p> <p>With both Parr and Bold settlements bounding the sub-parcel, the sub-parcel plays an important role in checking the outward expansion of these settlements into the countryside. The sub-parcel has a limited extent of strong physical features at its boundaries and as such is considered to be poorly contained.</p>	High
GBP_069_B	<p>The sub-parcel bounds the urban edge of Parr (in part) to the north, a fenced off recreational ground to the west, unprotected woodland to the south and a disused track to the east.</p> <p>The sub-parcel contains no built development, and has a rural character, with open views to the south and east.</p> <p>It is considered that the sub-parcel is only moderately contained due its weak boundaries to the east and west, and as such could potentially lead to urban sprawl.</p>	Medium

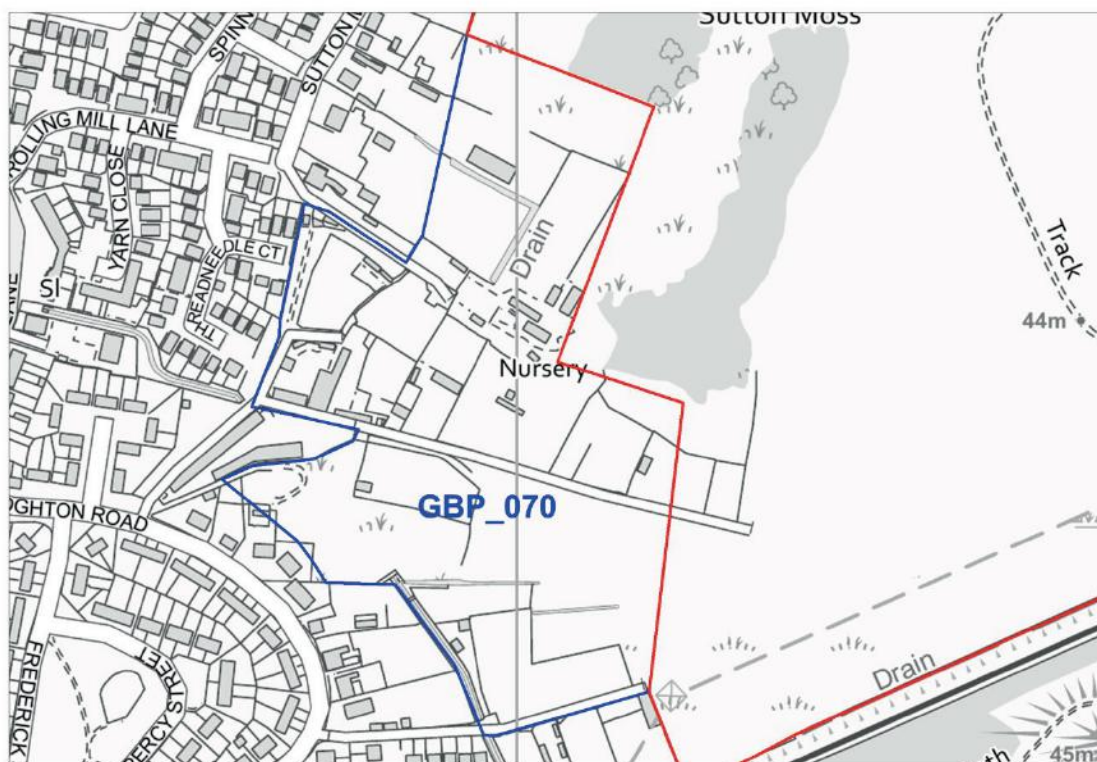
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_069_A	The sub-parcel forms a strategic gap between the two settlements of Parr and Bold. The sub-parcel also lies on the Borough boundary with Warrington, and plays an additional role in protecting the two Local Authorities of St. Helens and Warrington from merging.	High
GBP_069_B	The sub-parcel forms a very small part of the wider area of Green Belt that bounds Parr. However, the sub-parcel also bounds the Borough boundary with Warrington, and although there are no settlements or built up areas to the east of the sub-parcel, it is considered that the sub-parcel plays a role in protecting the two Local Authorities of St. Helens and Warrington from merging.	Medium

<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_069-A	<p>The sub-parcel has no visible built development. Predominantly woodland so no openness, however, the sub-parcel has a strong rural character to it.</p> <p>Other than the southern boundary the sub-parcel has very weak boundaries and any development is likely to give rise to significant encroachment.</p>	High
GBP_069_B	<p>The sub-parcel has a general semi-rural character, however the perception of openness is moderate.</p> <p>The sub-parcel itself is fairly small in area, with residential development visible when viewed from the south and east. The sub-parcel has only a limited degree of enclosure, due to its weak boundaries.</p>	Medium

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_069_A	The sub-parcel robustly meets all three purposes considered. It has no visible built development within it and weak boundaries to the north, west and east, that cannot be contained. The sub-parcel has a very strong rural countryside character.	High+
GBP_069_B	The sub-parcel plays a moderate role in checking the outward expansion of Parr into the countryside. Although the parcel has only a semi-rural character due to its location on the urban edge, it has weak boundaries that could potentially lead to sprawl and encroachment.	Medium

<b>Carry forward to Stage 2 Assessment?</b>	<p><b>No</b> – Sub-parcels GBP_069a, continue to make a strong contribution to the purposes of Green Belt and therefore should be discounted from subsequent Stage 2 of the Review.</p> <p><b>Yes</b> – Parcel GBP_069b makes a moderate contribution to the purposes of Green Belt and therefore should be carried forward to Stage 2 of the Review.</p>
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<b>Parcel Ref</b>	GBP_070
<b>Name</b>	Land west of Parr and Sutton
<b>Ward</b>	Parr (small section in Sutton)
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_070: 7.21ha
<b>Description</b>	Small and irregular shaped parcel, situated on the eastern side of Sutton, west of Colliers Moss Common. The parcel contains inappropriate developments (in Green Belt terms), including scrapyards business, hardstanding, the odd dwelling and associated outbuilding, woodland and fields.



#### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

**Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
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GBP_070	<p>The parcel has fairly strong boundaries to the south and west as it bounds the urban edge of Parr and Sutton. The northern and eastern boundaries lie on the periphery of Colliers Moss Common, and are only considered moderate.</p> <p>The parcel appears to have various forms of built development scattered within it, many of which are considered inappropriate in Green Belt terms, and as such there is already a perception of sprawl within the parcel.</p>	Medium
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**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_070	The parcel forms a very small part of the wider area of Green Belt that bounds Parr and Sutton (which has already merged to the west). The parcel therefore provides little or no discernible contribution to the merging of Parr with any nearby settlement or built up area.	Low

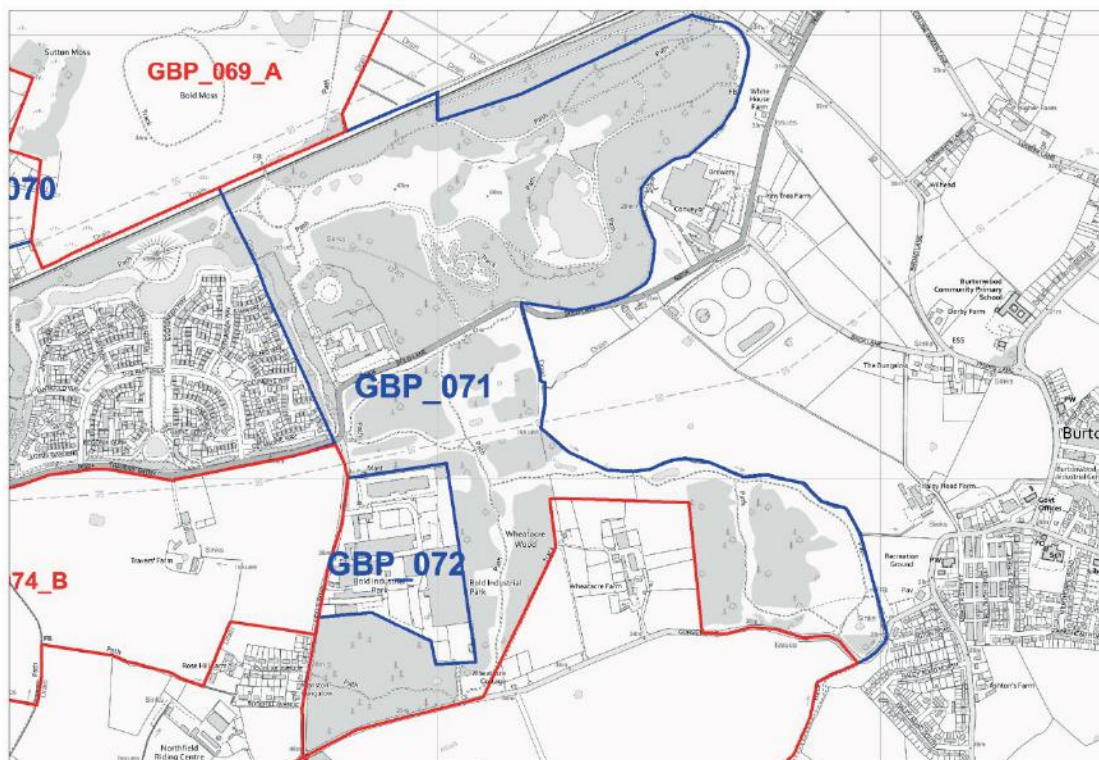
**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_070	<p>The parcel still has many characteristics of the countryside, however in parts is affected by inappropriate development (in Green Belt terms) such as car scrapyard business, empty redundant structures with substantial hardstanding.</p> <p>The parcel has a moderate sense of enclosure but limited to the north and east. Parts of the parcel could accommodate development and not lead to encroachment, but would actually go some way in improving the area and public access routes into Colliers Moss Common.</p>	Medium

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_070	The parcel plays a moderate role in checking the outward expansion of Parr and Sutton into the countryside. Although the parcel has only a semi-rural character due to the existing inappropriate development, it has weak boundaries to the north and east that could potentially lead to sprawl and encroachment if released entirely.	Medium

<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> – Parcel GBP_070 makes a weak to moderate contribution to the purposes of Green Belt and therefore should be carried forward to Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_071
<b>Name</b>	Land east of The Pastures, Bold
<b>Ward</b>	Bold
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_071: 97.64ha
<b>Description</b>	Irregular shaped parcel, situated on the eastern Borough boundary with Bold and Warrington. The parcel contains Bold Business Centre, a lake and very little other built development.





**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_071	<p>The parcel is a large irregular shape. It boundaries a railway line to the north, Gorsey Lane and Wheatacre Farm to the south, field lines and tracks to the east, and woodland and Nell's Road to the west.</p> <p>Although Bold Business Centre is contained within the parcel, the parcel has very little built development and still has a rural open countryside character, when viewed from most viewpoints.</p> <p>It contains agricultural fields, a lake and a number of woodland parcels.</p> <p>Overall the parcel is poorly contained and plays an important role in checking the outward expansion of Bold into the countryside.</p>	High

**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_071	The parcel forms a significant strategic gap between Bold and the neighbouring settlement of Burtonwood (Warrington Borough). Without such a gap these two settlements could potentially merge.	High

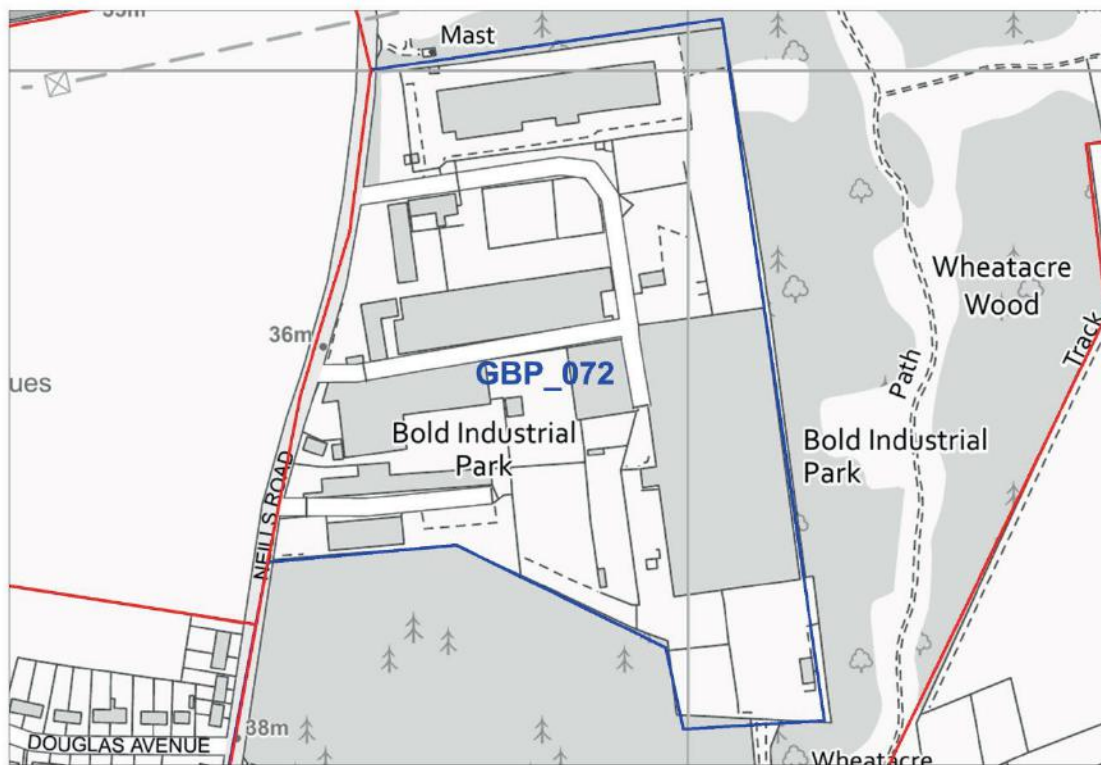
**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_071	The parcel has a strong rural open character where any development is likely to give rise to significant encroachment.	High

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_071	The parcel robustly meets all three purposes considered. It has little inappropriate development within it and weak boundaries to the east, that cannot be contained. The parcel has a very strong rural open countryside character, and plays an important role in preventing the merger of St. Helens with Warrington.	High+

<b>Carry forward to Stage 2 Assessment?</b>	<b>No</b> - It is considered that parcel GBP_071 continues to make a strong contribution to the purposes of Green Belt land and as such should not be carried forward to Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_072
<b>Name</b>	Bold Industrial Park
<b>Ward</b>	Bold
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_072: 10.39ha
<b>Description</b>	Small parcel of land, located east of Neills Road, Bold. The parcel is completely developed with the parcel boundary line tightly drawn around the built development.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_072	<p>The parcel is bounded on the west by Neills Road, to the north by a row of trees, to the east and south by substantial unprotected woodland.</p> <p>The entire parcel has already been developed, containing warehousing, offices, storage, hardstanding and associated car-parking. The boundary of the parcel has been tightly drawn around the existing built development.</p> <p>Due to the presence on site of such significant development the parcel's openness has been significantly compromised, and therefore the parcel plays a very limited role in checking unrestricted sprawl.</p>	Low

**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_072	Given the extensive amount of existing development on this parcel and distance from any urban residential development, the parcel provides little or no discernible contribution to the merging of any settlements.	Low

**Purpose 3** To assist in safeguarding the countryside from encroachment

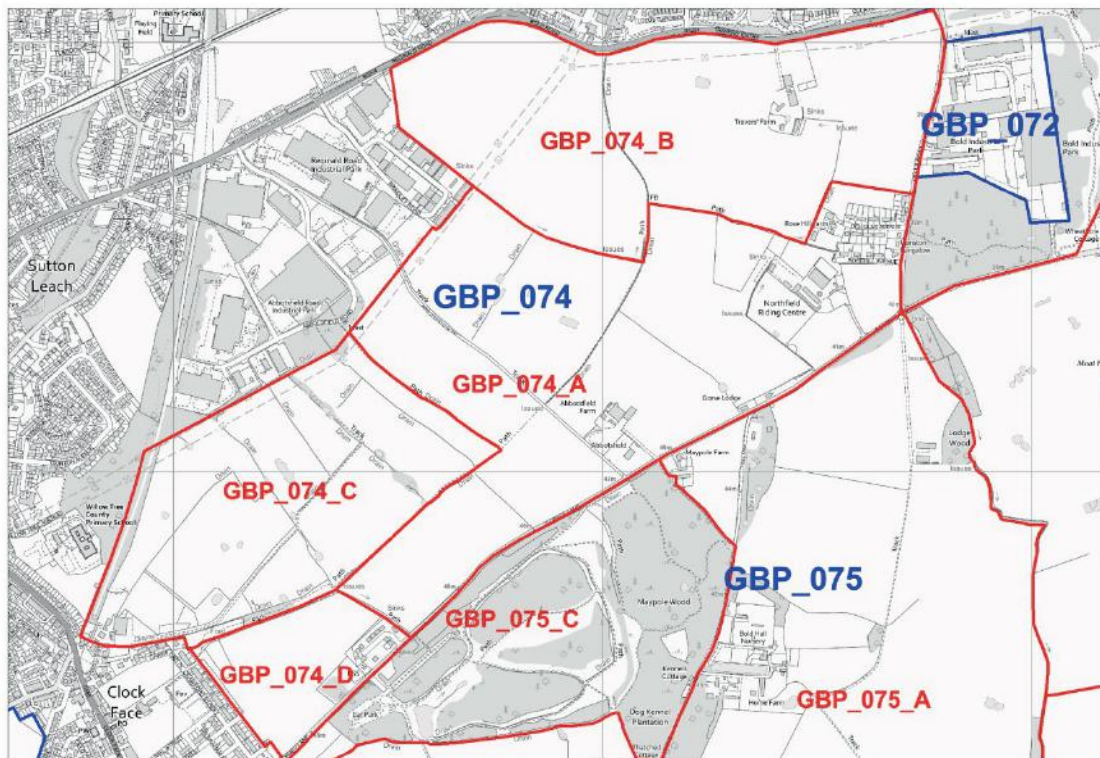
Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_072	The existing development has a significant urbanising influence on the Green Belt, that is considered to have been already encroached upon.	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_072	The parcel's openness has been compromised due to the existing development on site. The parcel does not contribute to the wider strategic Green Belt gap or play a role in checking unrestricted sprawl.	Low

**Carry forward to Stage 2 Assessment?**

**Yes** - Parcel GBP\_072 makes a weak contribution to the purpose(s) of Green Belt land and therefore should be carried forward to Stage 2 of the Review.

<b>Parcel Ref</b>	GBP_074
<b>Name</b>	Land south of Bold, north of Gorsey Lane.
<b>Ward</b>	Bold
<b>Sub-Parcels within Parcel</b>	GBP_074_A GBP_074_B GBP_074_C GBP_074_D
<b>Size (hectares)</b>	GBP_074: 165.27Ha  GBP_074_A: 66.97ha GBP_074_B: 50.4ha GBP_074_C: 37.58ha GBP_074_D: 10.33ha
<b>Description</b>	Large parcel of land situated to the south of Bold. The parcel contains disused colliery buildings, farm buildings, riding school and a transmitter station. The parcel has been divided into four sub-parcels.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_074_A	<p>The sub-parcel is shaped like a reverse 'L', and is the largest of the sub-parcels. It bounds Regional Road Industrial Estate and a field boundary to the north, Gorsey Lane to the south, and field boundaries to the east and west.</p> <p>The sub-parcel is open with urban development visible to the north, west and east. The sub-parcel contains a farm and associated buildings to the south and a riding school to the south-east.</p> <p>As the sub-parcel contains substantial boundaries to the south and west, it is considered it plays a moderate role in checking the outward expansion of Sutton (Bold) into the countryside, due to its weaker boundary with sub-parcel GBP_074b.</p>	Medium
GBP_074_B	<p>The sub-parcel is bounded to the north by Reginald Road and Bold Road, to the west by Regional Road Industrial Estate, and field boundaries to the south and east.</p> <p>There is very little built development within the sub-parcel other than a small number of farm buildings.</p> <p>Although the majority of the sub-parcel is open agricultural land, it lacks an overall open aspect due to existing urban development surrounding its boundaries. It is considered that the sub-parcel plays only a moderate role in checking the outward expansion of Sutton (Bold) into the countryside due only to its weaker southern boundary with sub-parcel GBP_074a.</p>	Medium
GBP_074_C	<p>The sub-parcel bounds Regional Road Industrial Estate to the north, the urban fringe of Clock Face (Bold) to the west, whilst the southern and eastern boundaries comprise of substantial hedgerows.</p> <p>The sub-parcel contains no development but has urban development on at least two of its boundaries. It is considered that the sub-parcel is well contained and as such plays a limited role in checking the outward expansion of Bold into the countryside.</p>	Low
GBP_074_D	<p>This sub-parcel is the smallest of the four sub-parcels and has strong boundaries with Gorsey Lane to the south, the urban fringe of Clock face (Bold) to the west and a substantial tree lined boundary to the north and strong field line to the west.</p> <p>The majority of the sub-parcel is open, with a disused colliery building and associated structures situated in the southern eastern corner. Planning permission has been granted for 19 dwellings on the site (Ref: P/2014/0888).</p>	Low



	The sub-parcel is well-contained and plays a very limited role in checking the outward expansion of Bold into the countryside.	
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<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_074_A	The sub-parcel plays a small part of a larger band of Green Belt that bounders Bold. Although the sub-parcels together make a larger parcel there is still significant land to the south that would ensure a robust Green Belt boundary. It is considered therefore that the sub-parcel provides little or no discernible contribution to the merging of Bold with any nearby settlement or built up area.	Low
GBP_074_B	The sub-parcel does not fall within a strategic gap between any two settlements, but forms part of a larger area of Green Belt that surrounds Bold. Although the sub-parcel sits on the urban edge of Sutton (Bold), it provides little or no discernible contribution to the merging of Bold with any nearby settlement or built up area.	Low
GBP_074_C	The sub-parcel does not fall within a strategic gap between any two settlements, although it sits on the urban edge of Clock Face (Bold), it provides little or no discernible contribution to the merging of Bold with any nearby settlement or built up area.	Low
GBP_074_D	The sub-parcel does not fall within a strategic gap between any two settlements, although it sits on the urban edge of Clock Face (Bold), it provides little or no discernible contribution to the merging of Bold with any nearby settlement or built up area.	Low

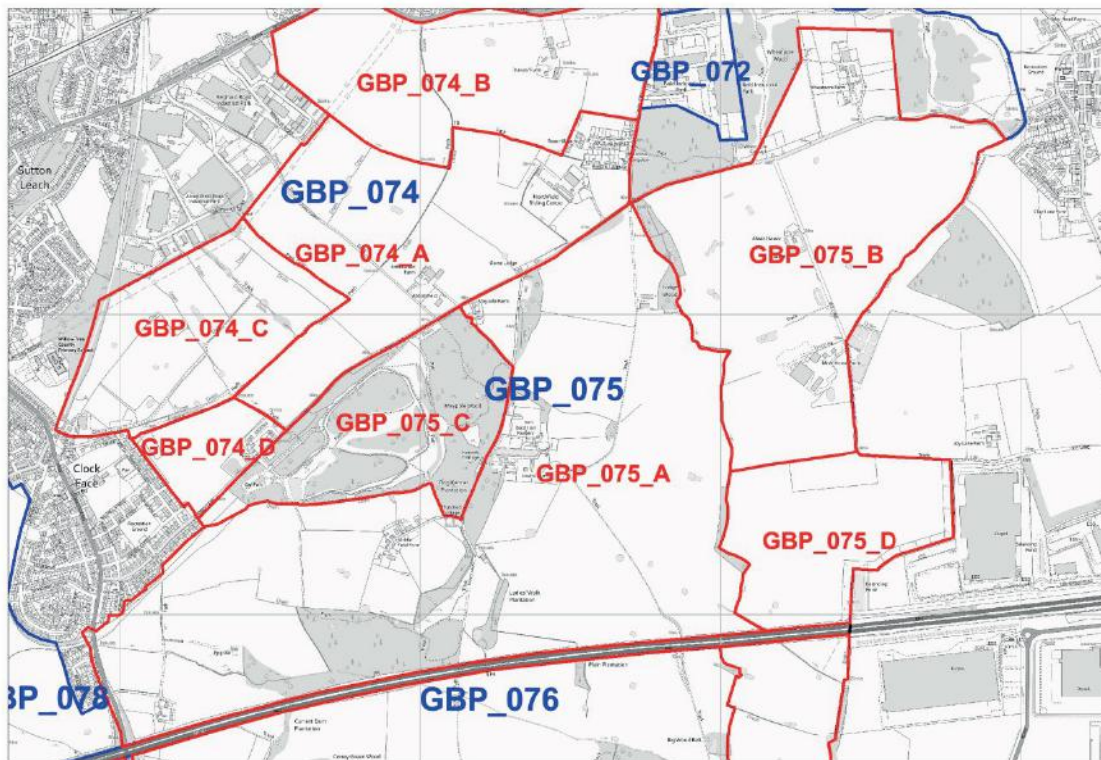
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_074_A	The sub-parcel has a semi-rural character due to encroachment from existing urban development to the north, western and eastern (in part) boundaries. The sub-plot has an open aspect, but the perception of open countryside is only gained when looking through the site out to the south.	Low
GBP_074_B	The sub-parcel has a semi-rural character due to encroachment from existing urban development on two of its four sides. Although the sub-parcel is fairly open, the perception of open countryside is only gained when looking through the site out to the south.  The sub-parcel itself is only small in area and residential development is clearly visible when viewed from the south,	Low

	east and west.	
GBP_074_C	The sub-parcel has a semi-rural character due to encroachment from existing urban development on its northern and western boundaries. The sub-parcel has an open aspect, however the perception of openness is very limited due to its strong boundaries and urban development visible within the sub-plot and beyond.	Low
GBP_074_D	The sub-parcel has a semi-rural character due to encroachment from existing urban development on its western side. Although the sub-parcel is fairly open, the perception of openness is weak and limited due to the strong boundaries and urban development visible beyond to the sub-parcel, this together with the pending construction of 19 dwellings on its eastern boundary.	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_074_A	The sub-parcel plays a moderate role in checking the outward expansion of Sutton (Bold) into the countryside, and plays no real part in a strategic gap.	Medium
GBP_074_B	The sub-parcel makes little to moderate contribution to the 3 purposes assessed as part of the review. The site is fairly well contained and does not significantly contribute to the wider strategic Green Belt gap.	Medium
GBP_074_C	The sub-parcel plays a limited role in checking the outward expansion of Clock Face (Bold) into the countryside, and plays no real part in a strategic gap.	Low
GBP_074_D	The sub-parcel plays a limited role in checking the outward expansion of Clock Face (Bold) into the countryside, and plays no real part in a strategic gap.	Low

<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> – Sub-parcels GBP_074a, GBP_054b, GBP_074c, and GBP_074d make only a weak to moderate contribution to the purposes of Green Belt land and as such should be carried forward to Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_075
<b>Name</b>	Land north of M62 and south of Gorsey Lane
<b>Ward</b>	Bold
<b>Sub-Parcels within Parcel</b>	GBP_075 GBP_075_A GBP_075_B GBP_075_C GBP_075_D
<b>Size (hectares)</b>	GBP_075: 333.19ha  GBP_075_A: 176.78ha GBP_075_B: 86.73ha GBP_075_C: 37.47ha GBP_075_D: 32.21ha
<b>Description</b>	Very large parcel lying north of the M62 and south of Gorsey Lane. The parcel contains agricultural land and buildings, Clock Face Country Park, dog boarding kennels and dense woodland. Omega North lies directly to the east of the south eastern boundary of the parcel. The parcel is split into four sub-parcels.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_075_A	<p>The sub-parcel is bounded to the north by Gorsey Lane, Clock Face Country Park and residential development at Gorsey Lane, to the east by dense woodland and agricultural land, to the west by the A569 Clock Face Road and to the south by the M62.</p> <p>The sub-parcel is therefore well contained to the west and south and partly to the north, but has weak boundaries to the east. The large built-up area of St. Helens (Clock Face) adjoins the west of the sub-parcel and therefore if this sub-parcel were to be developed it would likely form an expansion of this large built-up area. The sub-parcel plays an important role in checking the outward expansion of this settlement into the countryside.</p> <p>The lack of enclosure to the east and in-part the north coupled with the significant size of the sub-parcel, that has weak boundaries within it, means that the development of this sub-parcel would likely lead to sprawl.</p>	High
GBP_075_B	<p>The sub-parcel is bounded to the north in-part by Gorsey Lane and dense woodland at Wheatacre Wood, to the east by agricultural land and residential development at Burtonwood, Warrington, to the west by dense woodland and agricultural land and to the south by agricultural land.</p> <p>The sub-parcel does not have strong boundaries and is therefore poorly contained. If this sub-parcel were to be developed it would likely lead to unrestricted sprawl.</p>	High
GBP_075_C	<p>The sub-parcel is bounded to the north by Gorsey Lane, to the west by residential development at Clock Face, to the east and south by dense woodland and agricultural land.</p> <p>The sub-parcel is therefore partly well contained to the north and west, but does not have strong boundaries to the south and east and therefore development of this sub-parcel would likely lead to unrestricted sprawl.</p>	High
GBP_075_D	<p>The sub-parcel is bounded to the north and north-west by Joy Lane and agricultural land, to the west by a hedgerow, trees (some of which are subject to a TPO) and agricultural land, to the east by Travis Perkins Distribution Centre that forms part of the Omega North development, a large office, manufacturing and distribution hub in Warrington, and to the south by the M26.</p> <p>The sub-parcel is therefore well contained to the east and south, but remains largely open to the north and in-part the west.</p>	Medium
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		

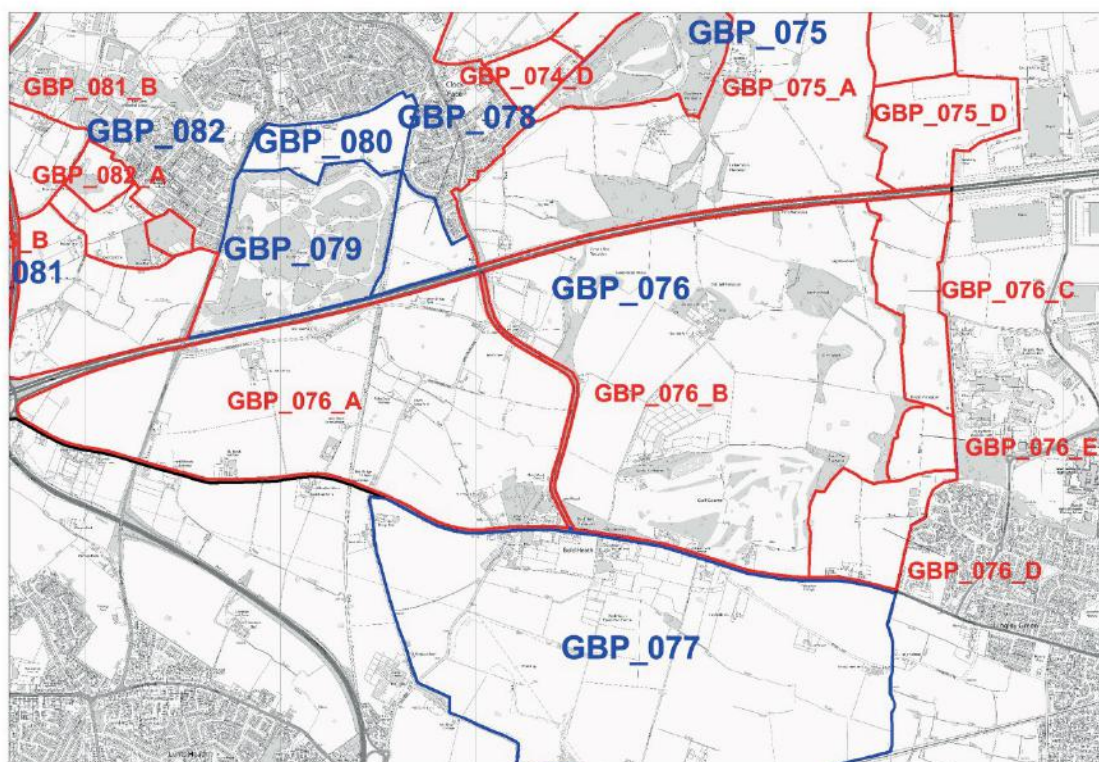
Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_075_A	The sub-parcel falls within a strategic gap between Sutton/Bold and Birchwood in Warrington (along with GBP_075b and GBP_075c). Development of the sub-parcel would lead to a significant reduction in the gap between these settlements.	High
GBP_075_B	The sub-parcel falls within a strategic gap between Sutton/Bold and Birchwood in Warrington (along with GBP_075a and GBP_075c). Development of the sub-parcel would lead to a reduction in the gap between these settlements, but a significant gap could still be maintained if this sub-parcel were to be developed.	Medium
GBP_075_C	The sub-parcel falls within a strategic gap between Sutton/Bold and Birchwood in Warrington (along with GBP_075a and GBP_075b). Development of the sub-parcel would lead to a reduction in the gap between these settlements, but a significant gap could still be maintained if this sub-parcel were to be developed.	Medium
GBP_075_D	The sub-parcel falls within a strategic gap between St. Helens and Warrington. Development of the sub-parcel would lead to a reduction in the gap between these towns, but a significant gap could still be maintained if this sub-parcel were to be developed.	Medium

Purpose 3 To assist in safeguarding the countryside from encroachment		
Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_075_A	<p>The sub-parcel contains very little inappropriate development and has a strong sense of countryside character and openness, particularly looking eastwards.</p> <p>The M62 to the south, A569 to the west and residential development at Clock Face have some impact on countryside character, but as you move away from these roads and development the sub-parcel retains a strong sense of openness.</p>	High
GBP_075_B	The sub-parcel contains very little inappropriate development and retains a relatively strong sense of countryside character and openness, particularly looking northwards and westwards.	Medium
GBP_075_C	The sub-parcel contains very little inappropriate development and contains Clock Face Country Park which has a strong sense of countryside character and openness.	High
GBP_075_D	The sub-parcel contains no inappropriate development and has open views across the sub-parcel, but is boarded by large scale built development at Omega North and the M62, therefore only has a moderate countryside character.	Medium



Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_075_A	The sub-parcel falls within a strategic gap between Sutton/Bold and Birchwood in Warrington (along with GBP_075b and GBP_075c). Development of the sub-parcel would lead to a significant reduction in the gap between these settlements. The lack of enclosure, coupled with the significant size of the sub-parcel means that the development of this sub-parcel would likely lead to sprawl.	High+
GBP_075_B	The sub-parcel does not have strong boundaries and is therefore poorly contained. If this sub-parcel were to be developed it would likely lead to unrestricted sprawl.	High
GBP_075_C	The sub-parcel contains very little inappropriate development and contains Clock Face Country Park that has a strong sense of countryside character and openness.	High+
GBP_075_D	The sub-parcel contains no inappropriate development and has open views across the sub-parcel, but is boarded by large scale built development at Omega North and the M26 therefore only has a moderate countryside character.	Medium
<b>Carry forward to Stage 2 Assessment?</b>	<p>Sub-parcels GBP_075_a, GBP_075_b and GBP_075_c continue to make a strong contribution to the purposes of Green Belt land and therefore should be discounted from subsequent stages of the Review.</p> <p>Sub-parcel GBP_075_d makes only a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the stage 2 assessment.</p>	

<b>Parcel Ref</b>	GBP_076
<b>Name</b>	Land south of M62 and north of A49 Warrington Road
<b>Ward</b>	Bold
<b>Sub-Parcels within Parcel</b>	GBP_076_A GBP_076_B GBP_076_C GBP_076_D GBP_076_E
<b>Size (hectares)</b>	GBP_076: 569.98ha  GBP_076_A: 210.92ha GBP_076_B: 284.40ha GBP_076_C: 31.83ha GBP_076_D: 28.68ha GBP_076_E: 10.29ha
<b>Description</b>	Very large parcel lying to south of the M62 and north of the A49 Warrington Road. The parcel contains agricultural land and buildings, Mersey Valley Golf Club and in parts dense woodland. Part of the settlement of Bold Heath lies within the south of the parcel. Omega South and Lingley Green and Lingley Mere in Warrington lie to the east of the parcel. The parcel is split into five sub-parcels.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_076_A	<p>The sub-parcel is bounded to the north by the M62, to the west by M62 Junction 7 and agricultural land, to the east by the A569 Clock Face Road and to the south by the A49. The sub-parcel as a whole is therefore well contained.</p> <p>The nearest large built-up areas are Rainhill which lies approximately 300m from the north-western boundary, separated by M62 Junction 7 and St. Helens (Sutton Manor) that lies approximately 600m to the north of the sub-parcel.</p> <p>Despite the sub-parcel's strong boundaries, because the sub-parcel is so large in size and lacks strong boundaries within it partially in the centre of the sub-parcel, development of the parcel would likely lead to unrestricted sprawl.</p>	High
GBP_076_B	<p>The sub-parcel is bounded to the north by the M62, to the east in part by protected woodland (Duck Wood, Plain South Park Plantations) and agricultural land, to the west by the A569 Clock Face Road and to the south by the A49. The sub-parcel as a whole is therefore well contained to the north, south and east.</p> <p>The nearest large built-up area is Warrington that lies approximately 590m from the south-eastern boundary.</p> <p>Despite the sub-parcel's strong boundaries on three sides, because the parcel is so large in size and lacks strong boundaries within it, development of the parcel would likely lead to unrestricted sprawl.</p>	High
GBP_076_C	<p>The sub-parcel is bounded to the north by the M62, to the east by large warehousing development at Omega South, a large office, manufacturing and distribution hub in the large built-up area of Warrington, to the west by dense protected woodland (Duck Wood and Plain Plantation) and agricultural land, to the south by the Whittle Brook, protected woodland (South Park and Finch's Plantations) and agricultural land and south-west by Mersey Valley Golf Club. The sub-parcel as a whole is therefore well contained to the north, east and in part the south and west.</p>	Medium
GBP_076_D	<p>The sub-parcel is bounded to the north by Whittle Brook, in-part dense woodland (South Park and Finch's Plantations) and agricultural land, to the east by Lingley Green residential area within Warrington, to the west by Mersey Valley Golf Club, and to the south by the A49. The sub-parcel as a whole is therefore well contained to the south, east and in-part the north and west.</p>	Medium
GBP_076_E	<p>The sub-parcel is bounded to the north in-part by dense protected woodland (Finch's Plantation that is subject to TPOs), some inland water (which leads to Whittle Brook that lies to the south of the sub-parcel) and agricultural land, to the north-east by Lingley Mere Business Park, to the east by dense woodland and south-east by residential area all within Warrington, to the west by dense protected woodland</p>	Medium

	and ponds (Finch's Plantation that is subject to TPOs), and to the south by the agricultural land and Whittle Brook. The sub-parcel as a whole is therefore well contained to the east and west and in-part the north.	
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<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_076_A	The sub-parcel falls within a partially strategic gap between the towns of Warrington and St. Helens, and between Halton and St. Helens. Development of the sub-parcel would lead to a reduction in the gap between these settlements, but a gap could still be maintained if this sub-parcel were to be developed.	Medium
GBP_076_B	The sub-parcel falls within a partially strategic gap between the towns of Warrington and St. Helens, and between Halton and St. Helens. Development of the sub-parcel would lead to a reduction in the gap between these settlements, but a gap could still be maintained if this sub-parcel were to be developed.	Medium
GBP_076_C	The sub-parcel falls within a partially strategic gap between the towns of Warrington and St. Helens. Development of the sub-parcel would lead to a reduction in the gap between these settlements, but a gap could still be maintained if this sub-parcel were to be developed.	Medium
GBP_076_D	The sub-parcel falls within a partially strategic gap between the towns of Warrington and St. Helens. Development of the sub-parcel would lead to a reduction in the gap between these settlements, but a gap could still be maintained if this sub-parcel were to be developed.	Medium
GBP_076_E	The sub-parcel falls within a partially strategic gap between the towns of Warrington and St. Helens. Development of the sub-parcel would lead to a reduction in the gap between these settlements, but a gap could still be maintained if this sub-parcel were to be developed.	Medium

<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_076_A	<p>The parcel contains the B5419 Jubits Lane, a number of other small lanes, agricultural land and buildings and dense protected woodland in-parts. Part of the settlement of Bold Heath which is "washed over" by the Green Belt, lies within the south of the parcel. On the whole the sub-parcel contains very little inappropriate development and has a strong sense of countryside character.</p> <p>The M62 to the north, A569 to the west and Bold Heath and the A49 to the south, have some impact on countryside character, but as you move away from these roads and development the sub-parcel retains a strong sense of openness.</p>	High
GBP_076_B	The parcel contains very little inappropriate development	High

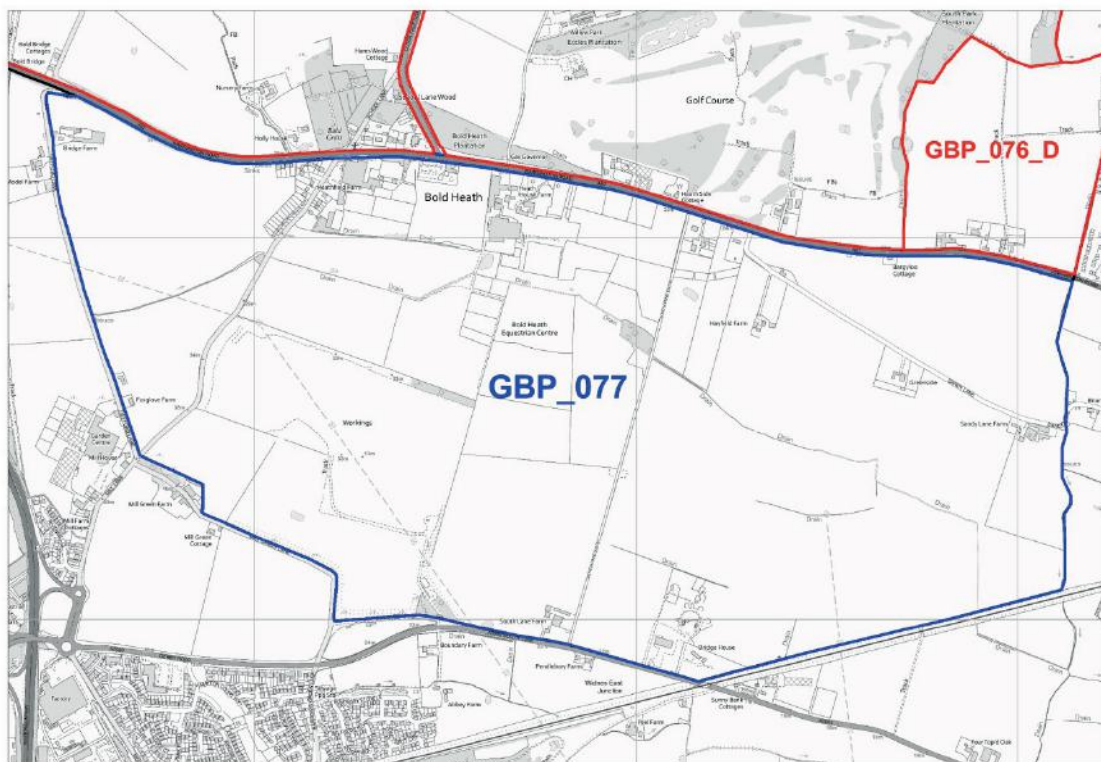
	and retains a relatively strong sense of countryside character and openness.  The M62 to the north, A569 to the east and Bold Heath and the A49 to the south, have some impact on countryside character, but as you move away from these roads the sub-parcel retains a strong sense of openness	
GBP_076_C	The sub-parcel contains no inappropriate development and has open views across the sub-parcel, but is boarded by large scale built development at Omega South and the M62, therefore only has a moderate countryside character.	Medium
GBP_076_D	The sub-parcel contains limited inappropriate development and has open views across the sub-parcel to the north, but is boarded by built development at Lingley Green, therefore only has a moderate countryside character.	Medium
GBP_076_E	The sub-parcel contains no inappropriate development and has open views across the sub-parcel in-part to the south, but is boarded by built development at Lingley Mere and Lingley Green, therefore only has a moderate countryside character.	Medium

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_076_A	Despite the sub-parcel's strong boundaries, because the sub-parcel is so large in size and lacks strong boundaries within it partially in the centre of the sub-parcel, development of the parcel would likely lead to unrestricted sprawl.	High+
GBP_076_B	Despite the sub-parcel's strong boundaries on three sides, because the sub-parcel is so large in size and lacks strong boundaries within it, development of the sub-parcel would likely lead to unrestricted sprawl.	High+
GBP_076_C	The sub-parcel contains no inappropriate development and has open views across the sub-parcel, but is boarded by large scale built development at Omega South and the M62, therefore only has a moderate countryside character.	Medium
GBP_076_D	The sub-parcel contains limited inappropriate development and has open views across the sub-parcel to the north, but is boarded by built development at Lingley Green and Lingley Mere, therefore only has a moderate countryside character.	Medium
GBP_076_E	The sub-parcel contains no inappropriate development and has open views across the sub-parcel in-part to the south, but is boarded by built development at Lingley Mere, therefore only has a moderate countryside character.	Medium

<b>Carry forward to Stage 2 Assessment?</b>	<p>Sub-parcels GBP_076_a and GBP_076_b continue to make a strong contribution to the purposes of Green Belt land and therefore should be discounted from subsequent stages of the Review.</p> <p>Sub-parcels GBP_076c, GBP_076_d and GBP_076e make only a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the stage 2 assessment.</p>
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<b>Parcel Ref</b>	GBP_077
<b>Name</b>	Land south of Warrington Road, Bold
<b>Ward</b>	Bold
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_077: 272.82ha
<b>Description</b>	Large parcel situated to the south of the borough bounding the Borough boundaries of Halton and Warrington. The parcel contains farm buildings, the odd isolated dwelling, Bold Heath Sand Extraction works, an equestrian centre and a small garden centre.



### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

**Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
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GBP_077	<p>The parcel is bounded by Warrington Road to the north, the A5080, Mill Green Lane and the Northern Railway line to the south, the Borough boundary with Warrington (part field line) to the east and Twyford Lane to the west. The southern, western and eastern boundaries are also the Borough boundaries with Warrington and Halton Local Authorities. There is an equestrian centre, garden centre, a number of farms with associated buildings, Bold Heath Mineral Sand Extraction works (that appears to be operational and as such retains an open character) and a small number of isolated dwellings within the parcel.</p> <p>The parcel is therefore relatively well contained as a whole, however lacks strong boundaries within it, and to the east that would lead to unrestricted sprawl. Green Belt designation protects land where development would be isolated and perceived as unrestricted sprawl.</p> <p>The parcel also plays an important role in restricting ribbon development along Warrington Road, Mill Green Lane, the A5080, Liverpool Road, Mill Lane and Twyford Lane.</p>	High
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**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_077	<p>The parcel forms part of an important strategic gap between the Boroughs of St. Helens, Warrington and Halton.</p> <p>Development within the parcel would lead to a significant reduction in the gap between these boroughs and would lead to isolated unsustainable development.</p>	High

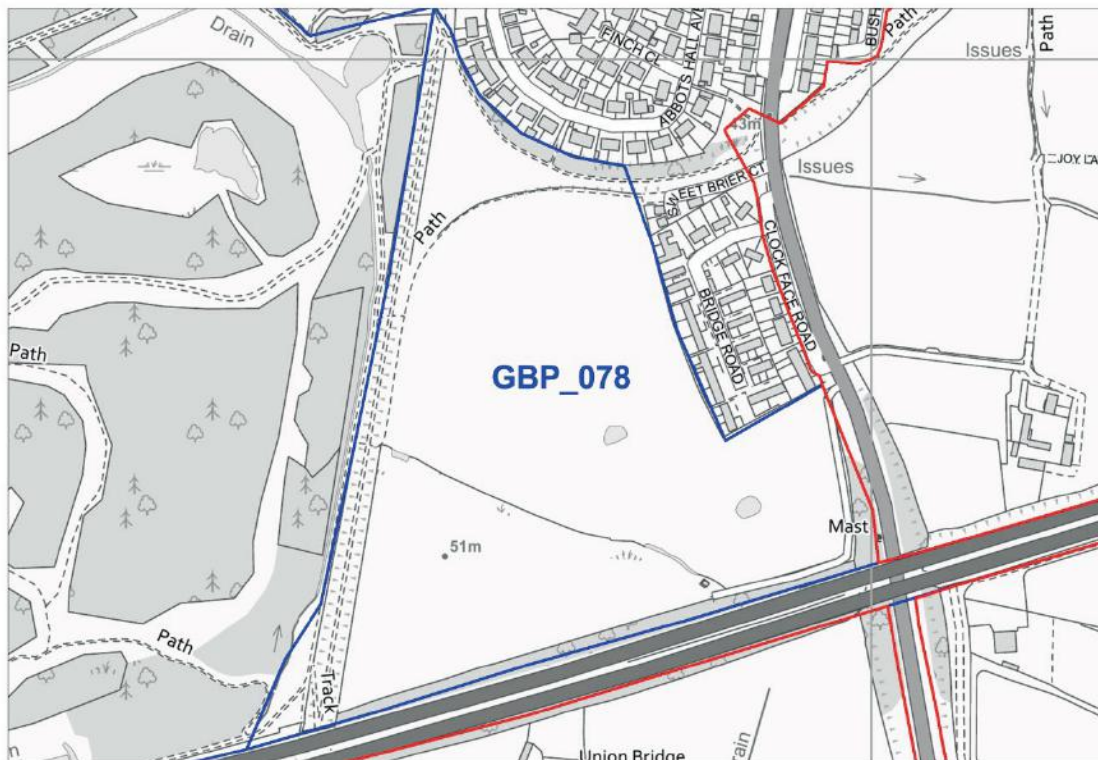
**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_077	<p>The parcel has a strong rural character, with open views from all aspects and remote from any urban area. Any development on this parcel is likely to give rise to significant encroachment.</p>	High

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_077	<p>The parcel forms part of an important strategic gap between the Boroughs of St. Helens, Warrington and Halton. The parcel as a whole has very little built development within it, with a strong rural open countryside character.</p>	High+

<b>Carry forward to Stage 2 Assessment?</b>	<b>No</b> - Parcel GBP_077 continues to make a strong contribution to the purposes of Green Belt land and therefore should be discounted from Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_078
<b>Name</b>	Land south of Clock Face, north of the M62
<b>Ward</b>	Bold
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_078: 15.85ha
<b>Description</b>	The small parcel of land is almost triangular in shape. The parcel contains only a telecommunication's mast in the south-eastern corner, with no other built development, the parcel is mainly open agricultural fields.



#### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

**Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score

GBP_078	<p>The parcel has existing residential development to the north and part of the east. The M62 lies on the southern boundary, and protected Woodland (Sutton Manor Woodland) makes the western boundary.</p> <p>Development of this site would not lead to unrestricted sprawl as it has very strong boundaries, that would ensure development containment.</p> <p>Any development on this parcel would be viewed as a natural extension to Clock Face.</p>	Low
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**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_078	This parcel forms a very small part of the wider area of Green Belt that bounds Clock Face and Bold. The parcel is not part of a strategic gap and provides little or no discernible contribution to the merging of any two settlements.	Low

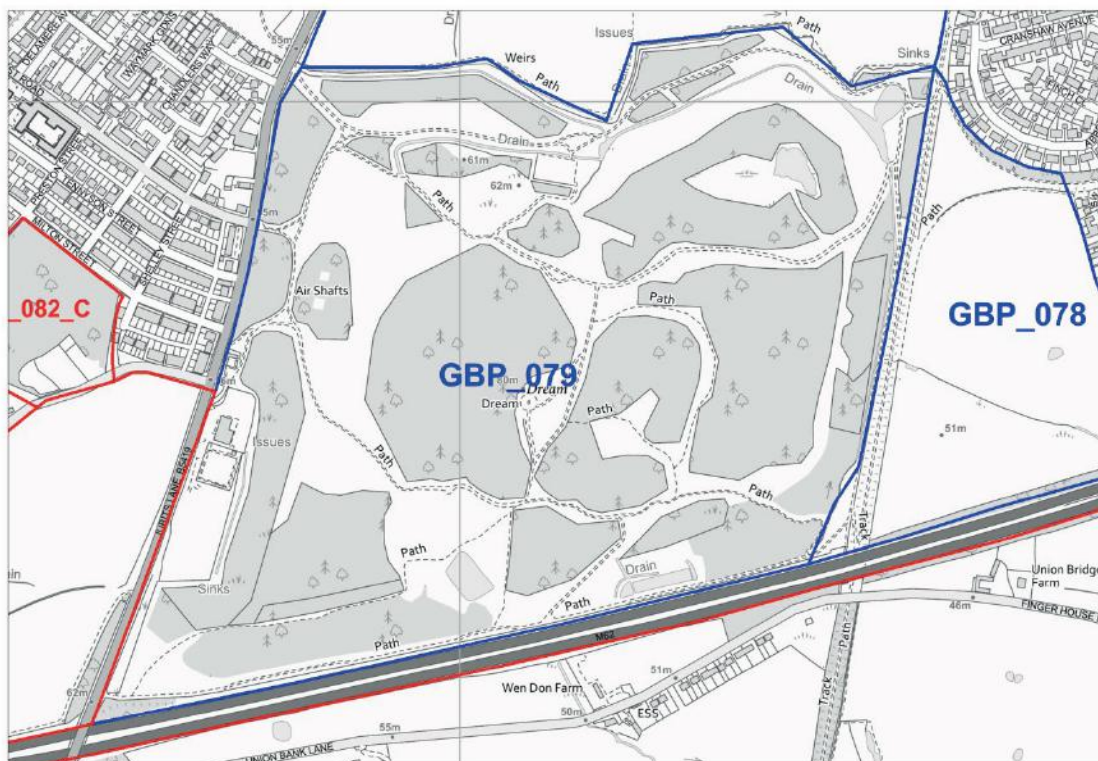
**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_078	<p>The parcel has a semi-rural character due to encroachment from existing urban development to the south and east. Although the site is open with only a few trees present across the southern section and along the southern and western boundaries, it does not give the perception of open countryside.</p> <p>The parcel itself is only small in area and residential development is clearly visible when viewed northerly and easterly, similarly Fiddler's Ferry Power Station in Warrington is clearly visible when viewed from a southerly direction.</p>	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_078	This parcel makes little or no contribution to the 3 purposes assessed as part of the review. The site is well contained with strong boundaries and does not form part of the wider strategic gap.	Low

<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> - It is considered that parcel GBP_078 makes a weak contribution to the purposes of Green Belt land and should be carried forward to Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_079
<b>Name</b>	Sutton Manor Woodland
<b>Ward</b>	Bold
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_079: 64.65ha
<b>Description</b>	The site lies north of the M62, between Sutton Manor and Clock Face. The parcel contains very little built development other than a public house and sub-station. The parcel contains Sutton Manor Woodland and is also home to the Dream sculpture.





**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_079	<p>The parcel has strong boundaries to the south (M62), east (protected woodland) and to the west by Jubits Lane. The parcel has very little development within it other than a closed down public house on the western boundary, with a bowling green attached, and a sub-station next door. The parcel is also home to the large sculpture entitled 'Dream'. The northern boundary comprises of protected woodland.</p> <p>Development of this site would not lead to unrestricted sprawl due to its strong boundaries, that would ensure development containment.</p>	Low

**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_079	Although the parcel prevents the merging of Sutton Manor with Clock Face, these two settlements are not considered as large built up areas in the context of this Green Belt Review and have already merged to some degree to the north.	Low

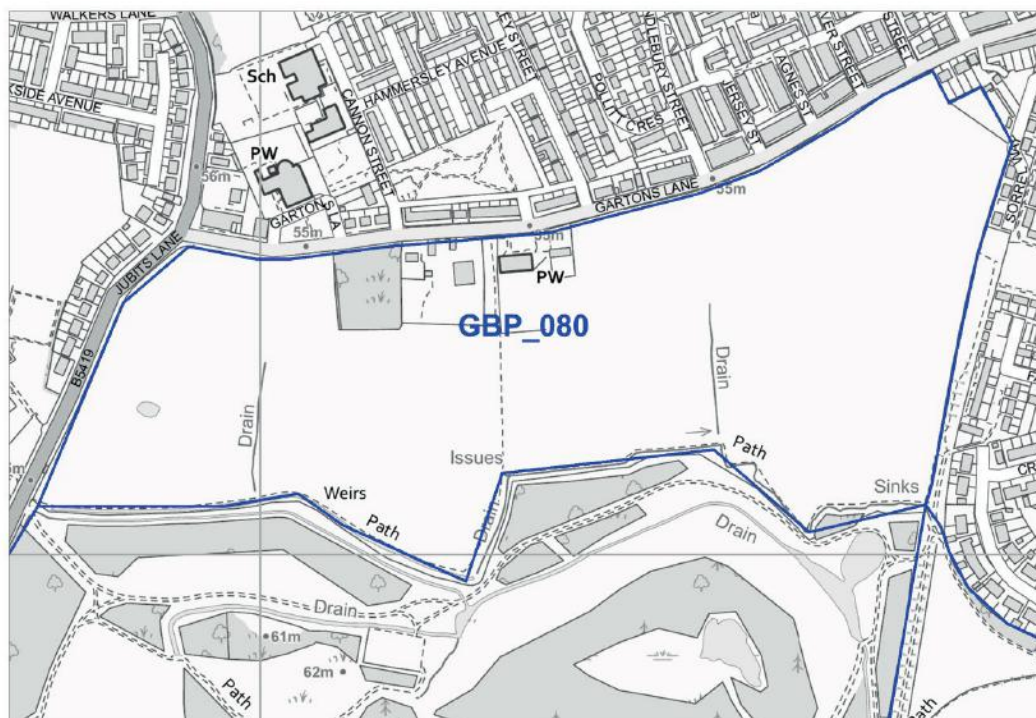
**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_079	The parcel contains Sutton Manor Woodland and as such has relatively limited openness, but does retain a rural character, with a substantial degree of enclosure provided by strong boundaries and as such is considered well contained.	Medium

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_079	This parcel makes little or moderate contribution to the 3 purposes assessed as part of the review. The site is well contained with strong boundaries and does not form part of the wider strategic gap.	Medium

<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> - It is considered that parcel GBP_079 makes a weak to moderate contribution to the purposes of Green Belt land and should be carried forward to Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_080
<b>Name</b>	Land South of Gartons Lane and former St. Theresa's Social Club, Gartons Lane, Bold
<b>Ward</b>	Bold
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_080: 22.32ha
<b>Description</b>	The rectangular shaped parcel is situated between Sutton Manor and Clockface. The parcel has very little built development other than St. Michael All Angels Church, farm buildings and a couple of dwellings.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_080	<p>The parcel boundaries Gartons Lane to the north, the urban edge of Clock Face to the east, Jubits Lane to the West and the protected Sutton Manor Woodland makes the southern boundary.</p> <p>The parcel adjoins Clock Face to the north and has strong boundaries, therefore is well contained and should not lead to unrestricted sprawl.</p>	Low

**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_080	Although the parcel prevents the merging of Sutton Manor with Clock Face, these two settlements are not considered as large built up areas in the context of this Green Belt Review and have already merged to some degree to the north-west.	Low

**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_080	<p>The parcel has a semi-rural character due to encroachment from existing urban development. Although the site has an open aspect, the perception of open countryside is only gained when looking out to the south and over Sutton Manor Woodland.</p> <p>The parcel itself is only small in area and residential development is clearly visible when viewed from the south, east and west.</p>	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_080	This parcel makes little or no contribution to the 3 purposes assessed as part of the review. The site is well contained with strong boundaries and does not form part of the wider strategic gap.	Low

**Carry forward to****Stage 2 Assessment?**

**Yes** - It is considered that parcel GBP\_080 makes a weak contribution to the purposes of Green Belt land and should be carried forward to Stage 2 of the Review.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_081_A	<p>The sub-parcel has strong boundaries to the south (M62), west (St. Helens Linkway), east by Jubits Lane and to the north by Bell Lane and Chapel Lane.</p> <p>The sub-parcel has very limited development within its boundary with only a small number of isolated dwellings. It has an open rural character.</p> <p>The sub-parcel adjoins Sutton Manor to the north and prevents ribbon development along Jubits Lane, Bell Lane, School Lane, Chapel Lane and the St. Helens Linkway. However it is considered to be relatively well contained.</p>	Medium
GBP_081_B	<p>The sub-parcel is triangular in shape with strong boundaries to the west (St. Helens Linkway), to the east (Chapel Lane) and to the north by an existing industrial estate.</p> <p>The sub-parcel has little built development within it, other than Micklehead Farm and a bungalow to the north, along with a builder's yard to the north-west, with open views from the north, west and east.</p> <p>The sub-parcel is well contained and adjoins an existing industrial site.</p>	Low

**Purpose 2** To prevent neighbouring towns merging into one another

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_081_A	The sub-parcel forms part of a strategic gap between Sutton Manor (St. Helens core area) and Rainhill.	High
GBP_081_B	The sub-parcel forms part of a strategic gap between Sutton Manor (St. Helens core area) and Rainhill along with sub-parcel GBP_081a, however, due to its location further north, limited development could be accommodated to the north, without compromising the strategic gap to an unacceptable level.	Medium

**Purpose 3** To assist in safeguarding the countryside from encroachment

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
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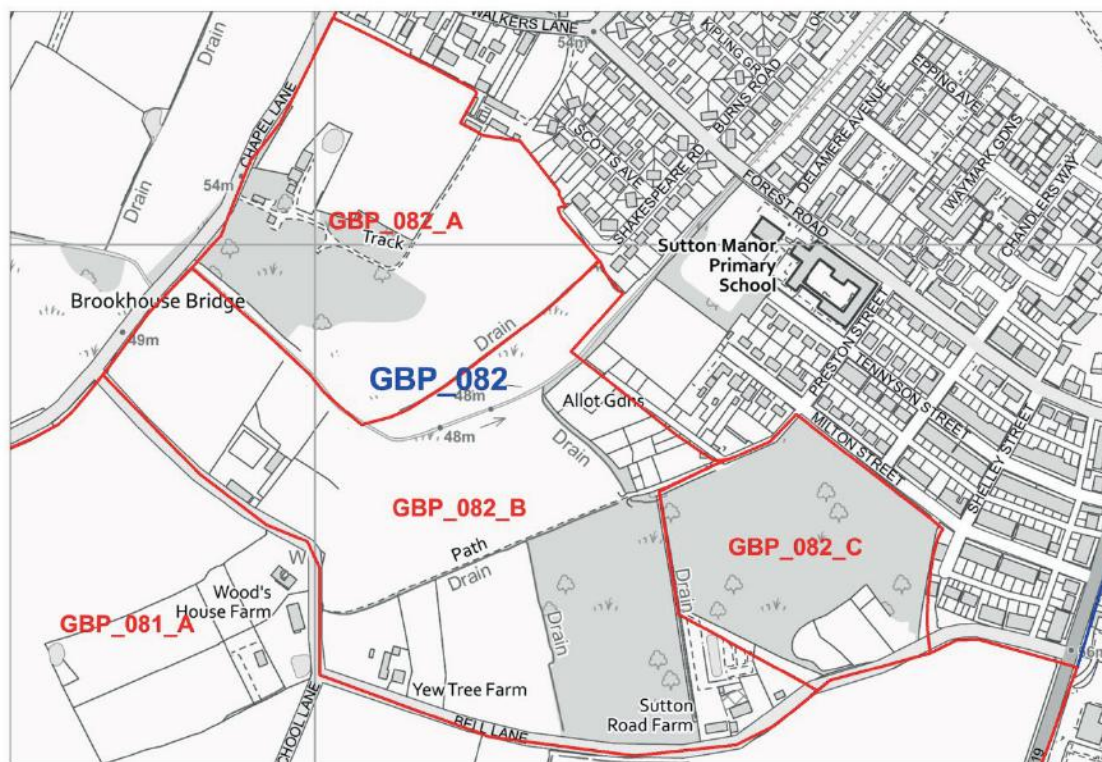


GBP_081_A	There is little built development within the sub-parcel, that retains a sense of openness when viewed out to the south and west. The M62 to the south, the A570 St. Helens Link Road to the west and Jubits Lane to the east have some impact on the countryside character.	Medium
GBP_081_B	The sub-parcel contains a small amount of inappropriate development and has only a semi-rural character due to encroachment from existing industrial development to the north and busy 'A' road to the west.	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_081_A	The sub-parcel robustly meets the purposes considered. It plays an important role in preventing the merging of two settlements. It has little built development within it and a very strong open rural character.	High
GBP_081_B	This sub-parcel makes only a moderate contribution to the purposes assessed as part of the review. The site is well contained with strong boundaries and does not significantly contribute to the wider strategic gap.	Medium

<b>Carry forward to Stage 2 Assessment?</b>	<p><b>No</b> - Sub-parcel GBP_081a continues to make a contribution to the purposes of Green Belt and therefore should be discounted from subsequent stages of the Review.</p> <p><b>Yes</b> - Sub-parcel GBP_081b makes a weak to moderate contribution to the purposes of Green Belt land and should be carried forward to Stage 2 of the Review.</p>
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<b>Parcel Ref</b>	GBP_082
<b>Name</b>	Land south of Sutton Manor
<b>Ward</b>	Bold and Rainhill
<b>Sub-Parcels within Parcel</b>	GBP_082_A GBP_082_B GBP_082_C
<b>Size (hectares)</b>	GBP_082: 25.07ha  GBP_082_A: 7.33ha GBP_082_B: 13.64ha GBP_082_C: 4.1ha
<b>Description</b>	Small parcel of land situated to the south of Sutton Manor. The parcel contains a small number of dwellings and farm, with what appears to be a car scrapyard to the south and allotments of some kind to the centre of the site. The parcel has been divided into three sub-parcels.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_082_A	<p>The sub-parcel is bounded by the urban fringe of Sutton Manor to the north, with Chapel Lane to the west and a protected woodland to the south and further woodland to the east.</p> <p>The sub-parcel boundaries the built up area of Sutton Manor to the north and a protected woodland to the west. The remaining parcel is farmland, with very little built development.</p> <p>The parcel is considered to be well contained.</p>	Low
GBP_082_B	<p>The sub-parcel is an abnormal shape bounded by the urban fringe of Sutton Manor to parts of the north, with Chapel Lane and protected woodland to the west and Bell Lane to the south.</p> <p>The sub-parcel is predominantly farmland, with very little built development and an allotment site centrally north.</p> <p>The sub-parcel is considered to be well contained due to its strong boundaries.</p>	Low
GBP_082_C	<p>The sub-parcel is bounded by the urban fringe of Sutton Manor to the north and parts of the east, with Bell Lane to the east running round to the south.</p> <p>The sub-parcel appears to be scrub land with little built development within it. The parcel is considered to be well contained.</p>	Low

**Purpose 2** To prevent neighbouring towns merging into one another

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_082_A	The sub-parcel forms part of a larger strategic gap between Sutton Manor (St. Helens core area) and Rainhill. However, the sub-parcel itself provides little or no discernible contribution to the merging of these two settlements. If development were to take place on this sub- parcel there would still be a significant visual strategic gap between both settlements (approx. 0.75km).	Low
GBP_082_B	The sub-parcel forms part of a larger strategic gap between Sutton Manor (St. Helens core area) and Rainhill. However, the sub-parcel itself provides little or no discernible contribution to the merging of these two settlements. If development were to take place on this parcel there would still be a significant visual strategic gap between both settlements (approx. 0.68km).	Low

GBP_082_C	The sub-parcel forms part of a larger strategic gap between Sutton Manor (St. Helens core area) and Rainhill. The sub-parcel itself provides little to no distinct contribution to the merging of these two settlements. If development were to take place on this parcel there would still be a significant visual strategic gap between both settlements (approx. 1.05km).	Low

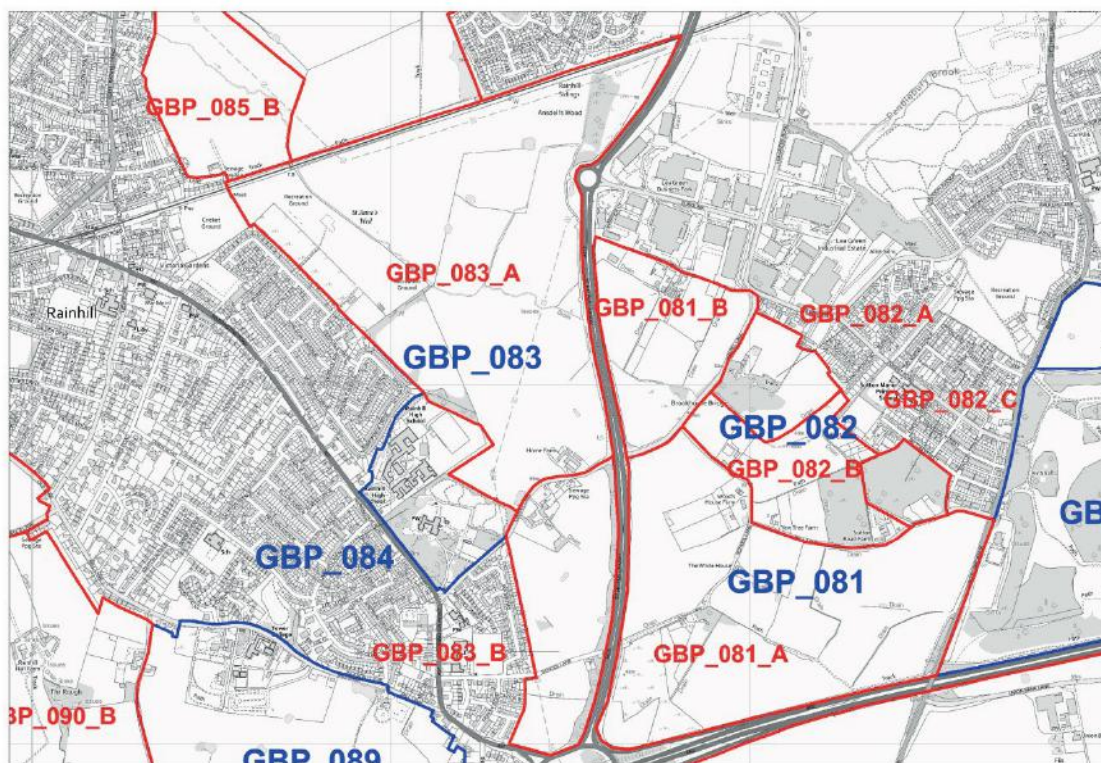
**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_082_A	The parcel has only a semi-rural character due to encroachment from existing urban development to the north and partly to the east.	Low
GBP_082_B	The parcel has only a semi-rural character due to encroachment from existing urban development to the north and built development to the south.	Low
GBP_082_C	The sub-parcel has only a semi-rural character due to encroachment from existing urban development to the north and east.	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_082_A	The sub-parcel makes little or no contribution to the 3 purposes assessed as part of the review. The site is well contained with strong boundaries and does not significantly contribute to the wider strategic gap.	Low
GBP_082_B	The sub-parcel makes little or no contribution to the 3 purposes assessed as part of the review. The site is well contained with strong boundaries and does not significantly contribute to the wider strategic gap.	Low
GBP_082_C	The sub-parcel makes little or no contribution to the 3 purposes assessed as part of the review. The site is well contained with strong boundaries and does not significantly contribute to the wider strategic gap.	Low

<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> - It is considered that sub-parcels GBP_082a, GBP_082b and GBP_082c make a weak contribution to the purposes of Green Belt land and should be carried forward to Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_083
<b>Name</b>	Land east of Rainhill and west of the St. Helens Linkway
<b>Ward</b>	Bold and Rainhill
<b>Sub-Parcels within Parcel</b>	GBP_083_A GBP_083_B
<b>Size (hectares)</b>	GBP_083: 93.28ha  GBP_083_A: 74.77ha GBP_083_B: 18.51ha
<b>Description</b>	The parcel is a large irregular shape, situated between Rainhill and Sutton (St. Helens core area). The parcel has very little development other than a number of farms and associated buildings. The parcel has been divided into two sub-parcels.





**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_083_A	<p>The sub-parcel is bounded to the north by a railway line, to the west by the St. Helens Linkway, to the east by the built-up areas of Rainhill, and to the south by Chapel Lane.</p> <p>The parcel has very little built development within it, and has a very open rural character to it when viewed from most viewpoints.</p> <p>The parcel is therefore relatively well contained as a whole, however lacks strong boundaries within it, that would lead to unrestricted sprawl. Green Belt designation protects land where development would be isolated and perceived as unrestricted sprawl.</p>	High
GBP_083_B	<p>The rectangular sub-parcel has strong boundaries with Chapel lane to the north, the St. Helens Linkway to the east, the built-up edge of Rainhill to the west and Junction 7 of the M62 to the south. School Lane runs through the middle of the sub-parcel</p> <p>The sub-parcel has little built development within it, other than farm buildings and a dwelling to the north and south. Although open, residential development is clearly visible to the east, north and the M62 to the south</p> <p>The sub-parcel is well contained, however due its size and location it plays a moderate role in checking unrestricted sprawl.</p>	Medium

**Purpose 2** To prevent neighbouring towns merging into one another

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_083_A	The sub-parcel forms part of a strategic gap between Rainhill and Sutton (St. Helens core area).	High
GBP_083_B	The sub-parcel forms part of a strategic gap between Rainhill and Sutton Manor (St. Helens core area) along with sub-parcel GBP_083a. The parcel is highly visible from Junction 7 of the M62 and forms part of an important gateway into the Borough.	High

**Purpose 3** To assist in safeguarding the countryside from encroachment

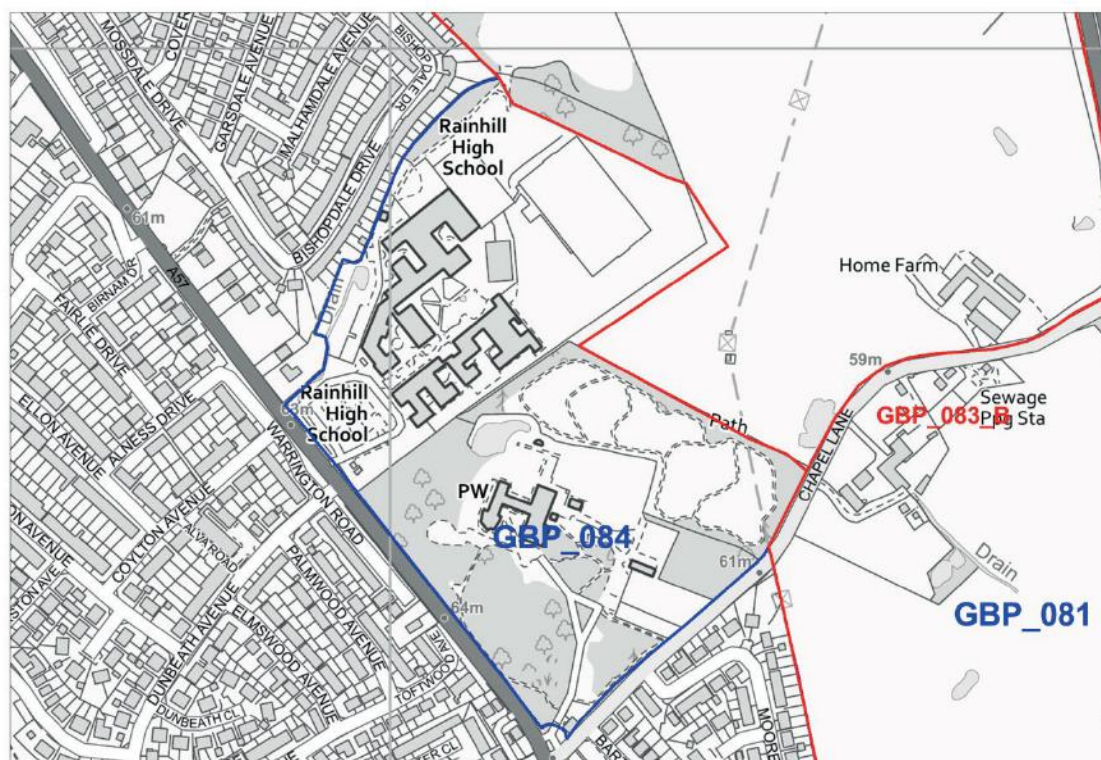
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
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GBP_083_A	There is little built development within the sub-parcel, which has a strong sense of open countryside character when viewed from most viewpoints. Any development on this parcel is likely to give rise to significant encroachment.	High
GBP_083_B	The sub-parcel boundaries the urban fringe of Rainhill to the west, and has strong boundaries, with open countryside views to the north and east. There is very little development within the sub-parcel.	Medium

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_083_A	The sub-parcel robustly meets the purposes considered. It plays an important role in preventing the merging of two settlements. It has little built development within it and a very strong open rural character.	High+
GBP_083_B	This sub-parcel meets the purposes assessed as part of the review. The site is well contained with open views to the north and west. The sub-parcel also plays a role in preventing the merger of two settlements.	High

<b>Carry forward to Stage 2 Assessment?</b>	<b>No</b> - Sub-parcels GBP_083a and GBP_083b continue to make a strong contribution to the purposes of Green Belt and therefore should be discounted from subsequent stages of the Review.
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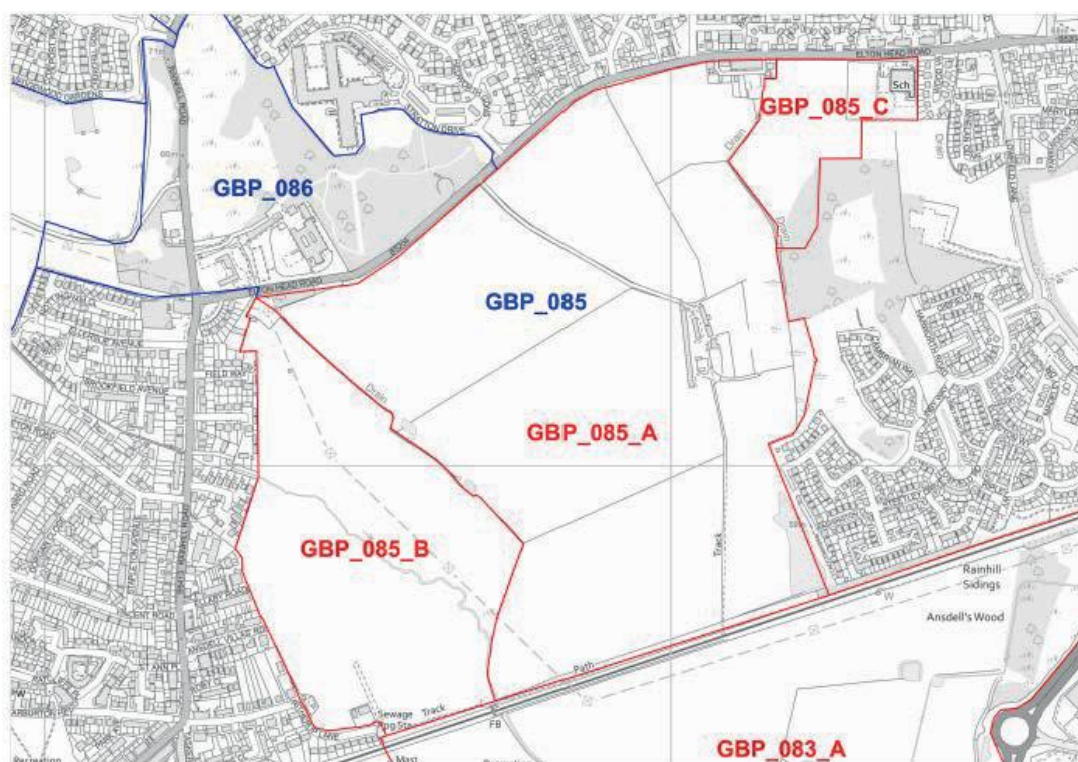
<b>Parcel Ref</b>	GBP_084
<b>Name</b>	Rainhill High School and Loyola Hall, Rainhill
<b>Ward</b>	Rainhill
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_084: 12.97ha
<b>Description</b>	The parcel is small and encompasses Rainhill High School and Loyola Hall. The parcel contains the school and associated development. The land around Loyola Hall is heavily wooded.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_084	<p>The parcel bounds the built-up area of Rainhill to the north, west and south, with hedges and trees lining the eastern boundary.</p> <p>The majority of the site is developed to the north-west, and due to the heavily wooded areas of the site the remaining parcel does not have an open aspect, and as such the parcel plays a limited role in checking the outward expansion of Rainhill into the countryside.</p>	Low
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_084	The parcel forms a very small part of the wider area of Green Belt which bounds Rainhill. The parcel provides little or no discernible contribution to the merging of Rainhill with any nearby settlement or built up area.	Low
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_084	The parcel has strong boundaries, mostly with existing urban development. Due to the presence on site of significant development, the parcel does not have an open aspect. The parcel plays a very limited role in checking the outward expansion of Rainhill into the countryside.	Low
<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_084	<p>The parcel plays a limited role in both checking the outward expansion of Rainhill into the countryside and the merging of settlements.</p> <p>The parcel has significant development within it including playing/recreation fields and as such does not have an open countryside character.</p>	Low
<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> – Parcel GBP_084 makes a weak contribution to the purposes of Green Belt land and as such should be carried forward to Stage 2 of the Review.	

<b>Parcel Ref</b>	GBP_085
<b>Name</b>	Land between Sutton Heath and Rainhill
<b>Ward</b>	Rainhill and Thatto Heath
<b>Sub-Parcels within Parcel</b>	GBP_085_A GBP_085_B GBP_085_C
<b>Size (hectares)</b>	GBP_085: 74.37ha  GBP_085_A: 50.33ha GBP_085_B: 19.22ha GBP_085_C: 4.82ha
<b>Description</b>	Irregular shaped parcel situated south and west of Sutton Heath and east of Rainhill. The parcel contains St. John Vianney Catholic Primary School, farm buildings and a small number of dwellings to the north and one to the south of the parcel. The parcel therefore contains very little built development. The parcel has been subdivided into three sub-parcels.





**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_085_A	<p>The sub-parcel is bounded to the north by Elton Head Road and Thatto Heath, to the south by the Manchester to Liverpool Northern Railway line, to the west by sub-parcel GBP_085c and to the east by sub-parcel GBP_085b and residential development to the south-east.</p> <p>The sub-parcel contains very limited development and retains an open rural character.</p> <p>The sub-parcel has strong boundaries to the north, south and east so is relatively well contained. However, the large built-up areas of Thatto and Sutton Heath (St. Helens core area) adjoin the north and south east of the sub-parcel. Therefore the sub-parcel plays an important role in checking the outward expansion of these settlements into the countryside. The sub-parcel in part also prevents ribbon development along Elton Head Road.</p>	High
GBP_085_B	<p>The spear-shaped sub-parcel is bounded to the west by the residential urban edge of Rainhill, to the south by the Northern Railway Line, and to the west by a substantial hedgerow.</p> <p>There is very little development within the sub-parcel other than one dwelling to the south and a line of electric pylons run through the centre of the sub-parcel (north to south).</p> <p>The sub-parcel is moderately contained due to its weaker eastern boundary, and as such development on this sub-parcel should not lead to unrestricted sprawl into the countryside.</p>	Medium
GBP_085_C	<p>The sub-parcel comprises of St. John Vianney Catholic Primary School, agricultural fields and woodland. The sub-parcel is bounded to the north by Elton Head Road, to the south by woodland and newly approved residential development (Ref: P/2012/0405) to the west by a tree-lined field boundary and to the east by the primary school and further woodland.</p> <p>The woodland which is contained within this sub-parcel has been included as part of the landscaping scheme of Planning Approval P/2012/0405, and as such is both protected and will be retained as part of that scheme.</p> <p>The sub-parcel is only small with well contained boundaries, with planning consent for residential development on three sides of its boundary.</p>	Low

<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>

GBP_085_A	The sub-parcel plays a key role in forming a strategic gap between Thatto Heath/Sutton Heath (St. Helens core area) and Rainhill.	High
GBP_085_B	The sub-parcel forms part of a larger strategic gap between Rainhill and Sutton Heath/Thatto Heath (St. Helens core area) along with sub-parcels GBP_085a and GBP_085c, however, due to its location further west, limited development could be accommodated (especially to the south-west of the sub-parcel along the existing built-up area of Rainhill), this would still leave a considerable visual strategic gap between both settlements via sub-parcel GBP_085a.	Medium
GBP_085_C	The sub-parcel forms part of a larger strategic gap between Sutton Heath /Thatto Heath (St. Helens core area) and Rainhill along with sub-parcels GBP_085a and GBP_085b, however, due to its location further north, if development were to take place on this parcel there would still be a significant visual strategic gap between both settlements (approx. 0.82km at the narrowest point).	Low

**Purpose 3** To assist in safeguarding the countryside from encroachment

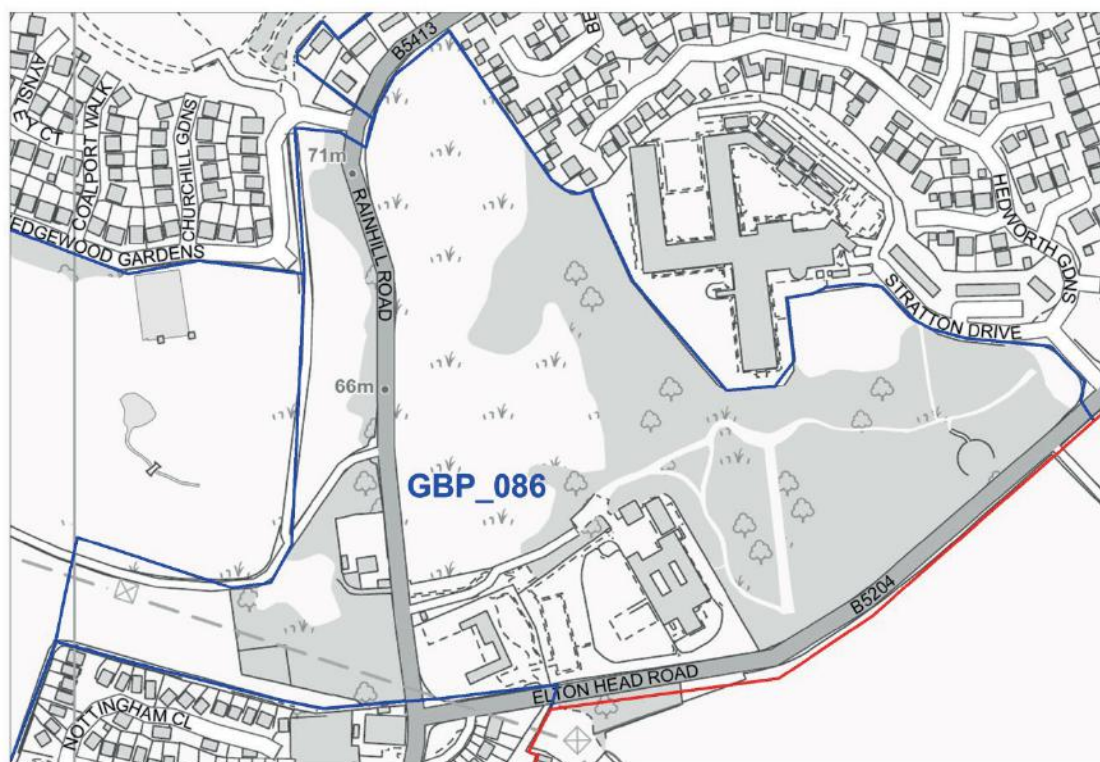
Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_085_A	There is no inappropriate development within the sub-parcel, which has a strong sense of open countryside character when viewed from most viewpoints. Any development on this parcel is likely to give rise to significant encroachment.	High
GBP_085_B	The sub-parcel has strong boundaries to the south and west, and is therefore well contained to a moderate extent. However the sub-parcel has no inappropriate development and retains some open views when looking out in an easterly direction over sub-parcel GBP_085a.	Medium
GBP_085_C	The sub-parcel has a semi-rural character due to encroachment from existing urban development. The sub-parcel lacks open aspect due to its strong boundaries with woodland and residential development. The sub-parcel itself is only small in area with strong boundaries and residential development clearly visible when viewed from the south and west.	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_085_A	The sub-parcel robustly meets the purposes considered. It plays an important role in preventing the merging of two settlements. It has little built development within it and a strong open rural character.	High+
GBP_085_B	This sub-parcel makes a moderate contribution to the 3 purposes assessed as part of the review. The site is well contained and does not contribute significantly to the wider strategic gap.	Medium

GBP_085_C	This sub-parcel makes a weak contribution to the 3 purposes assessed as part of the review. The site is well contained with strong boundaries and does not significantly contribute to the wider strategic gap.	Low
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<b>Carry forward to Stage 2 Assessment?</b>	<p><b>No</b> - Sub-parcel GBP_085a continues to make a strong contribution to the purposes of Green Belt land and therefore should be discounted from subsequent stages of the Review.</p> <p><b>Yes</b> - Sub-parcels GBP_085b and GBP_085c make only a weak to moderate contribution to the purpose(s) of Green Belt land and therefore should be carried forward to Stage 2 of the Review.</p>
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<b>Parcel Ref</b>	GBP_086
<b>Name</b>	Land north of Elton Head Road, Nutgrove
<b>Ward</b>	Thatto Heath and Eccleston
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_086: 17.03ha
<b>Description</b>	Small irregular shaped parcel of land situated north of Elton Head Road, between Eccleston Park Golf Club and Sutton Heath. The parcel contains Scott NHS Medium Secure Clinic, one large dwelling, grassed land and substantial woodland.



#### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

**Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
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GBP_086	<p>The parcel is irregular in shape, with Elton Head Road to the south, the built-up area of Thatto Heath to the east, and Eccleston Park Golf Course to the west.</p> <p>The parcel has very little development other than a NHS facility, road and dwelling.</p> <p>The parcel is heavily wooded to the south and on the eastern boundary and as such has no open aspect.</p> <p>Although the parcel has two strong boundaries its western boundary with sub-parcel GBP_087 is weaker, which could potentially lead to unrestricted sprawl. The parcel also prevents ribbon development along Rainhill Road.</p>	Medium
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<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_086	Although relatively small, the parcel plays a key role in forming a strategic gap and the perception of a gap between Rainhill and Thatto Heath (St. Helens core area).	High

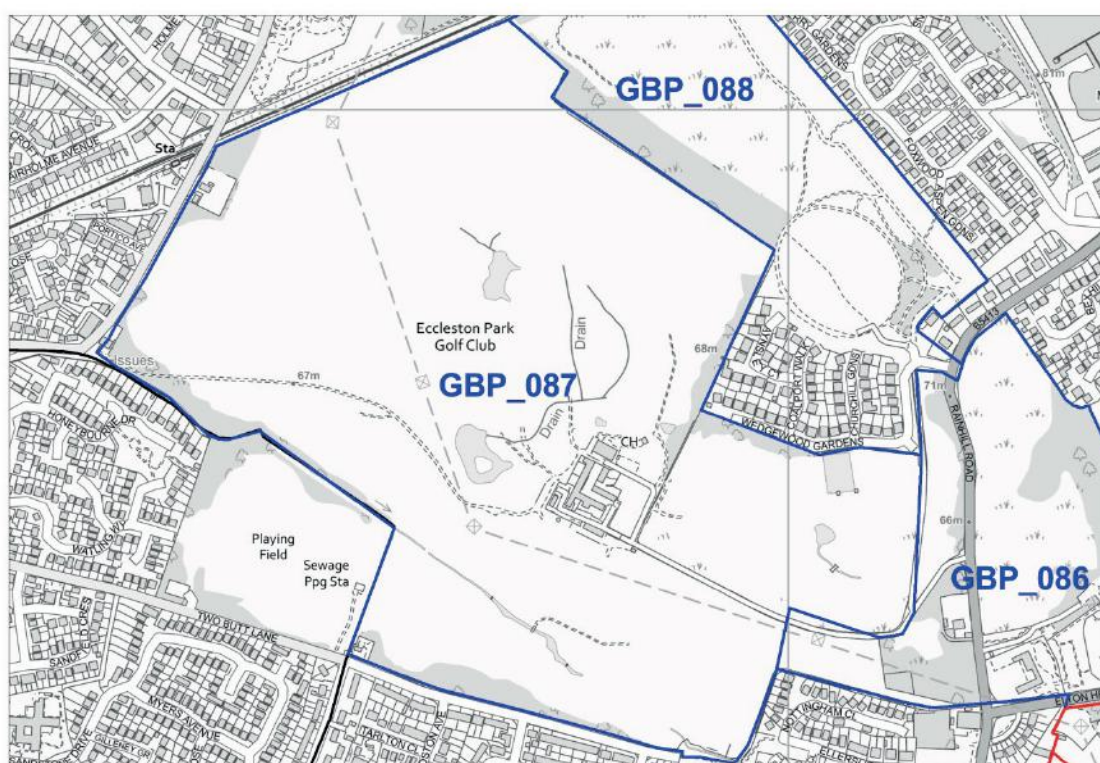
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_086	The parcel has only a semi-rural character due to encroachment from exiting urban development on its boundaries. Residential dwellings are clearly visible from most aspects. However, the parcel is poorly contained on the western boundary.	Medium

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_086	The parcel plays a strong role in maintaining a separation between Rainhill and Thatto Heath, and a moderate role in checking the outward expansion of Thatto Heath and Rainhill.	High

<b>Carry forward to Stage 2 Assessment?</b>	<b>No</b> - Parcel GBP_086 continues to make a moderate to strong contribution to the purposes of Green Belt land and therefore should be discounted from subsequent stages of the Review.
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<b>Parcel Ref</b>	GBP_087
<b>Name</b>	Eccleston Park Golf Club
<b>Ward</b>	Eccleston and Rainhill
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_087: 49.37ha
<b>Description</b>	The parcel is an irregular shaped site that encompasses Eccleston Park Golf Club. There is very little development within the parcel other than the clubhouse and associated structures, and a number of isolated dwellings scattered along its periphery.



#### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

**Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_087	The parcel borders the Liverpool to Manchester Northern Railway line to the north, a substantial protected woodland belt and residential dwellings to the north-east. Rainhill Road runs the length of the eastern boundary, with Two Butt Lane and the urban fringe of Rainhill on the southern boundary and the built-up area of Eccleston Park on the western boundary. There is very little development within the parcel (that	Low

	encompasses the whole of Eccleston Park Golf Club and course) other than the clubhouse and associated structures almost central of the parcel, and a small number of dwellings dotted along its boundary. The parcel has strong boundaries and as such is considered to be well contained, and therefore would not lead to unrestricted sprawl.	
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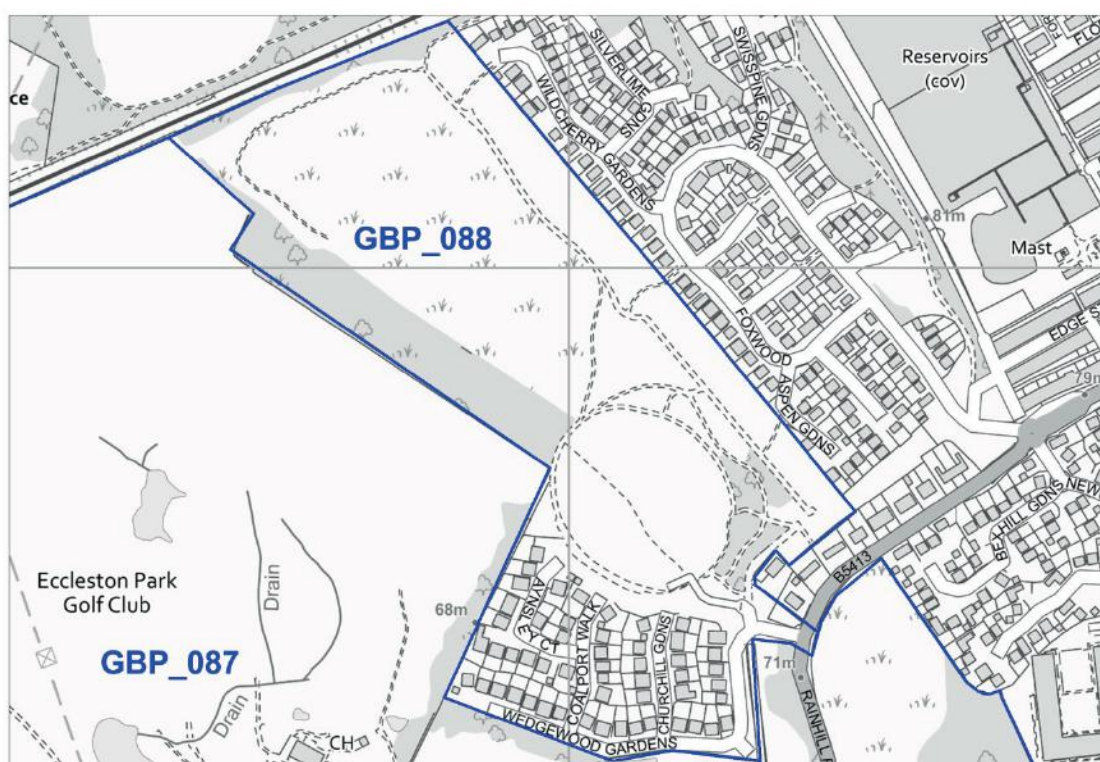
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_087	The parcel currently lies in a Green Belt 'gap' between Eccleston Park, West Park, Rainhill and Whiston. However, this gap has already been significantly reduced, due to the merging of Eccleston Park, Rainhill and Whiston on the north-western and southern sides. As such there is no longer any visual/perceptual separation of these settlements on the ground. Given the strong boundaries around the parcel which obscure the golf course from any public highway, the parcel provides only a moderate to weak role in preventing further merging. Therefore it is considered that there is no longer a strategic gap between Eccleston Park, Rainhill and Whiston in this location.	Low

<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_087	Although the parcel has an open aspect, it has strong permanent boundaries and is surrounded by residential development on three sides, so therefore lacks a sense of openness. The parcel is quite clearly a golf course and as such has a more recreational appearance than countryside character.	Low

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_087	The parcel benefits from strong boundaries, and is encroached on almost all sides by urban development. The parcel plays a limited role in the prevention of merging any two settlements or built up areas.	Low

<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> – Parcel GBP_087 makes a limited contribution to the purposes of Green Belt and therefore should be taken forward to Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_088
<b>Name</b>	Land to the north-east of Eccleston Park Golf Club
<b>Ward</b>	Eccleston
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_088: 16.01ha
<b>Description</b>	Small parcel of land to the north of Eccleston Park Golf Club. The site is predominantly woodland (St. Benedicts Wood) with a small housing site to the south. The parcel has residential development to the east and railway line to the north.



#### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

**Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
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GBP_088	The parcel bounds the Liverpool to Manchester Northern Railway line to the north, the urban fringe of West Park (St. Helens core area) to the east and south, and substantial protected woodland on the western boundary. Development on the site has already taken place to the south with a small residential housing estate. The remaining sections of the parcel consist of woodland and a large circular clearing. The parcel has strong boundaries and as such is considered to be well contained, and therefore would not lead to unrestricted sprawl.	Low
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**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_088	The parcel currently lies in a Green Belt gap between West Park, Rainhill and Whiston. However, this gap has already been compromised with the merging of Eccleston Park, Rainhill and Whiston on the northern side. As such there is no longer any visual/perceptual separation between these settlements on the ground. Therefore, the parcel provides only a moderate role in preventing further merging, as it is considered that there is no longer a sufficient strategic gap between West Park, Rainhill and Whiston in this location.	Medium

**Purpose 3** To assist in safeguarding the countryside from encroachment

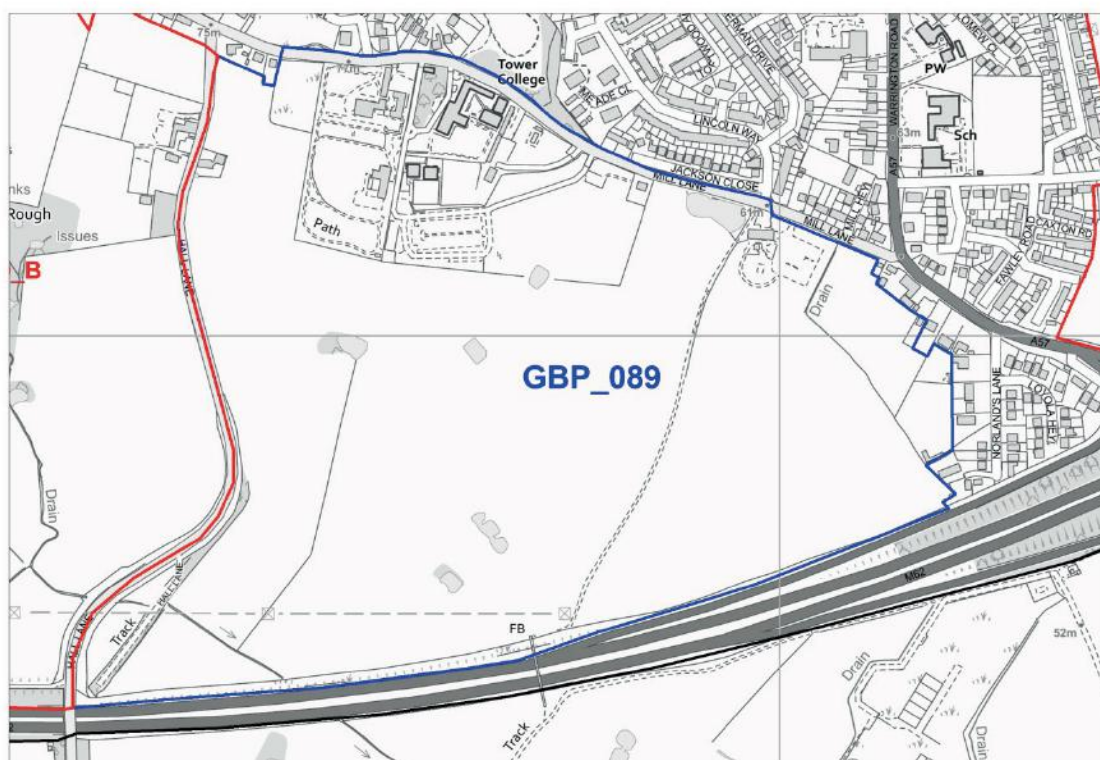
Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_088	The parcel has a semi-rural appearance due to the woodland nature, however it is surrounded on three of its four sides by urban development (residential and railway line). The parcel has no open aspect, with strong boundaries, so any development on this parcel would be well-contained.	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_088	The parcel has no open aspect due to its strong boundaries and woodland. Development has already started to take place on the parcel that is surrounded on three of its four sides by urban development. The parcel only plays a small role in preventing the merging of any two settlements or built up area.	Medium

<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> – Parcel GBP_088 makes a weak to moderate contribution to the purposes of Green Belt and therefore should be taken forward to Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_089
<b>Name</b>	Land north of the M62 and south of Mill Lane
<b>Ward</b>	Rainhill
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_089: 52.41ha
<b>Description</b>	Large parcel lying to the north of the M62 and south of Mill Lane. The parcel consists of Tower College and playing fields, Briars Hey healthcare facility, agricultural land and buildings and some residential properties on Hall Lane.

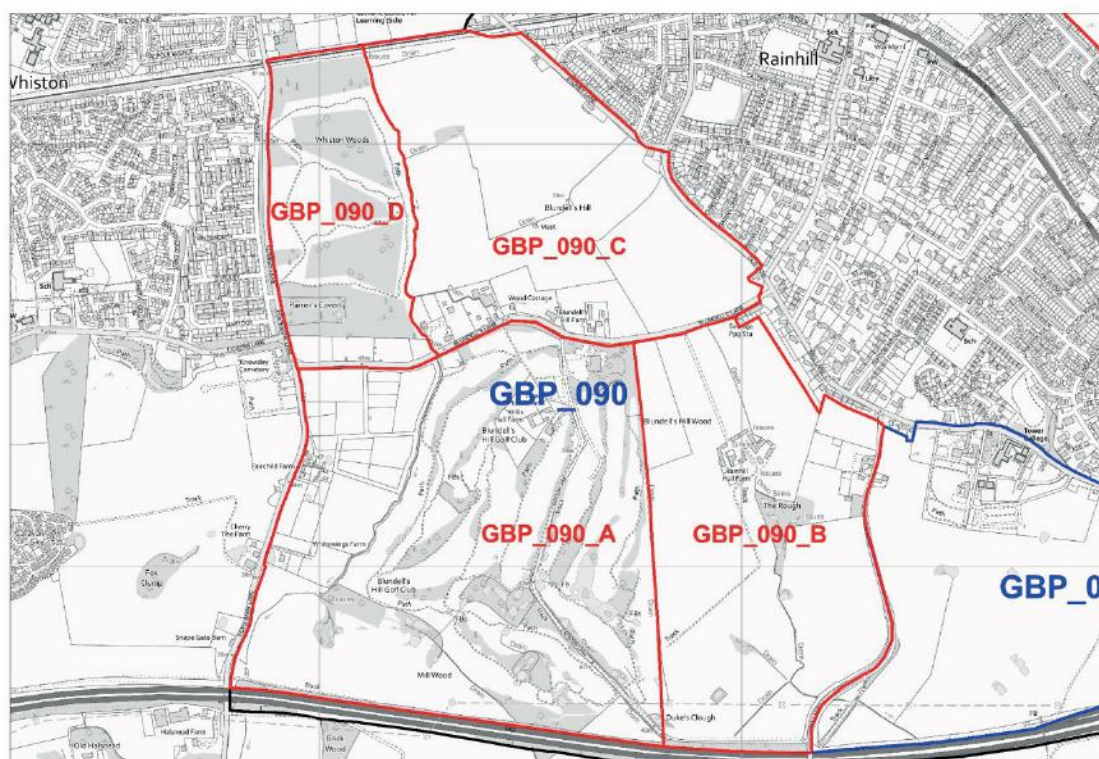




**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_089	<p>The parcel adjoins the large built-up area of Rainhill. The parcel is bounded to the north by Mill Lane and in-part the A57 Warrington Road, to the west by Hall Lane, to the south by the M62 and to the east by residential development at Norland's Lane. The parcel is therefore well contained.</p> <p>Despite the size of the parcel, given the level of relatively high enclosure it is considered that development of the parcel is unlikely to lead to unrestricted sprawl.</p>	Low
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_089	The parcel falls within a partially strategic gap between Rainhill and Town End (Halton Borough). A strategic gap could be maintained between these settlements if this parcel was developed.	Medium
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_089	<p>The development of this parcel would extend the built form of Rainhill into the countryside. The parcel contains little inappropriate development and does retain some open views looking westwards, which provide a degree of countryside character.</p> <p>However the parcel has strong permanent boundaries and is well contained.</p>	Low
<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_089	The parcel has strong permanent boundaries and is well contained. The parcel falls within a partially strategic gap between Rainhill and Town End (Halton Borough). A strategic gap could be maintained between these settlements if this parcel was developed.	Medium
<b>Carry forward to Stage 2 Assessment?</b>	Parcel GBP_089 makes only a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the stage 2 assessment.	

<b>Parcel Ref</b>	GBP_090
<b>Name</b>	Land north of M62 and west of Rainhill
<b>Ward</b>	Bold
<b>Sub-Parcels within Parcel</b>	GBP_090_A GBP_090_B GBP_090_C GBP_090_D
<b>Size (hectares)</b>	GBP_090: 193.06ha  GBP_090_A: 77.48ha GBP_090_B: 47.32ha GBP_090_C: 45.41ha GBP_090_D: 22.85ha
<b>Description</b>	Very large parcel lying to the west of Rainhill. The parcel contains Blundells Hill Golf Course, agricultural land and buildings and dense woodland. The parcel is split into four sub-parcels.



### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

**Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_090_A	<p>The sub-parcel is bounded to the north by Blundells Lane and agricultural land, to the west by Fox's Bank Lane and Halsnead Park - an area allocated for a large urban extension in the Knowsley Local Plan, to the east by agricultural land and to the south by the M62.</p> <p>The sub-parcel is therefore well contained on three sides but remains open to the east.</p>	Medium
GBP_090_B	<p>The sub-parcel is bounded to the north by Blundells Lane and agricultural land, to the west by Blundells Hill Golf Course, to the east by Hall Lane, agricultural land and residential development, and to the south by the M62.</p> <p>The sub-parcel is therefore well contained on three sides but remains open to the west.</p>	Medium
GBP_090_C	<p>The sub-parcel is bounded to the north by the Liverpool to Manchester Railway Line and the large built-up area of Whiston, to the west by Whiston Woods, to the east by residential development and to the south by Blundells Lane, agricultural land and Blundells Hill Golf Club.</p> <p>The sub-parcel is therefore well contained on three sides but remains open to the west.</p>	Medium
GBP_090_D	<p>The sub-parcel is bounded to the north by the Liverpool to Manchester Railway Line and the large built-up area of Whiston, to the west by Cumber Lane and Whiston, to the east by agricultural land and to the south by Blundells Lane, agricultural land and Blundells Hill Golf Club.</p> <p>The sub-parcel is therefore well contained on three sides but remains open to the east.</p>	Medium

Purpose 2 To prevent neighbouring towns merging into one another		
Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_090_A	<p>The sub-parcel falls within a strategic gap between Rainhill and Whiston. Albeit Rainhill and Whiston have already partly joined to the north.</p> <p>Development of the sub-parcel would lead to a significant reduction in the gap between these settlements particularly in the context of the allocated Halsnead Urban Extension in Knowsley.</p>	High
GBP_090_B	<p>The sub-parcel falls within a strategic gap between Rainhill and Whiston. Albeit Rainhill and Whiston have already partly joined to the north.</p> <p>Development of the sub-parcel would lead to a reduction in the gap between these settlements particularly in the context of the allocated Halsnead Urban Extension in Knowsley.</p>	High
GBP_090_C	<p>The sub-parcel falls within a strategic gap between Rainhill and Whiston. Albeit Rainhill and Whiston have already partly joined to the north.</p> <p>Development of the sub-parcel would lead to a significant reduction in the gap between these settlements.</p>	High

GBP_090_D	<p>The sub-parcel falls within a strategic gap between Rainhill and Whiston. Albeit Rainhill and Whiston have already partly joined to the north.</p> <p>Development of the sub-parcel would lead to a significant reduction in the gap between these settlements.</p>	High
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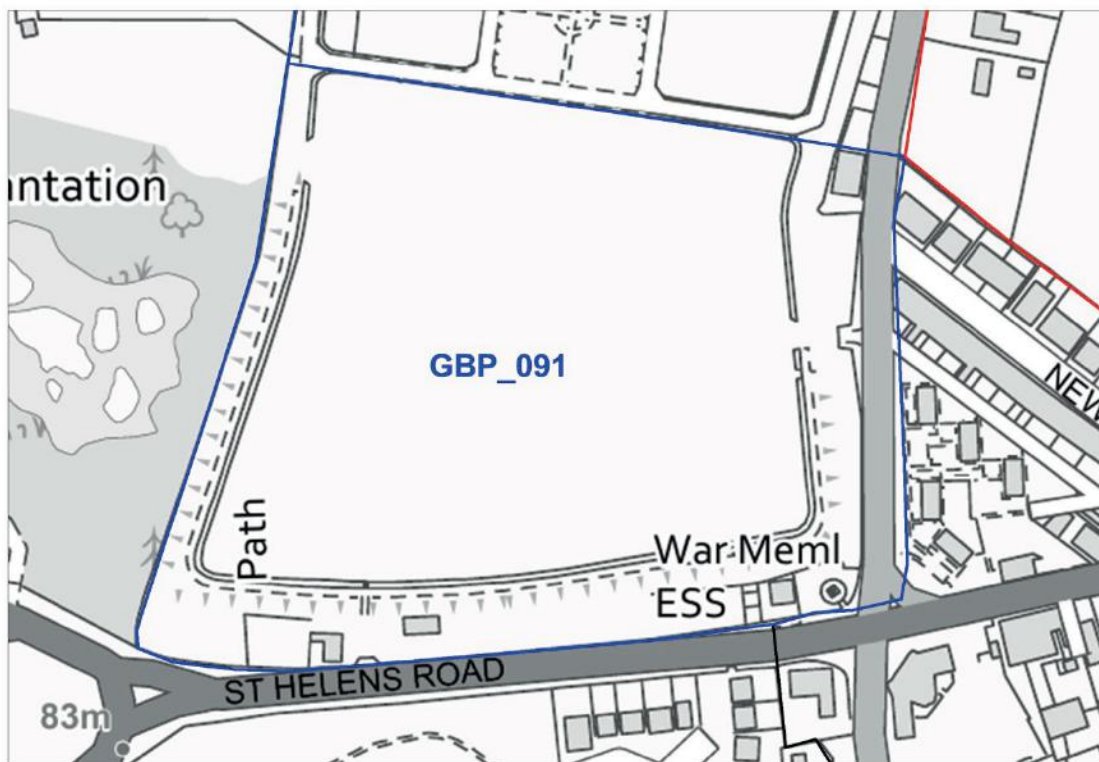
**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_090_A	The sub-parcel contains Blundells Hill Golf Course, agricultural land and some residential properties along Fox's Bank Lane. The sub-parcel contains very little inappropriate development and has a sense of openness. The M62 to the south and Fox's Bank Lane and Blundells Lane have some impact on countryside character.	Medium
GBP_090_B	The sub-parcel contains agricultural land and buildings (Rainhill Hall and Sandy Carr Farms) and protected woodland (The Rough). The sub-parcel contains very little inappropriate development and has a sense of openness. The M62 to the south and Hall Lane and Blundells Lane have some impact on countryside character.	Medium
GBP_090_C	The sub-parcel contains residential development along Blundells Lane and Stoney Lane and agricultural land. The sub-parcel contains very little inappropriate development and has a sense of openness southwards and westwards. The nearby residential development, Stoney Lane, Blundells Lane and the railway line all have some impact on countryside character.	Medium
GBP_090_D	The sub-parcel contains protected trees at Whiston Woods, and no inappropriate development and therefore retains a sense of openness. The nearby residential development, Cumber Lane and the railway line all have some impact on countryside character.	Medium

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_090_A	The sub-parcel is well contained on three sides but remains open to the east. The sub-parcel falls within a strategic gap between Rainhill and Whiston.	High
GBP_090_B	The sub-parcel is well contained on three sides but remains open to the west. The sub-parcel falls within a strategic gap between Rainhill and Whiston.	High
GBP_090_C	The sub-parcel is therefore well contained on three sides but remains open to the west. The sub-parcel falls within a strategic gap between Rainhill and Whiston.	High
GBP_090_D	The sub-parcel is therefore well contained on three sides but remains open to the east. The sub-parcel falls within a strategic gap between Rainhill and Whiston.	High

<b>Carry forward to Stage 2 Assessment?</b>	Sub-parcels GBP_090_a, GBP_090_b and GBP_090_c and GBP_090_d continue to make a strong contribution to the purposes of Green Belt land and therefore should be discounted from subsequent stages of the Review.
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<b>Parcel Ref</b>	GBP_091
<b>Name</b>	Land corner of Burrow's Lane and St. Helens Road
<b>Ward</b>	Eccleston
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_091: 5.65ha
<b>Description</b>	Small parcel of land situated on the Borough boundary with Knowsley. The parcel forms part of the water treatment works and contains a number of disused associated buildings on the southern boundary (currently in the process of being converted), temporary portacabins, hardstanding and pockets of trees.





**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_091	<p>The parcel is bounded to the south by St. Helens Road, to the east by Burrow's Lane and the north and east by unprotected trees and woodland.</p> <p>The parcel is therefore well contained to the south and east, but relatively vulnerable to the north and west.</p>	Medium

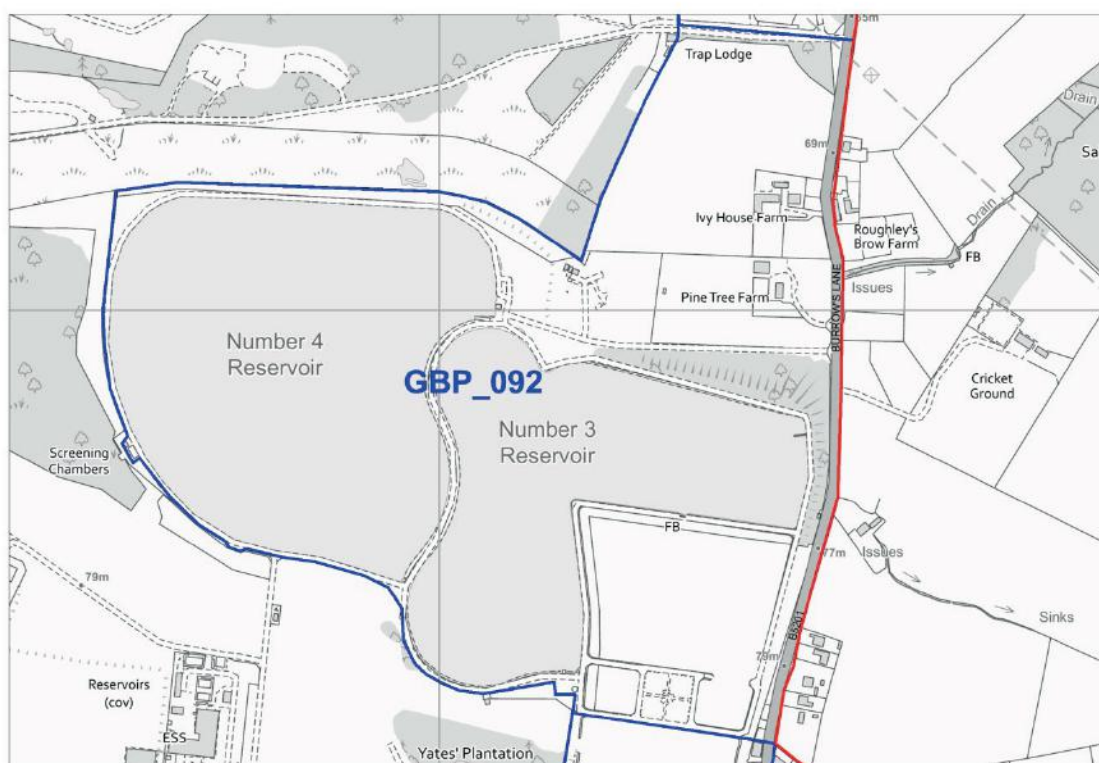
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_091	The parcel forms only a small part of a larger strategic gap that separates the boroughs of St. Helens and Knowsley due to its location along the borough's boundary.	Low

<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_091	<p>The site contains a number of disused buildings associated with the waterworks on the southern boundary, that have now gained planning consent for their conversion and the construction of seven additional dwellings (Ref: P/2015/0517).</p> <p>The parcel lacks an open aspect due to the woodland nature and existing development on site.</p>	Low

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_091	The parcel plays a limited role in checking unrestricted sprawl.	Medium

<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> - Parcel GBP_091 makes only a moderate contribution to the purposes of Green Belt land and therefore should be carried forward to the Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_092
<b>Name</b>	Prescot Water Treatment Works
<b>Ward</b>	Eccleston
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_092: 49.56ha
<b>Description</b>	The parcel encompasses the majority of Prescot Water Treatment Works situated on the western side of Burrow's Lane, Eccleston. The parcel lies on the borough boundary with Knowsley and comprises of very little built development other than the associated water treatment works and office buildings and farm buildings. The reservoirs occupy almost 2/3 of the parcel.



#### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

**Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_092	The parcel is irregular in shape and bounders Burrow's Lane to the east, with weaker boundaries to the north, south and west which comprise of open areas of scrub land and trees. There is very little built development within the parcel other than associated development to the south and farm buildings to the north-east.	High

	<p>Due to the nature of the parcel (reservoirs) the parcel has a fairly open aspect, with urban development noticeable to the south and far east. Due to the weak northern, southern and western boundaries the parcel is considered poorly contained and any development would lead to uncontained growth.</p> <p>The parcel is not adjacent to any urban residential development and as such prevents ribbon development along Burrows Lane. In addition, given the size of this parcel any development here would lead to isolated unsustainable sprawl within the countryside.</p>	
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**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_092	The parcel does not bounder any built up area or urban edge. Due to its location development of this parcel would not lead to any two settlements merging. However, as it is located along the borough's boundary, it does form part of a larger strategic gap that assists in protecting the two Local Authorities of St. Helens and Knowsley from merging.	Medium

**Purpose 3** To assist in safeguarding the countryside from encroachment

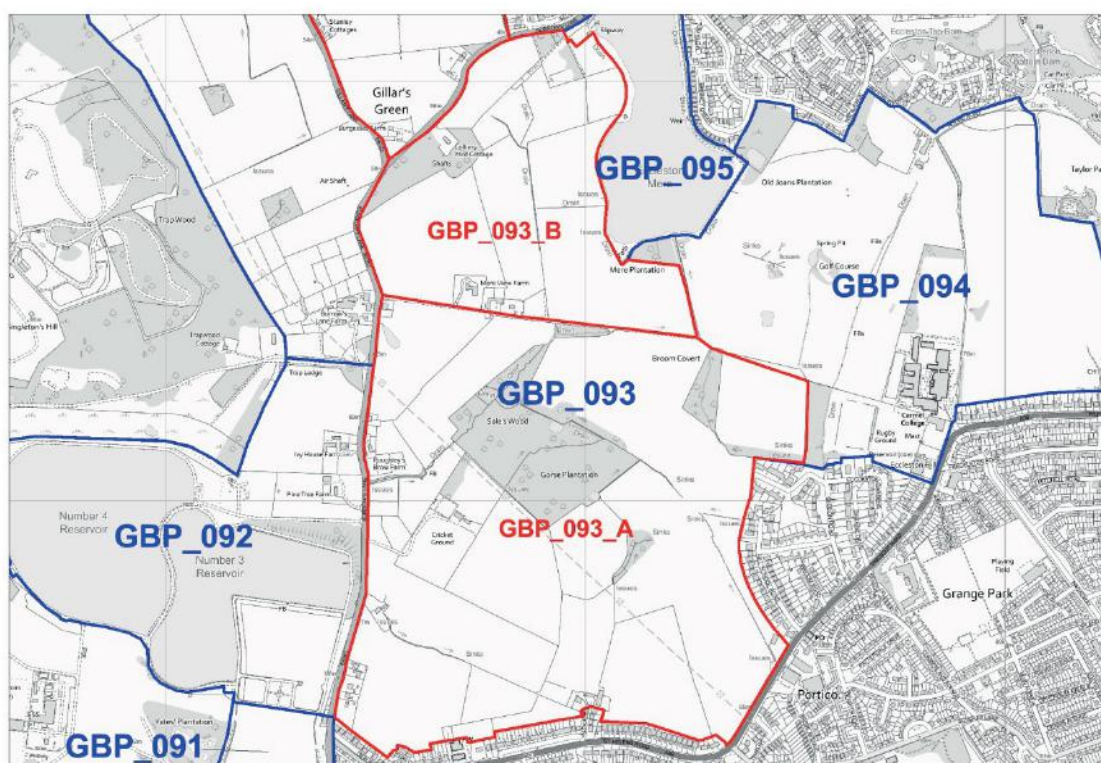
Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_092	The parcel has a semi-rural character due to the presence of the man-made reservoirs and associated development. However, the site does retain an open aspect and due to trees and pockets of woodland within the parcel encroachment from existing urban development is restricted. The parcel only has a moderate degree of enclosure due to its weaker boundaries.	Medium

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_092	The parcel robustly meets one of the three purposes considered. It has very little built development within it and very weak boundaries to the north, south and west, that cannot be contained. The parcel has an open semi- rural character to it.	High

**Carry forward to Stage 2 Assessment?**

**No** - The parcel continues to make a strong to moderate contribution to the purposes of Green Belt allocation and therefore parcel GBP-092 should be discounted from subsequent stages of the Review.

<b>Parcel Ref</b>	GBP_093
<b>Name</b>	Land between Eccleston and Eccleston Park
<b>Ward</b>	Eccleston
<b>Sub-Parcels within Parcel</b>	GBP_093a GBP_093b
<b>Size (hectares)</b>	GBP_093: 128.52ha  GBP_093_A: 93.99ha GBP_093_B: 34.51ha
<b>Description</b>	Large parcel of land situated between Eccleston and Eccleston Park (St. Helens core area). The parcel contains limited development including farm buildings, isolated dwellings and Prescot and Odyssey Cricket Club. The parcel has been divided into two sub-parcels.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_093_A	<p>The sub-parcel boundaries Burrow's Lane to the west, the built-up fringe of Eccleston Park to the south and east, with a weaker boundary to the north that comprises of a single access track, woodland, and field lines.</p> <p>The sub-parcel contains very little development other than the odd isolated dwelling, a small row of dwellings on the southern corner and Prescott &amp; Odyssey Cricket Club. The majority of the sub-parcel comprises of agricultural fields, with substantial woodland to the north.</p> <p>Although the sub-parcel does boundary the urban edge of Eccleston Park to the south and east, it is only moderately contained to the north and due to its size and no strong boundaries within the sub-parcel development of this site would lead to unrestricted sprawl.</p>	High
GBP_093_B	<p>The sub-parcel boundaries Burrow's Lane to the north and west, Eccleston Mere to the east and a single access track, and line of trees to the south.</p> <p>The sub-parcel has very little built development within it other than three large dwellings on its southern boundary and one dwelling to the west. The sub-parcel is primarily open farmland with woodland to the west and north.</p> <p>The sub-parcel has fairly strong boundary to the west, rounding up to the north, however its southern and eastern boundaries are less so. The sub-parcel is adjacent to the urban edge of Eccleston at its most northern tip, and with no real strong boundaries within the sub-parcel, development of this site would lead to unrestricted sprawl.</p>	High

**Purpose 2** To prevent neighbouring towns merging into one another

<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_093_A	The sub-parcel falls within a Green Belt gap between Eccleston and Eccleston Park. However, as both these areas are considered part of the larger St. Helens core area, it is considered that this sub-parcel plays no part in the prevention of neighbouring settlements or towns from merging.	Low
GBP_093_B	The sub-parcel falls within a Green Belt gap between Eccleston and Eccleston Park. However, as both these areas are considered part of the larger St. Helens core area, it is considered that this sub-parcel plays no part in the prevention of neighbouring settlements or towns from merging.	Low



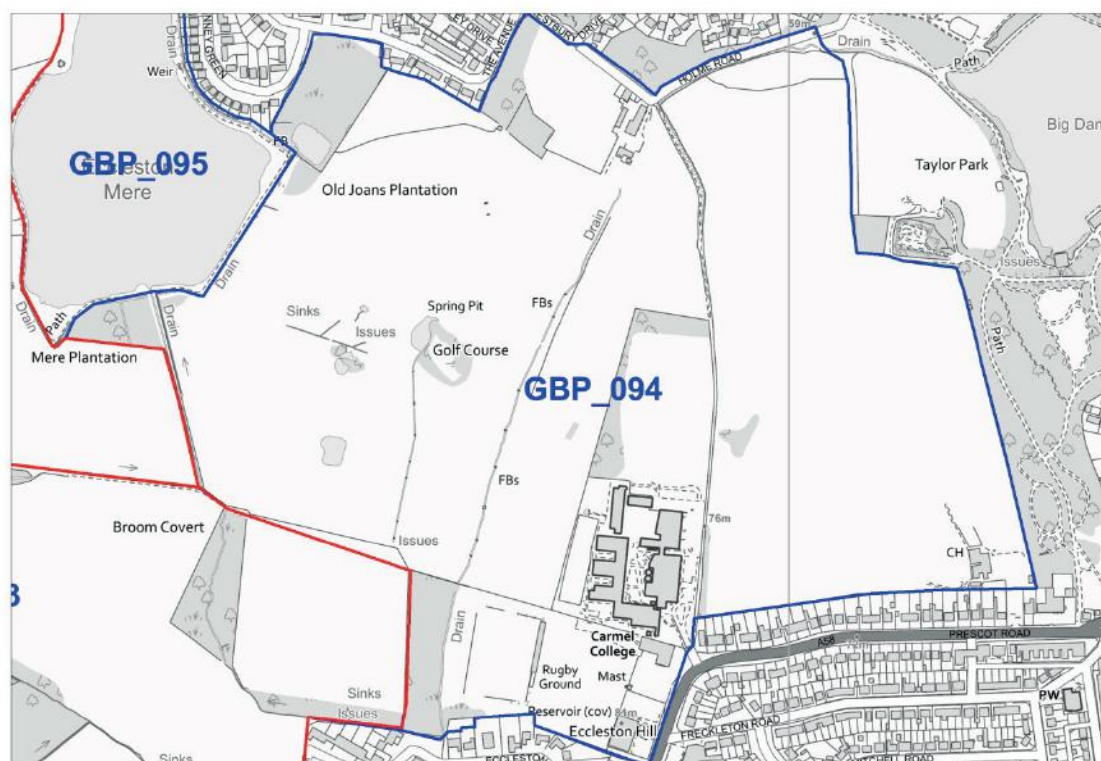
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<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_093_A	There is little built development within the sub-parcel. The sub-parcel retains a strong sense of openness and countryside character, especially when viewed from the south northwards and from the east westward.  Any development on this sub-parcel is likely to give rise to encroachment.	High
GBP_093_B	The sub-parcel is characteristic of the countryside, with open farmland and the odd coppice of trees. The sub-parcel is only affected to a limited degree by urban features when viewed out to the north, with open views out to the west and to the south over sub-parcel GBP_093a.	High

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_093_A	Although the sub-parcel is well contained, development here would lead to unrestricted sprawl of large built-up areas and the sub-parcel safeguards the countryside from encroachment. The sub-parcel plays no part in preventing the merging of two settlements.	High+
GBP_093_B	The sub-parcel plays a robust role in checking unrestricted sprawl of large built-up areas and safeguarding the countryside from encroachment. The sub-parcel plays no part in preventing the merging of two settlements.	High+

<b>Carry forward to Stage 2 Assessment?</b>	<b>No</b> – Sub-parcel GBP_093a and GBP_093b continue to make a strong contribution to the purposes of Green Belt allocation and therefore should be discounted from next Stage of the Review.
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<b>Parcel Ref</b>	GBP_094
<b>Name</b>	Grange Park Golf Club
<b>Ward</b>	Eccleston and West Park
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_094: 64.66ha
<b>Description</b>	The parcel is irregularly shaped and encompasses Grange Park Golf Course, clubhouse, Carmel College, West Park Rugby Football Club, and Eccleston Hall Farm. The parcel borders Taylor Park to the east.



### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

Purpose 1 To check the unrestricted sprawl of large built-up areas		
Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_094	<p>The parcel is bounded to the north by the built-up area of Eccleston, to the east by Taylor Park and protected woodland. To the south by Prescott Road and woodland, and to the west by Eccleston Mere and woodland.</p> <p>The parcel contains Carmel College, West Park Rugby Football Club and Grange Park Clubhouse on its southern periphery with Eccleston Hall Farm to the north of the site.</p>	Medium

	The parcel has strong boundaries to the north, east and south, however due to its weaker western boundary it is considered to be only moderately contained, and therefore could potentially lead to unrestricted sprawl.	
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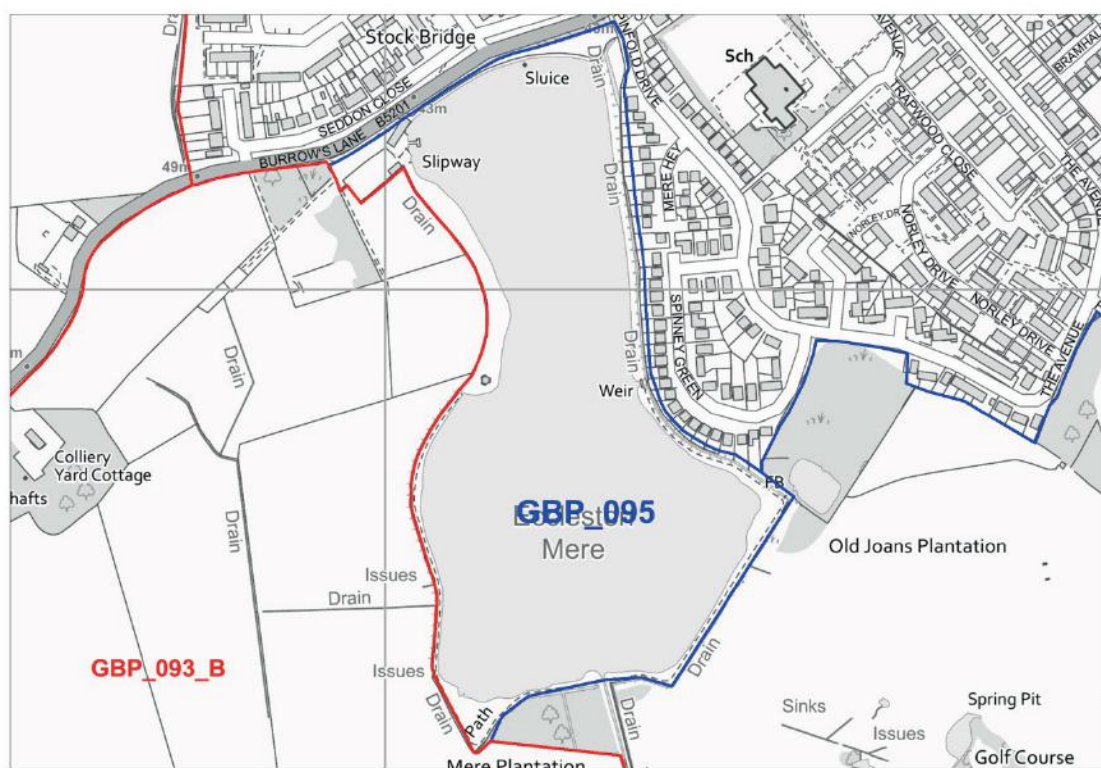
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_094	The parcel falls within a Green Belt gap between Eccleston and West Park. However, as both these areas are considered as part of the larger St. Helens core area, it is considered that this parcel plays no part in the prevention of neighbouring settlements from merging.	Low

<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_094	Although the parcel has an open aspect due to its nature as a golf course, urban development is clearly visible to the south, north and east. The parcel has strong boundaries on three of its sides but has a weaker western boundary. The parcel is quite clearly a golf course and as such has a more recreational appearance than countryside character.	Low

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_094	The parcel benefits from three strong boundaries, and is encroached on two sides by urban development. The parcel plays no role in the prevention of any two settlements or built up areas from merging.	Medium

<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> – Parcel GBP_094 makes a weak to moderate contribution to the purposes of Green Belt and therefore should be taken forward to Stage 2 of the Review.
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<b>Parcel Ref</b>	GBP_095
<b>Name</b>	Eccleston Mere
<b>Ward</b>	Eccleston
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_095: 14.13ha
<b>Description</b>	Small parcel that contains Eccleston Mere, the pathway that runs around the periphery of the mere and associated hardstanding for the clubhouse and sailing club in the north-western corner.

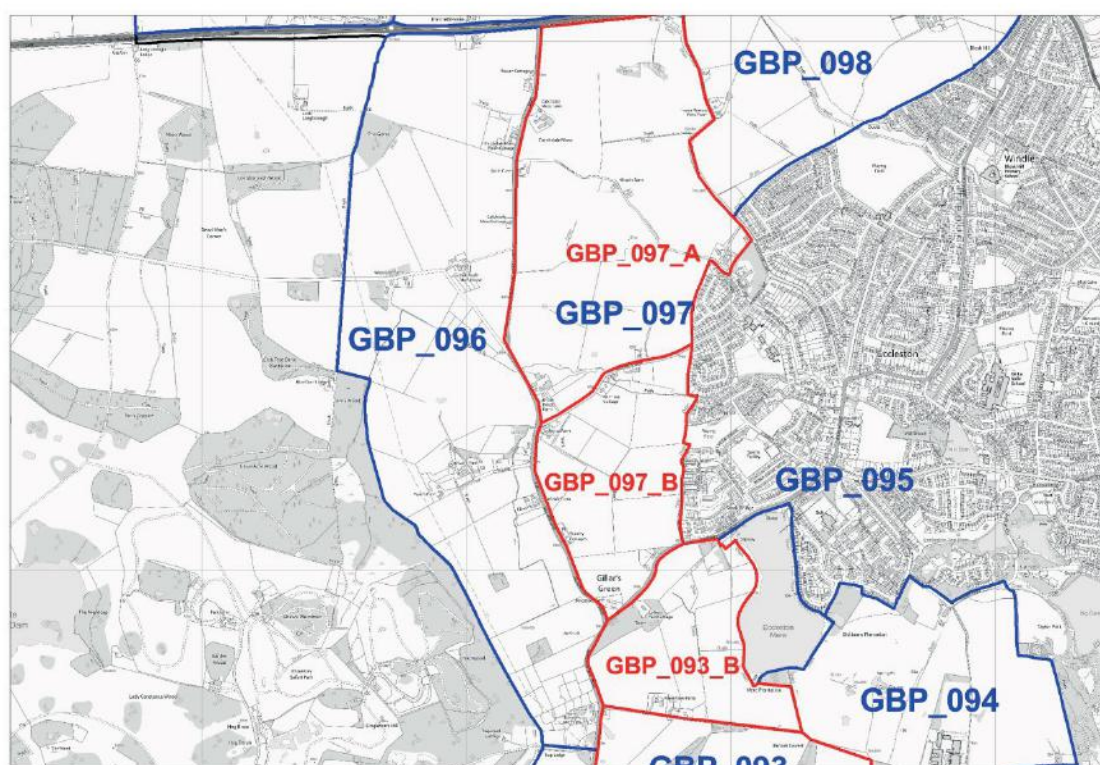


**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_095	<p>The parcel borders the urban edge of Eccleston to the north and east, with less contained boundaries to the west and south.</p> <p>There is very little built development within the parcel other than the Pilkington Sailing Clubhouse in the north-western corner, with some associated hardstanding.</p> <p>The parcel has an open aspect (due to the nature of the mere) when viewed out to the west. The parcel's boundaries to the west and south are considered to be only moderate.</p>	Medium
<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_095	The parcel forms a very small part of the wider area of Green Belt that bounds Eccleston. The parcel provides little or no discernible contribution to the merging of Eccleston with any nearby settlement or built up area.	Low
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_095	The parcel has strong boundaries to the north and east, so is moderately contained. The parcel has no inappropriate development and retains open views when looking out in a westerly direction over sub-parcel GBP_093b.	Medium
<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_095	The parcel moderate role in checking unrestricted sprawl of a large built up area and safeguarding the countryside from encroachment. The parcel plays no role in preventing the merging of two settlements.	Medium
<b>Carry forward to Stage 2 Assessment?</b>	<b>Yes</b> – Parcel GBP_095 makes only a moderate contribution to the purposes of Green Belt allocation and therefore should be taken forward to the next Stage of the Review.	



<b>Parcel Ref</b>	GBP_096
<b>Name</b>	Land south of A580 East Lancashire Road and west of Eccleston
<b>Ward</b>	Eccleston
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_096: 149.39ha
<b>Description</b>	Very large linear shaped parcel lying to the south of the A580 East Lancashire Road and to the west of Eccleston. The parcel contains a public house, dense woodland in parts, agricultural land and buildings and some residential properties.



#### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

**Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_096	<p>The parcel is located approximately 750m west of the large built-up area of St. Helens (Eccleston).</p> <p>The parcel is bounded to the north by the A580 East Lancashire Road, to the east by Catchdale Moss Lane and agricultural land, to the west by agricultural land and protected woodland leading to Knowsley Park and to the south by a track and agricultural land.</p> <p>The parcel is therefore well contained to the north, east and in-part the west but because the parcel is so large in size and lacks strong boundaries within it, development of the parcel would likely lead to unrestricted sprawl.</p>	High

**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_096	The parcel lies on the western edge of St. Helens Borough along the border with the Borough of Knowsley. But the parcel does not fall within a strategic gap between settlements.	Low

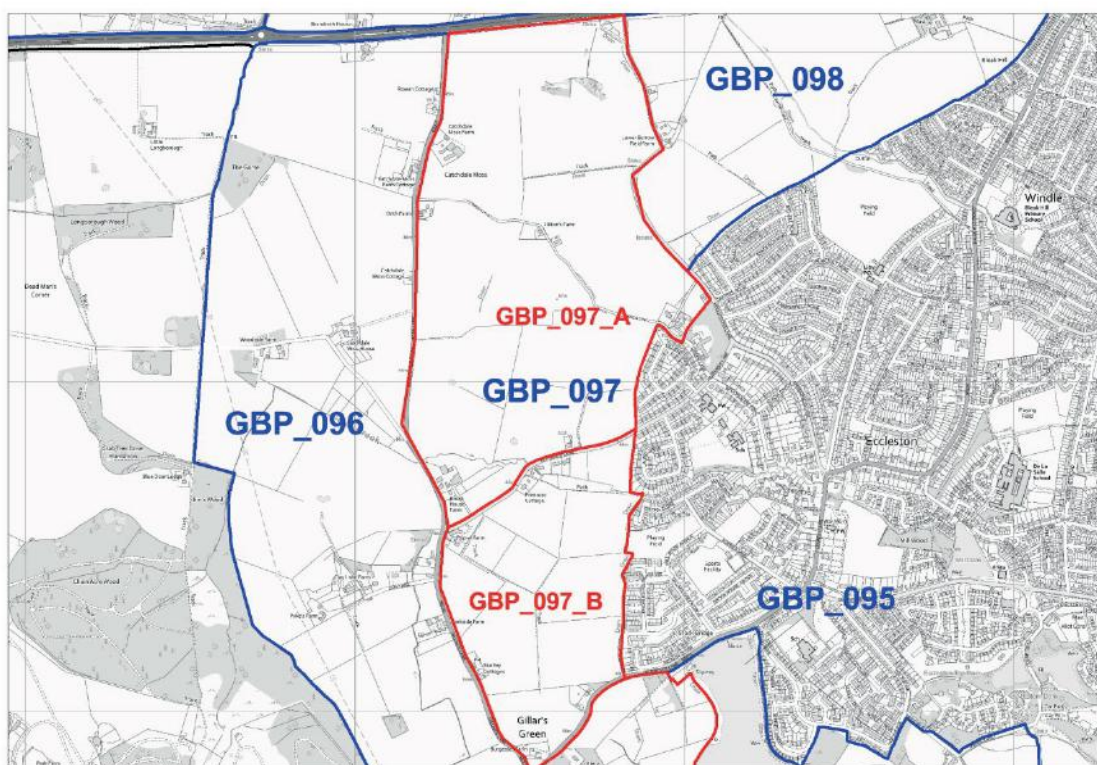
**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_096	The parcel contains very little inappropriate development and has a strong sense of openness and countryside character. The A580 to the north has some impact on countryside character, but as you move away from this road the parcel retains a strong sense of openness.	High

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_096	The parcel is well contained to the north, east and in-part the west but because the parcel is so large in size and lacks strong boundaries within it, development of the parcel would likely lead to unrestricted sprawl. The parcel contains very little inappropriate development and has a strong sense of openness and countryside character.	High+

<b>Carry forward to Stage 2 Assessment?</b>	Sub-parcel GBP_096 continues to make a strong contribution to the purposes of Green Belt land and therefore should be discounted from subsequent stages of the Review.
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<b>Parcel Ref</b>	GBP_097
<b>Name</b>	Land south of the A580, west of Eccleston
<b>Ward</b>	Eccleston
<b>Sub-Parcels within Parcel</b>	GBP_097_A GBP_097_B
<b>Size (hectares)</b>	GBP_097: 134.36Ha  GBP_097_A: 94.18ha GBP_097_B: 40.18ha
<b>Description</b>	Large oblong shaped parcel situated south of the A580 East Lancashire Road and to the west of Eccleston. The parcel contains a number of farms, a public house and some isolated dwellings. The parcel comprises predominantly of agricultural fields. The parcel has been divided into two sub-parcels.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES**

<b>Purpose 1</b> To check the unrestricted sprawl of large built-up areas		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 1 Score</b>
GBP_097_A	<p>The parcel is bounded to the north by the A580 East Lancashire Road, to the west by Catchdale Moss Lane, to the south by Howards Lane, and to the east by Houghmans Lane and the urban fringe of Ecclestone.</p> <p>There is very little development within the sub-parcel other than farm buildings. The sub-parcel is considered to have strong boundaries and as such is well-contained as a whole, however the parcel lacks strong boundaries within it and given its size and linear shape, development here would lead to sprawl. Green Belt designation protects land where development would be isolated and perceived as unrestricted sprawl.</p> <p>The sub-parcel also plays an important role in restricting ribbon development along Catchdale Moss Lane, Howards lane and Houghmans Lane.</p>	High
GBP_097_B	<p>The sub-parcel boundaries Howard's Lane to the north, Catchdale Moss Lane to the west, Burrow's Lane to the south and the urban fringe of Ecclestone to the east.</p> <p>The sub-parcel has very little built development within it other than a small number of dwellings, farm buildings and The Stanley Arms public house. The sub-parcel is primarily open farmland.</p> <p>The sub-parcel has strong boundaries on all sides, and lies adjacent to the urban edge of Ecclestone, however it is considered that development here would lead to unrestricted sprawl, due to its size and open nature.</p>	High

<b>Purpose 2</b> To prevent neighbouring towns merging into one another		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 2 Score</b>
GBP_097_A	The sub-parcel falls within the larger Green Belt land that surrounds Ecclestone. However, due to its location it has a limited role in maintaining a strategic gap both physically and visually with any other settlement.	Low
GBP_097_B	The sub-parcel falls within the larger Green Belt land that surrounds Ecclestone. However, due to its location it has a limited role in maintaining a strategic gap both physically and visually with any other settlement.	Low

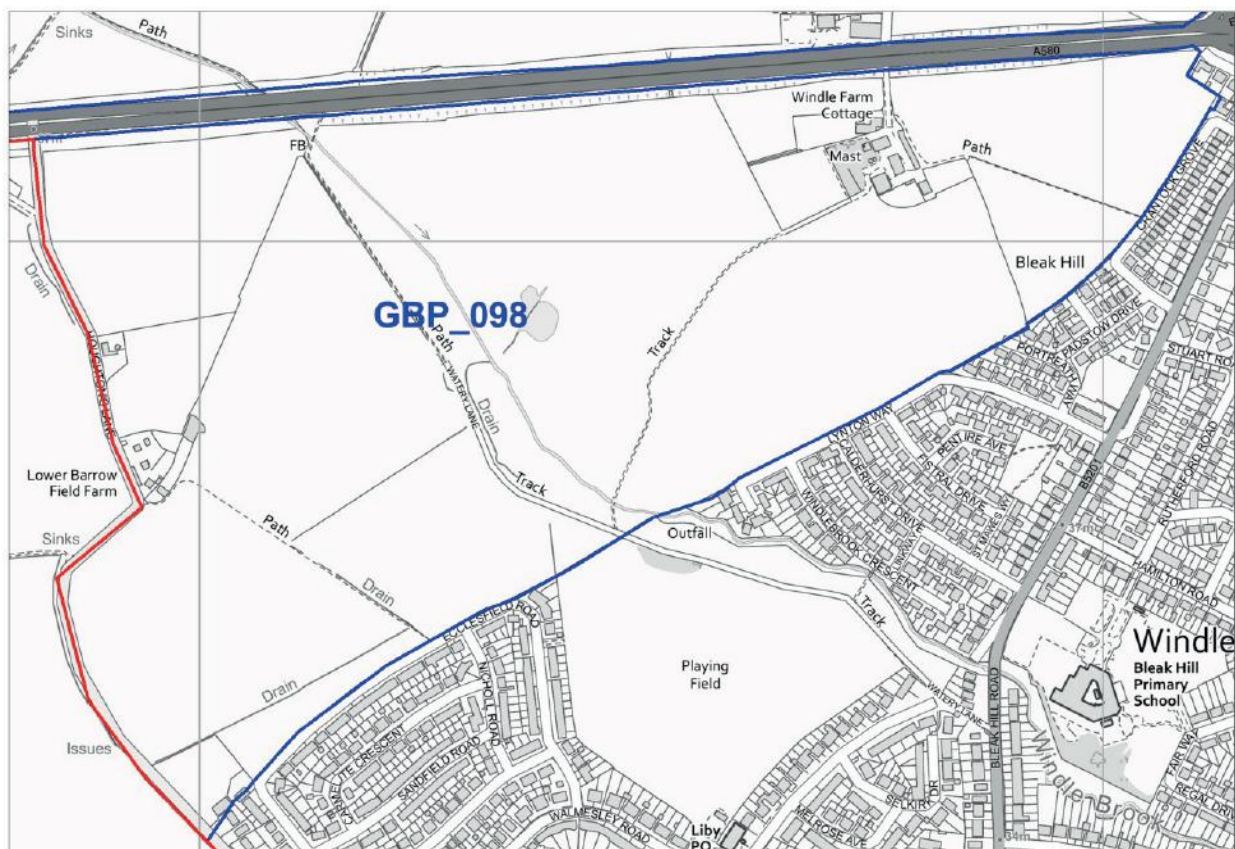
<b>Purpose 3</b> To assist in safeguarding the countryside from encroachment		
<b>Green Belt Parcel or Sub-Parcel</b>	<b>Findings</b>	<b>Green Belt Purpose 3 Score</b>
GBP_097_A	<p>The sub-parcel contains very little development other than appropriate development. The sub-parcel retains a strong sense of openness and countryside character, especially when viewed to the north, south and west.</p> <p>The A580 to the north and the urban fringe of Eccleston to the south-east has some impact on its countryside character, and as you move away from the A580 and the urban fringe the sub-parcel retains a strong sense of openness.</p>	High
GBP_097_B	The sub-parcel is characteristic of the countryside. The sub-parcel is only affected to a limited degree by the urban conurbation of Eccleston on the eastern boundary, with open views out to the west, south and to the north over sub-parcel GBP_097a.	High

<b>Overall significance of contribution to Green Belt Purposes</b>	<b>Comments</b>	<b>Score</b>
GBP_097_A	Due to its size, shape and lack of strong boundaries within it, development of the sub-parcel would likely lead to unrestricted sprawl. The sub-parcel contains very little development and has a strong sense of openness and countryside character.	High+
GBP_097_B	The sub-parcel plays a robust role in checking unrestricted sprawl of large built-up areas and safeguarding the countryside from encroachment. The sub-parcel plays no part in preventing the merging of two settlements.	High+

<b>Carry forward to Stage 2 Assessment?</b>	<b>No</b> – Sub-parcel GBP_097a and GBP_097b continue to make a strong contribution to the purposes of Green Belt allocation and therefore should be discounted from next Stage of the Review.
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<b>Parcel Ref</b>	GBP_098
<b>Name</b>	Land south of A580 East Lancashire Road and east of Houghtons Lane
<b>Ward</b>	Rainford
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_098: 59.79ha
<b>Description</b>	Large parcel lying to the south of the A580 East Lancashire Road and to the east of Houghtons Lane. The parcel contains Windle Book, ponds, agricultural land and buildings (Windle Farm) and some residential properties along Houghtons Lane.



**STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES****Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_098	<p>The south and east boundary of the parcel adjoin the large built-up area of St. Helens (Windle).</p> <p>The parcel is bounded to the north by the A580 East Lancashire Road, to the south and east by residential development and to the west by Houghtons Lane and agricultural land. The parcel is therefore well contained.</p>	Low

**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_098	The parcel does not fall within a gap between towns.	Low

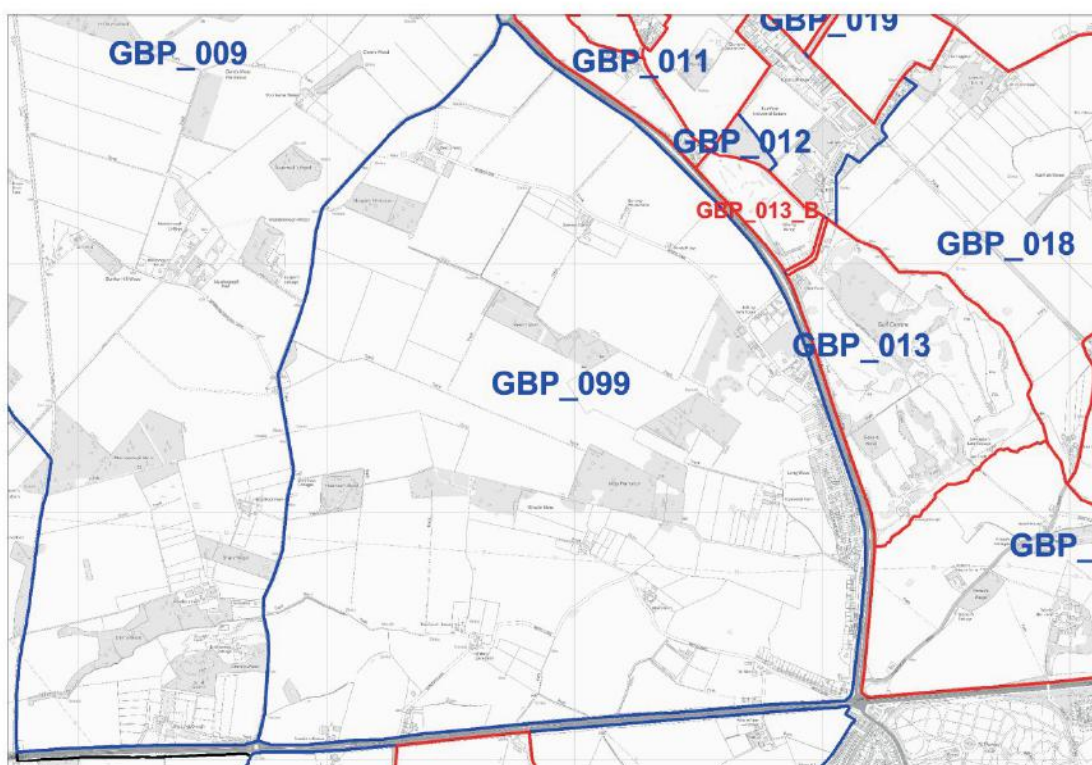
**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_098	The parcel has very little inappropriate development and retains some open views to the west. The A580 to the north and the residential development to the south and east impact on countryside character, but parts of the parcel do retain a sense of openness when looking westwards.	Low

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_098	The parcel is well contained. The A580 to the north and the residential development to the south and east impact on countryside character.	Low

<b>Carry forward to Stage 2 Assessment?</b>	Parcel GBP_098 makes only a limited contribution to the purposes of Green Belt land and therefore should be carried forward to the stage 2 assessment.
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<b>Parcel Ref</b>	GBP_099
<b>Name</b>	Land north of A580 East Lancashire Road and West of A570 Rainford Bypass
<b>Ward</b>	Rainford
<b>Sub-Parcels within Parcel</b>	None
<b>Size (hectares)</b>	GBP_099: 512.17ha
<b>Description</b>	Very large parcel lying to the north of the A580 East Lancashire Road and to the west of A570 Rainford Bypass. The parcel contains dense woodland in parts, agricultural land and buildings and some residential properties.



#### STAGE 1B ASSESSMENT AGAINST GREEN BELT PURPOSES

**Purpose 1** To check the unrestricted sprawl of large built-up areas

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 1 Score
GBP_099	The south-east boundary of the parcel lies approximately 35m from residential properties on the A570 separated by the A580 which form part of the large built-up area of St. Helens. The parcel contains residential properties along A570 Rainford Bypass and Moss Lane, and some ribbon development at Longwood Close and Inglewood Road, which radiate out from the large built-up area of St Helens. The parcel is bounded to the south by the A580 East	High

	Lancashire Road, to the east and north by A570 Rainford Bypass and agricultural land, and to the west by Blindfoot Road. The parcel is therefore relatively well contained as a whole, but because the parcel is so large in size and lacks strong boundaries within it, development of the parcel would lead to unrestricted sprawl.	
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**Purpose 2** To prevent neighbouring towns merging into one another

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 2 Score
GBP_099	The parcel forms part of a strategic gap between Windle and Rainford. Given the size of the parcel, parts of the parcel could be developed without leading to the merging of these settlements but development of the entire parcel would lead to a significant reduction in the gap between Windle and Rainford.	Medium

**Purpose 3** To assist in safeguarding the countryside from encroachment

Green Belt Parcel or Sub-Parcel	Findings	Green Belt Purpose 3 Score
GBP_099	The size of the parcel means that significant parts of the parcel do maintain a strong sense of openness and countryside character, especially looking north and north westwards, and in part south west and eastwards. The A570 to the east and A580 to the south have some impact on countryside character, but as you move away from these roads the parcel retains a strong sense of openness.	High

Overall significance of contribution to Green Belt Purposes	Comments	Score
GBP_099	The parcel forms part of a strategic gap between Windle and Rainford. The parcel is relatively well contained as a whole, but because the parcel is so large in size and lacks strong boundaries within it, development of the parcel would lead to unrestricted sprawl.	High+

<b>Carry forward to Stage 2 Assessment?</b>	Sub-parcel GBP_99 continues to make a strong contribution to the purposes of Green Belt land and therefore should be discounted from subsequent stages of the Review.
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# APPENDIX D

## STAGE 2A PROFORMAS – ASSESSMENT OF PROHIBITIVE CONSTRAINTS

*(one pro-forma completed for each parcel or sub-parcel which fails one of the tests below)*



Parcel Ref and Location		<b>GBP_006c - Land east of News Lane west of Junction Road</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		No
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		No
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		No
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		Yes. Highways access not feasible for sub-parcel in its own right. Site would need 1 access and 1 emergency access for 200+ dwellings. Both potential options, Junction Road or Stanley Avenue, fall below minimum width standards and already exceed the maximum cul-de-sac length. However, potential delivery of this sub-parcel could be further explored contingent on suitable access arrangements being provided in conjunction with adjacent site GBP_005A.
<b>Carry forward to Stage 2b Assessment?</b>	<b>Yes.</b> Sub-parcel GBP_006_C to be carried forward to Stage 2b. Sub-parcel constrained by lack of suitable highway access, although potential for alternative access arrangement from adjacent parcel to be explored.	
Parcel Ref and Location		<b>GBP_011a - Land to the west of Rainford By-Pass south of Mossborough Road, Rainford</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		Yes
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		No
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		No
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		No
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		N/A. Site not being taken forward on flood risk grounds - vehicular access not assessed.
<b>Carry forward to Stage 2b Assessment?</b>	<b>No.</b> Sub-parcel GBP_011a should not be carried forward to Stage 2b. A significant part of the sub-parcel lies within Flood Zone 3 therefore is considered at a high risk of flooding.	

Parcel Ref and Location		<b>GBP_011b - Land to the west of Rainford By-Pass south of Mossborough Road, Rainford</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		Yes
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		No
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		No
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		No
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		N/A. Site not being taken forward on flood risk grounds - vehicular access not assessed.
<b>Carry forward to Stage 2b Assessment?</b>	<b>No.</b> Sub-parcel GBP_011b should not be carried forward to Stage 2b. A significant part of the sub-parcel lies within Flood Zone 3 therefore is considered at a high risk of flooding.	

Parcel Ref and Location		<b>GBP_012 - Land off Sandwash Close adjacent of Rainford Brook, Rainford</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		Yes
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		No
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		No
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No TPOs however the trees are worthy of protection.
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		No
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		N/A. Site not being taken forward on flood risk grounds - vehicular access not assessed.
<b>Carry forward to Stage 2b Assessment?</b>	<b>No.</b> Parcel GBP_012 should not be carried forward to Stage 2b. A significant part of the sub-parcel lies within Flood Zone 3 therefore is considered at a high risk of flooding.	

Parcel Ref and Location		<b>GBP_020b - Land east of Rainford</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		No
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		Yes
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		No
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		N/A – site not being taken forward so vehicular access not assessed.
<b>Carry forward to Stage 2b Assessment?</b>	<b>No.</b> Sub-parcel GBP_020b should not be carried forward to Stage 2b. Site is currently in use as a high school with associated playing fields and outdoor sports facilities. No surplus playing field capacity exists in the area.	
Parcel Ref and Location		<b>GBP_026b, Land south east of Billinge.</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		No
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		Yes
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		No
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		No
<b>Carry forward to Stage 2b Assessment?</b>	<b>No.</b> Sub-parcel GBP_026b should not be carried forward to Stage 2b. Over 2/3rds of sub-parcel GBP_026b consists of outdoor sports facilities at Chapel End Primary School.	

Parcel Ref and Location		<b>GBP_045b, Land west of Winwick Road and south and east of Wayfarers Drive.</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		No
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		Yes
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		No
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		No
<b>Carry forward to Stage 2b Assessment?</b>	<b>No.</b> Sub-parcel GBP_045b should not be carried forward to Stage 2b. Over 2/3rds of sub-parcel GBP_045b consists of Newton Brook Greenway and Newton-le-Willows Cemetery.	

Parcel Ref and Location		<b>GBP_048 - Land at Newton Cottage Hospital, Newton-le-Willows</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		No
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		Yes – designated Amenity Greenspace, for which there is a deficit of these facilities in this locality.
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No, however almost half of the site is covered in a TPO, and due to the siting of the TPO's only small pockets of the parcel could be delivered, creating fragmented and unsustainable development.
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		Access can be accommodated.
<b>Carry forward to Stage 2b Assessment?</b>	<b>No.</b> Parcel GBP_048 should not be carried forward to Stage 2b. The majority of the parcel is a designated Open Space and Recreation area – specifically as Amenity Greenspace. Furthermore there are a significant amount of protected trees and woodland within the parcel.	

Parcel Ref and Location		<b>GBP_049 - Land north of Southward Road, Newton-le-Willows</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		No
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		No
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		No
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		No – the parcel cannot be physically accessed. Mere Road (which forms the border to the site) is a private road, so access could not be via this way. If this road was available then one or more existing (large) dwellings would have to be purchased and demolished to enable access.
<b>Carry forward to Stage 2b Assessment?</b>	<b>No – Parcel GBP_049 should not be carried forward to Stage 2b.</b> <i>The parcel is constrained by lack of suitable highway access.</i>	

Parcel Ref and Location		<b>GBP_050 - Land at Willow Park, Newton-le-Willows</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		Yes
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		Yes – Local Wildlife Site
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		Yes – allocated Semi-Natural Green Spaces
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		No
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		N/A – site not being taken forward so vehicular access not assessed.
<b>Carry forward to Stage 2b Assessment?</b>	<b>No – Parcel GBP_050 should not be carried forward to Stage 2b.</b> <i>More than 2/3rds of the parcel lies within flood zone 3. The parcel is also an identified Local Wildlife Site and an allocated Open Space and Recreation Area, namely a semi-natural green space.</i>	



Parcel Ref and Location		<b>GBP_051b - Land north-east of Newton-le-Willows, adjacent to M6</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		No
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		Yes – <i>designated Outdoor Sports Area</i>
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		No
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		N/A – <i>site not being taken forward so vehicular access not assessed.</i>
<b>Carry forward to Stage 2b Assessment?</b>	<b>No</b> – <i>Parcel GBP_051b should not be carried forward to Stage 2b. More than 2/3rds of the site lies within a designated Outdoor Sports Area, which is associated with Hope Academy and the Selwyn Jones Sports Centre.</i>	

Parcel Ref and Location		GBP_052 - Land south of Haydock Island (J23)
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		No
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		No
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		Yes – more than 2/3rds of the site is covered by a Tree Preservation Order
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		No
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		N/A – site not being taken forward so vehicular access not assessed.
Carry forward to Stage 2b Assessment?	No – Parcel GBP_052 should not be carried forward to Stage 2b. More than 2/3rds of the parcel is covered by a Tree Preservation Order.	

Parcel Ref and Location		<b>GBP_054 - Woodlands Business Park, Haydock</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		No
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		No
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		Yes – the parcel is fully operational and developed for offices and business use.
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		N/A – site not being taken forward so vehicular access not assessed.
<b>Carry forward to Stage 2b Assessment?</b>	<b>No</b> – Parcel GBP_054 should not be carried forward to Stage 2b. More than 2/3rds of the site is occupied by existing development.	

Parcel Ref and Location		<b>GBP_062b - Land south of A580 and west and east of A58</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		No
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		No
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		Yes – the sub-parcel forms part of an award winning landscaping and SuDS scheme in association with the newly constructed Stanley Bank Way bypass.
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		N/A – site not being taken forward so vehicular access not assessed.
<b>Carry forward to Stage 2b Assessment?</b>	<b>No</b> – Parcel GBP_062b should not be carried forward to Stage 2b. More than 2/3rds of the site is occupied by landscaping works associated with existing development.	

Parcel Ref and Location		<b>GBP_062c - Land south of A580 and west and east of A58</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		No
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		No
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		Yes – the sub-parcel forms part of an award winning landscaping and SuDS scheme in association with the newly constructed Stanley Bank Way bypass.
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		N/A – site not being taken forward so vehicular access not assessed.
<b>Carry forward to Stage 2b Assessment?</b>	<b>No</b> – Parcel GBP_062c should not be carried forward to Stage 2b. More than 2/3rds of the site is occupied by landscaping works associated with existing development.	

Parcel Ref and Location		<b>GBP_062d - Land south of A580 and west and east of A58</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		No
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		No
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		Yes – the sub-parcel forms part of an award winning landscaping and SuDS scheme in association with the newly constructed Stanley Bank Way bypass.
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		N/A – site not being taken forward so vehicular access not assessed.
<b>Carry forward to Stage 2b Assessment?</b>	<b>No</b> – Parcel GBP_062d should not be carried forward to Stage 2b. More than 2/3rds of the site is occupied by landscaping works associated with existing development.	

Parcel Ref and Location		<b>GBP_064 - Land south of Blackbrook, including St. Augustine of Canterbury Catholic High School</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		No
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		Yes – Majority of parcel is designated Open Space and Recreation, specifically Outdoor Sports Area
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		No
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		N/A – site not being taken forward so vehicular access not assessed.
<b>Carry forward to Stage 2b Assessment?</b>	<b>No</b> – Parcel GBP_064 should not be carried forward to Stage 2b. <i>More than 2/3rds of the parcel is a designated Outdoor Sports Area and is associated with St. Augustine of Canterbury Catholic High School who use the area for educational and recreational purposes.</i>	

Parcel Ref and Location		<b>GBP_065 - Wastewater Treatments Works, Parr</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		No
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		No
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		Yes – the parcel is in current use as offices and wastewater treatment site.
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		N/A – site not being taken forward so vehicular access not assessed.
<b>Carry forward to Stage 2b Assessment?</b>	<b>No</b> – Parcel GBP_065 should not be carried forward to Stage 2b. <i>More than 2/3rds of the site is occupied by existing development.</i>	

Parcel Ref and Location		<b>GBP_068 - Land rear of Bold Miners Club, Parr</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		No
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		Yes – Majority of parcel is designated Open Space and Recreation, specifically Outdoor Sports Areas
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		No
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		N/A – site not being taken forward so vehicular access not assessed.
<b>Carry forward to Stage 2b Assessment?</b>	<b>No</b> – Parcel GBP_068 should not be carried forward to Stage 2b. More than 2/3rds of the parcel is a designated Outdoor Sports Area. There is a deficit within the locality for outdoor sports areas of this nature.	

Parcel Ref and Location		<b>GBP_069b - Land at Colliers Moss Common</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		Yes – the sub-parcel is a designated Local Wildlife Site
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		No
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		No
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		N/A – site not being taken forward so vehicular access not assessed.
<b>Carry forward to Stage 2b Assessment?</b>	<b>No</b> – Parcel GBP_069b should not be carried forward to Stage 2b. More than 2/3rds of the site is a designated Local Wildlife Site.	



Parcel Ref and Location		GBP_072 - Bold Industrial Park
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		No
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		No
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		Yes – the parcel is an existing industrial site.
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		N/A – site not being taken forward so vehicular access not assessed.
<b>Carry forward to Stage 2b Assessment?</b>	<b>No</b> – Parcel GBP_072 should not be carried forward to Stage 2b. More than 2/3rds of the site is occupied by existing development.	

Parcel Ref and Location		GBP_079 - Sutton Manor Woodland
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		Yes – the parcel is designated as a Local Wildlife Site
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		Yes – Majority of parcel is designated Open Space and Recreation, specifically as Semi-Natural Greenspace
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		No
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		N/A – site not being taken forward so vehicular access not assessed.
<b>Carry forward to Stage 2b Assessment?</b>	<b>No</b> – Parcel GBP_079 should not be carried forward to Stage 2b. More than 2/3rds of the parcel is a designated Local Wildlife Site and an allocated Open Space and Recreational area, specifically as a Semi-Natural Greenspace.	

<b>Parcel Ref and Location</b>		<b>GBP_081b - Land south of Sutton Manor, north of M62</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No 41.4% of the sub-parcel lies within flood zone 3
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		No
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		No
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		No
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		N/A – site not being taken forward so vehicular access not assessed.
<b>Carry forward to Stage 2b Assessment?</b>	<b>No – Parcel GBP_081b should not be carried forward to Stage 2b.</b> <i>Although less than 2/3rds of the sub-parcel lies within Flood Zone 3, because of where the flood zone is situated (centre of site) development would only be possible to the north or to the south, leading to fragmented and unsustainable development.</i>	
<b>Parcel Ref and Location</b>		<b>GBP_084 - Rainhill High School and Loyola Hall, Rainhill</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		No
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		No
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		Yes – more than 2/3rds of the site is covered by a Tree Preservation Order
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		No
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		N/A – site not being taken forward so vehicular access not assessed.
<b>Carry forward to Stage 2b Assessment?</b>	<b>No – Parcel GBP_084 should not be carried forward to Stage 2b.</b> <i>More than 2/3rds of the parcel is covered by a Tree Preservation Order.</i>	

Parcel Ref and Location		<b>GBP_088 - Land to the north-east of Eccleston Park Golf Club</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		No
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		Yes – Majority of parcel is designated Open Space and Recreation, specifically as Semi-Natural Greenspace
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		No
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		N/A – site not being taken forward so vehicular access not assessed.
<b>Carry forward to Stage 2b Assessment?</b>	<b>No – Parcel GBP_088 should not be carried forward to Stage 2b.</b> <i>More than 2/3rds of the site is a designated Semi-Natural Greenspace.</i>	

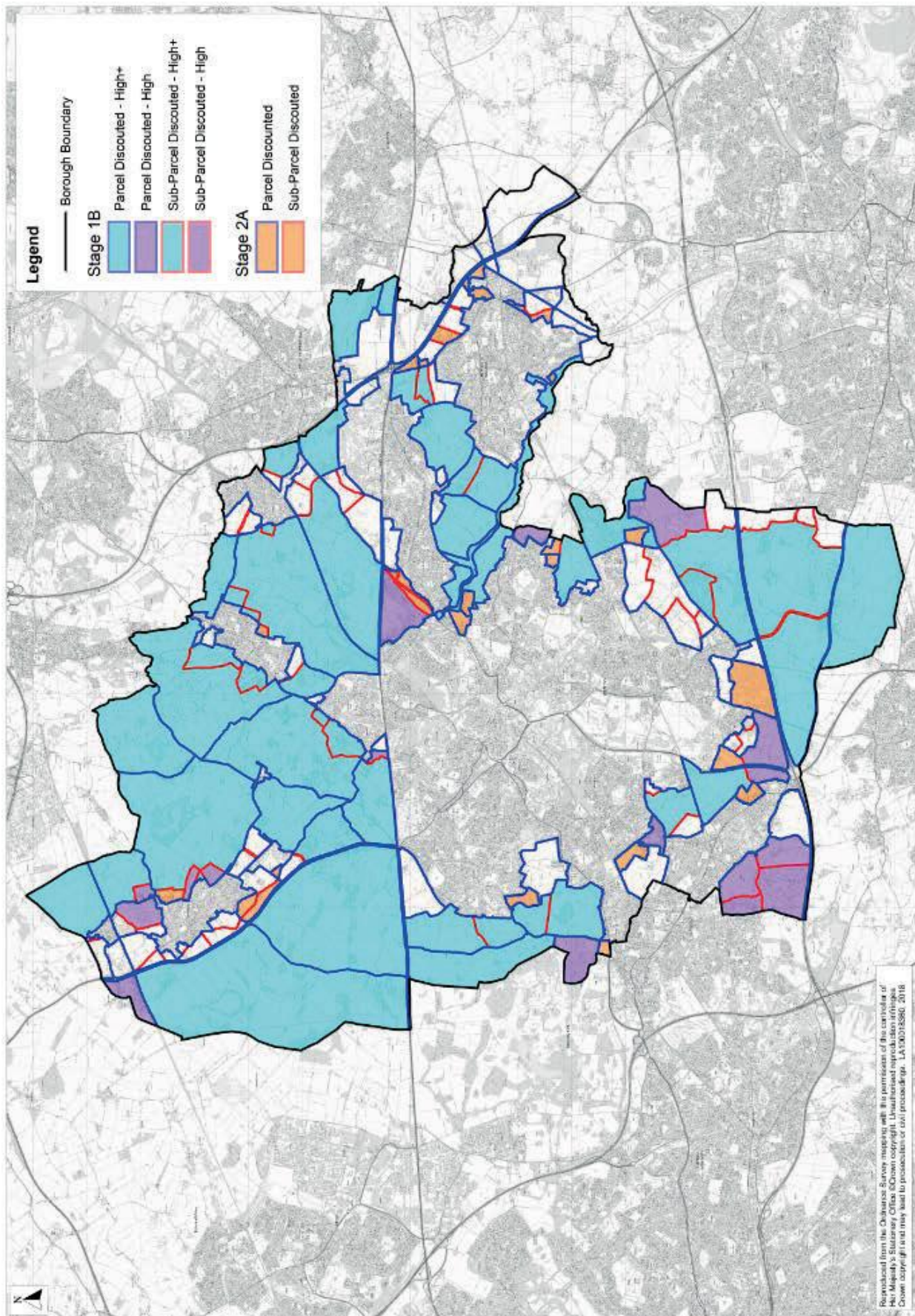
Parcel Ref and Location		<b>GBP_091 - Land corner of Burrow's Lane and St.Helens Road</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		Yes – the parcel is designated as a Local Wildlife Site
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		No
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		No
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		N/A – site not being taken forward so vehicular access not assessed.
<b>Carry forward to Stage 2b Assessment?</b>	<b>No – Parcel GBP_091 should not be carried forward to Stage 2b.</b> <i>More than 2/3rds of the site is a designated Local Wildlife Site.</i>	

Parcel Ref and Location		<b>GBP_095 - Eccleston Mere, Eccleston</b>
Is there a high risk of flooding - where more than 2/3rds of the parcel/sub-parcel is in flood zone 3?		No
Is more than 2/3rds of the parcel/sub-parcel covered by designated national or local wildlife sites, such as a SSSI or Local Nature Reserve?		Yes – the parcel is designated as a Local Wildlife Site
Is more than 2/3rds of the parcel/sub-parcel covered by an area of public open space, sporting or recreational provision in an area of deficit for facilities of the type which would be lost, and there is no identified scope for suitable replacement provision?		Yes – Majority of parcel is designated Open Space and Recreation, specifically as Outdoor Sports Area
Is more than 2/3rds of the parcel/sub-parcel covered by trees which are covered by Tree Preservation Order or are worthy of preservation?		No
Is more than 2/3rds of the parcel/sub-parcel occupied by existing development or landscaping works associated with existing development?		No
Is there no reasonable likelihood of a suitable vehicular access being provided from the highways network to support development of the parcel/sub-parcel for housing or employment?		N/A – site not being taken forward so vehicular access not assessed.
<b>Carry forward to Stage 2b Assessment?</b>	<b>No</b> – Parcel GBP_095 should not be carried forward to Stage 2b. More than 2/3rds of the site is a designated Local Wildlife Site and an allocated Open Space and Recreation Area, namely as an Outdoor Sports Area.	

# APPENDIX E

## MAP SHOWING ALL PARCELS AND SUB- PARCELS DISCOUNTED AT STAGES 1B AND 2A







# APPENDIX F

## TEMPLATE PROFORMA USED AT STAGE 2B

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

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

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

#### SUITABILITY

<u>Constraint type</u>	<u>Characteristics of each parcel/sub-parcel considered in relation to each constraint</u>	<u>Primary data sources</u>
Landscape and visual character	<ul style="list-style-type: none"> <li>What is the character of the landscape within the parcel and its surroundings?</li> <li>How sensitive to change is the landscape?</li> <li>How sensitive to visual intrusion is the area?</li> <li>Would any development lead to enhancement of a derelict or previously developed site?</li> <li>See criteria for SA objective 7 for further guidance</li> </ul>	St.Helens Borough Landscape Assessment 2006 – see maps on landscape character, landscape sensitivity and visual sensitivity
Ecology	<ul style="list-style-type: none"> <li>Is the parcel/sub-parcel within 400 metres of a Site of Special Scientific Interest or within 100 metres of a Local Wildlife Site, Local Geological Site or Local Nature Reserve?</li> <li>If the parcel/sub-parcel contains one of the above designations, how much of it is affected?</li> <li>How susceptible is the specific ecological interest in the designated site to damage/loss by development?</li> <li>Is there any known presence of protected species and/or habitats on or close to the parcel/sub-parcel?</li> <li>See criteria for SA objective 1 for further guidance</li> </ul>	Maps of Sites of Special Scientific Interest; Local Wildlife Sites; Local Nature Reserves Local Wildlife Site details
Agricultural Land Quality	<ul style="list-style-type: none"> <li>Is land within the parcel/sub-parcel recorded as being grade 1, 2, 3a, 3b, 4 or 5?</li> <li>Where different grades of land are present, what is the approximate proportion of each grade?</li> <li>See criteria for SA objective 2 for further guidance</li> </ul>	Agricultural Land classification maps (published by Natural England)
Heritage Assets	<ul style="list-style-type: none"> <li>Would development of the site be likely to affect the character, appearance or setting of any designated (or non-designated)</li> </ul>	Maps showing Listed Buildings, Scheduled Monuments, Registered Parks and Gardens,



<u>Constraint type</u>	<u>Characteristics of each parcel/sub-parcel considered in relation to each constraint</u>	<u>Primary data sources</u>
	<p>heritage asset?</p> <ul style="list-style-type: none"> <li>What is the significance of any identified heritage asset within or adjacent to the parcel/sub-parcel?</li> <li>How susceptible is the affected asset to effects of new development?</li> <li>What proportion of the parcel/sub-parcel is affected by the asset or its setting?</li> <li>Does the site have any known substantial archaeological interest?</li> <li>See criteria for SA objective 8 for further guidance</li> </ul>	<p>Conservation Areas Archaeological information Conservation Area Appraisals Listing details for Listed Buildings</p>
Flooding	<ul style="list-style-type: none"> <li>What fluvial flood zone is the parcel/sub-parcel located within?</li> <li>What proportion of the parcel/sub-parcel (if any) is in zones 2 or 3?</li> <li>What effect will climate change have on any flood risk affecting the site?</li> <li>Is there any substantial known flood risk from other sources including surface water?</li> <li>See criteria for SA objective 6 for further guidance</li> </ul>	<p>Environment Agency Flood Zone maps St.Helens Strategic Flood Risk Assessment 2014 Surface water flooding maps</p>
Trees and Woodland	<ul style="list-style-type: none"> <li>The extent of any TPOs or other important woodland/planted areas within the parcel/sub-parcel.</li> <li>Does the parcel/sub-parcel contain any ancient woodland?</li> <li>What contribution do any trees or woodlands which would be lost currently make to amenity in the area?</li> <li>See criteria for SA objective 1 for further guidance</li> </ul>	<p>Maps of Tree Protection Orders (TPOs) and ancient woodland areas</p>
Open Space and Recreation	<ul style="list-style-type: none"> <li>The type of any open space and/or sporting facility within the parcel/sub-parcel.</li> <li>Whether the parcel/sub-parcel is in an area of surplus or deficit for any specific provision which would be lost.</li> <li>Any known proposals for replacement provision.</li> <li>How close is the parcel/sub-parcel to public open space or natural greenspace in the surrounding area?</li> <li>Whether the parcel/sub-parcel offers opportunities to contribute to enhancement of the Green Infrastructure network</li> <li>See criteria for SA objectives 5 and 9 for further guidance</li> </ul>	<p>St.Helens Indoor and Built Sports Facilities Needs Assessment (2016) (including its Golf Course Addendum) St.Helens Open Space Assessment (2016) St.Helens Playing Pitch Strategy Assessment (2016) St.Helens Playing Pitch Strategy &amp; Action Plan (2016) St.Helens Greenway Policy Review (2015) Maps of open space and recreation facilities</p>
Minerals	<ul style="list-style-type: none"> <li>Whether the parcel/sub-parcel is within a minerals safeguarding area and if so the proportion of the parcel/sub-parcel which is affected.</li> </ul>	<p>Minerals safeguarding maps</p>



<u>Constraint type</u>	<u>Characteristics of each parcel/sub-parcel considered in relation to each constraint</u>	<u>Primary data sources</u>
Infrastructure	<ul style="list-style-type: none"> <li>Whether the parcel/sub-parcel is affected by easements for pipelines etc. restricting development and if so to what extent.</li> <li>Are there any known constraints concerning provision of utilities to the parcel/sub-parcel (water, sewerage etc.)?</li> <li>Whether the parcel/sub-parcel is affected by future transport or other infrastructure projects.</li> <li>Would any development be critically constrained by infrastructure issues (see criteria for SA objective 16)?</li> </ul>	Pipeline maps Future infrastructure proposals (e.g. transport schemes)
Ground conditions	<ul style="list-style-type: none"> <li>Whether the parcel/sub-parcel contains or is within 250 metres of an active or former landfill site.</li> <li>Whether the parcel/sub-parcel is affected by any area of known contamination (within it or on adjacent land)</li> <li>Is the parcel/sub-parcel within an area of known subsidence from mining or other source of ground instability?</li> <li>See criteria for SA objective 4 for further guidance</li> </ul>	Landfill sites (Council records) Contaminated land (Council records) Coal Authority 'development risk' maps
Air, water and noise pollution	<ul style="list-style-type: none"> <li>Whether the parcel/sub-parcel is within or close to an Air Quality Management Area</li> <li>Whether the site is located within 100m of a groundwater source protection zone 1 or 2</li> <li>Whether the parcel/sub-parcel would be affected by any existing sources of noise in the surrounding area</li> <li>See criteria for SA objective 3 for further guidance</li> </ul>	Maps of AQMAs Environment Agency groundwater source protection zone maps
Hazardous installations	<ul style="list-style-type: none"> <li>Is the parcel/sub-parcel within any Health and Safety Executive (HSE) consultation zone alongside or around a hazardous installation?</li> <li>If so, what proportion of the parcel/sub-parcel is affected?</li> </ul>	Maps of notifiable hazard locations
Neighbouring uses	<ul style="list-style-type: none"> <li>Would housing or employment use be compatible with nearby uses (existing or proposed)?</li> <li>Would access to the site lead to amenity issues in the wider area?</li> </ul>	
Any other constraints		

**TRANSPORT ACCESSIBILITY**

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

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

**AVAILABILITY**

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

**ACHIEVABILITY**

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

**CONCLUSIONS ON DEVELOPABILITY**

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



# APPENDIX G

## NOTIONAL CAPACITY ASSUMPTIONS

## NOTIONAL CAPACITY ASSUMPTIONS

The Green Belt Review adopts a series of assumptions relating to the net developable area (NDA) and a “benchmark” density of 30 dwellings per hectare (dph). In cases of parcels and sub-parcels with a substantially urban setting where the surrounding dpa is higher an assumed density of 35dpa has been used. The notional development capacity has only been reduced where necessary to take account of specific constraints, for example if the vehicular access is unsuitable to serve more than a specified number of dwellings.

### *Assumptions used in conversion of ‘gross’ to ‘net’ developable area*

Gross Developable Area	Net Developable Area
Less than 0.4 ha	100% of gross area
0.4 ha to 2 ha	90% of gross area
Sites over 2 ha	75% of gross area

The assumptions underpinning the net developable area for employment land (B2/B8) are the same as those used within the St.Helens Employment Land Needs Study (2015). Employment land requirements are expressed as a gross site size rather than floor space delivered. Therefore, the capacity of employment sites is generally the gross area, minus any undevelopable sections of the parcel or sub-parcel.

The resultant development capacity for each parcel or sub-parcel recommended for either allocation or safeguarding in the emerging Local Plan, is listed Table 5.2 for employment and Table 5.4 for housing.

At LPPO consultation stage, the Council received a number of representations from developers and landowners referring to specific sites and their own development capacity figures, which broadly supported the Council’s assumptions, however, critically the Council’s estimates were ‘conservative’ in estimate as they were generally lower than those put forward by the developer or landowner.

Therefore, the Council considers the assumptions made in the Green Belt Review to be robust and able to provide a realistic estimate of potential development capacity.



# APPENDIX H

## AGRICULTURAL LAND CLASSIFICATION (ALC)

## AGRICULTURAL LAND CLASSIFICATION

Agricultural Land Classification (ALC) is based on a national dataset provided by the MAGIC website, which provides authoritative geographic information about the natural environment from across the various government departments. The information covers rural, urban, coastal and marine environments across Great Britain. It is presented in an interactive map which can be explored using various mapping tools that are included. Natural England manages the service under the direction of a Steering Group who represent the MAGIC partnership organisations.

The data can be accessed via the following web link:

<http://magic.defra.gov.uk/>

The information is produced at a national scale, and aims to illustrate the broad extent of each ALC Grade. Although the dataset clearly has limitations, it is currently the best available information to inform this Green Belt Review. Additionally, the dataset does not differentiate between ALC Grade 3a (which is “best and most versatile”) and 3b. Therefore, the Council has taken the precautionary approach and assumed that all land identified within Grade 3 is potentially “best and most versatile”.

The vast majority of Green Belt land within the Borough is identified as “best and most versatile”, consequently, if the Council took the decision to discount all the land within the “best and most versatile”, it would not be able to meet its housing and employment needs for the proposed Plan period and beyond.

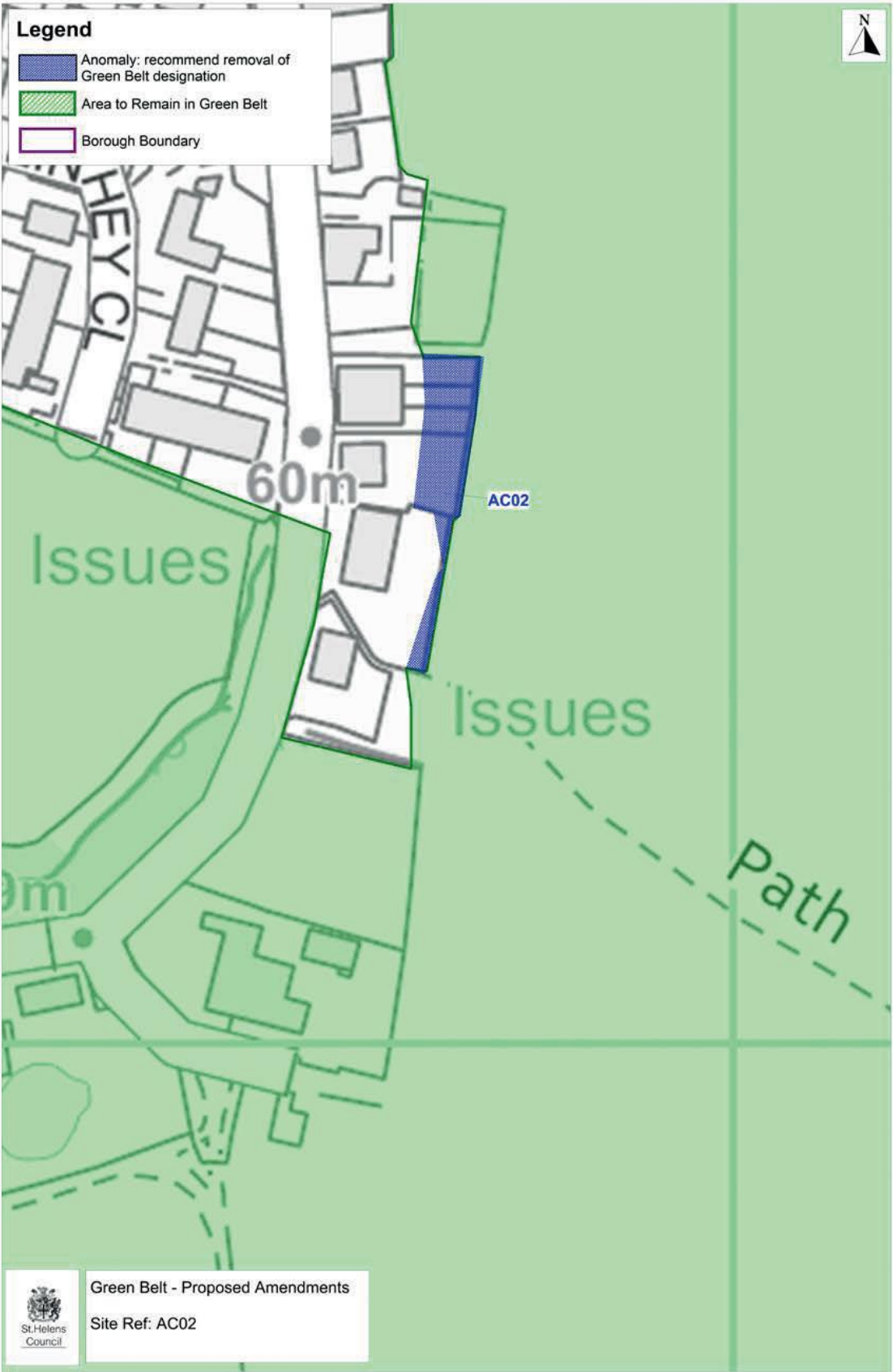
Therefore, the Council has balanced the harm that would be caused by the loss of “best and most versatile” against the contribution a parcel or sub-parcel would make in meeting the housing and employment needs of the Borough.

In ranking the parcels and sub-parcels in order the ALC grades were taken into consideration, with Grade 1 ranking the highest, therefore although some sites may have scored the same as other sites, if they had a higher grade of ALC they came lower on the ranking list.

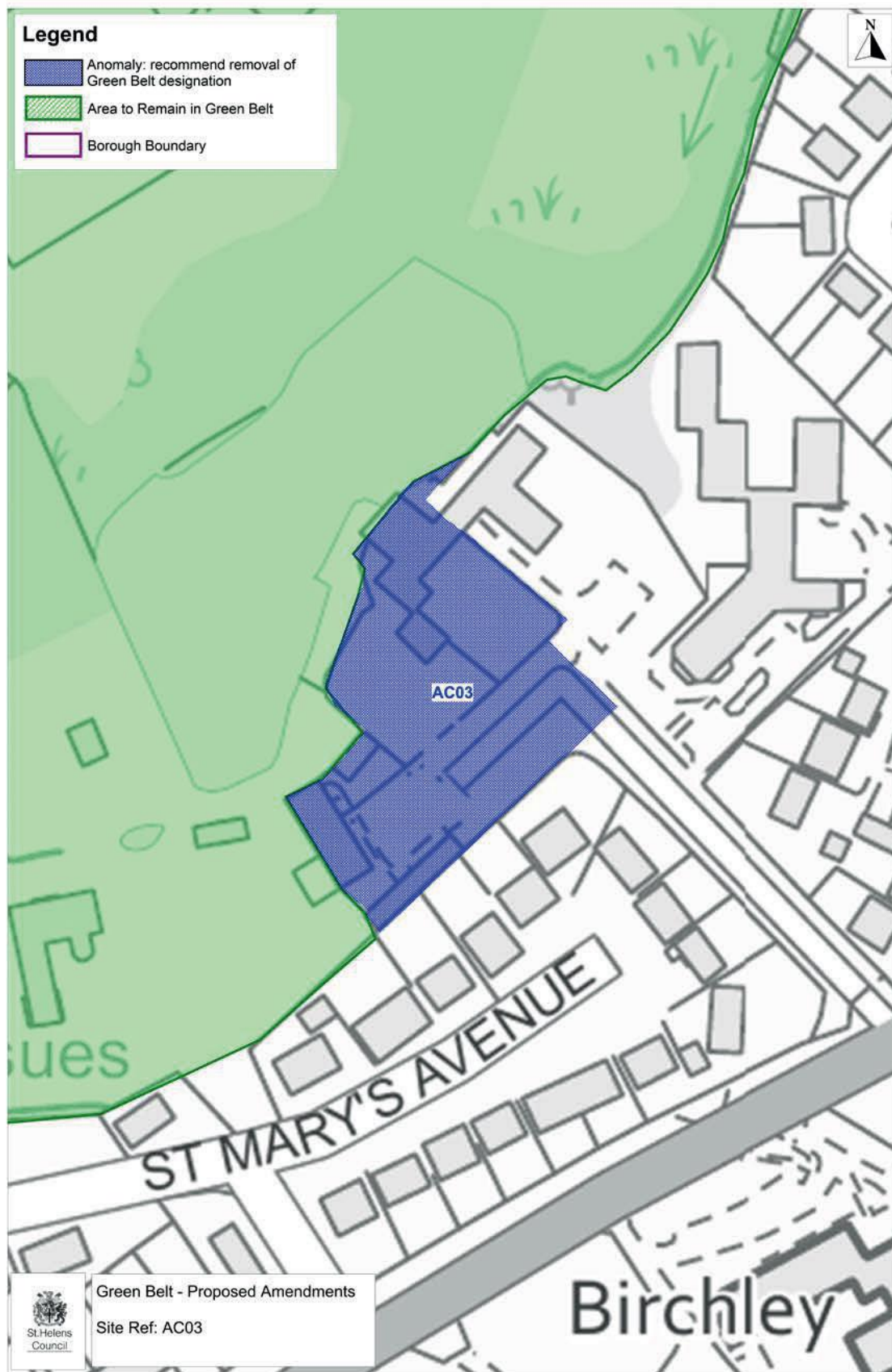
# APPENDIX I

## GREEN BELT ANOMALIES



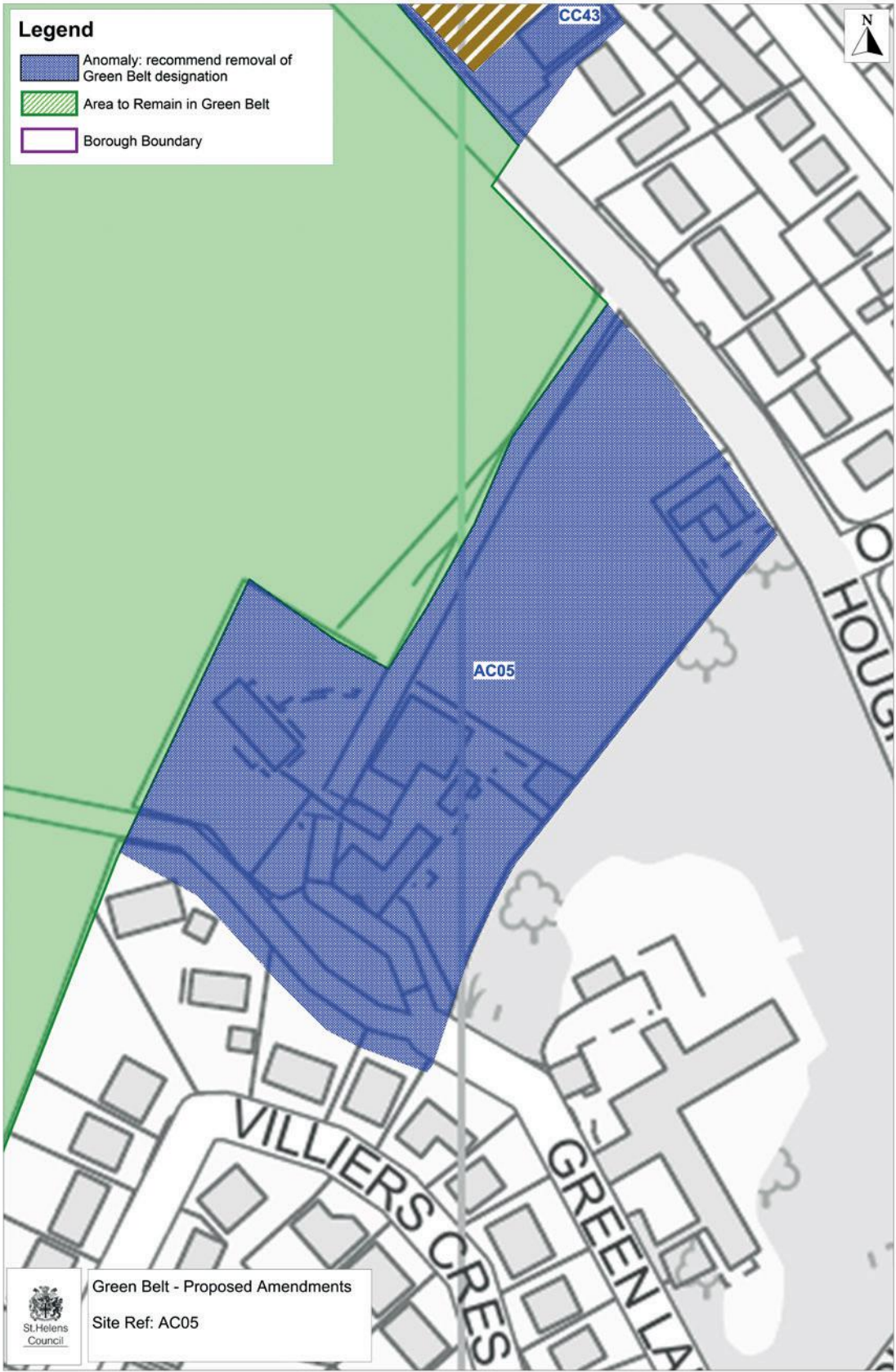


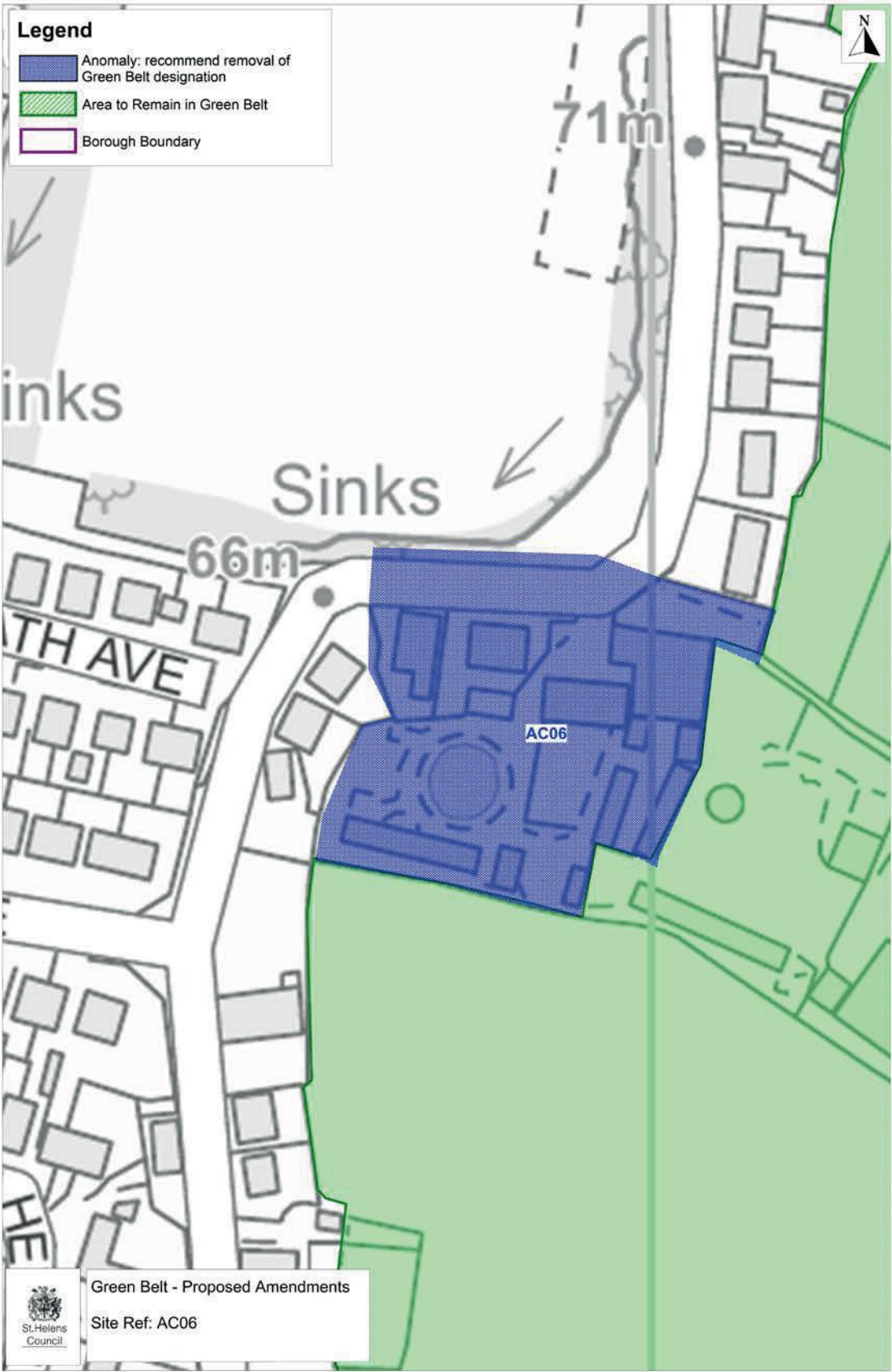




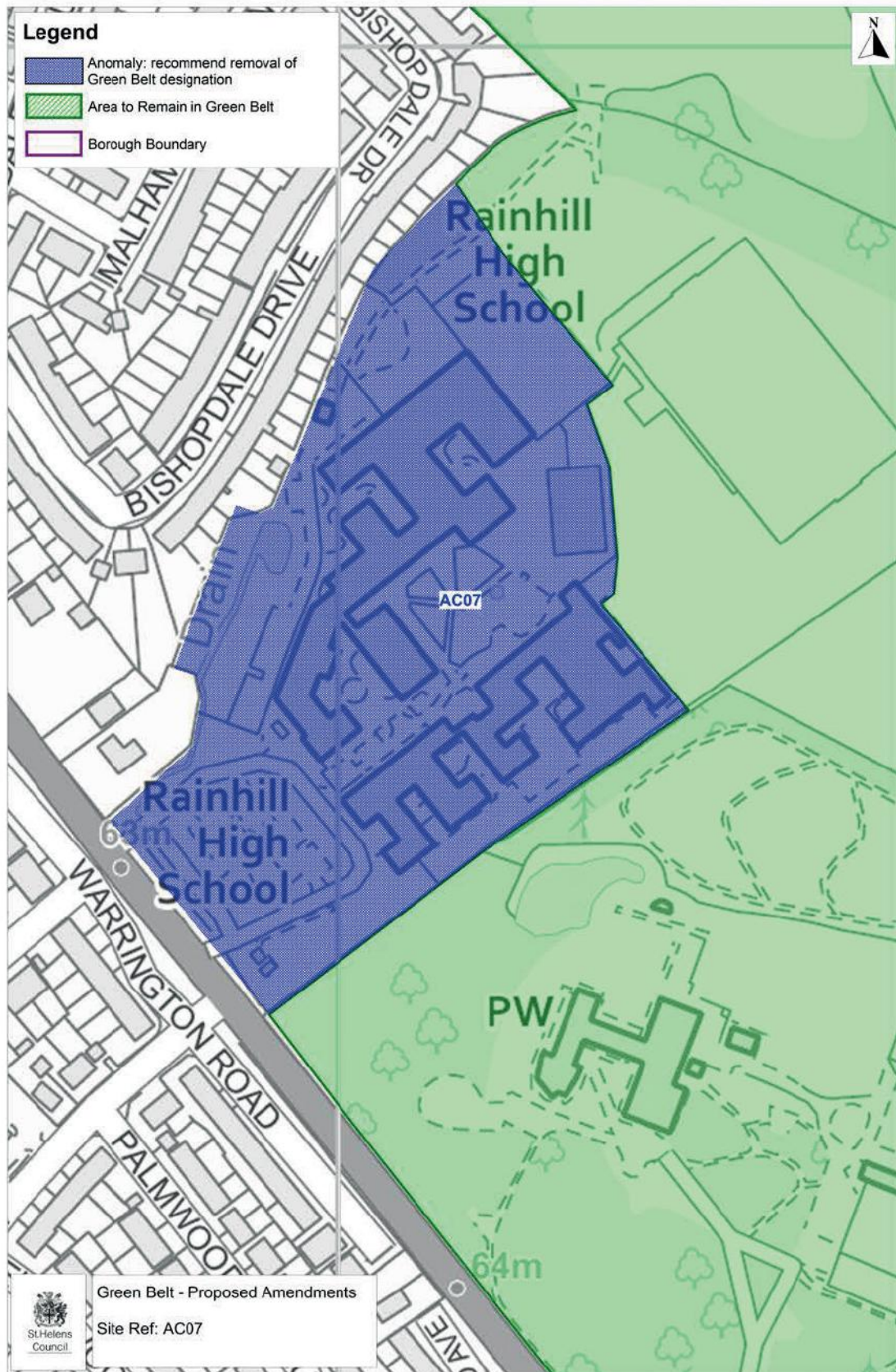




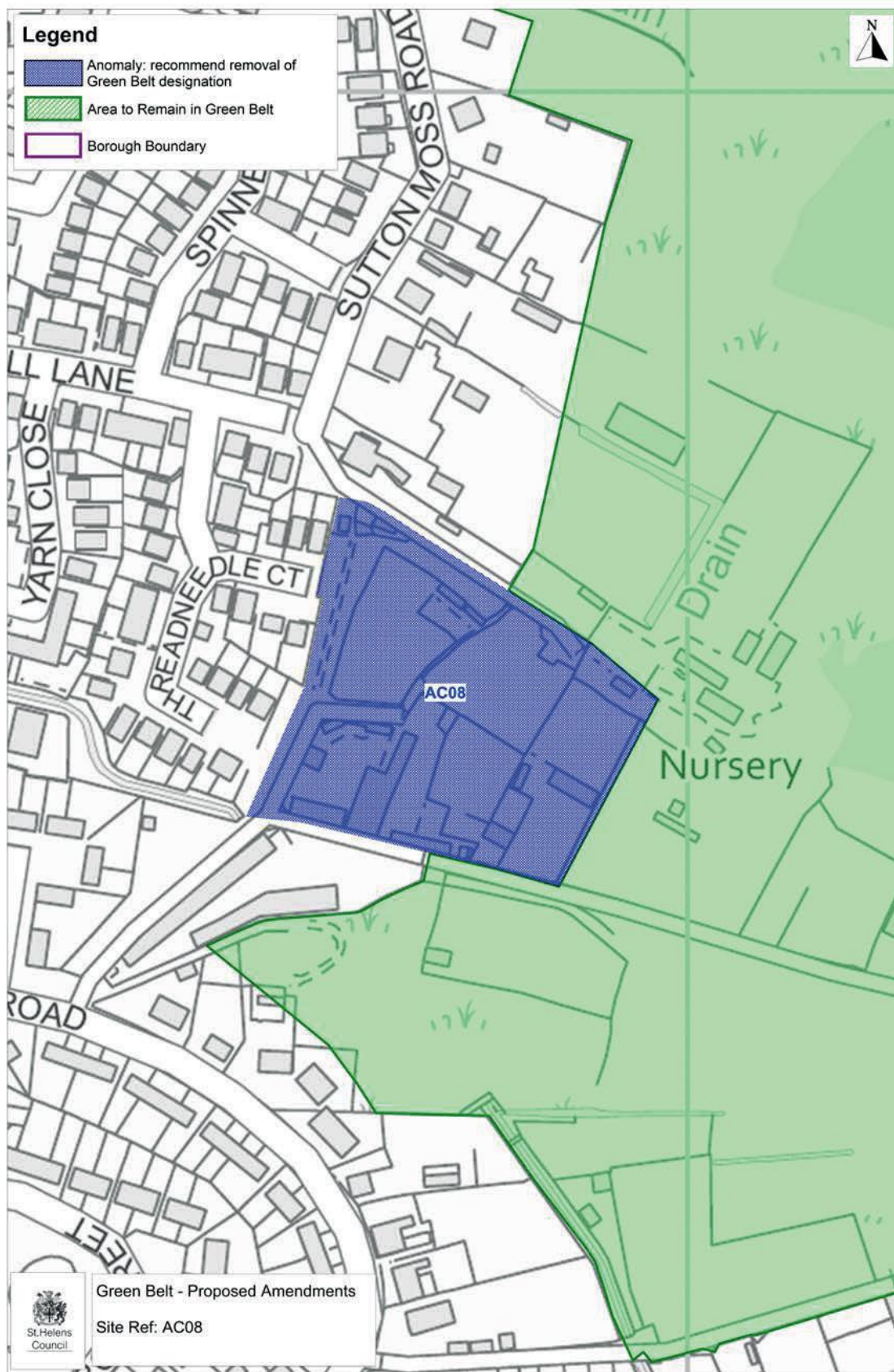


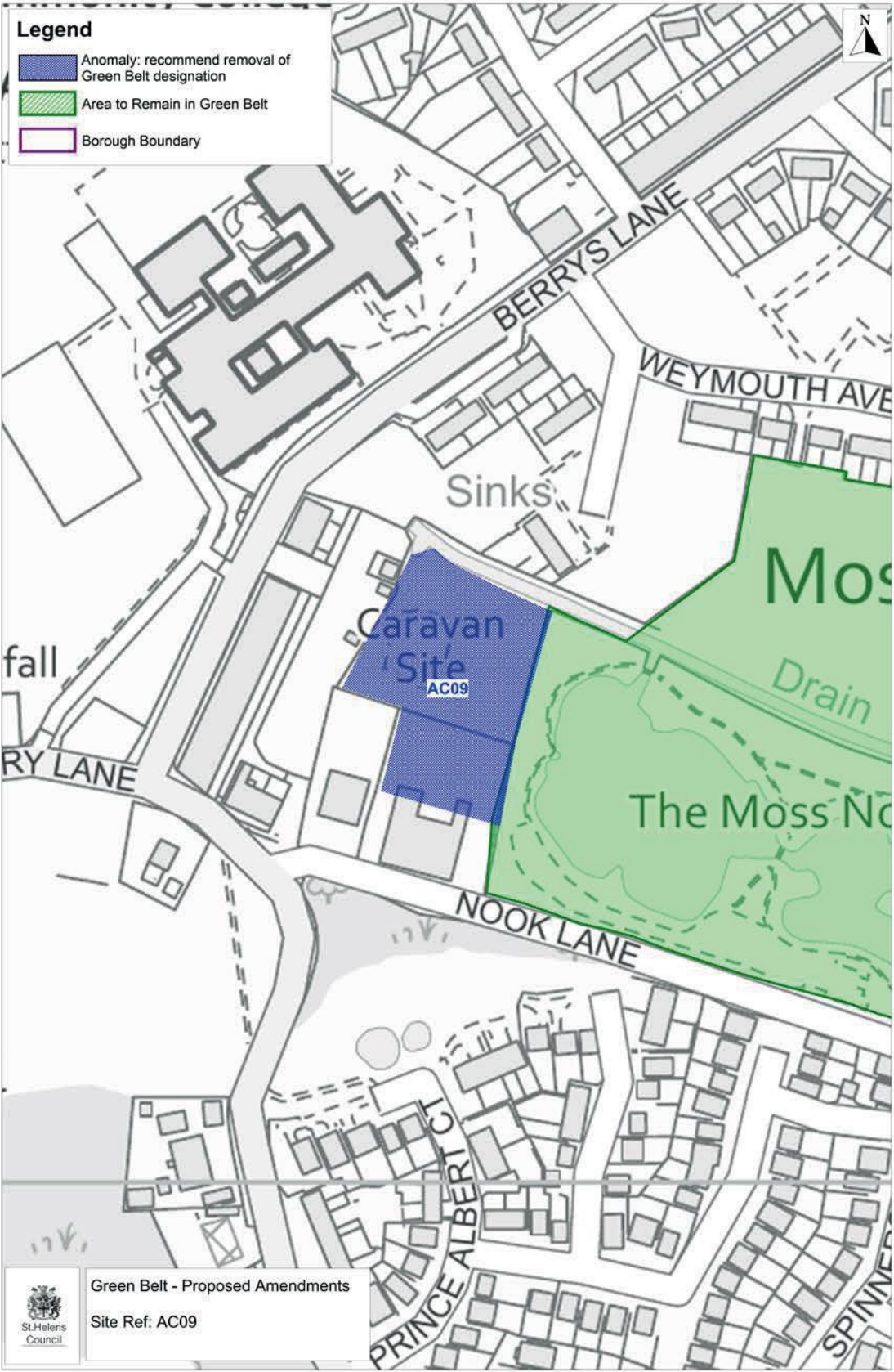




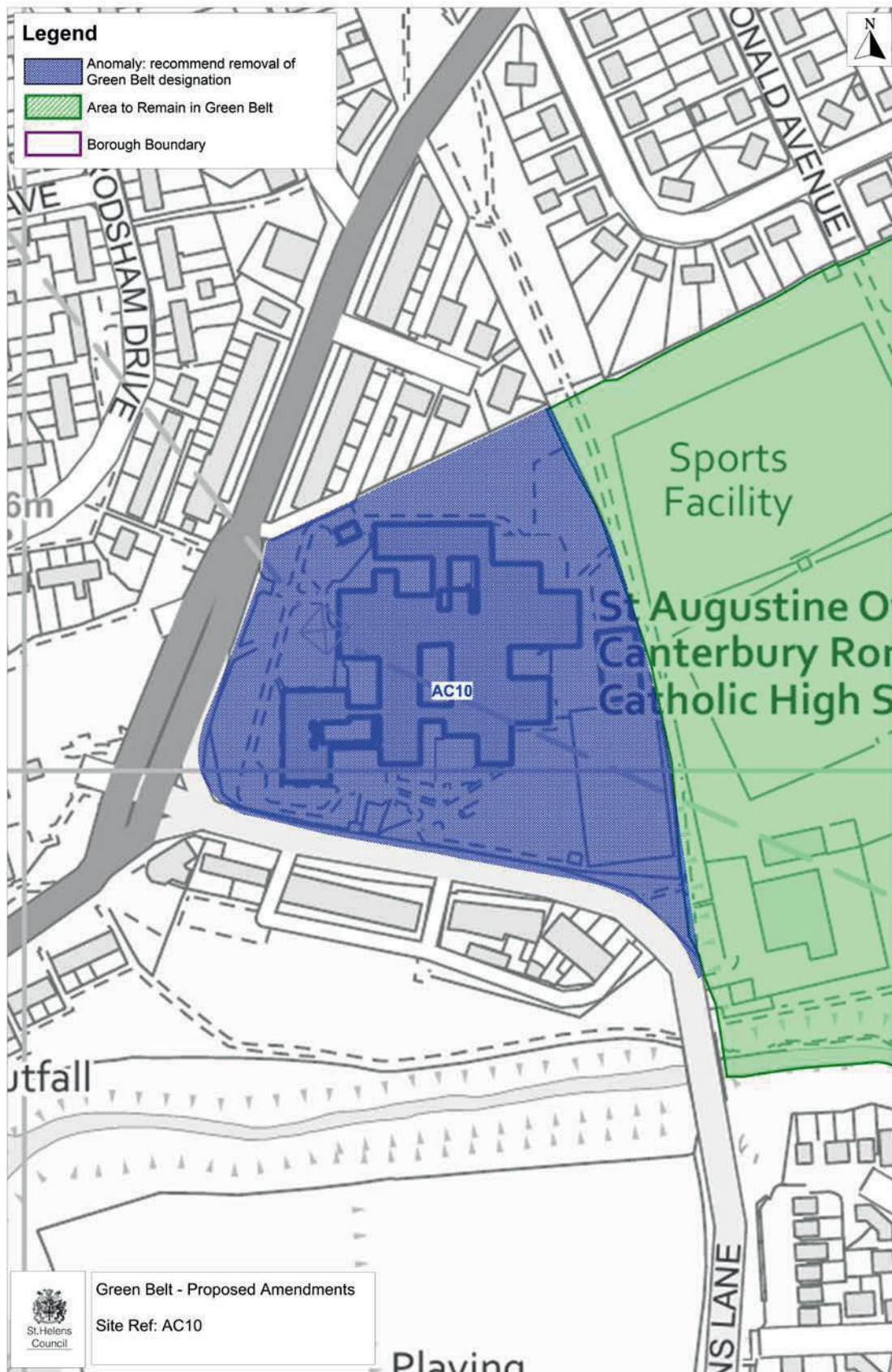














# APPENDIX J

## LIST OF CONSEQUENTIAL CHANGES



Consequential Change Ref no.	Ward	Address of site/land	Parcel/sub- parcel as a consequence of	Reason for releasing land
CC01	Rainford	Section of Rookery Lane and Higher Lane, Rainford	GBP_019a	The land to the south and east is recommended for removal from the Green Belt to accommodate new development, therefore it would make sense to also remove these sections of highway, as the land would no-longer serve any Green Belt purpose.
CC02	Rainford	Dial House Wood, Higher Lane, Rainford	GBP_019a	The land to the south, west and east is recommended for removal from the Green Belt to accommodate new development, therefore it would make sense to remove this dense woodland that would be protected through other policies, and would no-longer serve any Green Belt purpose if left in isolation.
CC03	Rainford	232 & 234 Higher Lane, Rainford	GBP_019a	The land to the south, west and east is recommended for removal from the Green Belt to accommodate new development, therefore it would make sense to also remove these two dwellings, as the land would no-longer serve any Green Belt purpose.
CC04	Billinge and Seneley Green	Leyland Green Farmhouse (67), Leyland Green Road, Garswood	GBP_025a	The dwelling lies within a parcel recommended for removal for development. As such this small area would no-longer serve any Green Belt purpose.
CC05	Billinge and Seneley Green	564, 564, 572, Garswood Road, and 98 & 100 Billinge Road, Garswood	GBP_025a	These units lie within a parcel of land recommended for removal for development. As such it would make sense to remove these units also, as they would no-longer serve any Green Belt purpose.
CC06	Billinge and Seneley Green	Simms Road Inn, and 500 to 528 Garswood Road, Garswood	GBP_025b	These dwellings and Public House lie within land recommended for removal from the Green Belt for development. As such it would make sense to remove these units also, as the land they occupy would no-longer serve any Green Belt purpose.
CC07	Billinge and Seneley	Recreation and playing fields, Health	GBP_025a & GBP_025b	This playing field and community centre lie on the urban edge and adjacent to land recommended for removal from the Green

Consequential Change Ref no.	Ward	Address of site/land	Parcel/sub- parcel as a consequence of	Reason for releasing land
	Green	Centre and Community Centre, Billinge Road, and section of Billinge Road, Garswood		<p>Belt for development. If left within the Green Belt it would create an island that would serve no Green Belt purpose.</p> <p>A section of Billinge Road runs through the centre of two areas of land recommended for removal and development. Therefore it would make sense to remove this section of highway as it would serve no Green Belt purpose if left.</p>
CC08	Billinge and Seneley Green	Section of Smock Lane (highway), Garswood	GBP_025b	This section of highway runs along the eastern boundary of land allocated for development and the existing urban boundary, therefore it would make sense to remove this section of highway as it would serve no Green Belt purpose if left.
CC09	Haydock	Section of the East Lancashire Road (A580, Haydock	GBP_031a & GBP_060	This section of highway lies within two parcels of Green Belt recommended for removal from the Green Belt for development. As such it makes sense to remove this section of highway as it would serve no Green Belt purpose if left.
CC10	Haydock	5, 5a & 7 Liverpool Road, Haydock	GBP_031b	These dwellings lie within land recommended for removal from the Green Belt for development. As such it would make sense to remove these dwellings too, as the land they occupied would no-longer serve any Green Belt purpose.
CC11	Haydock	Dwellings off The Fairways, Liverpool Road, and Cross House & The Elms, Millfield Lane, Haydock	GBP_031b	These dwellings lie within land recommended for removal from the Green Belt for development. As such it would make sense to remove these dwellings too, as the land they occupied would no-longer serve any Green Belt purpose.
CC12	Haydock	Millfield Farm, Millfield Lane, Haydock	GBP_031b & GBP_031c	The farmstead lies within two sub-parcels recommended for removal from the Green Belt to accommodate new development, with a strong boundary to the east, it would serve no purpose to leave this small area of land within the Green Belt.

Consequential Change Ref no.	Ward	Address of site/land	Parcel/sub-parcel as a consequence of	Reason for releasing land
CC13	Haydock	Area of land between parcel and Haydock Industrial Estate, north west of the site.	GBP_032	This small strip of land is wedged between Haydock Industrial estate and the parcel recommended for removal from Green Belt for development. It makes sense to remove this section of land also, as it will serve no Green Belt purpose if left.
CC14	Haydock	Section of the M6, land east and west of Lodge Lane, the Holiday Inn and Haydock Park Gardens, Haydock	GBP_033	<p>Land to the east and west of this strip of motorway has been recommended for removal from the Green Belt to accommodate new development, therefore it serves no Green Belt purpose to leave this section of highway in Green Belt.</p> <p>Similarly, as land to the south is recommended for removal for potential future development, it makes sense to also remove the area of land to the north, as it bounds land outside the Green Belt and land to be released. If this area was not released it would create an 'island' of Green Belt that served no Green Belt purpose.</p>
CC15	Haydock	Section of A599 highway (Penny Lane), Haydock Industrial Estate, Haydock	GBP_032	This small strip of highway lies within a parcel recommended for removal from the Green Belt to accommodate new development, therefore it would no longer serve any Green Belt purpose.
CC16	Newton	Section of M6 motorway, Newton-le-Willows	GBP_039 & GBP_041	The motorway in this area lies between two areas of land recommended for removal from the Green Belt to accommodate new development; therefore it would make sense to remove this section of motorway, as will serve no Green Belt purpose.
CC17	Newton	Dwellings along the eastern boundary of Winnick Road (A49), and red Bank Avenue, Newton-le-	GBP_041	These dwellings lie within land recommended for removal from the Green Belt for development. As such it would make sense to remove these dwellings too, as the land they occupy would no-longer serve any Green Belt purpose.

Consequential Change Ref no.	Ward	Address of site/land	Parcel/sub- parcel as a consequence of	Reason for releasing land
		Willows		
CC18	Newton	Red Bank Farm, Newton-le-Willows	GBP_042	The farm lies within a parcel recommended for removal from the Green Belt to accommodate new development, therefore it would make sense to remove the farmstead within this parcel also, as if left the land it occupies will serve no Green Belt purpose.
CC19	Newton	Dwellings along Cholmley Drive and Pride Close, Newton-le-Willows	GBP_042	The dwellings in this location are situated between a parcel of land recommended for removal from the Green Belt to accommodate new development and the urban edge of Newton-le-Willows. It makes sense to remove these dwellings from the Green Belt also, as if left a Green Belt 'island' would be created that would serve no Green Belt purpose.
CC20	Newton	Newton Brook Greenway and Newton-le-Willows Cemetery, Newton-le-Willows	GBP_045a	The land to the south and east is recommended for removal from the Green Belt to accommodate new development, and as the site lies on the urban edge, it would make sense to remove this designated Local Wildlife Site (LWS), that would be protected through other policies, and would no-longer serve any Green Belt purpose if left in isolation.
CC21	Earlestown	Section of Makerfield Drive and small area of open land(at the junction with Vista Road), Earlestown	GBP_053c	This highway and land lie within an area of land recommended for removal from the Green Belt to accommodate development. It makes sense to remove this land also, as it left it would serve no Green Belt purpose.
CC22	Blackbrook	297 to 345 Liverpool Road, Haydock	GBP_060	These dwellings lie within land recommended for removal from the Green Belt for development. As such it would make sense to remove these dwellings too, as the land they occupied would no-longer serve any Green Belt purpose.
CC23	Bold	Travers Farm, Travers Entry,	GBP_074	This farm and associated outbuildings lie within a parcel recommended for removal to

Consequential Change Ref no.	Ward	Address of site/land	Parcel/sub- parcel as a consequence of	Reason for releasing land
		Bold		accommodate new development. Therefore it makes sense to remove this land also as it left in situ it would serve no Green Belt purpose.
CC24	Bold	Dwellings situated along Douglas Avenue and Rosehill Avenue, and Northfield Riding Centre, Gorsey Lane, Bold	GBP_074	These dwellings lie within a parcel recommended for removal from the Green Belt to accommodate new development. As such it would make sense to remove these dwellings too, as the land they occupy would no-longer serve any Green Belt purpose.
CC25	Bold	Dwellings along the northern boundary of Gorsey Lane, Bold	GBP_074	These dwellings lie within a parcel recommended for removal from the Green Belt to accommodate new development. As such it would make sense to remove these dwellings too, as the land they occupy would no-longer serve any Green Belt purpose.
CC26	Bold	Abbotsfield Farm, Gorsey Lane, Bold	GBP_074	This farm and associated outbuildings lie within a parcel recommended for removal to accommodate new development. Therefore it makes sense to remove this land also as it left in situ it would serve no Green Belt purpose.
CC27	Bold	Tunstalls Farm Local Wildlife Site (LWS)	GBP_074	This farm and associated outbuildings lie within a parcel recommended for removal to accommodate new development. Therefore it makes sense to remove this land also as it left in situ it would serve no Green Belt purpose.
CC28	Bold	Dwellings located off Frenchfields Crescent, Gorsey Lane, Bold	GBP_074	These dwellings lie within a parcel recommended for removal from the Green Belt to accommodate new development. As such it would make sense to remove these dwellings too, as the land they occupy would no-longer serve any Green Belt purpose.
CC29	Bold	Strip of dismantled railway line located on the	GBP_074	This strip of land lies adjacent to the urban fringe and land recommended for removal from the Green Belt to accommodate new development; therefore it would make sense



Consequential Change Ref no.	Ward	Address of site/land	Parcel/sub- parcel as a consequence of	Reason for releasing land
		north western boundary of the parcel.		to also remove this strip of land as it would no-longer serve any Green Belt purpose.
CC30	Bold	Small strip of land located off Lindsay Street, Bold	GBP_074	The land lies within a parcel recommended for removal from the Green Belt to accommodate new development; therefore it would make sense to also remove this strip of land as it would no-longer serve any Green Belt purpose.
CC31	Bold	Section of M62 motorway, Bold	GBP_075d & GBP_076c	This section of motorway lies within two parcels of land recommended for removal from the Green Belt to accommodate new development. As such it makes sense to remove this section of highway as it would serve no Green Belt purpose if left.
CC32	Bold	Sutton Side farm, Gartons Lane, Clock Face	GBP_080	The farmhouse lies within a parcel of land recommended for removal from the Green Belt to accommodate new development. Therefore it would make sense to also remove this area of land from the Green Belt as it would serve no Green Belt purpose if left in isolation.
CC33	Bold	St. Michaels C of E Church and Sutton Rectory, Gartons Lane, Clock Face	GBP_080	The Church and rectory lie within a parcel of land recommended for removal from the Green Belt to accommodate new development. Therefore it would make sense to also remove this area of land from the Green Belt as it would serve no Green Belt purpose if left in isolation.
CC34	Thatto Heath	711 to 739, and 747 to 751. Elton Head Road, St.Helens	GBP_085c	These dwellings lie within land recommended for removal from the Green Belt for development. As such it would make sense to remove these dwellings and their garden areas also to ensure a much stronger and robust Green Belt boundary on the ground.
CC35	Thatto Heath	St. John Vianney Catholic Primary School, Elton Head Road,	GBP_085c	The land to the south and west is recommended for removal from the Green Belt to accommodate new development, therefore it would make sense to also remove the primary school and associated playing fields, as the land would no-longer

Consequential Change Ref no.	Ward	Address of site/land	Parcel/sub-parcel as a consequence of	Reason for releasing land
		St.Helens		serve any Green Belt purpose.
CC36	Eccleston	Portico House, Portico Lane, Eccleston Park	GBP_087	This dwelling lies within a parcel of land recommended for removal for development, along an urban fringe. It makes sense to remove this dwelling from Green Belt also, as if left a Green Belt 'island' would be created that would serve no Green Belt purpose.
CC37	Eccleston	Portico Lodge, Portico Lane, Eccleston Park	GBP_087	This dwelling lies within a parcel of land recommended for removal for development, along an urban fringe. It makes sense to remove this dwelling from Green Belt also, as if left a Green Belt 'island' would be created that would serve no Green Belt purpose.
CC38	Rainhill	Sub-station, Two Butt Lane, Rainhill	GBP_087	This sub-station lies within a parcel of land recommended for removal for development, along an urban fringe. It makes sense to remove this sub-station too from Green Belt also, as if left it would create a Green Belt 'island' that would serve no Green Belt purpose.
CC39	Eccleston	Dwellings and clubhouse located within the grounds of Eccleston Park Golf Course, Eccleston	GBP_087	This group of dwellings (including the former clubhouse) lie in the centre of a parcel of land recommended for removal from Green Belt to accommodate new development. It makes sense to remove these dwellings from the Green Belt also, as if left a Green Belt 'island' would be created that would serve no Green Belt purpose.
CC40	Eccleston	Dwellings along Wedgewood Gardens, Coalport Walk, and Churchill Gardens, north of Eccleston Park Golf Course, Eccleston	GBP_087	The housing estate is situated adjacent to land that is recommended for removal from Green Belt. As such it would make sense to remove these dwellings too, as the land they occupy would no-longer serve any Green Belt purpose.

Consequential Change Ref no.	Ward	Address of site/land	Parcel/sub-parcel as a consequence of	Reason for releasing land
CC41	Eccleston	1 & 2 Houghton's Lane, Eccleston	GBP_098	The dwellings lie within a parcel recommended for removal for development. As such this small area would no-longer serve any Green Belt purpose.
CC42	Eccleston	Lower Barrowfield Farm, Houghton's Lane, Eccleston	GBP_098	The Farmstead (and associated dwellings) lie within a parcel recommended for removal for development. As such this small section of land would no-longer serve any Green Belt purpose.
CC43	Eccleston	Green Edge, Houghtons Lane, Eccleston	GBP_098	This small wedge of land lies within a parcel recommended for removal from the Green Belt to accommodate new development. As such it also makes sense to remove this area of land as if left it will no-longer serve any Green Belt purpose.
CC44	Windle	Windle Farm Cottage & Windle Farm Farmhouse, East Lancashire Road, Windle	GBP_098	The land is within a parcel recommended for removal from the Green Belt to accommodate new development; therefore it would make sense to also remove this cluster of buildings, as the land would no-longer serve any Green Belt purpose.



# APPENDIX K

## REFERENCE NUMBERS FOR PROPOSED SITES



2016 Green Belt Ref:	LPPO Ref:	2018 Green Belt Ref:	LPSP Ref:	Site Name
<b>Housing</b>				
GBS_094	HA2	GBP_025b	1HA	Land South of Billinge Road, east of Garswood Road and west of Smock Lane, Garswood
GBS_006	HA3	GBP_060	2HA	Land at Florida Farm (South of A580), Slag Lane, Blackbrook
GBS_018, 019, 020, 051	HA6 & HS03	GBP_074	4HA	Land bounded by Reginald Road/Bold Road/Travers Entry/Gorsey lane/Crawford Street, Bold (Bold Forest Garden Suburb)
GBS_138	HA5	GBP_080	5HA	Land South of Gartons Lane and former St. Theresa's Social Club, Gartons Lane, Bold
GBS_139	HA13	GBP_042	7HA	Land west of the A49 Mill Lane and to the East of the West Coast Mainline railway line
GBS_079	HA15	GBP_019a	8HA	Land South of Higher Lane and east of Rookery Lane, Rainford
GBS_096	HS02	GBP_025a	1HS	Land South of Leyland Green Road, North of Billinge Road and East of Garswood Road, Garswood
GBS_037	HA7	GBP_053c	2HS	Land between Vista Road and Belvedere Road, Earlestown
GBS_044	HA8	GBP_087	3HS	Eccleston former Park Golf Club
GBS_067	HS14	GBP_044	4HS	Land East of Newlands Grange (former Vulcan works) and West of West Coast mainline, Newton-le-Willows
GBS_141	HS17	GBP_045a	5HS	Land West of Winwick Road and South and East of Wayfarers Drive, Newton-le-Willows
GBS_140	HA4	GBP_082a	6HS	Land East of Chapel Lane and South of Walkers Lane, Sutton Manor
GBS_038	HS24	GBP_085c	7HS	Land South of Elton Head Road, adjacent to St. John Vianney Catholic Primary School, Thatto

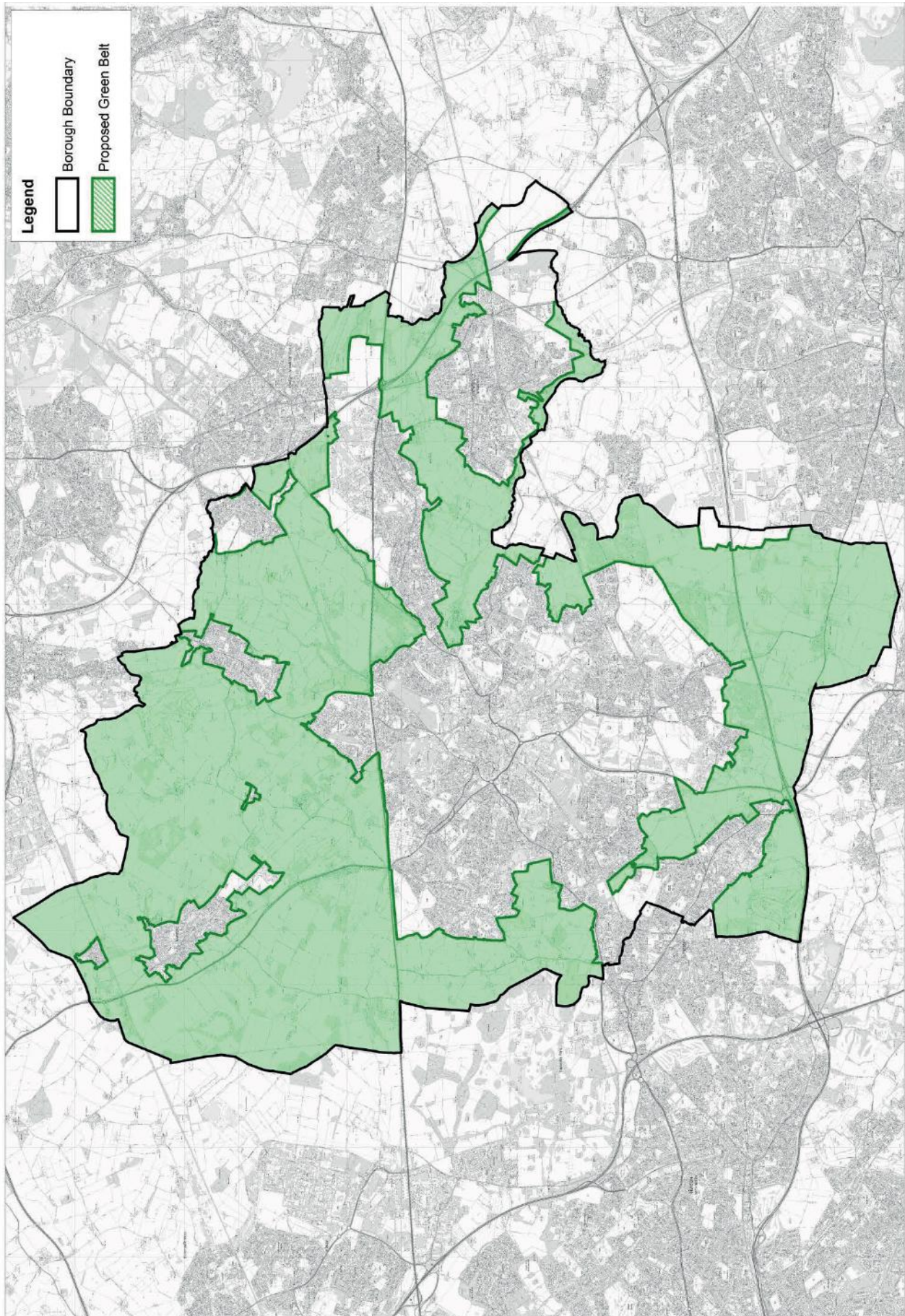
2016 Green Belt Ref:	LPPO Ref:	2018 Green Belt Ref:	LPSD Ref:	Site Name
				Heath
GBS_102	HA16	GBP_098	8HS	Land South of A580 between Houghtons Lane and Crantock Grove, Windle
<b>Employment</b>				
GBS_145	EA1	GBP_076c	1EA	Omega South Western Extension, Land north of Finches Plantation, Bold
GBS_007	EA2	GBP_031a	2EA	Land at Florida Farm North, Slag Lane, Haydock
GBS_027	EA3	GBP_032	3EA	Land North of Penny Lane, Haydock
GBS_065	EA5	GBP_032	4EA	Land South of Penny Lane, Haydock
GBS_026	EA6	GBP_031c	5EA	Land to the West of Haydock Industrial Estate, Haydock
GBS_005	EA7	GBP_031b	6EA	Land West of Millfield Lane, South of Liverpool Road and North of Clipsley Brook, Haydock
GBS_028	EA8	GBP_039	7EA	Parkside East, Newton-le-Willows
GBS_028	EA9	GBP_041	8EA	Parkside West, Newton-le-Willows
GBS_159	ES-01	GBP_075d	1ES	Land north of M62, and south of Gorsey Lane, Bold
GBS_022	EA4	GBP_033	2ES	Land to the east of M6 Junction 23, Haydock



# APPENDIX L

## PROPOSED NEW GREEN BELT BOUNDARY













St.Helens Council

**Place Services**

Development Plans  
Town Hall  
Victoria Square  
St.Helens  
WA10 1HP

**Tel:** 01744 676190

**Minicom:** 01744 671671

**Email:** [planningpolicy@sthelens.gov.uk](mailto:planningpolicy@sthelens.gov.uk)

→ [www.sthelens.gov.uk/localplan](http://www.sthelens.gov.uk/localplan)

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**For more information, visit: [www.sthelens.gov.uk/localplan](http://www.sthelens.gov.uk/localplan)**