



St. Helens Local Plan Core Strategy

October 2012



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Foreword from St.Helens Local Strategic Partnership and the Cabinet Member for Urban Regeneration, Housing and Culture

St.Helens is a fast changing, modern, developing town. It is vital that we encourage, guide and manage development within the Borough to meet the aspirations of the town and its communities. The future planning of the Borough is one of the key elements in achieving this.

The St.Helens Local Development Framework Core Strategy is a very important document in providing a step towards regenerating and developing the Borough to 2027. It provides the key elements on which future planning policy is built. The Core Strategy contains a very clear Vision of how the Council, its stakeholders and the community see the Borough together with a suite of more detailed objectives to achieve this.

This document is the key strategy which we want to adopt to help in the achievement of the Vision for the town in 2027 and to shape the production of other plans within the Local Development Framework. It has been developed over a number of years through several key public consultation exercises which looked at issues, options and preferred options for moving forward, together with amendments to address changing circumstances. These exercises encouraged significant community involvement which has led to the plan before us today.

We would like to thank everybody in the Council, our stakeholders, and the community who have been involved in developing the Core Strategy or made representations towards its development.



Councillor Marie Rimmer
Leader of St.Helens Council and
Chair of St.Helens Local Strategic Partnership



Councillor Barrie Grunewald
Cabinet Member for Urban Regeneration, Housing
and Culture, St.Helens Council

How to Use this Document

Planning law requires that decisions on planning applications be made in the context of national planning policy, the Development Plan for the area and any other material considerations. The St.Helens Local Plan and the North West Regional Strategy form the Development Plan for the Borough of St.Helens as of the date of adoption.

This Core Strategy is one part of the Development Plan for St.Helens and needs to be read as a whole alongside the saved St.Helens Unitary Development Plan (UDP) policies and the other Development Plan Documents (DPD) policies that together make up the Local Plan for St.Helens. The policies in this Core Strategy should not be read in isolation. The saved UDP policies will eventually be replaced by new DPD policies. Other relevant policies and material considerations may be contained in, amongst others, national planning policy such as the National Planning Policy Framework, Planning Policy for Traveller Sites, national waste policy documents, national minerals policy documents, ministerial statements and government circulars.

A DPD guides how decisions will be made on planning applications, and the St.Helens Core Strategy is the principal DPD for the Borough of St.Helens. The Core Strategy contains strategic policies, provides an overall plan of where development should be located and how we meet the needs of the Borough, and all subsequent DPDs for the Borough, including Area Action Plans (AAPs), must be consistent with it.

Where a Neighbourhood Plan has been adopted for a particular neighbourhood area within the Borough, the Neighbourhood Plan will form part of the Development Plan for that neighbourhood. Planning applications have to be in accordance with the Development Plan, unless material considerations indicate otherwise. Supplementary Planning Documents supplement the Development Plan and are capable of being material considerations in planning decisions.

A list of the latest available St.Helens planning policy documents can be found on the planning policy section of the St.Helens Council website at:

<http://www.sthelens.gov.uk/what-we-do/planning-and-building-control/planning-policy/>

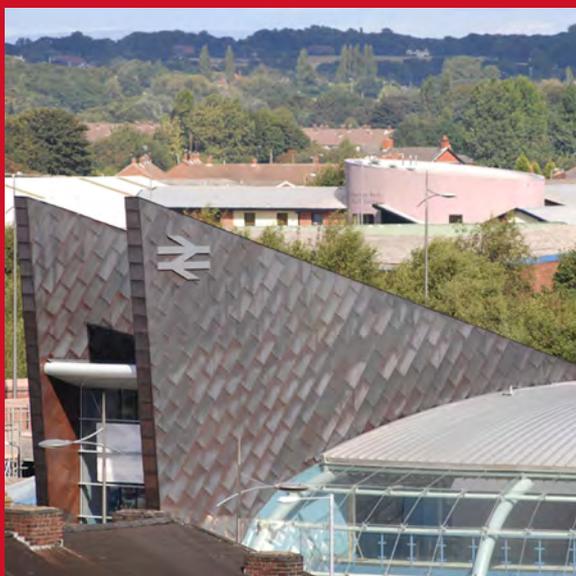
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Introduction



1 Introduction

What is the Core Strategy?

1.1 In 2004, the Government introduced new legislation through the Planning and Compulsory Purchase Act, which replaced Unitary Development Plans (UDP) with Local Development Frameworks (LDF). The St.Helens LDF will be a folder of documents, details of which are contained in the latest adopted Local Development Scheme (LDS). Some of the documents will be Development Plan Documents (DPDs), which will include policies and proposals to guide future development in the Borough.

The Core Strategy is the principal planning document in the LDF and contains:

- **A spatial vision setting out how the Borough will change by 2027**
- **A set of spatial objectives setting the direction for the implementation of the spatial vision**
- **A spatial portrait of St.Helens**
- **Policies to guide development to achieve the vision**
- **A delivery strategy setting out how we will achieve the vision and objectives**
- **A set of targets and indicators for monitoring the implementation of policies**
- **A key diagram providing a visual representation of policies**

1.2 The Core Strategy will provide the spatial context for other planning documents including:

Sustainable Development DPD	Which will contain more detailed policies relating to a wide variety of specific subjects, including ensuring development minimises impact on climate change and is well adapted for climate change that is unavoidable. This will be used for making development control decisions.
Allocations DPD	Which will allocate land for specific purposes.
Proposals Map	Accompanies a DPD to show on a map base the extent of policies and allocations.
Joint Merseyside Waste DPD	Which will provide policy guidance standards for waste management and allocate sites for waste purposes.
Area Action Plans (AAP)	Which will focus in on smaller spatial areas of the Borough and function as a "masterplan" for their future development or regeneration. AAPs will be prepared for St.Helens and Earlestown Town Centres together with one for the proposed Bold Forest Park.

Supplementary Planning Documents (SPD)	Which will expand on or provide further details on policy in DPDs or provide Development Briefs for particular sites in the Borough.
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Table 1.1

How Is the Core Strategy Structured?

1.3 The Core Strategy provides a strategic level plan for how the Borough will develop to 2027. The first stages of the document describe St.Helens now (as it was at adoption in 2012) and identifies the key issues, problems and challenges which face the communities within St.Helens. The Strategy then moves forward to look at what the Vision is for the town by 2027, and identify what detailed objectives need to be met to achieve the overall Vision.

1.4 The Strategy breaks the detailed policies down into two areas: a spatial strategy; and a group of more thematic issues. The spatial strategy provides an overall view for the Borough as a whole, whilst also focusing in more detail on five distinct areas within the Borough. This section also includes the Key Diagram. The thematic issues outline how we will achieve the Vision for different topic areas, which are relevant to all five spatial areas.

1.5 The Strategy includes a delivery and monitoring strategy at Appendix 1, which looks in detail at resources and infrastructure to achieve the vision and sets out detailed targets and indicators which will allow us to monitor performance. Other appendices include a bibliography, a glossary of terms and a list of the saved UDP policies to be replaced by the Core Strategy.

How Has the Core Strategy Been Prepared?

1.6 The Core Strategy has been through a comprehensive process to reach the current stage. The process can be summarised in the chart below.

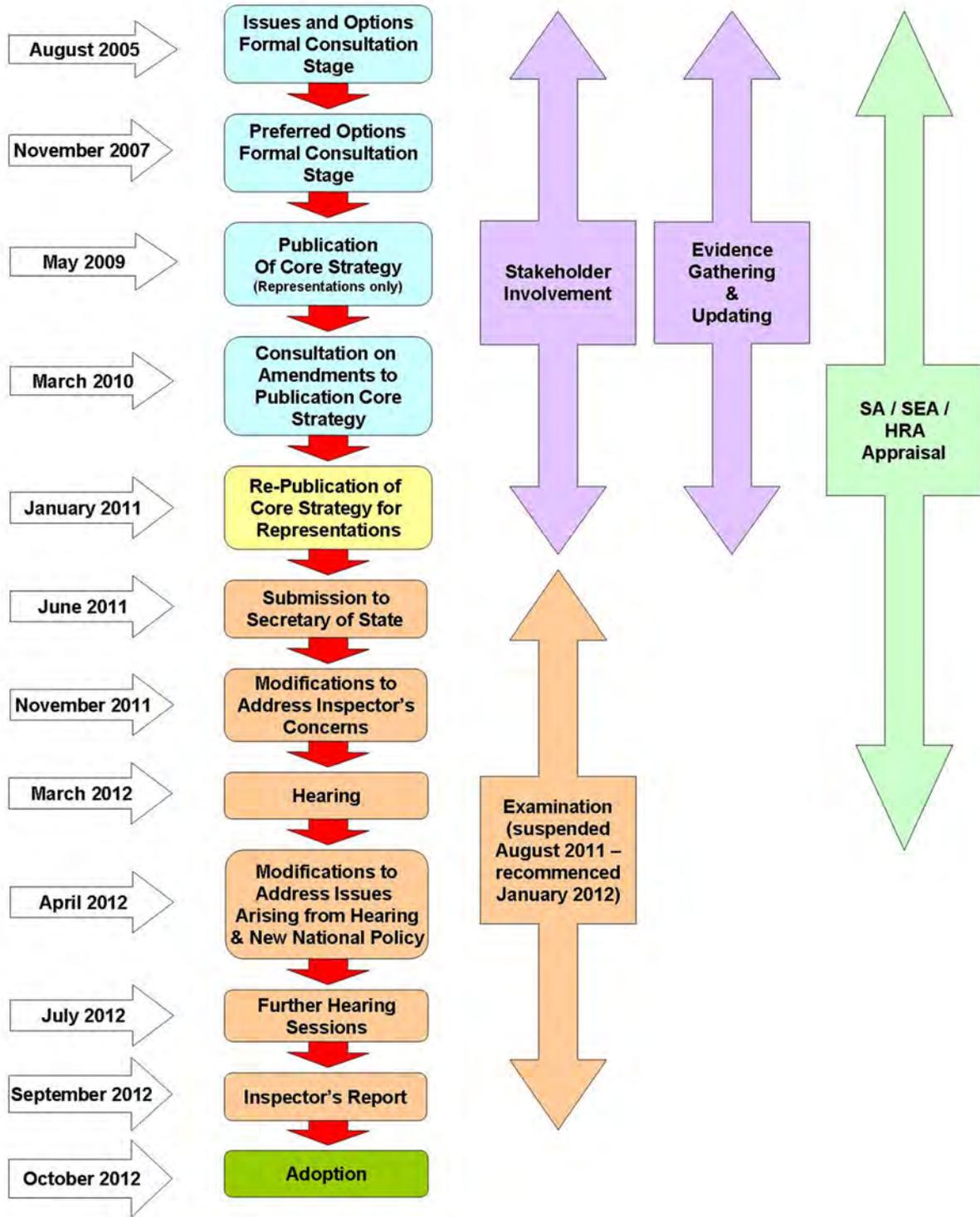


Figure 1.1 Core Strategy Process

1.7 Community and stakeholder involvement has been a key element in production throughout. Two formal stages of Issues and Options and Preferred Options were undertaken in August 2005 and November 2007. The Core Strategy was Published in May 2009 for representations to be made. In order to address issues raised "Amendments to Publication Core Strategy" were issued in February/March 2010. These stages involved a formal consultation with an extensive public involvement exercise being undertaken for a period of six weeks. This has been supplemented by key stakeholder engagement at regular and frequent intervals throughout the plan preparation.

This is evidenced in the reports of the consultations and in the Evolving the Core Strategy Background Paper. This meets the requirement of Regulation 25 in the Local Development Regulations 2004. Following consultation on Amendments to the Core Strategy further revisions were required to address issues that had arisen. Consultation was undertaken on a Republication Core Strategy in January 2011. Consultation on further Changes and Modifications was undertaken in November 2011 and April 2012.

1.8 Alongside the community and stakeholder engagement a constant process of producing and updating the evidence base has been undertaken. The evidence base supports the policies and decisions being proposed in the Core Strategy. The evidence base is a massive undertaking comprising not only legislation, policy, strategy, guidance and best practice at national, regional and subregional levels, but also a suite of local studies on topics ranging from the supply of land for housing to flood risk. A full list of the evidence base is contained in Appendix 2: Bibliography.

What Else is Important?

1.9 The Core Strategy is supported by a number of separate volumes and a detailed evidence base as listed in Appendix 2: Bibliography. The relevant documents are referenced throughout the text, and accessible (when available electronically) on the Council's website ldf.sthelens.gov.uk.

1.10 Alongside the wider evidence base, this version of the Core Strategy is supported by the following documents:

1.11 The Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) are a legislative requirement. SA is a systematic appraisal process incorporating the requirements of SEA. The SA assesses the social, environmental and economic effects of the Local Development Framework. This is done to ensure that the decisions made during the plan making process accord with sustainable principles.

1.12 The SA/SEA has appraised the Core Strategy Publication DPD policies both individually and cumulatively, and 'concludes that there are generally adequate policy tools within the document for all of the adverse sustainability effects identified to be mitigated during implementation'. Furthermore, due to the iterative nature of the production of the SA a number of beneficial effects have occurred enabling the Core Strategy to become equipped to promote sustainable development in the future.

1.13 The SA identified a number of significant adverse effects that through the process have now been adequately mitigated. Firstly, the issue of cumulative impact of development in Newton-le-Willows in relation to Parkside has been mitigated by additional criteria in CAS 3.2 and will be mitigated further in the Sustainable Development DPD.

1.14 Secondly, the growth of housing within the Borough will have a negative impact on biodiversity, especially as both greenfield and brownfield land are havens for wildlife and habitats. However, it is felt that suitable mitigation can be provided through policies CP 1 and CQL 1, 2 and 3, which alleviate the incompatibility between the growth of housing and the protection of biodiversity objectives.

1.15 Additionally, concerns were identified over the long term population increase within the Borough and the potential pressure placed on existing infrastructure, services and facilities. Nonetheless, the SA recognised the ability of the Core Strategy to mitigate against these concerns through policies CP 1, CIN 1 and CQL 5.

1.16 The focused changes and minor post publication changes, March 2010, were considered by the consultants who undertook the SA. They considered that the SA would not be significantly affected by the March 2010 changes to the Core Strategy and further detailed SA work was not required. The Re-Publication version of the Core Strategy was reassessed by the consultants in November 2010. An addendum report has been produced which concludes that the policies are generally adequate to deal with any adverse sustainability effects which may be encountered during implementation. Proposed revisions to address issues with the Core Strategy raised by the Inspector underwent SA and the implications for the Habitats Regulations Assessment were reviewed in September 2011. Further details of this are provided in the SA/SEA document produced by Scott Wilson.

1.17 Habitats Regulations Assessment (HRA) is a legislative requirement under the Habitats Directive whereby the impacts of a land use plan are assessed against the objectives for conserving European designated sites. There are no European designated sites within the Borough of St.Helens but there are some designated sites in surrounding areas that the plan could potentially impact upon. These are:

- Liverpool Bay Special Protection Area (SPA)
- Manchester Mosses Special Area of Conservation (SAC)
- Martin Mere SPA/Ramsar Site
- Mersey Estuary SPA/Ramsar Site
- Mersey Narrows & North Wirral Foreshore pSPA/pRamsar Site⁽¹⁾
- Ribble and Alt Estuaries SPA/Ramsar Site
- Rixton Clay Pits SAC
- Sefton Coast SAC
- River Dee and Bala Lake SAC
- The Dee Estuary SAC, SPA, Ramsar and pSPA extension

1.18 Under the HRA the Council is required to undertake an Appropriate Assessment (AA) to examine the likely impact of any plan on European designated wildlife sites. The assessment concluded that there remained the potential for certain significant adverse 'in combination' effects, as a result of development within St.Helens. The detailed assessment concluded that certain amendments were required in order to demonstrate that the plan would not contribute significantly to the potential 'in combination' effects upon European sites. These amendments, intended to address the issues of water quality/sedimentation and recreational pressure on estuarine/marine sites, were incorporated following the preferred options and include partnership working with Merseyside authorities and the creation of a new post to assess and mitigate against these expected 'in combination' effects to be based at the Merseyside Environmental Advisory Service. The AA concluded that, subject to the minor amendments now included, the Core Strategy contains policy mechanisms for protecting European sites. The consultants considered the Re-Publication Core Strategy, and concluded that only minor changes (from the point of view of the Habitats Directive)

1 pSPA = potential SPA; pRamsar = potential Ramsar

had occurred. Consequently, the findings of the detailed HRA (April 2009) undertaken for the Publication Core Strategy were not significantly affected by the changes to the Core Strategy. Following proposed revisions to address the Inspector's initial concerns, the Core Strategy was reassessed. The Council will keep the collaborative working arrangements under review and, where circumstances change, it will consider appropriate alternative mechanisms to assist in addressing recreational disturbance issues on the identified Natura 2000 sites.

1.19 The Delivery and Monitoring Strategy (DMS) at Appendix 1 sits alongside the Core Strategy and outlines:

- our approach to monitoring the LDF Core Strategy
- a suite of targets and indicators
- the methods of delivering the Vision, Aims and Objectives
- deliverability
- key projects
- infrastructure

1.19A Policies within the Core Strategy provide a balance between providing certainty and the need to build in flexibility to take account of changing circumstances over the Plan period. The DMS is an essential tool in ensuring the effectiveness of the Core Strategy, acting as both an action plan and monitoring tool. The DMS will be monitored at least every year through the Annual Monitoring Report (AMR), which is the main mechanism for assessing the Core Strategy's performance and effectiveness. The AMR looks at performance for the period April to March every year and is issued by the end of December each year. It will identify where a policy is being effective or where a revision is needed. The successful monitoring of the Core Strategy will ultimately depend on drawing trends from data spanning a number of years.

1.20 The Reports of Representations prepared for previous consultation stages provide a summary of each representation received together with the Council's response.

1.21 Background Papers have been prepared which provide more detail on how and why the Core Strategy and its policies have been prepared. They also serve as a link between the Core Strategy itself and the wide ranging evidence base. These cover the following topics:

- Evolving the Core Strategy Background Paper
- Housing Background Paper
- Economy and Retail Background Paper
- Quality of Life Background Paper
- Infrastructure Background Paper
- Strategic Fit Background Paper
- Soundness and Legal Self Assessment Background Paper
- List of Saved St.Helens Unitary Development Plan (1998) Policies to be Replaced by the Core Strategy Background Paper
- Parkside Strategic Rail Freight Interchange Background Paper
- The Core Strategy and the Regional Spatial Strategy Background Paper

Consultation

1.22 The preparation of the Core Strategy takes into account the views of the public and stakeholders. Where possible, the strategy will seek consensus. In reality there will be issues where agreement and consensus cannot be achieved. Where this is the case these will be identified, and the approach taken justified.

1.23 At the end of 2005, public consultation took place on the Issues and Options for the Core Strategy. The responses received were used to shape the Preferred Options and a synopsis of the responses was included in the Preferred Options document.

1.24 Consultation on the Core Strategy Preferred Options took place between 8 November and 19 December 2007. Over 1,700 representations were received. In general the objectives and the Preferred Options received support. The main issues generating objection were restricted to: the proposed development of a Strategic Rail Freight Interchange (SRFI) (Preferred Option CAS 3.7A); and Green Belt Boundary Change – Reserved Employment Land, Haydock (Preferred Option CAS 4.7A).

1.25 With regard to Preferred Options CAS 3.7A a total of 1,192 objections were received in relation to the development of a SRFI on an area based on the former Parkside Colliery. This represented 92.5% of representations on this subject. Objections to the SRFI were also lodged against Preferred Option CSS 1. Concerns centred on:

- Protection of Green Belt boundaries
- Air quality
- Traffic generation
- Upgrading of facilities at Newton-le-Willows station

1.26 The adopted Regional Spatial Strategy (RSS) indicates that consideration should be given to the development of an inter-modal freight terminal in this broad location. Policy CAS 3.2 now addresses this issue.

1.27 Objections to the preferred option CAS 4.7 and CE 1 to the identification of an area of land in Haydock for future economic development needs centred on:

- Protection of Green Belt boundaries
- Compliance with RSS
- Consideration of alternative sites and urban land
- Congestion at junction 23 of the M6 motorway

1.28 Further studies have been undertaken to assess economic development need and alternative sites. The outcomes of these studies have informed the development of policy CE 1, which seeks to address provision of land for economic development.

1.29 The above two issues were the main focus for the majority of objections received. The distribution of housing in rural areas, Newton-le-Willows and Haydock, generated a number of objections, as it was considered that the Preferred Option might restrict future development.

1.30 At the original Publication stage in May and June 2009 1,805 representations were received. In general the contents of the document received support. The main issue generating objection was restricted to the proposed development of a SRFI at the former Parkside Colliery (Policy CAS 3.2). Concern was expressed that there was not sufficient evidence regarding the need, scale, deliverability and viability of the scheme.

1.31 As a result of representations received at the Publication stage in 2009, it became clear that we could not proceed to submission to the Secretary of State without undertaking some further work. A new Parkside Background Paper, replacing the original one, was prepared together with a new Policy CAS 3.2, to reflect the findings of the evidence base. Elsewhere the opportunity was taken to make minor amendments and update content. A further period of representation was undertaken on Amendments to the Core Strategy during March to April 2010. A total of 1,538 valid representations were received. The majority of these again related to the proposed SRFI at the former Parkside Colliery. With the exception of Parkside the plan was generally considered acceptable.

1.32 Following publication of the Amendments to the Core Strategy in March 2010, further revisions were required to address issues that had arisen.

1.33 The Re-Publication Core Strategy was published for a period of representation between January and March 2011, and submitted for examination in June 2011.

Stakeholder Consultations

1.34 In order to ensure that the Core Strategy reflects and complements the aspirations of our partners, it is important to share information with key stakeholders. Successful delivery of the development plan is dependent on many bodies supporting and working towards common goals. Meetings have been held with key partners and stakeholders to ensure compliance with other strategies and documents. Such bodies include: St.Helens Chamber; Highways Agency; Environment Agency; Halton St.Helens Knowsley and Warrington LIFT (PCT); St.Helens Children and Young People's Services Department; St.Helens Housing Strategy and Private Sector Initiatives Department; Helena Partnership RSL; United Utilities; Merseytravel; Scottish Power; and Merseyside Police. Further details are contained in the Evolving the Core Strategy Background Paper.

Infrastructure

1.35 In recognition of the importance placed upon robust evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, as expressed in the National Planning Policy Framework (NPPF), detailed discussions have been held with the utility and service providers to:

- Identify and map areas where current provision is lacking or under stress
- Identify current provision and proposed provision over the lifetime of the plan
- Ensure providers are aware and can prepare for future requirements

1.36 From the research and discussions undertaken there are no major infrastructure or capacity issues that would harm the delivery of the overall strategy. Issues identified are of a more local nature which would affect individual sites and can be remedied by planning obligations, use of Community Infrastructure Levy (CIL) receipts, or working closely with infrastructure providers.

1.37 The importance of planning obligations and CIL as mechanisms to pay for infrastructure is recognised. A subregional approach to CIL is being explored.

1.38 In terms of **Transport**, St.Helens is well placed for both road and rail transport and in recent years has completed two major road projects in the M62 Link Road and Blackbrook Diversion. The Highways Agency have indicated support for initiatives to increase cycling and walking, and efforts to reduce dependency on car travel within the Core Strategy. The Highways Agency is, in principle, supportive of St.Helens' aspirations for additional development as proposed in the St.Helens Core Strategy. The Highways Agency is generally supportive of the development of a SRFI on the Parkside site and accepts that development of the site will have an impact on the Strategic Road Network (SRN), and that such an impact will require suitable mitigation. The SRN is not currently under stress although the capacity of junction 23 of the M6 motorway and junction 7 of the M62 motorway is an issue. Improvements have been undertaken to accommodate growth in the M62 Link Road Corridor at M62 junction 7.

1.39 Plans have been included within the Merseyside Local Transport Plan (LTP3) for improved rail facilities, with a potential new station at Carr Mill, enhanced park and ride facilities at St.Helens Junction, new bus interchange and park and ride facilities at Newton-le-Willows station. Improvements to cross-boundary public transport services also form part of the LTP. Peak hour rail capacity issues have been identified and schemes to alleviate issues have been proposed. Network Rail are also pursuing a scheme for electrification of the rail line from Liverpool to Manchester and Wigan. Further details are contained in the Infrastructure Background Paper.

1.40 With regard to **Water** United Utilities are responsible for water supply and waste water treatment across St.Helens, whilst the Environment Agency advise on flood and pollution prevention matters. Confirmation has been received from United Utilities that they do not have any concerns with the level or location of growth proposed. The Environment Agency has undertaken a Water Cycle Study to examine the major issues surrounding sourcing of potable water, through to issues of disposal and flood risk. The report concluded that water resources, supply infrastructure and sewerage capacity are not a constraint to growth. Wastewater treatment works have sufficient capacity to meet growth demands in the short term, however St.Helens treatment works may be a constraint in the future, discussions are ongoing to find a resolution. The United Utilities Water Resources Management Plan 2009 indicates sufficient capacity for water provision. United Utilities have confirmed that there are no capacity issues either for treatment works or sewers. Through the Water Framework Directive and the North West Basin Management Plan, plans and actions have been highlighted to return all surface water bodies to Good Ecological Status, or 'Good Ecological Potential' by 2027.

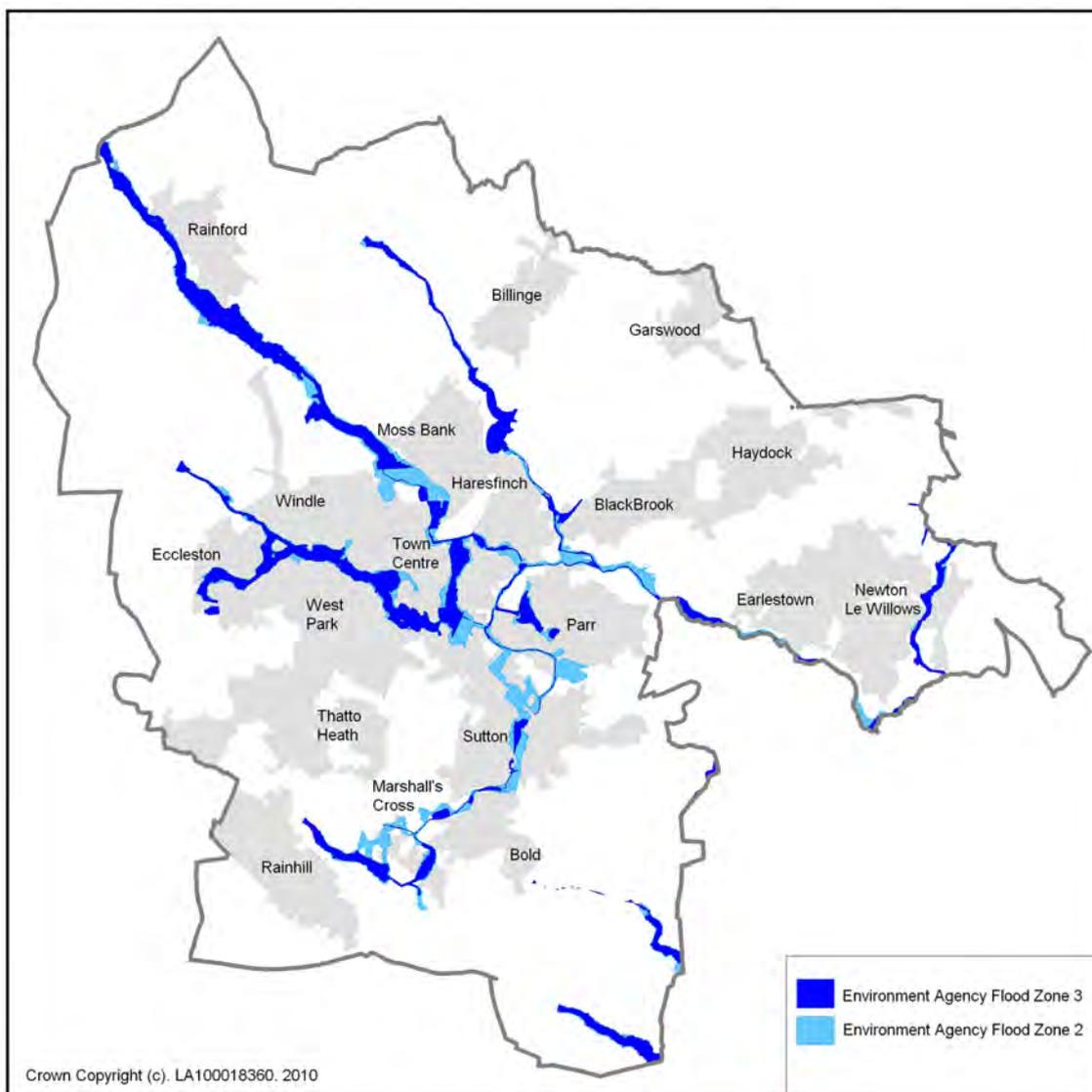


Figure 1.2 St.Helens Flood Zone Areas 2009

1.41 In accordance with the NPPF a Strategic Flood Risk Assessment (SFRA) has been undertaken to identify areas at risk of flooding across the Borough. A relatively small area of the Borough is at risk from flooding. The SFRA found that the main source of flood risk is fluvial flooding from Sankey Brook and its tributaries. The largest potential flood risk across the Borough is that from Carr Mill Dam. Surface water flooding is the secondary source of flooding within the Borough. Furthermore, the SFRA examined a sample of housing and economic sites, further housing sites being considered through the Strategic Housing Land Availability Assessment. Of the sites assessed there were no particular flooding concerns identified that would prejudice the overall delivery of the Core Strategy.

1.42 In terms of **Green Infrastructure**, the Open Space Audit concluded that there was no fundamental shortfall of open space in St.Helens. Localised shortfalls could be addressed by the re-use of existing spaces and an improvement in quality.

1.43 With regard to **Electricity**, Scottish Power and Electricity North West are responsible for the supply of electricity across the Borough. Discussions have been held to ensure sufficient supply capacity is available for proposed growth.

1.44 To address **Health** issues regular stakeholder meetings are held with the Primary Care Trust (PCT) through the Planning Health Liaison Group. The Group shares information on respective planning processes and seeks to ensure that there is a correlation between future development and new health infrastructure investment. The St.Helens and Knowsley NHS Trust has been investing heavily in improving infrastructure including the redevelopment of St.Helens Hospital, along with Whiston Hospital on the boundary of Rainhill, in a £338m programme. Existing developments have been taken into account as part of the local NHS Strategic Service Development Plan (SSDP) and Strategic Commissioning Plans. As such, new planned primary care developments are likely to match the potential for increased demand. The proposed replacement of PCTs with General Practitioner led organisations and planned capital spending reductions by the Government may see future plans reduced in scale and this will be taken into account in future DPDs.

1.45 In terms of **Education**, St.Helens secured funding through the Building Schools for the Future (BSF) programme. The funding received for St.Helens was approximately £50m which excludes investment of £50m in relation to Cowley Language College (now completed) and Hope Academy in Newton-le-Willows (opened 2011), both of which were ahead of the main BSF programme. Schemes at Rainford and De La Salle have funding confirmed, and work has commenced. Sutton High became an Academy in 2010. Improvements were undertaken to several primary schools using funding secured through Primary Capital Strategy, until funding was withdrawn in August 2011. Planned improvements will be completed using other funding streams. The principle of supporting opportunities to replace outdated schools will be supported by the Core Strategy.

1.46 Meetings have been held with **Merseyside Police** to ensure that due consideration is given to the prevention of crime in the Core Strategy. Work will continue with the Force's Architectural Liaison Officer. The **Fire and Rescue Service** are consulted at each stage of development to ensure sufficient resources are available to service proposed development.

1.47 The Borough has sufficient existing and planned infrastructure to meet the requirements for development over the plan period. The Council will continue to work with service providers to ensure planned developments can be accommodated within existing networks, or adequate provision can be made to service their requirements.

Context



2 Context

St.Helens Now

2.1 St.Helens Borough covers a total of 135 square kilometres, of which approximately half is rural and half is urban. Historically, St.Helens has seen rapid development through the Industrial Revolution and whilst a relatively modern town, the intensive process of development has left a legacy of derelict land and land affected by contamination, poor health, high unemployment rates and low educational attainment figures.

2.2 St.Helens is now emerging from the low points of its past and the economic difficulties of the 1980s and early 1990s with a stabilising population, decreasing unemployment rates, decreasing deprivation rates and an increase in health and educational achievements.

2.3 St.Helens is located between the two conurbations of Liverpool (19 km to the west) and Manchester (36 km to the east). It is bounded by Knowsley to the west, West Lancashire to the north, Wigan to the east and Halton and Warrington to the south.

2.4 The M6 and M62 motorways run through the Borough, as does the West Coast Main Line which can be accessed at Wigan and Warrington. The Liverpool to Manchester, via Newton-le-Willows, and the two Liverpool to Wigan railway lines, serving a total of ten stations, also bisect the Borough.



Figure 2.1 St.Helens in the Subregion

2.5 Spatially, the Borough can be presented in five main areas as shown in the plan below:

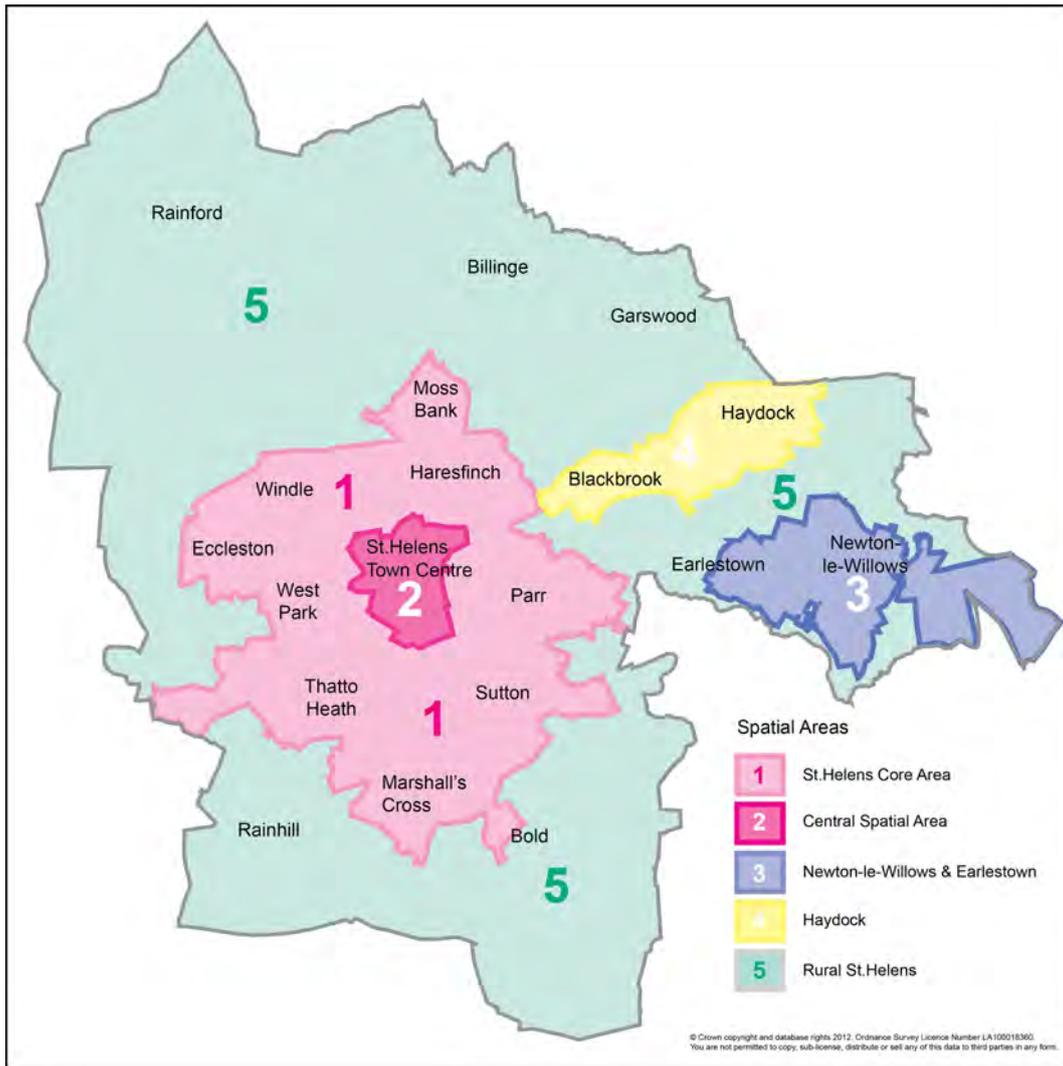


Figure 2.2 Spatial Areas

2.6 Each of these areas is considered later in the document under policies CAS1 to CAS5. The main characteristics of each of the Spatial Areas are summarised below:

Spatial Area	Population	% pop in 5% most Deprived Super Output Areas	% National Land Use Database Sites
St.Helens Core Area	90,061	2.9	61.6
St.Helens Central Spatial Area	11,010	5.5	7.3
Newton-le-Willows Earlestown	22,235	0.8	16.6
Haydock	22,905	0.8	8.9
Rural St.Helens	30,912	0	6.1

Table 2.1 Characteristics of Each Area

Key Linkages

2.7 There are several key influences on the Core Strategy. These are described in full in the Strategic Fit Background Paper. The most important include:

- National Guidance
- Regional Spatial Strategy
- Subregional Strategy
- St.Helens Policy Context

National Guidance

2.8 The majority of national guidance is contained in the National Planning Policy Framework, and is directed at:

- Building sustainable communities for the future
- Delivering sustainable development
- Contributing to the control of climate change

Regional Spatial Strategy For The North West (RSS)

2.9 RSS confirms St.Helens' position in the regional hierarchy, which influences the distribution of housing, retail policy and public transport framework. St.Helens' position in the outer part of the Liverpool City Region places emphasis on meeting local needs. Support is given to regeneration and improvement providing a complementary function to Liverpool City Centre.

2.10 The key RSS requirements for St.Helens are:

- Delivery of 570 dwellings per annum
- Delivery of at least 65% of the housing requirement on previously developed land
- Land at Newton-le-Willows is identified as an area of search for an inter-modal freight terminal
- Continued investment in comparison retailing facilities in St.Helens Town Centre, to ensure a sustainable distribution of high quality retail facilities

2.11 Where the evidence is justified, and not superseded by more recent studies, the overall policy direction of RSS has been maintained in the Core Strategy.

Subregional Context

2.12 St.Helens has a longstanding tradition of partnership working with the other Merseyside districts of Liverpool, Knowsley, Wirral and Sefton including the joint funding of supporting organisations such as Merseyside Environmental Advisory Service. The Merseyside Local Transport Plan is recognised as an excellent example of joint working.

2.13 More recently, Halton has become a member of the partnership which has produced the Liverpool City Region Development Plan and the evolving arrangements for City Region governance including proposals for spatial planning. The Waste DPD is an example of current joint working arrangements.

2.14 A more informal city region network exists, which includes Warrington and West Lancashire, which was responsible for the preparation of the Liverpool City Region Housing Strategy.

2.15 The Core Strategy has been prepared with an awareness of major cross-boundary issues which include:

- implementation of the Liverpool City Region Housing Strategy and joint working with Halton and Warrington on housing land and housing market assessments
- recognition of the importance of the Merseyside Green Belt and seeking a coordinated approach to any future changes or relaxations to accommodate identified development needs
- the potential scale of the proposed SRFI at Parkside and its capacity to impact on Wigan and Warrington
- the cross boundary recreational potential of St.Helens greenspace in particular with Halton and Warrington and the need for further integration with the subregional Green Infrastructure Plan as it evolves in future
- the potential of joint working to resolve issues of cumulative impact arising from HRAs
- implications arising from the proposed OMEGA employment area in Warrington on the Borough's southern boundary

2.16 **The Liverpool City Region "Transforming Our Economy"** vision is, "to regain our status as a premier European City Region by 2025. We will secure an internationally competitive economy and cultural offer; an outstanding quality of life; and vibrant communities contributing to and sharing in sustainable wealth creation". The five strategic priorities are:

- The Premier Destination Centre
- The Well-Connected City Region
- The Creative and Competitive City Region
- The Talented and Able City Region
- The City Region of Sustainable Neighbourhoods and Communities

2.17 Liverpool City Region Local Investment Plan (LIP) was endorsed in March 2010 setting out the priorities for housing investment across the Liverpool City Region. The LIP will help deliver core strategic objectives for delivering housing and social regeneration identifying the challenges, opportunities and priorities for investment. The areas for housing growth and renewal prioritised in the LIP reflect and support the economic growth priority locations. These are:

- Liverpool City Centre
- The Port of Liverpool
- Parkside (St.Helens)
- Ditton (Halton)

Work has commenced on the preparation of LIP2.

2.18 The Liverpool City Region authorities are developing a Spatial Priorities Plan which leads on from policy LCR 1 which set the Liverpool City Region Priorities.

2.19 In July 2007, the Government Green Paper “Homes for the Future: More Affordable, More Sustainable” was published. This outlined the Government’s plans for delivering three million new homes by 2020. The initiatives announced included an additional round of **New Growth Points** including for the first time in the North of England.

2.20 In July 2008, the three authorities of Halton, St.Helens and Warrington were awarded Growth Point status, known as the Mid Mersey Growth Point.

2.21 As Growth Point status was awarded following consultation on the Core Strategy Preferred Options Report in November and December 2007, the first opportunity that stakeholders and the public had to comment on its implications was the Publication stage in May 2009. It was considered that a further round of consultation in between the Preferred Options and Publication stages was unnecessary as the Core Strategy did not require changes to its overall vision and strategy in order accommodate Growth Point. No spatial changes were proposed to facilitate the implementation of Growth Point and there was no single site or priority area for the delivery of housing in St.Helens. However, the key opportunities for growth were the three urban villages at Moss Nook, Vulcan Village on the site of the former Vulcan Works and Lea Green on the site of the former Lea Green Colliery. There were also opportunities to subsidise the commencement of development on other sites with existing planning permissions which had stalled in their construction due to financial difficulties. However, due to the ending of Central Government funding the Mid Mersey Growth Point ceased to exist at the end of March 2011.

2.22 Further details of the consultations and the process that the Core Strategy has been though are contained in the Evolving the Core Strategy Background Paper.

St.Helens Policy Context

2.23 The Core Strategy has taken account of, and will support a number of local strategies. Two are, however, overarching:

St.Helens Plan

2.24 The St.Helens Plan 2011-2014 was adopted in July 2011 as both the Sustainable Community Plan for the Borough and the Council’s Corporate Plan. Its vision is to make St.Helens "A modern distinctive, economically prosperous and vibrant Borough", to be achieved through the following objectives:

Improving People’s Lives

We want people to be:

- Healthy and Active
- Skilled and Educated
- Independent and Empowered

Creating a Better Place

We want St.Helens to be:

- A Thriving, Vibrant and Competitive Place

- A Safer and Stronger Place
- A Cleaner, Greener and Accessible Place

Delivering Effectively Together

We want all Partners to:

- Share the Same Principles and Values
- Consult, Engage and Empower Our Communities
- Be Open, Accessible and Transparent
- Be Successful

2.25 St.Helens Local Area Agreement was the main delivery vehicle for this plan in tackling the key strategic drivers to improve liveability, achieve better health, and reduce worklessness.

City Growth Strategy 2008-2018

2.26 This is the private sector led Economic Strategy for St.Helens and has the following four overarching themes:

- Transforming our business base to increase the number of, and employment levels in, competitive local firms and increase the proportion of the economic base in long-term growth sectors
- Transforming ambition – substantially increasing the participation rates of St.Helens' residents in enterprise by investing in their skills and accessing wider employment opportunities
- Achieving a physical transformation – making St.Helens a more attractive location for residents, investors and visitors
- Transforming perceptions – raising the profile of the Borough as a modern, vibrant and exciting place

Issues, Problems and Challenges



3 Issues, Problems and Challenges

The Key Emerging Issues

3.1 St.Helens total population at mid year 2009 was 177,100⁽¹⁾. Following years of decline (down 5.5% between 1988 and 1991, and 1.1% between 1991 and 2001) the population is now relatively stable. It is projected to increase by 3% by 2027 to 182,500.

3.2 However, St.Helens does have an ageing population with 22.6% of its residents aged 60 years and over, higher than the respective North West (22%) and England and Wales average (21.8%). The Borough also suffers from a declining youth population with 17.6% of its residents aged 14 years and younger, exactly comparable to the North West and England and Wales average, yet a decline from the 19.4% in the 2001 Census. Life expectancy within the Borough remains generally stable, with female life expectancy at 80 years, significantly higher than males at 75.4 years in 2005-2007. These are both marginally under the UK national average in 2005-2007 of 81.5 for females and 77.2 for males.

1 Mid 2009 Population Estimate

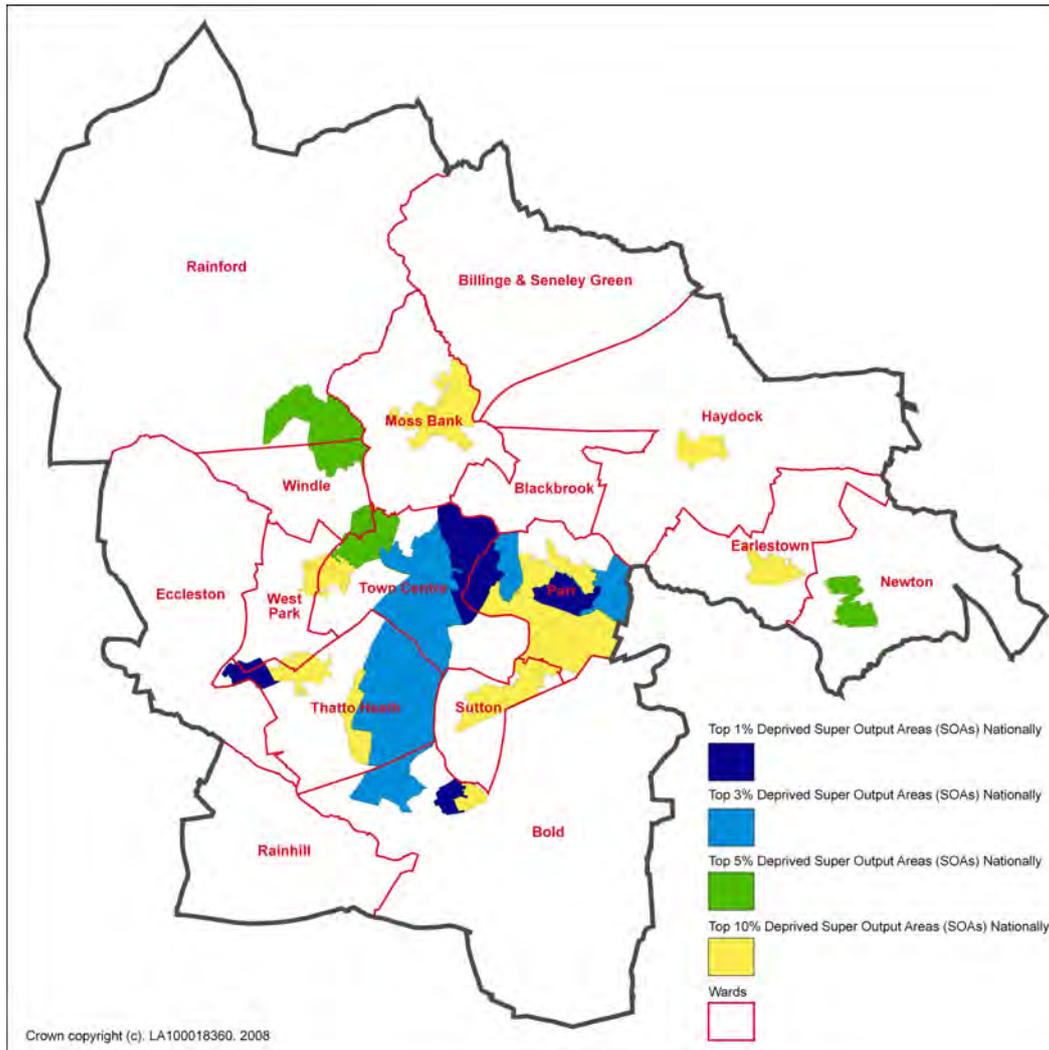


Figure 3.1 Index of Multiple Deprivation: Super Output Areas in St.Helens in the top 1 - 10% most deprived in England, 2007

3.3 Multiple deprivation levels are amongst the highest in the country. St.Helens is ranked as the 51st most deprived authority out of 326 authorities in England⁽²⁾. Despite having improved its relative position from 47th worst in 2007, there remain many challenges. In particular there is a cluster of Super Output Areas (SOAs) falling within the 5% most deprived nationally in the Town Centre, Parr, Thatto Heath and Bold wards, with other pockets of high deprivation in Windle and Newton wards.

3.4 St.Helens has a legacy of poor health linked with deprivation and its industrial past. The major causes of death are heart and circulatory diseases, cancers and respiratory diseases. Despite recent improvements, the Borough's mortality rate remains higher than the national average. Health inequalities remain a problem and new challenges are emerging with people becoming heavier, less fit and much more likely to develop life threatening ill health and poorer quality of life (source: LSP Story of Place, February 2008).

2 IMD 2010

3.5 The local employment rate has improved 1.6% since 2000 with over 69.3% of working age residents now in employment. The gap between the local and national employment rate has now also significantly reduced, standing at only 1%.

3.6 Overall employment rose by 2.7% across the Borough between 2004 and 2010 with around 2,100 net jobs being created. The gap has also been closed in the case of average earnings (now 94.2% of the national average) although here the gap remains significant. Business stock has risen by 14.6% in the period 2004-2009, with the Borough now hosting an additional 540 enterprises, although raising business stock levels to the national average remains a serious long-term challenge⁽³⁾.

3.7 The City Growth Strategy identifies a number of challenges that remain including:

- Low relative business density
- A lack of knowledge-based businesses in St.Helens
- Low aspirations and ambitions, particularly reflected by too many young people leaving school at 16 and not engaging in employment, education or training (NEET) and low qualifications
- A limited supply in the future pipeline of large, developer-ready sites and other employment land

3.8 Significant progress has been made in tackling crime, disorder and anti-social behaviour with reductions in British Crime Survey (BCS) comparator crime and all crime. This has been a high priority informed by a Strategic Assessment in 2008 with actions in place to continue to reduce crime through tackling anti-social behaviour, burglary, theft from motor vehicles and reducing the fear of crime. Policies will need to minimise opportunities for crime and social disorder, particularly through design requirements in new developments.

3.9 The standard of housing has improved significantly in recent years with major investment in new private sector dwellings and the refurbishment of the former Council stock, now owned by Helena Partnerships following voluntary stock transfer in 2002. A key issue, following the rapid rise in house prices since 2000, is that of affordability and the increasing difficulty for those seeking to access the housing market.

3.10 Derelict land remains a key challenge for St.Helens with 261 hectares of previously developed land identified in 2010. While this is also a resource for positive re-use, much is affected by contamination, necessitating remediation. Where the degree of contamination is severe, this will require the consideration of land uses that are less vulnerable to contamination, higher land value uses (such as housing or retail) or public sector interventions to ensure its successful redevelopment. Innovation in remediation technology offers the potential for lowering remediation costs, such as the increasing degree of on-site treatment now possible as opposed to off-site disposal in landfill.

3.11 The Borough of St.Helens has almost equal proportions of urban and rural areas. The countryside surrounding the built-up area is designated as Green Belt, which protects it from inappropriate development. The Overall Spatial Strategy seeks to direct future development to the urban areas and maintain the general extent of the Green Belt in the short to medium-term.

3 Source: ONS

Sufficient land for development needs has been identified within the urban area for the short to medium-term, however, beyond the first ten years of the plan period, removal of land from the Green Belt may be required to meet development needs.

3.12 Any removal of land from the Green Belt will be informed by a study having regard to what is happening in the subregion. This review will take into account, amongst other factors, land supply and needs, and policy approaches across the subregion. Where possible joint working will be undertaken to provide a coordinated approach.

3.13 St.Helens Town Centre forms a focal point for the community and provides a range of shopping, employment and leisure opportunities. It is also the focus of the town's transport network and as such makes an important contribution to sustainable development and social inclusion. However, it is essential to ensure the Town Centre remains competitive with its neighbours by providing additional comparison floorspace.

3.14 Reliance on the car remains high within St.Helens and the promotion of alternatives will remain a key issue. Improved accessibility to, and capacity of, the local rail network is of particular importance.

3.15 St.Helens has been active in securing significant increases to its open space from former derelict land. Much of this is now developing as woodland and species rich grassland, a major opportunity exists to improve accessibility to it. Condition monitoring and positive conservation management remain a key priority, with currently 16% of Local Wildlife Sites in positive conservation management, which needs to be continued and enhanced where practicable.

3.16 Headline issues, problems and challenges, as outlined in Chapters 2 and 3, can therefore be identified which help in shaping the Vision, Aims and Objectives of the Plan. These are:

Key Issues

- Deliver Sustainable Communities
- Reduce Impact of Climate Change
- Maximise Accessibility and Social Inclusion
- Sustaining Population Recovery
- Tackle Social Deprivation
- Reduce Poor Health
- Meet Local Housing Needs
- Reduce Crime
- Management of the Rural Economy
- Enhance the Town Centre
- Deliver Sustainable Development
- Reduce the Need to Travel
- Deliver the St.Helens Plan and City Growth Strategy
- Reduce Worklessness and Develop Entrepreneurial Culture
- Reduce Vacant and Derelict Land

- Protect and Enhance the Environment
- Minimise Pollution

3.17 The following chapter illustrates how these key issues, problems and challenges will be met through a Spatial Vision, Strategic Aims and Objectives of the Core Strategy.

St.Helens in 2027



4 St.Helens in 2027

St.Helens Spatial Vision, Strategic Aims and Objectives

4.1 The St.Helens Plan 2011-2014 Vision is:

“To make St.Helens a modern, distinctive, economically prosperous and vibrant Borough”

4.2 The Core Strategy Vision is derived from this but adds a spatial dimension based on the key issues, problems and challenges summarised earlier in the document.

Core Strategy Spatial Vision

“In 2027, St.Helens will be a regenerated Borough. Taking advantage of its location between Liverpool and Manchester, it will have a vibrant economy, a healthy, safe and attractive environment and inclusive, sustainable communities.

The Town Centre and its surrounding area will be the vibrant focus of the Borough, with expanded shopping and leisure facilities, a new stadium for St.Helens Rugby League Football Club and a redeveloped St.Helens College.

The majority of new housing developed, including affordable housing, will be developed in the core settlement of St.Helens, with particular priority on creating sustainable communities in the deprived areas, including parts of Parr, Thatto Heath, Four Acre and St.Helens Town Centre.

Previously developed land in sustainable locations within Haydock Industrial Estate and the M62 Link Road Corridor will remain priority areas for economic development, together with a Strategic Rail Freight Interchange at Parkside⁽¹⁾.”

St.Helens in 2027

4.3 The following is a visionary statement of how St.Helens will look in 2027, following the successful implementation of the policies outlined in the Core Strategy and Local Development Framework.

Population and Quality of Life

4.4 The Borough’s population, having stabilised by 2011 at the 2001 level, has seen an increase in the number of young people and families living in the Borough. There is increased confidence in the future of St.Helens and the public are proud of their town. The quality of life has improved

1 The implementation of the SRFI is dependent on a suitable scheme gaining consent.

and it is evident in sustainable and attractive neighbourhoods. Areas such as Parr, Thatto Heath, Four Acre and the Town Centre, once characterised as areas of multiple deprivation, as well as other deprived neighbourhoods, have seen significant levels of investment in environmental improvements and new and improved housing, services, access to employment and training which have contributed to raising the standards of living. Through partnership working with the PCT and other organisations, the health of the population has improved significantly, reflected in longer life expectancy, which now reflects national averages. Training and support has enabled a significant number of people, formerly on disability benefit and out of work, to find appropriate jobs. The needs of older people are met in terms of appropriate housing and accessible services.

Distribution of Development

4.5 The Borough is an attractive economic and residential area. Derelict land and land affected by contamination from former industries has been remediated and used for new development. New development has been concentrated within the built-up areas, with the majority on land that was previously developed.

4.6 St.Helens is a sought after residential area providing a range of good quality housing in different tenures to cater for the needs of different sections of the population, including executive housing, family housing, single person accommodation and special needs housing for older people and people with disabilities.

4.7 New housing has been directed to those areas and sites which have the greatest impact on regenerating the Borough, and is well connected to services, open space and job opportunities, creating sustainable communities. Thus, there are large-scale residential developments at Lea Green, Moss Nook, and Vulcan in Newton-le-Willows. Areas of deprivation such as Parr, Thatto Heath and around the Town Centre have also been targeted for improved and new housing. Land is used efficiently with the highest densities concentrated around transport interchanges and town, district and local centres.

4.8 St.Helens has a diverse, modern economy with a growing enterprise culture, offering a wide range of employment and development opportunities. Haydock and the M62 Link Road Corridor continue to be important economic areas well connected to residential areas by public transport. The majority of new commercial and economic development has taken place in the M62 Link Road Corridor, a broad corridor from Pocket Nook, through the Town Centre and its eastern fringe, southwards along the route of the M62 Link Road and extending eastwards into Sutton. This has included a new rugby league stadium with associated retail and leisure uses on the former United Glass site and office/industrial developments at Lea Green. As part of implementing the City Growth Strategy, there has been considerable emphasis on partnership working to generate and support new business growth in the town with a variety of associated sites and premises. The Sankey Valley Industrial Estate at Newton-le-Willows is a modern, vibrant estate providing employment to the east of the Borough.

4.9 St.Helens Town Centre itself continues to be a successful and vibrant subregional visitor destination offering a range of shopping, leisure and other services. It has a diverse night economy catering for a range of interests and ages. A major new retail development has been completed and St.Helens College continues to be an important economic driver, occupying modern town centre premises.

4.10 Earlestown Town Centre provides an attractive and safe environment for residents and visitors.

4.11 Outside the M62 Link Road Corridor at the former Parkside Colliery, Newton-le-Willows, a rail freight interchange serving the northwest will be nearing completion⁽²⁾.

Green Infrastructure

4.12 The countryside and green spaces in the urban fringe are a well managed, valuable and well used resource for the local community, visitors and wildlife. Working with The Mersey Forest, policies and initiatives are in place to support their economic viability and protect their appearance and positive use for health, recreation, tourism and biodiversity as well as their contribution to reduction in climate change.

4.13 The landscape has been transformed into a mosaic of established and healthy habitats forming a network of mature grasslands, wetlands, woodlands and other priority habitats. The landscape, in particular to the south, has been transformed by the maturing of publicly accessible woodlands on the former collieries at Sutton Manor, Clock Face, and Bold, as well as the surrounding farmland. In the north, a network of footpaths link and provide a focus for recreation, tourism, archaeology and nature conservation between Billinge Hill, Carr Mill Dam and the Stanley Bank area of Haydock.

4.14 There is also an emphasis on “greening” within the built-up area in line with the City Growth concept of the Town in the Forest. Woodlands extend into the town along the main road corridors and Greenways, such as Sankey Valley Park, Ravenhead, Sutton Brook and Newton, form corridors through the built-up areas, suitable for walking, cycling and wildlife. They are complemented by well managed parks, recreation grounds and other urban open spaces providing opportunities for a wide range of recreational, sporting, health and educational activities.

Design and Environment Quality

4.15 The environment of the whole Borough has improved through partnership working, resulting in attractive surroundings and reduced crime and fear of crime. Poor residential environments have been particularly targeted.

4.16 New development is of high quality design, well integrated with surrounding areas, creating a sense of place and incorporating opportunities to minimise crime and accommodate disability requirements. The character of established residential areas including Eccleston and Rainhill are safeguarded from over-intensive new housing development. Enhancement schemes have been completed for the ten Conservation areas.

4.17 There is a definite sense of arrival in the Borough along the main road and rail corridors which are landscaped with well designed frontage development, creating a positive and dynamic impression to residents, investors and visitors. The St.Helens Canal forms a central feature in the Town and of the Ravenhead and Sankey Valley Greenways. The canal is flanked by a number of modern waterside developments.

2 The implementation of a SRFI is dependent on a suitable scheme gaining consent.

4.18 Public art and cultural activities play an important role in defining the new-found confidence and quality of life experience in St.Helens. The Borough's physical and cultural heritage are cherished by the community and play an important part in regeneration and increased levels of tourism.

4.19 A proportion of new developments are built to eco-standards, including the conservation of potable water, and renewable energy technologies are in evidence. New developments are also contributing to public art and biodiversity. Working with partners, measures have been put in place to tackle instances of water and air pollution.

4.20 Growth of waste has been reduced to zero and, in partnership with neighbouring authorities, facilities for recycling provided. St.Helens manages waste sustainably, with less waste being sent to landfill as new markets for recycling are explored.

Community Facilities

4.21 Earlestown Town Centre and other district and local centres are thriving and vibrant places which are accessible from the surrounding residential areas, which they serve. They provide a local community focus and cater for local needs.

4.22 Education facilities have been transformed, providing life long learning in flexible, well-designed and inspirational learning campuses.

4.23 Working with partners, there is an integration of local services such as health and libraries, especially in poorer areas. New modern health facilities have been provided at Duke Street in the Town Centre and at Newton-le-Willows and Garswood. St.Helens Hospital has been modernised with the addition of new buildings. All sections of the population have access to opportunities for learning and training.

4.24 There is a range of recreational and leisure facilities used by all residents, which also act as major attractions for visitors into the Borough, including Destination St.Helens (a regional sports and leisure centre, with associated conference facilities) at the former United Glass site. A central feature at Destination St.Helens is the new stadium for St.Helens RFC.

Transport

4.25 There is an integrated and well used public transport system and a safe and attractive network of pedestrian routes and cycleways, promoting accessibility in both urban and rural areas, thus helping to reduce social exclusion. The type and location of development meets the needs of the community, minimising the need to travel.

4.26 Bus services are reliable and targeted to a range of passenger requirements. New services now serve the employment areas at Haydock and the M62 Link Road Corridor. There have been improvements at Newton-le-Willows, St.Helens Junction and Garswood stations and there is a new rail station at Carr Mill.

4.27 The Town Centre is easily accessible by car, rail, bus and cycle, as well as on foot from surrounding areas and will be connected with outlying retail parks and the new stadium site. The rebuilt St.Helens Central Station is a major attractor of passengers.

4.28 Various measures are used to manage traffic on the Borough’s roads. Industrial traffic is channelled onto the strategic freight network including rail-based connections.

Strategic Aims and Objectives

4.29 The Spatial Vision will be delivered through a number of Strategic Aims and detailed Strategic Objectives. The Objectives, below, are derived from the Key Issues identified in the previous chapter and flow from the Vision. How these relate are shown in the diagram below.

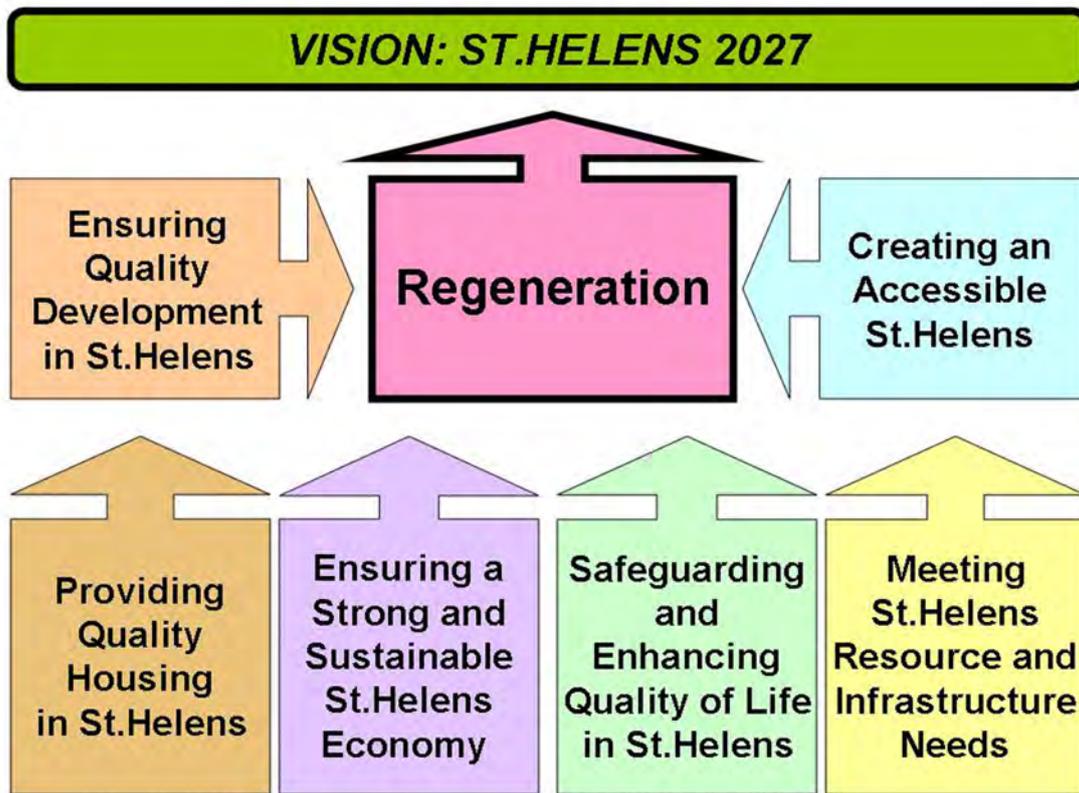


Figure 4.1 Vision: St.Helens 2027

4.30 These Aims and Objectives will meet the issues identified in Chapters 2 and 3.

4.31 The table below illustrates how the Strategic Aims and detailed Strategic Objectives relate, which issues have been addressed and how these will be delivered through the policies contained within the Core Strategy.

Strategic Objectives	Key Issue Addressed	Primary Policy Delivery (3)
SA 1 Regenerating St.Helens		
SO 1.1 To secure the regeneration of the Borough by: steady, sustainable population growth; reducing deprivation through directing development and investment where it is most needed; and by giving priority to development of derelict and vacant sites.	All	CSS 1; CIN 1; CAS 1; CAS 2; CAS 3.1; CAS 3.2; CAS 4; CAS 5
SA 2 Ensuring Quality Development in St.Helens		
SO 2.1 To ensure that new development is of a high quality.	<ul style="list-style-type: none"> - Deliver Sustainable Development - Reduce Crime - Protect and Enhance the Environment 	CP 1; CQL 1
SO 2.2 To mitigate the effects of, and minimise the impact of, development on climate change.	<ul style="list-style-type: none"> - Reduce Impact of Climate Change - Deliver Sustainable Development - Protect and Enhance the Environment 	CP 1; CQL 1
SO 2.3 To contribute to the development of stronger and safer communities within St.Helens.	<ul style="list-style-type: none"> - Deliver Sustainable Communities - Tackle Social Deprivation - Reduce Crime - Deliver Sustainable Development 	CP 1; CQL 1
SA 3 Creating an Accessible St.Helens		
SO 3.1 To improve access for all by facilitating sustainable transport choices, development in accessible locations, an integrated public transport network, and targeted improvements to the transport network.	<ul style="list-style-type: none"> - Maximise Accessibility and Social Inclusion - Tackle Social Deprivation - Deliver Sustainable Development 	CP 2 CAS 1; CAS 2; CAS 3.1; CAS 3.2; CAS 4; CAS 5
SA 4 Providing Quality Housing in St.Helens		
SO 4.1 To ensure a sufficient number of new and improved dwellings to meet local needs and delivering sustainable communities.	<ul style="list-style-type: none"> - Meet Local Housing Needs - Reverse Declining Population - Tackle Social Deprivation - Deliver Sustainable Development - Reduce Vacant and Derelict Land 	CH 1; CH 2; CH 3; CAS 1; CAS 2; CAS 3.1; CAS 4; CAS 5
SA 5 Ensuring a Strong and Sustainable St.Helens Economy		

3 The table lists the primary policy delivery mechanisms. Other policies will, however, provide secondary support for aims and objectives

Strategic Objectives	Key Issue Addressed	Primary Policy Delivery (3)
<p>SO 5.1 To provide and protect sufficient land and premises to meet local employment needs and support the implementation of the City Growth Strategy.</p>	<ul style="list-style-type: none"> - Reverse Declining Population - Tackle Social Deprivation - Deliver Sustainable Development - Reduce Worklessness and Develop Entrepreneurial Culture - Reduce Vacant and Derelict Land 	<p>CE 1; CAS 1; CAS 2; CAS 3.1;CAS 3.2; CAS 4; CAS 5</p>
<p>SO 5.2 To support the development of the tourism, leisure and rural economy.</p>	<ul style="list-style-type: none"> - Tackle Social Deprivation - Rural Management - Reduce Worklessness and Develop Entrepreneurial Culture 	<p>CE 1; CAS 5</p>
<p>SO 5.3 To enhance the vitality and viability of St.Helens and Earlestown Town Centres, District and Local Centres and safeguard and enhance St.Helens Town Centre's role as a subregional shopping centre, by securing major town centre developments.</p>	<ul style="list-style-type: none"> - Enhance the Town Centre - Tackle Social Deprivation - Reduce Worklessness and Develop Entrepreneurial Culture 	<p>CE 1; CAS 2; CAS 3.1</p>
<p>SA 6 Safeguarding and Enhancing Quality of Life in St.Helens</p>		
<p>SO 6.1 To ensure the provision of community facilities, including health, education, leisure and culture and encourage their integration to increase convenience and reduce the need to travel.</p>	<ul style="list-style-type: none"> - Maximise Accessibility and Social Inclusion - Tackle Social Deprivation - Reduce Poor Health - Deliver Sustainable Communities - Reduce Worklessness and Develop Entrepreneurial Culture 	<p>CQL 5</p>
<p>SO 6.2 To safeguard the quality of the environment, protecting and enhancing local character and distinctiveness, together with biodiversity and geodiversity'.</p>	<ul style="list-style-type: none"> - Reduce Poor Health - Rural Management - Protect and Enhance the Environment 	<p>CAS 5; CQL 1;CQL 2; CQL 3; CQL 4</p>
<p>SO 6.3 To protect and enhance the multi-functional network of green spaces throughout the Borough and, in partnership, promote positive use and management whilst improving their biodiversity and increasing tree and woodland planting.</p>	<ul style="list-style-type: none"> - Reduce Poor Health - Rural Management - Protect and Enhance the Environment 	<p>CAS 5; CQL 1; CQL 2; CQL 3;CQL 4</p>
<p>SA 7 Meeting St.Helens' Resource and Infrastructure Needs</p>		
<p>SO 7.1 To ensure that St.Helens' infrastructure needs for the future are fully met and that valuable resources within the Borough are safeguarded or used in a sustainable manner.</p>	<p>All</p>	<p>CIN 1; CR 1; CR 2</p>

Table 4.1 Strategic Aims and Objectives

3 The table lists the primary policy delivery mechanisms. Other policies will, however, provide secondary support for aims and objectives

The Key Diagram



5 The Key Diagram

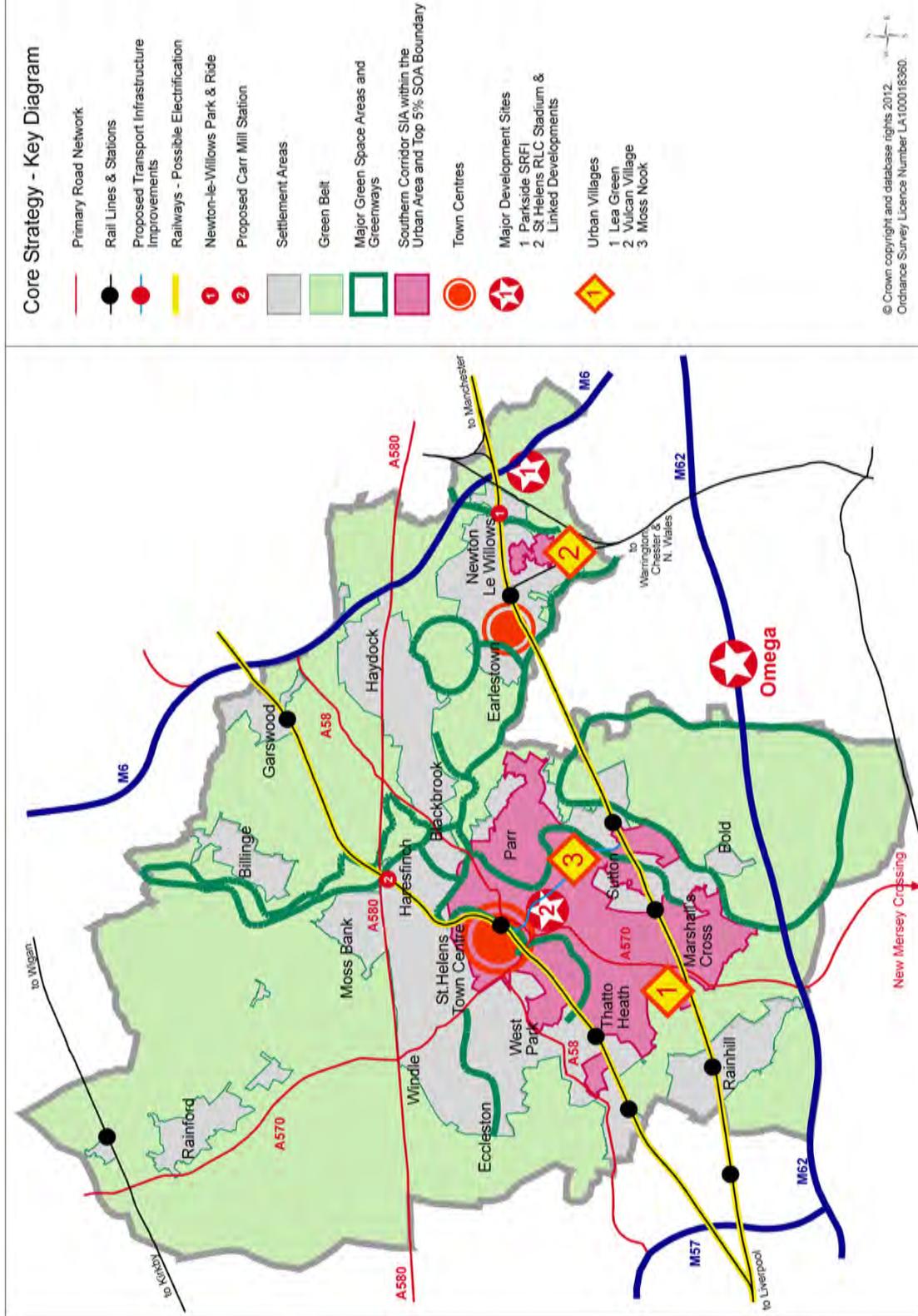


Figure 5.1 Core Strategy - Key Diagram

Overall Spatial Strategy



6 Overall Spatial Strategy

Policy CSS 1

Overall Spatial Strategy

The regeneration of St.Helens to 2027 will be delivered through distributing development across the Borough and supporting regeneration activity.

1. The distribution of development will be as follows:
 - i. The majority of all new development will be directed towards the regional town of St.Helens⁽¹⁾;
 - ii. In the first ten years of the plan the majority (approximately 69%) of new residential development will be directed towards the regional town of St.Helens. The remainder will be directed towards Newton-le-Willows and Earlestown (approximately 23%), Haydock and Blackbrook (approximately 5%) and Rural St.Helens (approximately 3%);
 - iii. St.Helens Town Centre will enhance and protect its market share within the region by securing further retail and leisure development opportunities. Applications for main town centre uses providing greater than 500 square metres gross floorspace in an edge-of-town centre or out-of-town centre location will require an Impact Assessment;
 - iv. Earlestown will remain the second Town Centre within the Borough, whilst Rainhill and Thatto Heath will be classed as District Centres. Applications for main town centre uses providing greater than 300 square metres gross floorspace in an edge-of-district centre or out-of-district centre location will require an Impact Assessment. The following will serve as local centres: Billinge; Chain Lane; Chancery Lane; Clipsley Lane; Eccleston; Fingerpost; Marshall's Cross; Newton-le-Willows; Newtown; Rainford; Sutton; and Denton's Green. Applications for main town centre uses providing greater than 200 square metres gross floorspace in an edge-of-local centre or out-of-local centre location will require an Impact Assessment;
 - v. The main focus for economic development will continue to be previously developed land in sustainable locations within the M62 Link Road Corridor in St.Helens and Haydock Industrial Estate;
 - vi. The reuse of previously developed land in sustainable locations will be prioritised through policy CH 1 parts 3 and 4 and the Allocations DPD;
 - vii. The general extent of the Green Belt as indicated on the Core Strategy Key Diagram will be maintained in the short to medium term. The detailed Green Belt boundary is shown on the Proposals Map. Any strategic review of the Green Belt will be dependent on work carried out at the subregional level;
 - viii. An area of land in the Green Belt, principally based on the former Parkside Colliery, is identified as a strategic location for a Strategic Rail Freight Interchange. Subject to an appropriate scheme being fully developed on site, which meets policy CAS 3.2,

1 The Regional Town of St.Helens is defined as St.Helens Core Area (Spatial Area 1) and St.Helens Central Spatial Area (Spatial Area 2)

- the land will then be considered favourably for removal from the Green Belt through the Allocations DPD; and
- ix. Elsewhere within the Green Belt area, development will be restricted to within existing settlement boundaries and outside of these areas development will comply with Green Belt policy.

2. Regeneration activity will be supported, including the following:

- i. Neighbourhood Management programmes in the most deprived areas of the Borough including parts of Parr, Thatto Heath, Four Acre and St.Helens Town Centre;
- ii. Better links between areas of deprivation and economic development will be provided by promoting activity on those sites within or in close proximity to areas of deprivation or those with good public transport access;
- iii. Measures for improving links between employment and residential areas will be supported; and
- iv. The implementation of the St.Helens City Growth Strategy.

Strategic Aims Met:	Strategic Objectives Met:
All	All
Key Delivery Items:	
Adoption of Sustainable Development and Allocations DPDs Adoption of a suite of SPDs and Development Briefs Subregional work to consider need to review Green Belt to meet development needs Discuss and where possible agree with neighbouring authorities an approach to meeting development needs with or without releasing Green Belt Implementation of Core Strategy Policies CAS 1 to CAS 5	

Table 6.1

Purpose

6.1 The Overall Spatial Strategy sets out how development will be distributed across the Borough until 2027. It gives a general indication of the level of development of residential, employment and retail uses to be split between the five areas of the Borough⁽²⁾. It also identifies the key planning tools to enable this to happen such as the Green Belt. This is the key strategic policy for the Core Strategy and will be used to shape the Borough's development.

Justification

6.2 The Regional Spatial Strategy (RSS) for the North West was published in September 2008. Within the evidence base of the RSS, St.Helens is identified as being part of the third tier of areas where development should be focused in and around the town. Furthermore, evidence⁽³⁾ supporting

2 St.Helens Core Area, St.Helens Central Spatial Area, Newton-le-Willows and Earlestown, Haydock and Blackbrook and Rural St.Helens
 3 (North West) Town Centre Assessment Study, White Young Green, July 2005

the RSS identifies St.Helens as a retail centre where comparison retailing should be encouraged and enhanced. Based on evidence of travel to work areas and housing markets, RSS identifies St.Helens as being part of the Liverpool City Region and more specifically as falling within the "outer area" of the City Region. With regards to housing development, RSS requires St.Helens to deliver at least 570 dwellings per year, and this is still considered to be an appropriate level of housing provision. This is covered in more detail in policy CH 1, Meeting St.Helens' Housing Requirement. RSS also outlines the approach to strategic change to the Green Belt within the Borough, requiring any strategic changes to be considered in a subregional context. This approach is maintained in the Core Strategy in recognition of the Green Belt's role both as a restraint to encroachment, but also as a positive planning tool to ensure regeneration of previously developed sites. It is recognised that land may need to be removed from the Green Belt to meet housing needs in the long term, i.e. the 11-15 year period of the plan. However, the amount of land, location(s) and phasing needs to be considered in the subregional context (paragraph 6.11 explains this in more detail).

6.3 The policy seeks to direct the majority of development to the main urban settlements of St.Helens, Haydock and Newton-le-Willows. These areas benefit from having the greatest concentration of previously developed land, the development of which reduces the need for undeveloped land. They also contain the most deprived areas of the Borough where further development and regeneration is most needed. Within the built up areas of the Borough there exists a range of accessible services and facilities which, in turn, would benefit from income generated by new development. Comprehensive public transport services provide links within, and to, other areas - 98% of households live within 400m of a bus route served by at least one bus per hour. Furthermore the built up areas provide the majority of employment and economic opportunities within the Borough.

6.4 The policy, therefore, gives priority to sites with the greatest regeneration benefits in support of Council commitment to regeneration, as evidenced in the St.Helens Plan, City Growth Strategy, and Neighbourhood Renewal.

6.5 Elsewhere, in smaller settlements outside the main urban areas, such as Rainhill, Rainford, Garswood and Billinge, there are few opportunities to accommodate new development without encroaching on the Green Belt. Development here in the short to medium term is expected to be small-scale within existing settlement boundaries. In the long term, release of Green Belt land may be required to meet housing needs.

6.6 The table below summarises the preferred overall spatial distribution of development across the Borough and is informed by the availability of sites and housing capacity identified in the Strategic Housing Land Availability Assessment, Employment Land availability and Retail Studies. This distribution may change if Green Belt release for housing is to address any housing land shortfall in the long term (i.e. years 11-15).

Spatial Areas	Residential Development ⁽⁴⁾	Economic Development		Major Retail and Leisure
		With Parkside	Without Parkside	
St.Helens Core Area and Central Spatial Area (CAS 1, CAS 2)	69%	23%	70%	100%
Newton-le-Willows and Earlestown (CAS 3)	23%	68%	6%	-
Haydock and Blackbrook (CAS 4)	4%	4%	12%	-
Rural St.Helens (CAS 5)	3%	4%	12%	-

Table 6.2

6.7 The table above shows that the majority of available sites for residential development lie within the regional town of St.Helens, comprising the St.Helens Core Area and Central Spatial Area, with smaller levels in Newton-le-Willows and Earlestown and Haydock and Blackbrook. The policy therefore reflects this supply in terms of where the majority of new residential development up to 2023/24 will go. However, in accordance with policy CH 1, land to meet housing needs from 2023/24 onwards has not yet been identified, so it is not possible to predict the distribution of housing development by the end of the plan period.

6.8 With regards to economic development (including Parkside) the supply of sites is focused within St.Helens itself and Haydock Industrial Estate. The spatial distribution of the 37 hectares of identified employment land demand in policy CE 1 is likely to broadly follow the distribution of existing employment areas, in particular, the M62 Link Corridor and Haydock employment areas. However, within St.Helens the existing industrial areas are constrained from further development outwards due to being surrounded by development and Green Belt.

6.9 St.Helens Town Centre is the major retail and service centre serving the Borough. It is identified in the RSS as a second tier centre in the region, after Manchester and Liverpool, based on the (North West) Town Centre Assessment Study. The policy seeks to maintain the role of St.Helens Town Centre as the key service centre for the Borough and a significant centre in the region. Earlestown maintains its Town Centre designation. All centres within the Borough have been assessed and given appropriate designations. The policy reflects these designations.

6.10 The St.Helens & Earlestown Retail & Town Centre Uses Study 2011 recommends a range of locally set thresholds for the requirement of an Impact Assessment commensurate to the hierarchy of centres set out in CSS 1. Where an Impact Assessment is required the applicant should agree the scope of the Impact Assessment with the Council at an early stage to ensure the Impact Assessment is proportionate to the scale of the proposed development and provides the required information to address the concerns of the Council. Applicants will still be required to

4 Residential development (% of dwellings) on identified housing land supply up to 2023/24.

demonstrate compliance with the sequential approach to development for all proposals for town centre uses located at the edge of or outside a defined centre. The Allocations DPD will define the Earlestown Town Centre, district centre and local centre boundaries.

6.11 The precise boundary of the Green Belt is currently defined by saved UDP policy S1 and is shown on the Proposals Map. It is envisaged that the general extent ⁽⁵⁾ of the Green Belt will be maintained in the short to medium term (the first 10 years of the plan). Minor amendments to make the detailed Green Belt boundary more robust, and a review to address longer term land requirements, will be considered in the preparation of the Allocations DPD. However, the RSS approach of considering the land supply and needs of the subregion as a whole is considered appropriate in order to see if needs can be met sustainably, including in neighbouring authority areas, before the release of Green Belt land is considered. Consideration needs to be given to the Liverpool City Region Cabinet Area (Halton, Knowsley, Liverpool, Sefton, St.Helens, Wirral), the Eastern Housing Market Area (Halton, St.Helens, Warrington) and other neighbours (West Lancashire and Wigan). The cumulative impact of individual authorities' Green Belt releases in combination needs to be taken into account to ensure that impacts on the remaining Green Belt are minimised and that the release is the most sustainable approach.

6.12 The assessment of land supply and need in the Liverpool City Region (the Liverpool City Region Housing and Economic Development Evidence Based Overview Study, May 2011) will inform the Green Belt review. This found that housing and employment land supply is limited in several immediate neighbouring authorities that share employment and housing markets with St.Helens. The nature and extent of further work is yet to be agreed by the authorities. However, it is expected to involve discussions to determine whether or not any needs can be met in neighbouring authority areas (taking into account the findings of the Overview Study) and, if necessary, how to identify and phase Green Belt release in a sustainable manner that would not jeopardise urban regeneration. This work is likely to be undertaken in 2013 subject to approvals across the City Region.

6.13 In relation to housing, the Overview Study found that St.Helens will be unlikely to meet the needs of neighbouring authorities and that, to only a limited extent, is its own undersupply likely to be able to be met by housing capacity in Liverpool and/or Wirral. The study concluded that, where demand cannot be redistributed, further supply will need to be identified to meet St.Helens' own unmet needs beyond 2022/23 (as identified in the 2010 SHLAA) through appropriate planning actions. Policy CH 1 sets out possible such actions, beyond which release of land from the Green Belt may be necessary and would be identified in the Allocations DPD.

6.14 Evidence from the original 2009 Employment Land and Skills Review identified a potential shortage of land for B8 (warehousing) employment uses in St.Helens, however further more recent research on both supply and demand has identified more supply and the potential for surplus existing employment land to be re-used to meet this shortfall. Overall, the evidence indicates that St.Helens should be able to meet its needs for all employment land uses until at least 2027. RSS highlights Newton-le-Willows as an area of search for a regional rail freight facility as discussed in more detail in policy CAS 3.2, Development of a Strategic Rail Freight Interchange at the Former Parkside Colliery.

5 The broad coverage of Green Belt in the area as defined in national policy

Policy CIN 1

Meeting St.Helens' Infrastructure Needs

The infrastructure required to meet St.Helens' needs and to facilitate development will be met through the following:

1. Development being directed to locations that are already well served by infrastructure;
2. The Council working jointly with infrastructure providers to continually identify and meet needs;
3. Requiring developers to provide the necessary infrastructure that their development will require through:
 - i. Providing on or off site provision of infrastructure; or
 - ii. Making payments through a tariff based system, or the Community Infrastructure Levy, or other developer contribution regime;
4. Ensuring that the LDF process and infrastructure providers service planning is aligned; and
5. Supporting various development programmes for service providers in the Borough such as the Primary Care Trust Strategic Services Development Plan or successor documents.

Strategic Aims Met:	Strategic Objectives Met:
SA 1, SA 7	SO 1.1, SO 7.1
Key Delivery Items:	
Adoption of Waste DPD Implementation of Community Infrastructure Levy, tariff based system or other developer contribution regime Supporting Infrastructure Delivery Partners Programmes	

Table 6.3

Purpose

6.15 The NPPF requires the plan to identify what physical, social and green infrastructure is required to enable the amount of development identified. This is a key role of the Core Strategy. This policy provides a central focus for the provision of infrastructure alongside the strategy in policy CSS 1, Overall Spatial Strategy. It is further supplemented by more detailed policies in the document, which either pick up on specific local infrastructure or on infrastructure topics, together with the Delivery and Monitoring Strategy, which will serve as an "action plan" for delivery in the future.

Justification

6.16 Infrastructure is wide ranging and includes: transport; flood defences; utilities and waste; social infrastructure (see CQL 5); and environmental and Green Infrastructure. The planning system provides a much greater emphasis on aligning land use planning and planning for infrastructure. In devising plans it is essential to assess the capacity of existing infrastructure and what the future needs for infrastructure will be to achieve the plan's Vision, Aims and Objectives. The Council have consulted with service providers to ensure sufficient infrastructure exists or is planned to achieve the aims of the Core Strategy.

6.17 In accordance with the principles of sustainable development, priority should be given to sites that are already well served by infrastructure and do not require additional investment. Through policy CSS 1 we seek to direct development within the existing urban areas of the Borough, and predominantly within the town of St.Helens itself. This is where the existing infrastructure is provided and activities are concentrated. By its very nature, however, new development will create pressures on existing infrastructure and this will need to be addressed. The policy above provides a mechanism for doing this.

6.18 Major development schemes will be well planned in advance, and agreement reached as to who and how the new infrastructure will be provided. Where development creates a new infrastructure need, or pressure on existing infrastructure, then it will be expected that the development will contribute towards meeting the needs. This will be achieved through a number of methods including on and off site provision and financial contributions secured through obligations in the short term. The Council is committed to the introduction of a St.Helens Community Infrastructure Levy, having started preparation and secured "Front-runner Round 2" status in 2011, and a planned adoption date of 2013.

Policy CSD 1

National Planning Policy Framework - Presumption in Favour of Sustainable Development

1. When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to seek solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
2. Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in other DPDs, AAPs and Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.
3. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- i. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- ii. Specific policies in that Framework indicate that development should be restricted.

Strategic Aims Met:	Strategic Objectives Met:
All	All
Key Delivery Items:	
Determination of planning applications in line with planning policies Adoption of Sustainable Development and Allocations DPDs Adoption of a suite of SPDs and Development Briefs	

Table 6.4

Purpose

6.19 Policy CSD 1 ensures that the Core Strategy is based upon the presumption in favour of sustainable development, as required by the National Planning Policy Framework (NPPF).

Justification

6.20 The NPPF was published on 27 March 2012 and came into effect immediately. It contains a presumption in favour of sustainable development (“the Presumption”), which the NPPF states should be seen as a golden thread running through both plan making and decision taking. The Core Strategy is the principal planning policy document for St.Helens and the NPPF states that Local Plans should follow the approach of the Presumption so it is clear that development which is sustainable is approved without delay.

6.21 Policy CSD 1 ensures that the Core Strategy is based upon the Presumption, as required by the NPPF. The policies in the Core Strategy provide clear guidance on how the Presumption will be applied locally. The Core Strategy policies will be supplemented by the Saved UDP Policies (in accordance with their consistency with the NPPF) until they are replaced by policies in other DPDs and AAPs, such as the Sustainable Development and the Allocations DPDs. Should Neighbourhood Plans be produced, their policies will also be relevant.

St.Helens Core Area



7 St.Helens Core Area

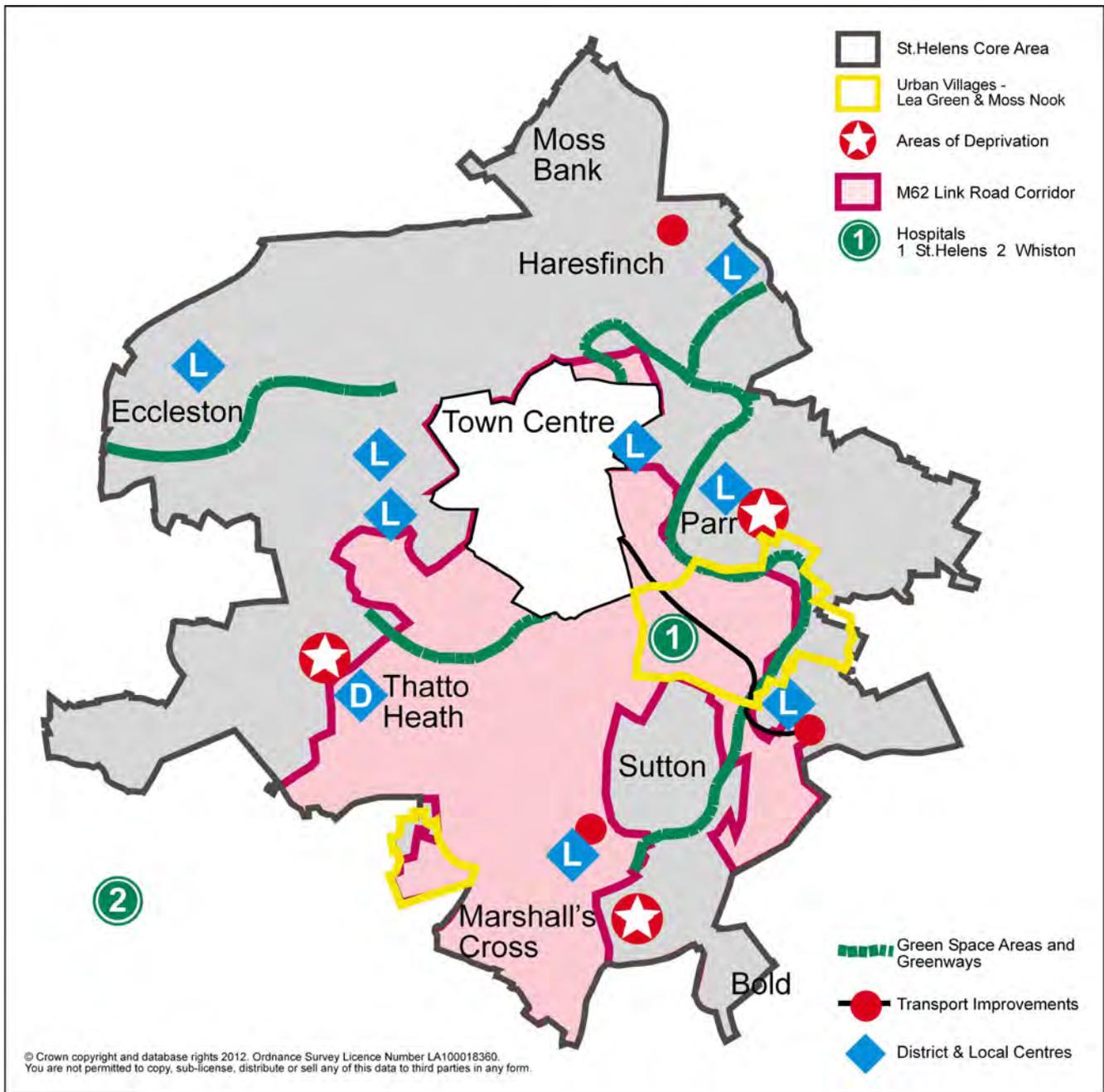


Figure 7.1 Strategy for St.Helens Core Area

Context

7.1 St.Helens Core Area is the main settlement of the Borough with a population of around 90,000 and comprising the built up parts of Parr, Sutton, Bold, Thatto Heath, West Park, Eccleston, Windle and Moss Bank wards. It also includes the outer parts of the Town Centre ward.

7.2 The core contains 5 of the Borough’s 10 secondary schools, St.Helens Hospital and 8 of the 14 local retail centres.

7.3 The western side of the Borough is characterised by established residential areas. Pockets of deprivation occur throughout the area. Much of the previously developed land available in the Borough occurs in the Core Area.

Policy CAS 1

St.Helens Core Area Strategy

1. Within the St.Helens Core Area new residential development will be focused towards:
 - i. The two urban villages of Lea Green and Moss Nook;
 - ii. Areas of deprivation, and, in particular areas of Parr, Thatto Heath, and Four Acre; and
 - iii. Elsewhere within the Core Area on suitable previously developed land.
2. Economic development in the St.Helens Core Area will be concentrated on sites within or closely related to the M62 Link Road Corridor and will:
 - i. Bring forward the early development of land with planning permission such as Lea Green Farm East and West;
 - ii. Remove constraints to bring forward industrial sites for development, with initial attention focused on the Sutton area, Gerard's Bridge and Cowley Hill; and
 - iii. Improve the accessibility of economic areas from deprived communities.
3. The Council will support service providers in the St.Helens Core Area to:
 - i. Improve accessibility to the redeveloped St.Helens Hospital; and
 - ii. Facilitate the allocation and development of sites in accessible locations for improved health facilities in Eccleston, Sutton, Parr and Thatto Heath.
4. Green Infrastructure improvements will include:
 - i. Protecting and enhancing the Greenway network comprising Sutton Brook, Ravenhead, Eccleston and Sankey Valley Park Greenways and linkages to them; and
 - ii. Restoring former quarries to Brickfields community woodland, including its integration with the Bold Forest Park.
5. Development will not prejudice and, where appropriate, will support objectives to protect and enhance the accessibility of the Borough through:
 - i. Protecting the route of the St.Helens Central to St.Helens Junction Rail Link;
 - ii. Provision of a new station and associated facilitating development at Carr Mill;
 - iii. Expansion of park and ride facilities at St.Helens Junction;

- iv. Maintaining the effectiveness of the A570 Linkway and M62 junction 7 at Rainhill Stoops; and
 - v. Supporting the electrification of the Liverpool to Wigan and Liverpool to Manchester rail lines.
6. The District Centre of Thatto Heath and existing local centres will be protected and opportunities for the clustering of activities will be encouraged.

Strategic Aims Met:	Strategic Objectives Met:
SA 1, SA 3, SA 4, SA 5	SO 1.1, SO 3.1, SO 4.1, SO 5.1
Key Delivery Items:	
Development of Lea Green and Moss Nook Urban Villages Development of Lea Green Farm East and West Economic Sites Restore and enhance Brickfields and develop a Bold Forest Park Area Action Plan New Railway Station at Carr Mill Enhanced Park and Ride Facilities at St.Helens Junction Station	

Table 7.1

Purpose

7.4 To direct development and investment where it is most needed, ensure community facilities are accessible and ensure a range of transport choices are available.

Justification

7.5 The Core Area contains 3 target neighbourhoods, plus part of the Town Centre neighbourhood area, resulting in almost 13% of its population living in areas considered to be in the 10% most deprived SOAs nationally. The policy aims to direct development to appropriate areas to redress this inequality and significantly improve the Core Area environment by: removing dereliction; creating new uses of greenspace; creating new Green Infrastructure; provision of local services and improved public transport services.

7.6 Directing residential development towards the Urban Villages is in line with the City Growth Strategy and will effect significant improvements to the local environments. The Neighbourhood Management Areas generally correlate with the 10% most deprived areas, and housing is a mechanism to support their regeneration in accordance with the St.Helens Plan.

7.7 The area provides one of the main employment opportunities for the Borough and the policy supports the continued regeneration of the M62 Link Road Corridor to help maintain the Borough’s economic land supply. It also seeks to ensure accessibility to employment sites for those living in deprived areas. This is consistent with the St.Helens Plan, City Growth Strategy, and the ethos of Neighbourhood Renewal. A development opportunity is available at the Cowley Works site. A development brief has been prepared which seeks to consolidate existing operations on site and intensify economic activity.

7.8 St.Helens suffers from poor health, and improving health is a key aim of the St.Helens Plan. The Council work in partnership with the PCT to facilitate a programme of planned improvements in their Strategic Service Development Plan, which the policy supports. Similarly improvements to education provision are supported.

7.9 St.Helens Core Area benefits from a good distribution of open space. Certain areas, however, have been identified as having below standard provision for access to children's/youth facilities. Policy CAS 1 seeks to improve such facilities together with improving the open space resources and linkages between them. To contribute to this, continued support will be given to the restoration of former derelict land, into Brickfields community woodland, in partnership with NWDA and Forestry Commission Newlands Initiative. An Area Action Plan is proposed to develop a coordinated programme of activities and further details are contained in policy CAS 5 Rural St.Helens.

7.10 Whilst there are good rail links to Manchester from the south of the Borough, there are no direct rail links from the Town Centre. Protecting the existing route of the Central to Junction rail link retains the option to reactivate these links in the future, which is supported in LTP3.

St.Helens Central Spatial Area



8 St.Helens Central Spatial Area

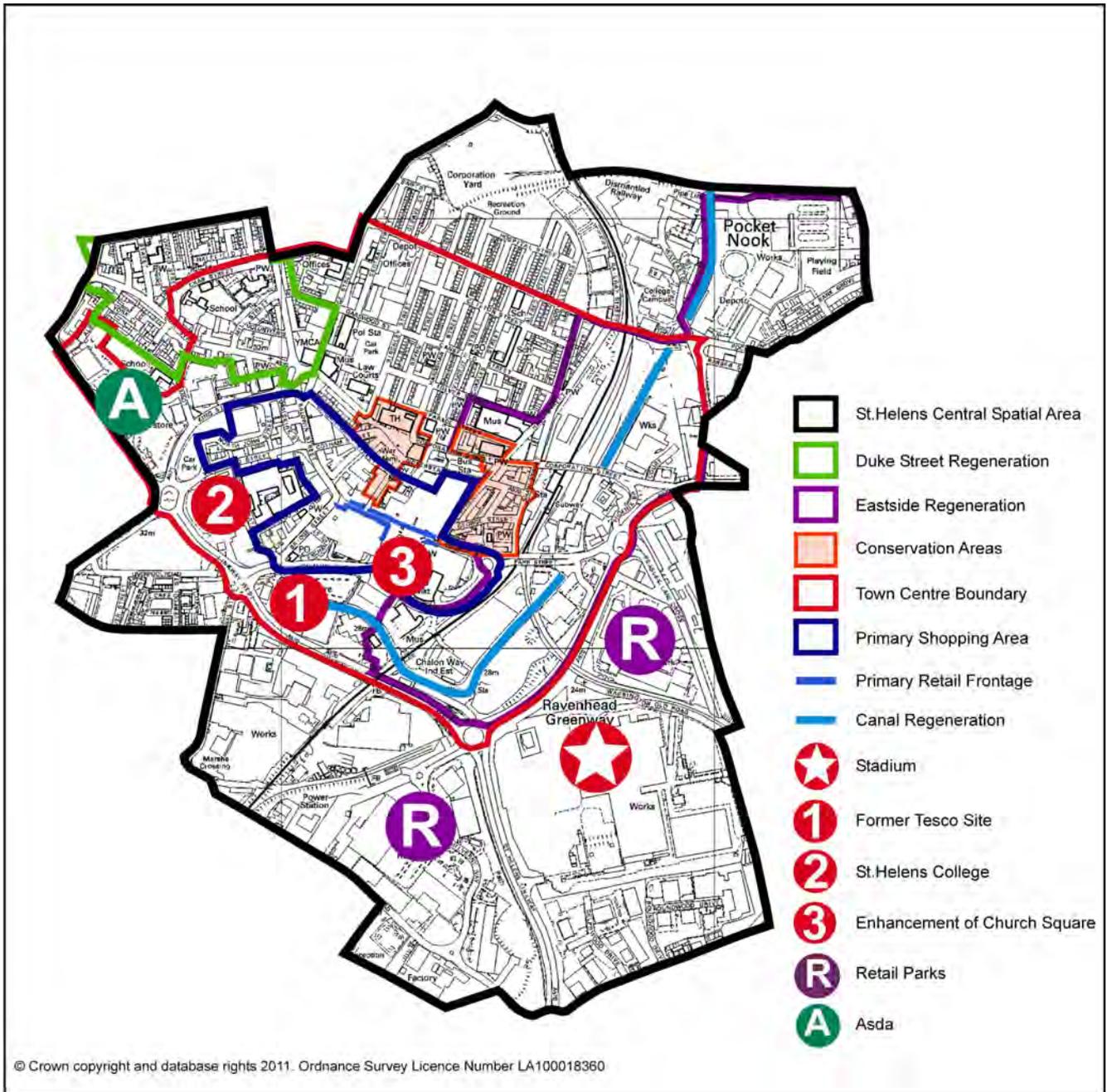


Figure 8.1 Strategy for St.Helens Central Spatial Area

Context

8.1 The St.Helens Central Spatial Area includes the Town Centre and its surrounding hinterland. This includes the residential area to the north of the Town Hall, and the Technology Campus at Pocket Nook. Both these have strong links to the centre. South of the Linkway are the St.Helens and Ravenhead Retail Parks, as well as the former United Glass site, where the new rugby league stadium is to be located. All three sites are sufficiently close to the retail core to facilitate linked trips.

Policy CAS 2

St.Helens Central Spatial Area Strategy

The St.Helens Central Spatial Area is a distinct spatial area of St.Helens but serves a wider subregional role. The Council will work to enhance the St.Helens Central Spatial Area as an accessible and welcoming destination for shopping, leisure, culture, tourism, employment and housing with a high quality built environment and maintain its position in the regional hierarchy and where possible enhance its market share by:

1. Providing around 20,000 square metres (net) of additional comparison retail floorspace. The Council's preference is for this to be through the redevelopment of the former Tesco superstore site on Chalon Way, the enhancement of the existing Church Square shopping centre and/or the development of other sequentially preferable sites in line with national policy and policy CSS 1;
2. Relocating the Tesco superstore to the former United Glass site to cross fund the construction of a new Rugby League Stadium on the same site;
3. Facilitating linked trips between the Primary Shopping Area and other existing and proposed developments within the St.Helens Central Spatial Area, including, amongst others: Asda, the former Tesco superstore site on Chalon Way, St.Helens and Ravenhead Retail Parks, and the stadium site;
4. Encouraging the development of previously developed land for mixed uses including high density residential in and around, and office development in and around, the Town Centre;
5. Supporting the delivery of new health facilities in partnership with the PCT and other health service providers;
6. Monitoring vitality and viability through undertaking regular Town Centre Health Checks;
7. Reviewing appraisals of the Town Centre Conservation Areas and implementing management plans through the St.Helens Central Spatial Area Action Plan;
8. Defining the Primary Retail Frontage, Primary Shopping Area and Town Centre boundaries in accordance with national policy and ensuring the Primary Retail Frontage is predominantly used for retail purposes;
9. Securing opportunities to improve the St.Helens Central Spatial Area's public realm by retaining and enhancing the existing waterway of the St.Helens Canal and securing improvements to Green Infrastructure;
10. Managing pedestrian and vehicular accessibility to meet the varying demands of the Town Centre by:
 - i. Maintaining pedestrian priority within the Town Centre and extending links to adjacent growth areas;
 - ii. Supporting the Town Centre as the hub of the public transport network in St.Helens; and
 - iii. Reducing congestion and maintaining access by managing the demand for long stay car parking in accordance with the emerging St.Helens Car Parking Strategy; and
11. Preparing a St.Helens Central Spatial Area Action Plan to direct the location, design, access and phasing of new development in the Central Spatial Area.

Strategic Aims Met:	Strategic Objectives Met:
SA 1, SA 3, SA 4, SA 5	SO 1.1, SO 3.1, SO 4.1, SO 5.1, SO 5.3
Key Delivery Items:	
Develop around 20,000 square metres of net additional comparison retail floor space Relocate existing Tesco superstore Develop new stadium for St.Helens RFC Adoption of Central Spatial Area Action Plan Delivery of King Street Development Brief Completion of the redevelopment of St.Helens College	

Table 8.1

Purpose

8.2 The purpose of the policy is to ensure that St.Helens Town Centre remains vital and viable and maintains its market share.

Justification

8.3 Policy W5 of the RSS confirms St.Helens as one of the retail centres where comparison retailing facilities should be enhanced and encouraged to ensure a sustainable distribution of high quality retail facilities.

8.4 A St.Helens & Earlestown Retail & Town Centre Uses Study 2012 was undertaken by White Young Green in 2012 to inform the Core Strategy, updating the 2005 Study. The 2012 Study has identified that the Town Centre's market share has remained broadly similar but there is significant growth in expenditure for comparison goods. There are significant planned developments that could absorb this need but they must come forward to ensure expenditure is retained. The Study has identified that expenditure on clothing and footwear within the Town Centre is particularly low and that new developments for non bulky comparison goods should be concentrated within the Town Centre in order to retain more expenditure. The 20,000 square metres (net) additional comparison retail floorspace set out in CAS 2 is informed by the proposed redevelopment of the former Tesco site at Chalon Way for non food retailing, and includes an allowance for additional floorspace elsewhere within the Town Centre, providing flexibility for further development. The redevelopment of the former Tesco site at Chalon Way and the enhancement of Church Square Shopping Centre will be encouraged by the Council through the St.Helens Central Spatial Area Action Plan and site specific development briefs.

8.5 In May 2008, planning permission was granted for three linked applications. The first was for a superstore and rugby league stadium on the former United Glass Site, south east of the Town Centre. The site is a high profile site in semi derelict condition and is in need of regeneration. The second was for the development of the existing Tesco superstore site on Chalon Way for 25,650 square metres gross of non food retailing. Tesco would vacate this site to cross fund the stadium. The third application related to the existing rugby ground.

8.6 The proposals were consistent with the quantitative need identified in the Retail Capacity Study and the Core Strategy Preferred Options, consulted on in November 2007. The Secretary of State decided not to call in the applications for determination.

8.7 The Church Square Shopping Centre is the main enclosed Shopping Centre and the owners have plans to improve and increase its retail capacity.

8.8 A Central Spatial Area Action Plan will be prepared to coordinate future retail development in terms of location, design, accessibility and phasing. It will also take into account the Town Centre Urban Design Study completed in 2009. The St.Helens Central Spatial Area Action Plan will include policies addressing the following:

St.Helens Central Spatial Area Action Plan

- Provide a detailed boundary for the scope of the AAP and the elements within it
- Provide a framework for the future regeneration and development of the Central Spatial Area and the integration of new development
- Identify sites for improvement and expansion

8.9 With the proposed stadium and superstore on the former United Glass Site, in addition to the existing Retail Parks, there remains an opportunity to pursue their integration with the retail core through improved pedestrian routes, bus services and other means.

8.10 The area to the east of the Town Centre was the subject of a Masterplan in 2002 (Eastside Masterplan). The area was identified as suitable for both office and residential development. Despite recent development including: new apartments; offices for the Council's Children and Young Peoples functions and St.Helens Chamber; and the redeveloped Central Station, remains a priority for further mixed use led improvements, with the canal being an important environmental and accessibility opportunity.

8.11 On the other side of the Town Centre, the Duke Street area is in need of a coordinated approach to regeneration. A Masterplan has been prepared to promote its revitalisation and in the autumn of 2008 construction of a new health centre commenced, the first stage of the regeneration process.

8.12 Improving the quality of the built environment remains an important priority. An Urban Design Analysis was undertaken in 2008 and will guide future work including the reappraisal of the Town Centre's Conservation Areas and proposals for the enhancement of the canal.

Primary Shopping Area

8.13 The primary shopping area in the UDP (referred to as the central shopping area) was inconsistent with advice in Planning Policy Statement 6: Planning for Town Centres, 2005 (PPS6). White Young Green were asked to advise on a future boundary and alternatives were consulted on at the preferred options stage. PPS6 was superseded by Planning Policy Statement 4: Planning for Sustainable Economic Growth, 2009 (PPS4) and that in turn has been superseded by the NPPF. However, the definitions used to define town centre boundaries have remained the same.

The Primary Retail Frontage, Central Shopping Area and the Town Centre boundaries have been defined through reviewing the existing UDP boundaries using the definitions provided by Annex B of PPS4 (and which are materially the same in the NPPF) whilst also considering pedestrian access and the presence of physical barriers. The Primary Retail Frontage is defined as the pedestrianised area of Church Street and is made up of a high proportion of A1 retail uses. Some non retail uses such as banks, restaurants and cafés may be acceptable. Other non retail uses such as betting offices or amusement arcades are not acceptable as they do not assist the function of the Primary Retail Frontage. In order to ensure functionality is maintained the Council will seek to ensure that a least 75% of units in the Primary Retail Frontage remain in an A1 retail use.

8.14 The Town Centre, Primary Shopping Area and Primary Retail Frontage boundaries are shown on the plan overleaf. The Primary Shopping Area boundary is derived by defining the Primary Retail Frontage as the pedestrianised area of Church Street and adding Secondary Frontages which are contiguous and closely related to the Primary Retail Frontage. The Secondary Frontages are an appropriate location for a wide range of retail and non retail town centre uses. The Town Centre is an area where leisure, business and other town centre uses are located next to, or strongly linked to the Primary Shopping Area.

8.15 For the purposes of retail, the appropriate location is within the Primary Shopping Area as defined in Figure 8.2. Proposals for retail uses that are in an edge or out-of-centre location in terms of the Primary Shopping Area will require a Sequential Assessment in accordance with national policy. For all other non-retail main town centre uses the appropriate location is within the Town Centre Boundary as defined in Figure 8.2. Proposals for Main Town Centre Uses that are in an edge or out-of-centre location in terms of the Town Centre Boundary will require a Sequential Assessment in accordance with national policy.

8.16 Sequentially preferable sites are sites that fulfil the sequential approach to site selection set out in national planning policy. All main Town Centre uses in an edge or out-of-centre location that meet the thresholds in policy CSS 1 will require an Impact Assessment in accordance with national policy. Where a Sequential or Impact Assessment is required the applicant should agree the scope of the assessment with the Council at an early stage to ensure the assessment provides the required information to address the concerns of the Council.

8.17 The redevelopment of the Tesco superstore site at Chalon Way may provide an opportunity for an expansion of the defined Primary Shopping Area in a future review of the Core Strategy following the completion of a development that is eligible for inclusion in the defined Primary Shopping Area, as defined in the NPPF.

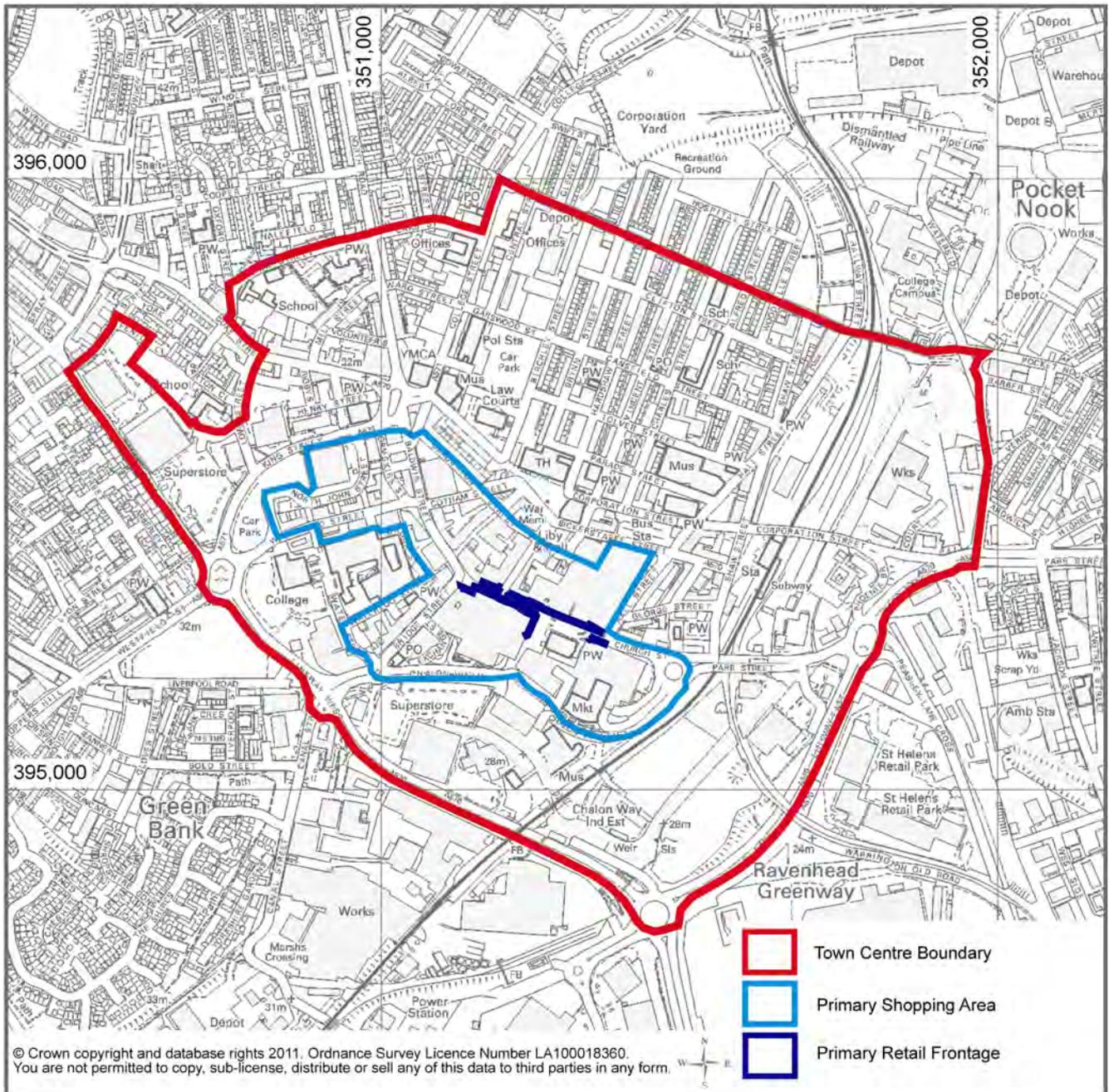
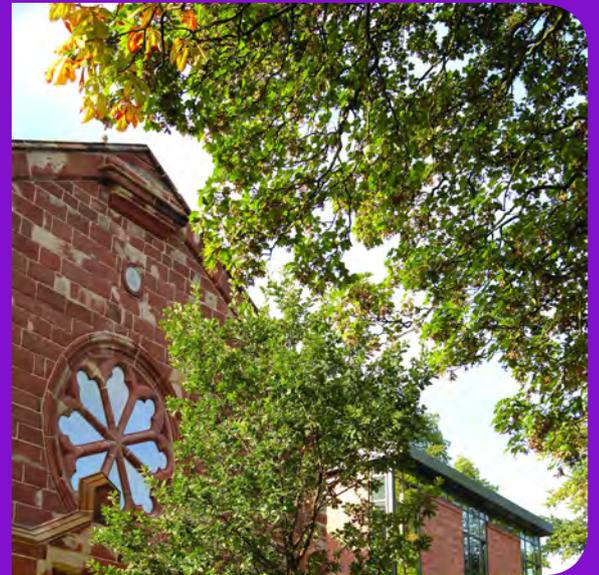


Figure 8.2 Town Centre Development Management Boundaries

Newton-le-Willows and Earlestown



9 Newton-le-Willows and Earlestown

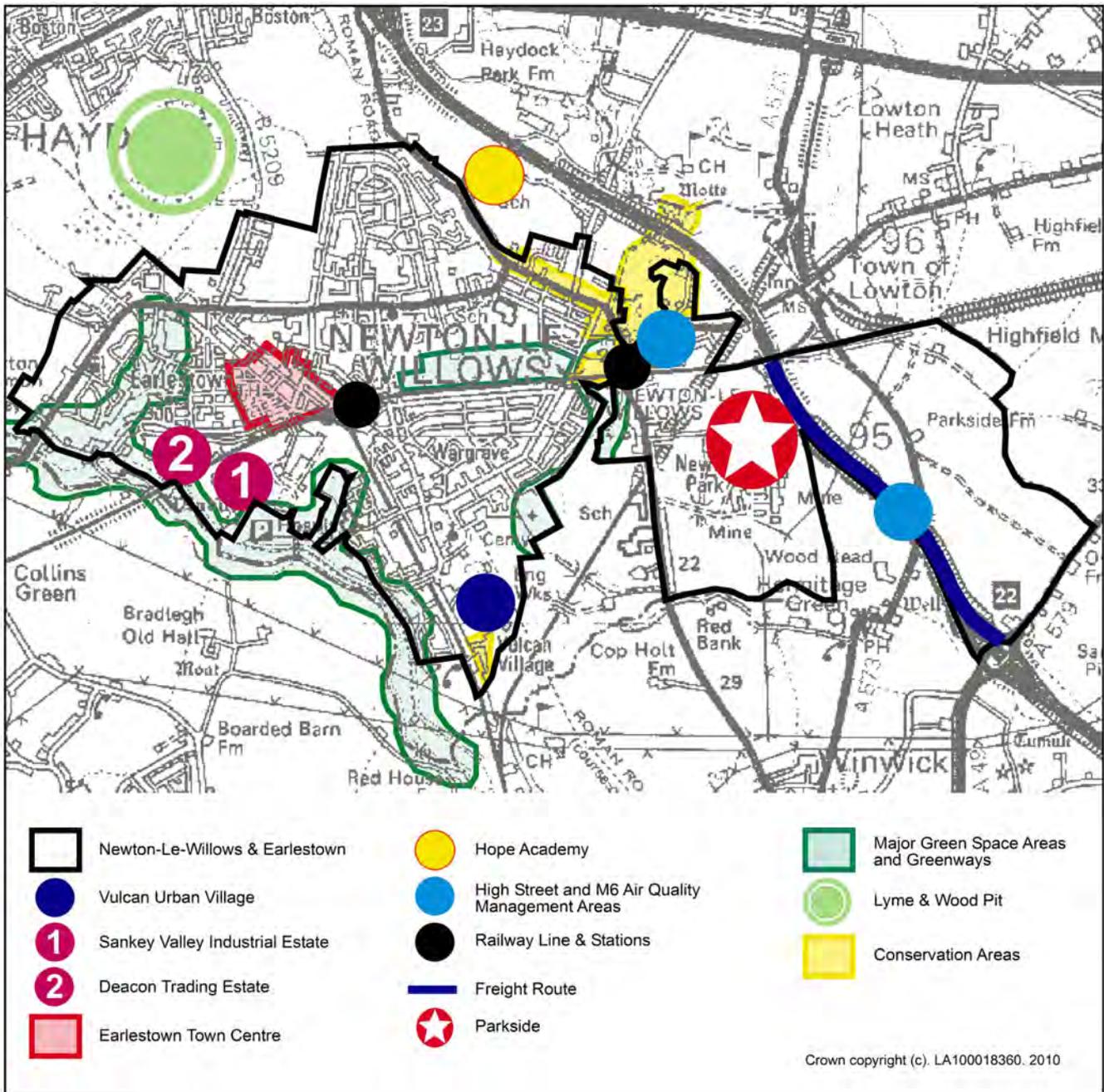


Figure 9.1 Strategy for Newton-le-Willows and Earlestown

Context

9.1 Newton-le-Willows including Earlestown is a freestanding settlement, which combines Newton-le-Willows' characteristics as a historic village centre, and Earlestown's characteristics as a market town with an industrial heritage. It has a population of over 22,000 people. Earlestown is the only other Town Centre in the Borough after St.Helens itself. The area also hosts a community hospital and Hope Academy.

9.2 Located on the eastern edge of the Borough, Newton-le-Willows has significant linkages with Warrington. Owner occupation is lower than the Borough average, with a higher proportion of social rented housing particularly in Earlestown. This also includes Wargrave, the main area of deprivation outside the St.Helens core. Newton-le-Willows contains three of the Borough's Conservation Areas at High Street, Willow Park and Vulcan Village.

Policy CAS 3.1

Newton-le-Willows and Earlestown Strategy

Within Newton-le-Willows and Earlestown:

1. Residential development will be:
 - i. Focused on the development of the Vulcan Urban Village; and
 - ii. Elsewhere, it will take advantage of the availability of suitable previously developed land;
2. The main focus for industrial activity will continue to be the Sankey Valley Industrial Estate. The Parkside Strategic Rail Freight Interchange will have the potential to provide economic benefits to the area also, but given its significance is dealt with in Policy CAS 3.2. The Allocations DPD will consider the future of Deacon Trading Estate in the context of the wider regeneration of Earlestown Town Centre;
3. The function of Earlestown Town Centre as the second largest retail centre in the Borough will be safeguarded through the production and implementation of an Area Action Plan;
4. The redevelopment of the former St.Aelred's Catholic Technology College will be supported;
5. Service providers will be supported in the development of a local health centre by the allocation of a site in an accessible location;
6. Support will be maintained for the following accessibility objectives and development will be prevented from prejudicing their delivery wherever possible:
 - i. Provision of park and ride, bus/rail facilities and station improvements at Newton-le-Willows Station, and the enhancement of Earlestown Station; and
 - ii. Maintaining the effectiveness of the Freight Route Network including M6 junction 23 and ensuring access to local facilities by protecting and enhancing links to Earlestown Station, and developing initiatives to improve access to employment opportunities, such as those at Parkside;
7. Green Infrastructure priorities will include:
 - i. Protecting existing areas of open space;

- ii. The management and enhancement of the Sankey Valley Park, including Red Brow Wood and the Mucky Mountains;
 - iii. Improving access to the Lyme and Wood Pits Country Park; and
8. The cumulative effects of development in combination with Parkside will be a key consideration through the Sustainable Development DPD.

Strategic Aims Met:	Strategic Objectives Met:
SA 1, SA 3, SA 4, SA 5	SO 1.1, SO 3.1, SO 4.1, SO 5.1, SO 5.3
Key Delivery Items:	
Development of Vulcan Urban Village Adoption of Earlestown Town Centre AAP, Sustainable Development and Allocations DPDs Implementation of a Park and Ride facility at Newton-le-Willows Station	

Table 9.1

Purpose

9.3 The purpose of the policy is to provide a strategy for the future development of Newton-le-Willows and Earlestown.

Justification

Housing Provision in Newton-le-Willows and Earlestown

9.4 This policy will ensure a sufficient number of new and improved dwellings are provided to meet local needs and deliver sustainable communities. The Vulcan Urban Village was granted planning permission following a called-in public inquiry. It is proposed that 630 units will be constructed over a period of 6-10 years.

9.5 Associated developments, funded by the developer in order to provide a sustainable community, include:

- A contribution to the fitting out of Newton Community Hospital
- A contribution to the improvement of existing sports facilities, and provision of new sports pitches, bowling green and games area for community use. Infrastructure improvements to footpaths and cycleways, including an extension to the Newton Heritage Trail
- A local centre to include retail units
- The enhancement of Vulcan Village Conservation Area.

9.6 In Earlestown, the former Deacon Trading Estate will be redeveloped for residential-led mixed-use development, following outline planning permission being granted in June 2010. The largely vacant site comprises over 11 hectares which was previously used for storage and distribution and it is estimated that up to 440 new homes will be constructed alongside 3,000 m² of commercial floorspace. Opportunities to link the redevelopment of Deacon Trading Estate with the Town Centre will be explored in the Earlestown Town Centre Area Action Plan.

Safeguarding Industrial Activity

9.7 The policy is also designed to protect sufficient land and premises to meet local employment needs in Newton-le-Willows and Earlestown. In terms of employment land supply, there is very little alternative land available for further development. Given the proximity to Haydock, St.Helens, and to some extent Omega in Warrington, employment opportunities exist in the vicinity, although improvements to sustainable transport options will be required. In addition, if the redevelopment of Parkside proceeds the local pool of employment opportunities will increase significantly.

9.8 Sankey Valley Industrial Estate is currently occupied by companies undertaking activities classed as B1, B2, or B8 uses. Heavy Goods Vehicle (HGV) access to and from Sankey Valley Industrial Estate to the motorway network is through the built up area of Earlestown. A HGV Access Route exists to direct HGV traffic away from Earlestown Town Centre by following Market Street in order to avoid congestion.

Protection of Earlestown Town Centre

9.9 The St.Helens Retail Capacity Study 2005 identified Earlestown Town Centre as a poorly performing centre, showing significant decline since 2001. Whilst Earlestown benefits from good accessibility and a sufficient level of service units, its convenience and comparison sector are below average and in decline. Environmental quality in the Town Centre is poor, exacerbated by an above average vacancy rate. Overall, Earlestown Town Centre is considered to be of limited vitality and viability. An Area Action Plan is proposed to tackle these problems:

Earlestown Town Centre Area Action Plan

- Provide a detailed boundary for the scope of the AAP and the elements within it
- Provide a framework for the future regeneration and development of the Town Centre
- Identify sites for improvement and expansion
- Consider the link between the Town Centre and the future redevelopment of Deacon Trading Estate

Health and Education

9.10 An improved and integrated health facility will be allocated and developed on a site in an accessible location, in line with the PCT Strategic Services Development Plan. Hope Academy, delivered through the Building Schools for the Future programme, opened for the 2011/12 school year. The Academy merges two local secondary schools and a sixth form college and provides a high quality, sustainable learning environment for its pupils. Following the opening of the Academy, the policy also supports the redevelopment of the former St.Aelred's Catholic Technology College.

Green Infrastructure

9.11 Most of the area has access to a park. Mesnes Park has seen significant investment in its facilities in recent years and has been awarded Green Flag status. The open space audit revealed a shortage of parks in the west part of Earlestown. This shortfall is offset to some extent by the presence of natural and semi natural sites and amenity sites. In accord with the open space audit and greenspace strategy, these should be protected and improved where opportunities arise.

9.12 The Sankey Valley Park is an important greenway corridor, following the line of the historic St.Helens Canal with significant stretches still in water. It is of significant value for public access, recreation and tourism with physical and visual links to the urban area. The former Lyme and Wood Pits Colliery site to the north is currently being reclaimed by way of waste disposal operations. Once completed the area will become a significant country park.

Accessibility

9.13 Newton-le-Willows is well located in relation to the M6, Manchester and Warrington. It is for this reason that it is a broad location of choice for a Strategic Rail Freight Interchange (see Policy CAS 3.2). It is also a reason for the pressure on Newton-le-Willows station and a key issue is the shortage of associated car parking. The need for improvement has been recognised in the North West Route Utilisation Strategy, CANGO study and Merseyside Local Transport Plan.

Cumulative Impacts of Development

9.14 The Sustainability Appraisal highlighted an issue in relation to the cumulative impacts of Parkside SRFI, together with other major developments in Newton-le-Willows and Earlestown, such as Vulcan Urban Village. Due to the impacts of such major proposals, other schemes coming forward will also need to mitigate against cumulative effects. A detailed policy will be included in the Sustainable Development DPD.

Policy CAS 3.2

Development of a Strategic Rail Freight Interchange (SRFI) at the Former Parkside Colliery

The site of the former Parkside Colliery and immediately adjacent land is identified as a strategic location which has the potential to facilitate the transfer of freight between road and rail. The Council supports in principle the delivery of a SRFI in this location.

The Council believes a deliverable and viable SRFI can be developed on the western side of the M6 with an operational area of approximately 85 hectares, as shown indicatively on Figure 9.2.

The Council will support the development of the site identified to the west of the M6 as a SRFI, provided that each of the following criteria are met:

1. It meets national Green Belt planning policy tests, including the demonstration of very special circumstances;

2. Direct access to the site from the M6 for HGVs can be obtained avoiding use of Traffic Sensitive Routes identified in the Network Management Plan. Adverse impacts on the Strategic Road Network will be mitigated;
3. Direct access to the rail network is achieved and conforms with rail industry strategies and capacity utilisation;
4. The ability of the local road network to accommodate traffic generated by the development without unacceptable impact on residential amenity and traffic flows;
5. Measures are incorporated which encourage travel to/from the site using sustainable transport modes, including access by public transport, cycle and foot, in accordance with Policy CP 2. A travel plan will be essential;
6. That the character and amenity of the Newton High Street and Willow Park Conservation Areas are preserved or enhanced;
7. Significant adverse impacts from the development itself or associated road and rail access routes should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued. Where adverse impacts are unavoidable, measures to mitigate the impact should be adopted. Where adequate mitigation measures are not possible, compensatory measures should be considered and adopted if appropriate. The aim should be to minimise any adverse impact. In applying this policy, a developer should address the following land use impacts as a minimum: environment; biodiversity/ecology; heritage; archaeology; agricultural land; community; quality of life; health; air quality; light; noise; visual intrusion; buffer zones; contributions to sustainable development; waste management; energy generation by renewable means; energy efficiency; water conservation and sustainable drainage; reuse of materials; traffic and sustainable transport; and remediation of land affected by contamination or surface hazards caused by past mining activity;
8. All uses within the site should have the primary purpose of facilitating the movement of freight by rail. Any ancillary uses to this main use must be directly related to the movement of freight by rail and must demonstrate clearly why they need to be located on the site;
9. Impact on Green Belt and landscape character is mitigated by significant landscape and green infrastructure enhancement, including tree planting;
10. Provision for the positive management of existing and new environmental assets;
11. Special regard should be had to the desirability of preserving the Listed Buildings at Newton Park Farm, their setting or any features of special architectural or historical interest which they possess. Should a suitable SRFI scheme require the removal of the Listed Buildings then substantial public benefits will be required including the relocation of the listed structures in a rural setting within the vicinity of Newton-le-Willows and preferably within the St.Helens local authority area;
12. Training schemes will be put in place to increase the opportunity for the local population to obtain employment at the complex; and
13. All other material issues are satisfied.

It is understood, however, that for operational, viability and commercial reasons a larger area of land extending to the east of the M6 motorway may also be required to accommodate an enlarged SRFI. It is considered that any expansion to the east would cover approximately 70

hectares of additional operational land, as shown indicatively in Figure 9.2. The Council will also support the development of land to the east of the M6 provided the above criteria are met, plus the following additional criteria:

- 14. That the area of land to the western side of the M6 is developed first; and
- 15. That the SRFI is proven to be not deliverable without the additional eastern land area.

Planning permission will not be granted for any other use of the land shown in Figure 9.2 which would prejudice its use as a rail freight interchange.

Subject to a SRFI being fully developed on site, that meets the requirements listed above, the Council will consider favourably a revision to the Green Belt boundary in the Allocations DPD and Proposals Map, or subsequent revision.

Strategic Aims Met:	Strategic Objectives Met:
SA 1, SA 3, SA 5	SO 1.1, SO 3.1, SO 5.1
Key Delivery Items:	
Development of a Strategic Rail Freight Interchange	

Table 9.2

Purpose

9.15 The policy is required to address the following:

- i. To facilitate the transfer of freight between road and rail by making best use of Parkside’s unique locational advantages in terms of road and rail infrastructure;
- ii. The national, regional and local need for a SRFI in this location;
- iii. To identify an appropriate scale of development;
- iv. To outline an appropriate phased release of land;
- v. To outline the criteria that a SRFI proposal will need to satisfy to be considered acceptable;
- vi. To identify a trigger for the consideration of changes to the Green Belt boundary in this location.

Justification

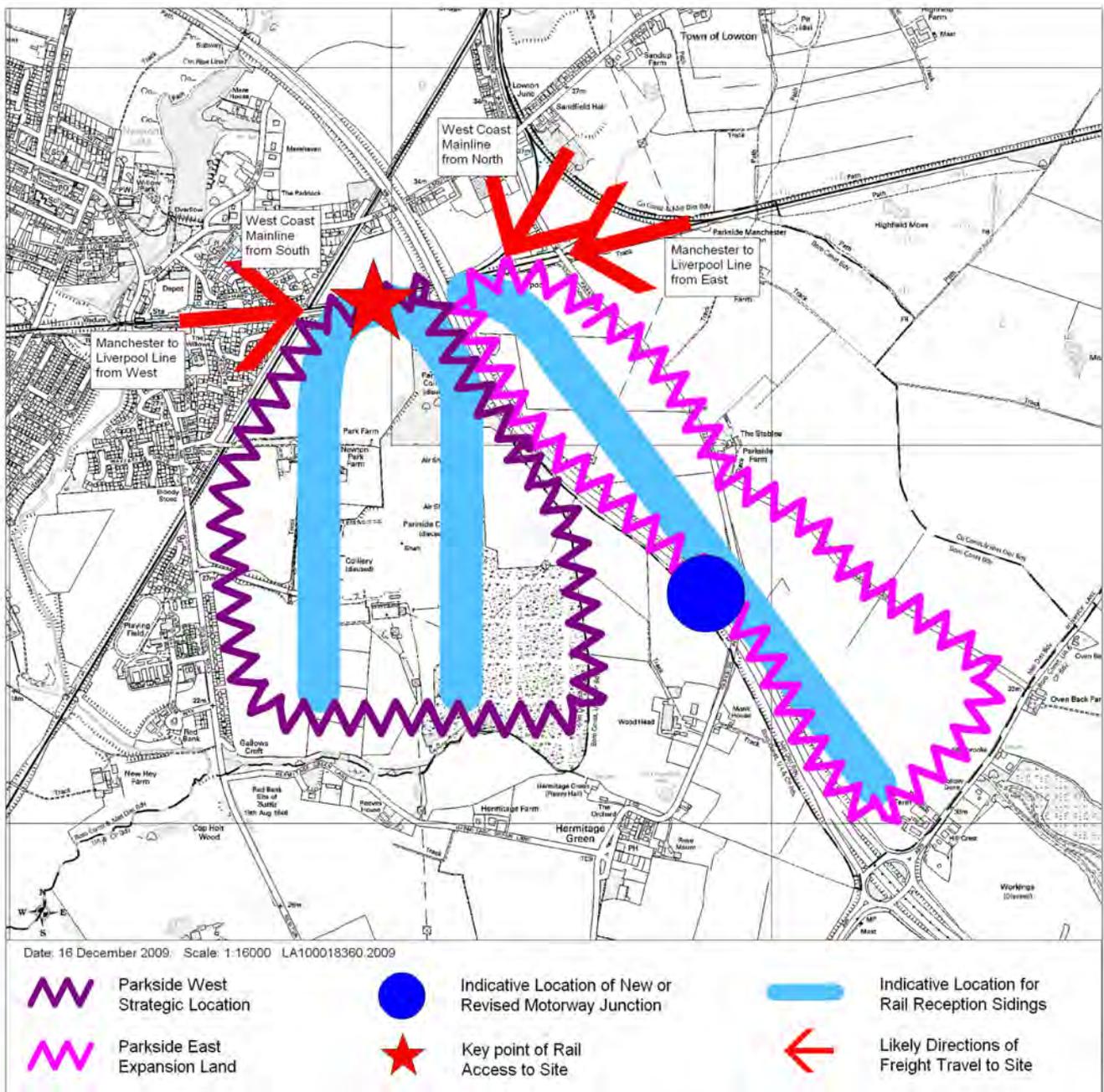


Figure 9.2 Strategic Rail Freight Interchange Site

9.16 A detailed Background Paper outlining the case for a SRFI at Newton-le-Willows has been prepared. The justification below is therefore a summary of the main elements of the Council's case.

Locational and Site Characteristics

9.17 The former Parkside Colliery is located on the south-eastern edge of Newton-le-Willows, approximately 1 km north of Winwick, which is in Warrington administrative area, and 1.5 km south-west of Golborne, which is in Wigan administrative area. It is located within the St.Helens Green Belt which links with the Green Belts of Warrington and Wigan.

9.18 Parkside has the following locational advantages:

- i. it is bordered by the M6 motorway, but not currently directly accessed from it;
- ii. it is within 5 km of the M62 motorway;
- iii. the Liverpool to Manchester railway line borders the site on its northern side, which was formerly directly connected to the colliery; and
- iv. the West Coast Mainline borders the site in a cutting to the west of the site. Access is obtainable off the Liverpool to Manchester link via the Lowton curve, and from the south via Earlestown and Winwick junction.

9.19 It is considered the site is consistent with NPPF paragraph 41, which advises Local Authorities in preparing their development plans to identify and, where there is robust evidence, protect sites and routes which could be critical in developing infrastructure to widen transport choice.

9.20 The former colliery site and associated colliery spoil occupied approximately 54 hectares. This is previously developed land. However, in isolation this area of land would have severe limitations in realising the locational potential of the site as a rail freight interchange. Therefore, a larger area of land to the west of the M6 and potentially to the east would be necessary in order to:

- i. secure direct road access to the M6;
- ii. accommodate the required length of trains and management within the site;
- iii. accommodate the need, including expansion requirements, for inter modal and warehouse facilities; and
- iv. achieve economic viability.

9.21 Road access to the site at present is off the A49, which links to the M6 at junction 23 through the Newton High Street Conservation Area, and south to junction 22 at Winwick. This would not be acceptable as the main access to a freight terminal.

9.22 While direct access to the site from the M6 will be a requirement, the development will inevitably generate traffic movement on the surrounding road network including the A573 and A579 extending into Wigan and Warrington. The impact of this traffic in relation to air quality, noise and vibration will need to be fully assessed and minimised. The delivery of an acceptable SRFI scheme at Parkside is dependent on a suitable scheme being agreed by the Highways Agency and St.Helens Council, which provides appropriate infrastructure to mitigate local and wider off-site traffic impacts of the SRFI.

9.23 Features of environmental significance relating to the site include:

- i. the majority of agricultural land is Grade 2 and 3a quality;

- ii. Gallows Croft Site of Community Wildlife Interest is located on the site's southern edge. The Highfield Moss SSSI is located approximately 150 metres to the northeast of the proposed strategic site;
- iii. there are a number of Listed Buildings and features of archaeological interest in the vicinity, including the Newton Park Farmhouse and Barn, both Grade II Listed;
- iv. the Newton High Street and Willow Park Conservation Areas are to the north of the site on the A49 Warrington to Wigan Road; and
- v. Air quality management – the M6 corridor and Newton High Street have been identified as Air Quality Management Areas.

9.24 In 2006, a planning application was submitted by Astral (now known as ProLogis), for the development of 272 hectares of land to the west and east of the M6 at Parkside for a Strategic Rail Freight Interchange. The proposal included up to 715,000 square metres of rail served warehouse and distribution buildings; train assembly area; container depot within a perimeter landscape setting; and up to 10,000 jobs were predicted. Following lengthy negotiations over the scheme and consideration of amendments, the application was formally withdrawn in the Summer of 2010 due to current economic circumstances. ProLogis however, remain committed to the site and in a joint press release with the Council in July 2010 they stated that *“Although the plans do not work at this time, as a business we recognise that the site remains an ideal location for a rail freight interchange given its proximity to two major railway lines, the M6 and M62.”*

Need for SRFI

9.25 The North West is one of the most significant regions from a freight transport perspective within the UK. The Government's recent sustainable transport policy⁽¹⁾ states the North West is the UK region with the most goods lifted by origin (233 million tonnes) and also the region with the most goods lifted by destination (203 million tonnes lifted). These include a freight non-bulk market for the North West of 74.9 million tonnes and a potential market for rail growth of 21.4 million tonnes.

9.26 Trends indicate long term growth in freight traffic by rail is likely to continue. Recent assessments undertaken by the Rail Freight Group (RFG) using DfT Freight model data indicate a 60% growth in rail freight between 1995 and 2005. Since 1998 intermodal freight on rail has grown by 47%. In the current economic climate, rail freight net tonne miles for 2008/9 showed an increase of 1% over the previous year.

9.27 The significant employment opportunities likely to be created by a SRFI would help in tackling worklessness in the Borough and would strengthen the local and wider subregional and regional economy.

National Policy

9.28 It is Government policy to encourage the transfer of freight from road to rail, for example, The Future of Transport July 2004, Secretary of State Rail Freight Policy Statement July 2005, and Delivering a Sustainable Railway 2007.

1 Delivering A Sustainable Transport System: The Logistics Perspective: Department for Transport December 2008

Regional Policy

9.29 Policy RT8 of the Regional Spatial Strategy (RSS) states that plans and strategies should facilitate the transfer of freight from road to rail and/or water by the identification of sites for inter-modal freight terminals. Consideration should be given to the allocation of land for inter-modal freight terminals in four broad locations including Newton-le-Willows (with access to the West Coast Main Line and Chat Moss Rail Route).

9.30 A review of the Green Belt boundary in the Local Development Framework would be justified in order to accommodate an inter-modal freight terminal in accordance with Policy RT8. If land is removed from the Green Belt in accordance with the policy, there should be a presumption against its development for purposes other than an inter-modal freight terminal.

9.31 The evidence in support of a SRFI in this location was heard at the Examination for the RSS and is still relevant and therefore provides support into the future. The aspiration to develop rail freight in the North West is continued through into the Future North West: Our Shared Priorities document produced in draft form by 4NW and NWDA in August 2010.

9.32 The Regional Freight Strategy (November 2003) recognises the need for a number of inter-modal terminals and distribution centres around the region and the scarcity of ideal locations with good access and rail links as well as a sufficient amount of land for rail connected development. The evidence base which supports the RSS for the North West reinforces this concern, noting that attempts to increase the volume of freight moved by rail or water in the region could be constrained by a shortage of inter-modal freight terminals close to the major origins and destinations of freight in the North West. Furthermore, the evidence base supporting the RSS also identified four broad locations for such development including in the vicinity of Newton-le-Willows.

9.33 In 2004 the former Strategic Rail Authority confirmed the importance of interchange development in the North West, recommending their location within the Liverpool – Warrington – Manchester commercial belt. These principles were confirmed by the DfT in October 2005.

9.34 The NWDA formally designated Parkside as a strategic regional site in December 2001 on the basis of its potential as a suitable location for a regional international freight terminal. It has been identified as a strategic regional site in the Regional Economic Strategies published in 2003 and 2006. Following a review of strategic regional sites, Parkside's designation was reaffirmed in 2009.

9.35 Network Rail published their document 'The Northern Hub' in February 2010 which identifies the importance of Parkside in meeting the needs for transfer of freight between rail and road. Furthermore it identifies improvements in freight route frequencies along the Chat Moss rail corridor to serve Parkside.

9.36 Both the Merseyside Local Transport Plan and City Regional Development Plan recognise the potential of Parkside. A scheme at Parkside is also identified as one of the key projects in delivering "Superport". Superport is the name given to the coordination of projects and activity across the Liverpool City Region to develop a multimodal freight sector to rival such international locations as New York, Dubai and Singapore. The vision of Superport is "to bring together and integrate the strengths of the Ports, Airports and Freight Community to create a 'Superport' for

freight and passenger operations within the Liverpool City Region that will become a key driver of its economy. It will create the most effective and cost efficient environment for freight cargo logistics and passenger transit in the UK⁽²⁾.

Local Policy

9.37 With its location on the Borough's eastern edge, the development of a SRFI will have impacts, both positive and negative, on St.Helens, Wigan and Warrington.

9.38 The development of a more competitive and larger business base is a key objective of the City Growth Strategy (CGS).

9.39 Worklessness remains a key challenge for St.Helens, having been tackled through the now removed Local Area Agreement and its implementation mechanism, the Local Enterprise Growth Initiative (LEGI). The application bid to secure LEGI funding made reference to the economic opportunities created by the strategic location of St.Helens at the centre of the North West motorway network and mid way between the metropolitan growth poles of Manchester and Liverpool. Establishing St.Helens as a regional inter-modal transport hub by delivering the Parkside Freight Terminal was identified as an action in LEGI.

9.40 Wargrave is one of the 5% most deprived Super Output Areas nationally, and is located in the vicinity of Parkside. The number of economically active full-time employees is below St.Helens and national levels, the level of unemployment is above the national average and the proportion of working age population claiming Job Seekers Allowance is higher than regional and national averages.

9.41 The employment opportunities associated with the development will, however, extend beyond St.Helens and Newton-le-Willows. Both Wigan and Warrington are well placed to derive benefits from the development. It will be important that any development, through its travel plan proposals ensures that accessibility to the site by public transport, cycling and by foot from the surrounding areas is maximised.

Scale and Deliverability

9.42 To be deliverable in terms of rail, it is considered that a site for a SRFI should have:

- Connectivity to the rail network for both track work and signalling
- Options for rail electrification
- Space and provision within the site for rail reception sidings, intermodal terminal, marshalling and preparation provision
- Sufficiently level land for the construction of rail facilities
- Rail network capacity and provision outside the site for core freight traffic flows to Parkside
- Acceptance of trains up to 775m in length
- Necessary large gauge clearance within the site and for routes to the site to accept high cube (2.9m (9'6")) containers

2 "Liverpool Superport" Mersey Partnership June 2008.

9.43 The size of a first phase at Parkside, like any other SRFI, is subject to commercial judgement and expectation of demand and will involve a degree of speculation. Attracting distribution and freight users is critical to securing a return.

9.44 Based on experiences at Birch Coppice and DIRFT SRFIs it is anticipated that a first phase of warehousing at Parkside would need to be substantial to capture market share and to begin to recoup high infrastructure costs such as M6 hard shoulder running, relocated M6 junction and abnormal site costs. A first phase of floorspace could be in the region of at least 50% of available site area, this equates to circa 42.5 hectares of land and circa 170,000m² of rail related warehousing.

9.45 Development of the predominantly brownfield land at Parkside West is advocated first of all. Once the western site has reached operational maturity, development to the east of the site would then be countenanced, subject to evidencing economic viability and meeting long term growth/market need.

9.46 The commercial deliverability of a SRFI at Parkside is subject to a number of factors. These factors cannot be accurately measured within a strategic planning assessment of the site. The site does however, offer an attractive SRFI location and this is reflected in the continuing attention from the site's developer/owner.

Viability

9.47 The economic viability of a SRFI is determined by a number of key measures. The site must be commercially attractive to developers and investors and economically sustainable in terms of growing earnings and acceptable rates on return to satisfy funders. The site must be strong commercially in relation to competitive sites, not only in the immediate vicinity and the North West, but also in relation to other potentially competitive SRFIs, over a wider area.

9.48 All SRFIs have high initial investment costs to provide rail and road connection and infrastructure provision and internal site facilities along with the warehouses themselves. This high initial cost must be weighed against the potential for earnings from site operations, and especially the scope to expand the potential and activity of the site according to the expansion and development of the local freight market. The ability to respond and react to the competition from other comparable sites in the region is also an important factor. Lack of scope for expansion to the east of the M6 motorway would reduce the competitive position and raise questions about the business strength of the proposal.

9.49 The site presents a number of constraints including ground conditions and access, however the medium to long term need/demand for SRFI warehousing appears to be strong, based on industry forecasts. On this basis conditions for commercial viability and therefore deliverability are anticipated but subject to:

- Cost of rail infrastructure and other site costs
- Demand from distributors and freight users
- Strength of competing sites
- Availability of development finance on acceptable terms

Green Belt Very Special and Exceptional Circumstances

9.50 Given that Parkside is located within the Green Belt, there is a need to demonstrate that 'very special circumstances' exist to warrant the development of a SRFI in the Green Belt. Furthermore, should a Green Belt boundary amendment be required, then exceptional circumstances would need to be demonstrated.

9.51 It is clear that the development of a SRFI at Parkside would represent inappropriate development in the Green Belt, there would be significant harm to the openness of the Green Belt (substantial impact on the functions of the Green Belt) and other harm as a result of built development. It is considered the benefits of such a development could potentially outweigh the impacts on the Green Belt as the five main purposes would, to some extent, be fulfilled and not be completely undermined in that location. Any development would, however, need to meet all of the criteria in policy CAS 3.2 to be considered acceptable by the Council.

9.52 The development of a SRFI at Parkside is not only concerned with transport, but will make a substantial contribution to economic development, regeneration and employment creation, delivering additional GVA⁽³⁾ to the regional economy and reclaiming brownfield/contaminated land. The site has the potential to provide approximately 7,750 new jobs.

9.53 Through a rare combination of site advantages, Parkside is considered to be a project of exceptional worth. The development of an SRFI at Parkside has significant potential to contribute to the regeneration of St.Helens, and at the same time also has the potential to meet national transportation objectives of seeking the transfer of freight to rail and a reduction in CO2 emissions.

9.54 It is considered that very special circumstances could be demonstrated to permit such an inappropriate development (in Green Belt terms) in the Green Belt. Furthermore, once the site is fully developed, it is likely that exceptional circumstances sufficient to justify the removal of land from the Green Belt at Parkside will have been demonstrated. Alternative opportunities within the urban area are not present by the nature and scale of the type of development and the unique locational characteristics.

3 GVA = Gross Value Added, a measure of the value of goods and services produced in an area

Haydock and Blackbrook



10 Haydock and Blackbrook

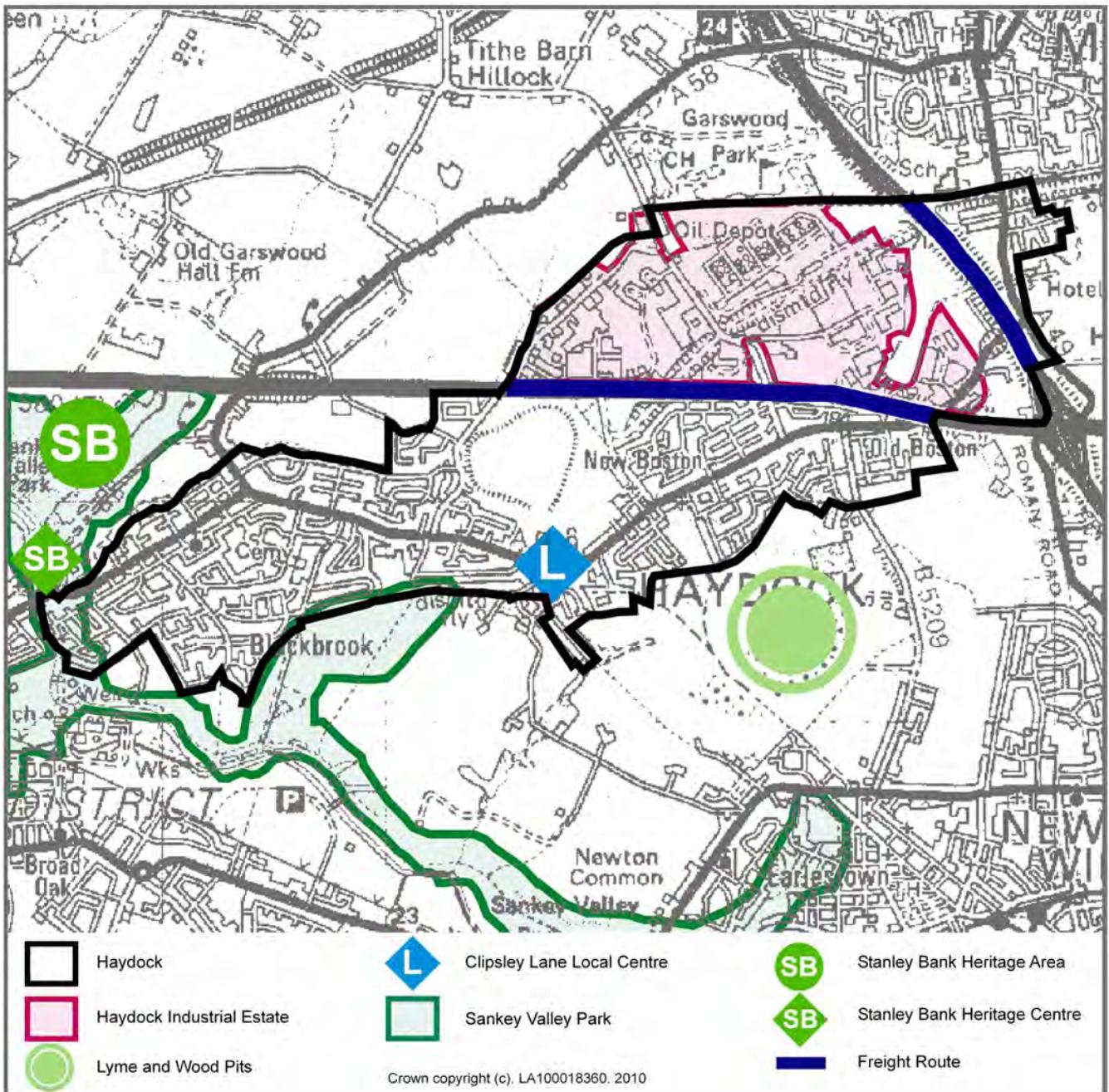


Figure 10.1 Strategy for Haydock

Context

10.1 The settlements of Blackbrook and Haydock stretch out from the St.Helens Core Area in a linear fashion, North Eastwards, towards the A580. Blackbrook and Haydock are mainly residential in nature with around 23,000 people living in the area with supporting community, health care and retail facilities. Haydock Industrial Estate lies to the north, adjacent to the A580. Its efficient transport links with the wider road network have been the key to its success.

10.2 The area has developed along the A58 and A599, leading from St.Helens Town Centre to the Borough boundary with Wigan. Beyond the linear settlement the area is constrained by Green Belt.

10.3 This area, built on mining history, now contains the largest industrial estate in the Borough. The level of economic inactivity and unemployment in Haydock is below the Borough average.

10.4 There is a varied housing stock within the area, with an above Borough average number of owner-occupiers. There are no potential major residential sites within Haydock and any new development is expected to be infill on previously developed land.

Policy CAS 4

Haydock and Blackbrook Strategy

Within Haydock and Blackbrook:

1. Residential development will take advantage of the supply of previously developed land within the urban area;
2. Economic development will continue to be focused on the Haydock Industrial Estate, through development of remaining sites in the Economic Land Supply. The Industrial Estate will be safeguarded for employment generating uses;
3. The continued function of Clipsley Lane as a Local Centre will be supported and enhanced via appropriate development. Further analysis of this centre and its potential future status will be carried out. Any changes to the Borough's retail hierarchy will be made as a future revision to the Core Strategy;
4. Support will be given to health service providers in facilitating the allocation and development of a site, in an accessible location, for an improved health facility and the on-site rebuilding of Haydock Sports College;
5. Support will be maintained for the following accessibility objectives and development will be prevented from prejudicing the outcome wherever possible:
 - i. Maintaining the effectiveness of the Freight Route Network including Junction 23 of the M6 motorway; and
 - ii. Initiatives to improve access to employment opportunities, such as those at the Haydock Industrial Estate;
6. Green Infrastructure priorities will include:
 - i. Protection of existing open space;
 - ii. Management and enhancement of the Sankey Valley Park, including improvements to the Heritage Centre at Stanley Bank; and
 - iii. Provision of access to Lyme and Wood Pits Country Park.

Strategic Aims Met:	Strategic Objectives Met:
SA 1, SA 3, SA 4, SA 5	SO 1.1, SO 3.1, SO 4.1, SO 5.1
Key Delivery Items:	
Support and enhance Clipsley Lane Local Centre Support the identification of a site for a healthcare facility to meet identified need e.g. a PCT LIFT scheme Provide access to employment opportunities Stanley Bank Environmental Enhancement Project Restoration of Lyme and Wood Pits to Country Park	

Table 10.1

Purpose

10.5 The purpose of this policy is to provide a strategy for the future development of Haydock and Blackbrook.

Justification

10.6 In recent times, Haydock has attracted significant new residential development. However, the major sites have now been developed and there is no overriding need for growth outside the existing settlement boundary.

10.7 Haydock Industrial Estate is the largest industrial estate in the Borough, covering some 126 hectares, and is well located in relation to the M6 motorway. Approximately 4,500 people are employed there.

10.8 There are currently 9 hectares of land available for development, including the former National Coal Board site at Old Boston. Key issues for the estate are:

- Safeguarding industrial uses
- Improving accessibility by sustainable means
- Ensuring development does not adversely affect Junction 23 of the M6 motorway, if appropriate through the use of demand management measures
- Securing additional development opportunities

10.9 Haydock is an elongated settlement, and Clipsley Lane provides the main concentration of local shopping facilities along the length of the A568. The centre lacks many of the attractions, which are commonplace in “District” or “Local” Centres such as a post office or a bank. Despite this, the Local Centres Study considers it performs an important role and policies should seek to protect it. Tesco have completed development of a 3,452 square metre superstore on the south side of Clipsley Lane. The Local Centres Study considers that the area will be enhanced by the store and once trading patterns are established, the function and boundary of the centre should be reassessed. Any resulting changes to the Borough's retail hierarchy will be made as a future revision of the Core Strategy.

10.10 The policy will support the plans of education and health service providers, including possible successor programmes to building schools for the future, Primary Capital Strategy and the PCT Strategic Services Development Plan, for future provision in the area.

10.11 The open space audit revealed that the main deficiencies were in parks and local amenity space. The provision of natural and semi natural spaces and public playing fields help to redress this balance within the context of limited resources available for increasing the amount of the open space overall. It is important to secure improvements and the possible alteration of management regimes on existing sites.

10.12 The linear nature of Haydock increases the accessibility to major green space opportunities on the urban fringe.

Rural St.Helens



11 Rural St.Helens

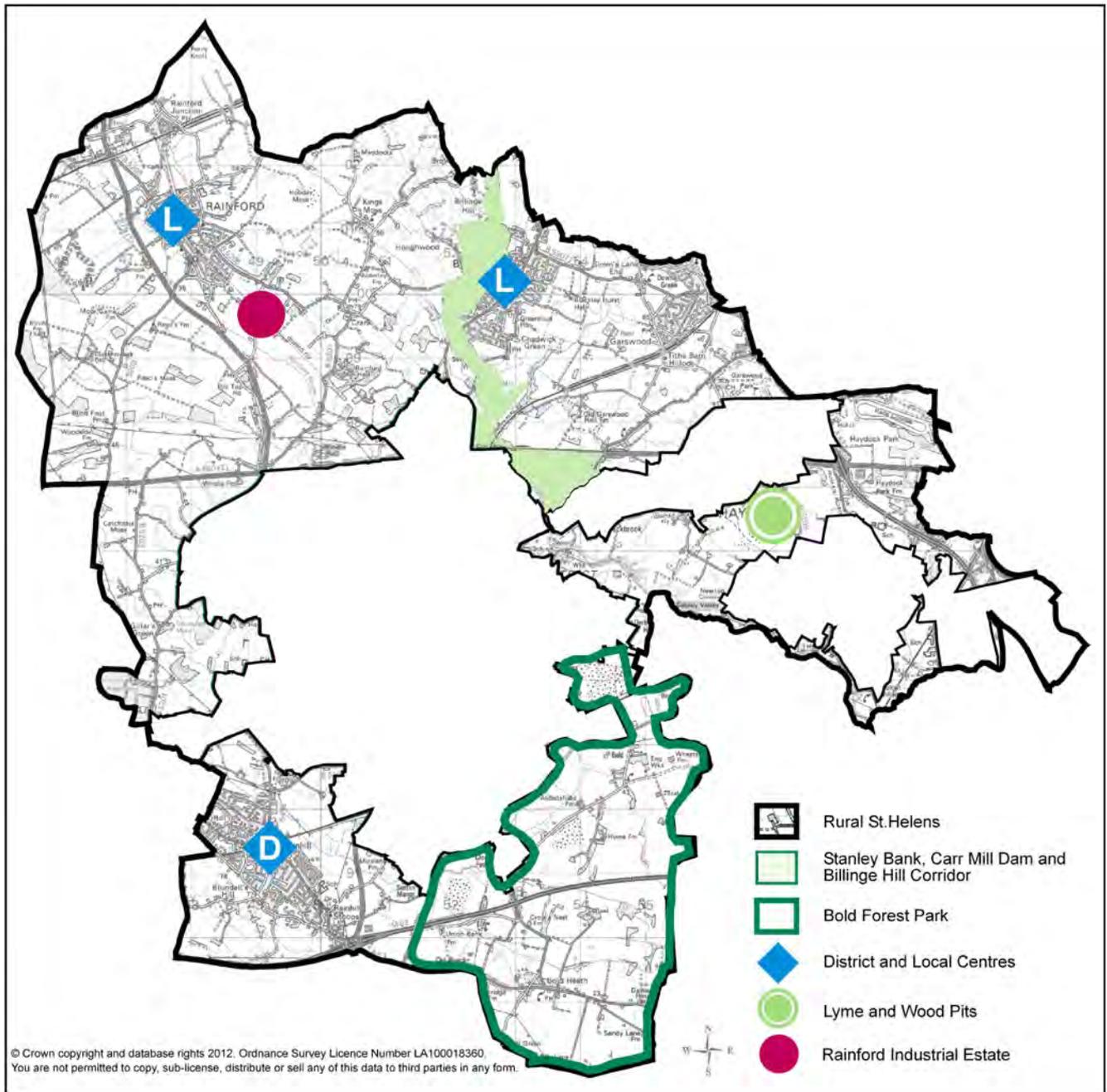


Figure 11.1 Strategy for St.Helens Rural Area

Context

11.1 The rural areas of St.Helens generally correspond to the designated Green Belt. It is predominantly agricultural in character, particularly to the north where the land is of the highest quality. However, it also includes seven golf courses and expanding areas of woodland, especially in the south based on former coal tips and agricultural land.

11.2 The main settlements are excluded from the Green Belt and include Rainford, Billinge, Garswood and Rainhill.

11.3 Generally the area has higher car ownership, lower levels of unemployment and economic inactivity, and higher levels of elderly people. Nevertheless small pockets of deprivation also occur.

11.4 Secondary schools are located at Rainford and Rainhill, with local shopping centres in Rainford and Billinge and a District Centre in Rainhill.

Policy CAS 5

Rural St.Helens

Within Rural St.Helens:

1. Development will be restricted to within existing rural settlement boundaries. Outside of these areas development will comply with Green Belt policy.
2. The positive use of the rural areas will be encouraged to:
 - i. Provide opportunities for access, outdoor sport and recreation;
 - ii. Protect, manage and enhance biodiversity and create opportunities for biodiversity;
 - iii. Protect and enhance landscape character; and
 - iv. Retain land in agricultural, forestry and related uses.
3. Opportunities for economic regeneration and rural tourism through farm diversification where adequate access can be achieved and there is no significant impact upon the character of the area, will be identified and encouraged. Larger scale employment activity will be focused on existing industrial estates at Rainford and Bold.
4. Local services, shops and community facilities will be safeguarded and supported where they are providing for a need. Opportunities to cluster services, shops and community facilities will be encouraged wherever possible.
5. Support will be maintained for the following accessibility objectives and development will be prevented from prejudicing the outcome wherever possible:
 - i. Improving access to employment areas in rural locations; and
 - ii. Improving access to community facilities such as health and education.
6. Green Infrastructure priorities will include:
 - i. Bold Forest Park on the southern edge of the Borough, which will be the subject of an Area Action Plan;
 - ii. Stanley Bank, Carr Mill Dam and Billinge Hill Corridor; and
 - iii. The restoration of the former Lyme and Wood Pits between Haydock and Newton-le-Willows to a Country Park.

Strategic Aims Met:	Strategic Objectives Met:
SA 1, SA 3, SA 4, SA 5, SA 6	SO 1.1, SO 3.1, SO 4.1, SO 5.1, SO 5.2, SO 6.2, SO 6.3
Key Delivery Items:	
Implement the Rural Economy Action Plan Provide access to employment opportunities in rural areas Adopt Bold Forest Park Area Action Plan Implement Green Infrastructure Projects	

Table 11.1

Purpose

11.5 Rural St.Helens provides a unique opportunity to support the main objectives of the Core Strategy through its diverse connection with housing, economy, accessibility and quality of life. This policy aims to cross reference these issues and encourage and support the rural areas and in particular, focus on supporting and diversifying the rural economy to support strategic objective SO 5.1 and making rural areas more accessible, both for employment and housing, but also for recreation and biodiversity to reflect strategic objectives SO 3.1, 4.1, 6.2 and 6.3. Further, the local character and heritage of the rural areas are very important to the Borough and whilst the need for development may exist, there is also a need for sensitive and well judged development to support SA4.

Justification

11.6 Rural St.Helens coincides with the Green Belt, where Green Belt policy will apply, and any development will be informed by the Landscape Character Assessment.

11.7 Nevertheless, the rural areas offer enormous potential for positive use. The St.Helens Urban Fringe Action Plan demonstrated the wide range of existing and potential activities in the countryside in and around the town, including its importance for recreation, health, education and to support regeneration.

11.8 The major opportunity is an area broadly bounded by the A57 to the south, the Borough boundary to the east, A568 to the west and the edge of the built-up areas of Sutton, Clock Face and Sutton Manor.

11.9 Following the restoration and woodland planting of former collieries and agricultural land on the southern fringe of St.Helens, there now exists a major opportunity to implement a coordinated programme of activities to promote its positive use for a range of outdoor activities of benefit to local communities and as an attraction to visitors from further afield. The potential of the area is recognised in the Town in the Forest Strategic Vision and its contribution to the rural economy in the Rural Economy Study of 2007.

11.10 The potential of this area between St.Helens, Warrington and Halton as an accessible area of greenspace to serve the surrounding housing areas was recognised in the Mid-Mersey Growth Point Programme of Delivery.

11.11 The area will be designated as a Bold Forest Park Area Action Plan, to be promoted for recreation in an attractive and accessible wooded outdoor setting. The action plan will include detailed policies addressing the following:

Bold Forest Park Area Action Plan

1. Create new economic opportunities through sustainable development within Bold Forest Park.
2. Create opportunities for tourism and leisure-related business, supported by the natural economy of the Bold Forest Park.
3. Create an easily understood and accessible network of linked open spaces within Bold Forest Park and with surrounding areas.
4. Promote the provision and positive use of green space for the benefit of local communities and visitors.
5. Enhance the natural environment through the targeted delivery of Green Infrastructure programmes that improve and expand the biodiversity and landscape quality of the Bold Forest Park area.

11.12 Other significant Green Infrastructure opportunities are:

- The Stanley Bank area, focusing on the Borough's largest SSSI, but including significant biodiversity and archaeological enhancements linked to the construction of the Blackbrook Diversion. This is supported by Heritage Lottery and other funding
- Carr Mill Dam, the largest area of water in the Borough and a significant opportunity for recreational and tourism-related uses. Subject to recent joint working with owners and stakeholders to take forward an agreed Management Plan, this remains an area of considerable potential. Billinge Hill, located on the northern edge of the Borough, includes a former landfill site restored for public access
- The former Lyme and Wood Pits. Planning permission was granted in 1999 for waste disposal, and subsequent restoration of the former collieries to a country park is now in progress on completed phases of landfill and surrounding land

11.13 Development in the rural areas while limited will nevertheless be important in meeting broader objectives and includes:

- The Rural Economy Study demonstrated that the rural areas offer a highly skilled strong enterprise base with the potential to support improved economic performance. Recommendations included: supporting local service centres; the reuse of existing buildings; supporting the sustainable development of agricultural businesses; and encouraging tourism
- The Local Centres Study of 2006 confirms Rainhill as a District Centre and Rainford and Billinge as Local Centres. Their boundaries will be defined in the Allocations DPD. Policies should seek to protect and enhance the facilities to contribute to meeting the needs of the local population and reduce the need to travel significant distances to access a range of day-to-day facilities. In particular, policies should seek to restrict the loss of retail units through change of use, particularly of vital services such as post offices, pharmacies, banks and newsagents

- The St.Helens Rural Access Study found that travel times to primary schools, post offices, GP surgeries and fresh food stores were mostly acceptable. However, there was a lack of “facility clusters” in rural areas where all four of these local facilities are located within easy walking distance of each other
- The PCT are developing centres across the Borough to provide integrated health services. Rainhill has been identified as an area where such a facility will be pursued

11.14 It is important for the quality of life in St.Helens' rural areas that access to facilities and opportunities for all is maintained by a choice of modes, while the adverse impacts of traffic are minimised.

11.15 The Local Transport Plan (LTP) reflects these principles by identifying broad objectives for the transport strategy, which are set out in the supporting text to policy CP 2.

11.16 The St.Helens Rural Access study undertook an analysis of accessibility by public transport from the rural area to a range of key facilities. In particular, access to many employment sites was difficult. Whiston Hospital and Newton Community Hospital were more difficult to access from many rural communities. Access to further education varied, with the St.Helens College site in Earlestown and Carmel College having significant limitations. The LTP 3 identifies the issues of accessibility in the rural areas of Merseyside.

Ensuring Quality Development in St.Helens



12 Ensuring Quality Development in St.Helens

Context

12.1 It will be expected that all new development will be of a high quality and will not detract from, or harm, the environment.

Policy CP 1

Ensuring Quality Development in St.Helens

All proposals for development within the Borough will be expected, where appropriate, to meet the following standards as a minimum:

1. Quality of the Built Environment

- i. Maintain or enhance the overall character and appearance of the local environment (with regard to siting, layout, massing, scale, design, materials, building to plot ratio and landscaping);
- ii. Safeguard and enhance the built and historic environment;
- iii. Be sympathetic to surrounding land uses and occupiers, avoiding detrimental impact on the amenities of the local area, in particular residential amenities;
- iv. Ensure that the amenities of occupiers of the new development will not be adversely affected by neighbouring uses and vice versa;
- v. Link in with surrounding movement patterns and not be prejudicial to the development of neighbouring land, including the creation of landlocked sites;
- vi. Minimise opportunity for crime and maximise natural surveillance;
- vii. Provide landscaping as an integral part of the development, protecting existing landscape features, providing open space and enhancing the public realm;
- viii. Include or contribute to the provision of public art in appropriate circumstances;
- ix. Demonstrate, through the Design and Access Statement, the appropriateness of the proposal;
- x. Make provision for the needs of special groups in the community such as the elderly and those with disabilities; and
- xi. Residential development to achieve Buildings for Life rating of at least "good".

2. Protection of the Natural and Historic Environment

- i. Safeguard and enhance Green Infrastructure, biodiversity and geodiversity and bring these resources into positive management;
- ii. Avoid unnecessary tree loss and make provision for new and replacement planting;
- iii. Take full account of archaeological remains and, where it is demonstrated preservation is not feasible, that adequate provision is made for their excavation and recording;
- iv. Safeguard or enhance landscape character, including historic landscape and townscape character;

- v. Avoid loss or damage to high quality soils where possible and minimise loss or damage where this can be shown to be unavoidable; and
- vi. Ensure protection of watercourses from encroachment, modification and degradation and return modified and degraded water bodies to sustainable, natural environments where appropriate and feasible.

3. Environmental Quality

- i. Minimise and mitigate against the effects of air, light and water pollution (including contamination of soil, surface water and groundwater resources) and noise, vibration, smells, dust and electromagnetic fields caused by the development;
- ii. Development that is located within or would impact on Air Quality Management Areas will require special consideration with regard to their impacts on air quality;
- iii. Be located in an area where its use is compatible with the identified Flood Zone in the SFRA, avoiding adding to the causes and sources of flood risk and ensuring no adverse impact on other sites. Where this cannot be achieved, but there is an overriding need for the development and a suitable alternative site cannot be identified, protection from the risk of flooding, through the use of Sustainable Drainage Systems (SuDS) and/or other appropriate measures and/or flood defences will be required;
- iv. Ensure that the site of the proposed development is not contaminated and/or unstable or that provision can be made for its remediation to an appropriate standard, taking into account its intended use and making use of sustainable remediation technologies; and
- v. Include satisfactory arrangements for the disposal of foul sewage, liquid waste, trade effluent and contaminated surface water.

4. Resource Management

- i. Minimise, and where possible, prevent waste being produced and pursue a strategy which promotes reuse and recycling;
- ii. Minimise consumption of energy and incorporate renewable and low carbon energy generation. An initial target of 10% decentralised and renewable or low carbon energy, subject to feasibility and viability, will be sought on non-residential schemes above 1,000m² and residential schemes of 10 or more dwellings⁽¹⁾;
- iii. Use local and recycled building materials;
- iv. Subject to viability, achieve at least Code for Sustainable Homes Level 3 for all new residential development, rising to Level 4 between 2013 and 2016, and Level 6 after 2016⁽¹⁾;
- v. Achieve a BREEAM rating of at least "very good" for non-residential development, subject to viability⁽¹⁾;
- vi. Make efficient use of existing infrastructure and services, and where practicable, avoid the need for new service investment;
- vii. Make efficient use of water;

1 To be updated in the Sustainable Development DPD

- viii. Avoid sterilisation of known mineral resources through development; and
- ix. Not prejudice the delivery/improvement of utility networks.

Strategic Aims Met:	Strategic Objectives Met:
SA 2	SO 2.1, SO 2.2, SO 2.3
Key Delivery Items:	
Adoption of Sustainable Development DPD Adoption of Waste DPD Adoption of a suite of SPDs, including Air Quality, Flooding and Drainage, Green Infrastructure, Noise, and Public Art; Biodiversity, Design and Crime, Design Guidance, Ensuring a Choice of Travel, Hot Food Takeaways, Householder Development, New Residential Development, Residential Character Areas, St.Helens List of Locally Important Buildings, Shopfronts, Telecommunications and Trees and Development SPDs Assessment of planning applications Contribution to delivery of the North West River Basin Management Plan	

Table 12.1

Purpose

12.2 The purpose of the policy is to set out the requirements against which all development and planning applications will be assessed. It is intended to provide a convenient checklist of matters of importance and will be supplemented by policies in the Sustainable Development DPD and Supplementary Planning Documents (SPDs).

Justification

12.3 The policy is consistent with national and regional policy and will also ensure that development assists in the delivery, of and is consistent with, locally important policy and strategy including, amongst others:

- Crime, Disorder and Drug Reduction Strategy
- Cultural Strategy
- Policy for Nature Biodiversity Action Plan
- Community Greenspace Strategy
- Town in the Forest Strategic Vision
- Landscape Character Assessment
- Climate Change Action Plan
- Air Quality Assessment
- Strategic Flood Risk Assessment

12.4 The importance of tackling climate change is highlighted by the NPPF. Accordingly, section 4 of policy CP 1 is an important tool for tackling climate change in St.Helens due to its requirements such as waste minimisation, renewable energy and setting minimum Code for Sustainable Homes

and BREEAM standards. The Sustainable Development DPD will review these standards and set out policies to help new development reduce its contribution to the causes of, and cope with the effects of, climate change.

12.5 RSS policy EM 18 advises that in advance of setting local targets for renewable energy generation, an interim target of at least 10% should be applied to all qualifying developments, subject to financial viability. This is considered an appropriate aspiration, subject to careful consideration of the effect on feasibility and viability, and delivery of other important requirements such as open space and affordable housing. This interim requirement will be updated through the Sustainable Development DPD, which will also address wider environmental requirements for residential and non-residential developments. A subregional study on decentralised and renewable or low carbon energy is being undertaken through the Merseyside Environmental Advisory Service and will inform any changes to the interim target.

12.6 Regarding flood risk, the use of flood defences to protect new development is not considered sustainable by the Environment Agency and should be considered as a last resort with more sustainable measures, such as SuDs, considered first. The adoption and/or aftercare of SuDs, flood defences and other appropriate measures will need to be carefully considered and agreed with the Council and other relevant parties.

Creating an Accessible St.Helens



13 Creating an Accessible St.Helens

Context

13.1 The attractiveness of the Borough of St.Helens as a location for either business or new residential development lies in:

- Its location in the heart of the north-west with easy access by road and rail to jobs and markets across the north-west, and in particular in Liverpool, Manchester and Warrington
- Its proximity to national and regional road (M6, M62 and A580) and rail (West Coast Mainline) networks and two major airports (Liverpool and Manchester)

Policy CP 2

Creating an Accessible St.Helens

In order to provide a realistic choice of travel, including access for people with mobility difficulties, all proposals for development within St.Helens (where appropriate) will be expected to meet the following principles, except where specific locational requirements restrict the opportunity for ensuring a choice of travel:

1. Ensuring a choice in mode of travel by:

- i. Locating to sites where there is potential for users to walk or cycle to or from the site and/or the provision of cycle and walking facilities within the site, and/or the improvement of routes or facilities which serve the site; and
- ii. Locating to sites where there is good access to the public transport network and/or the provision of public transport facilities within the site and/or the improvement of public transport and facilities which serve the site.

2. Ensuring access to local facilities by protecting and enhancing:

- i. Safe and convenient pedestrian routes, including Safer Routes to School;
- ii. Links to, and growth of, the identified cycle network, including the extension of the Sustrans National Cycle Network; and
- iii. Public transport facilities.

3. Safe and adequate access to and from the public highway by:

- i. The provision of safe and adequate vehicular, cycle and pedestrian access to and from, and circulation within, a site;
- ii. The provision of adequate on-site parking, which should not exceed the Council's adopted maximum standards, unless it is proven to be essential to avoid highway danger;
- iii. Parking for those of limited mobility, service vehicles, and cycles should meet the Council's minimum guidelines;
- iv. Allowing direct access onto the primary route network only where it does not restrict the capacity of the road or its intended purpose. Where a reasonable alternative exists, direct

access will not be permitted. Any junction or capacity improvements shall be completed before the occupation of the development;

- v. Preventing direct access to the Strategic Road Network other than for the provision of service areas, facilities for the travelling public, maintenance compounds and, exceptionally, other major transport interchanges; and
- vi. Assessing indirect access (by way of an existing access) onto the Strategic Road Network against the development's impact on the Strategic Road Network from 10 years of the occupation of the development.

4. Sustainable location of significant generators of journeys⁽¹⁾ by:

- i. Locating within 800 metres of safe and convenient walking distances of stations on the passenger rail network or within 400 metres of safe and convenient walking distance of stops and interchanges on high-frequency bus service networks;
- ii. Ensuring development which generates significant movement of freight, is located on sites which are served by rail or where rail facilities can be provided as part of the development, or where these options are not available, locating where there is good access to a road designated as a Freight Priority Route;
- iii. Submission of a Transport Assessment in accordance with the Ensuring a Choice of Travel SPD; and
- iv. Preparation of a Travel Plan in accordance with the Ensuring a Choice of Travel SPD.

5. Reduce the adverse impacts of traffic on the community by:

- i. Improving safety and protecting the efficiency of routes by paying regard to the route and road user hierarchies adopted within the LTP and providing off-site improvements where necessary; and
- ii. Supporting initiatives to reduce congestion, air pollution and noise on key routes.

6. Support Local Transport Plan Priorities by ensuring development will not prejudice:

- i. Improved rail links to Manchester and Wigan, including the planned rail electrification;
- ii. Improved rail capacity to Liverpool; or
- iii. Improved station accessibility and facilities.

Strategic Aims Met:	Strategic Objectives Met:
SA 3	SO 3.1
Key Delivery Items:	
Implementation of Local Transport Plan Implementation of Ensuring a Choice of Travel SPD	

Table 13.1

1 Significant generators of journeys are those requiring at least a Transport Statement in Department for Transport Guidance for Transport Assessments or those classed as Large or Major in Ensuring A Choice of Travel SPD

Purpose

13.2 The purpose of this policy is to create an accessible St.Helens to meet strategic aim SA 3.

Justification

National

13.3 The NPPF explains that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability objectives. Delivering a Sustainable Transport System outlines the Government's agenda for transport policy in the future. This builds on the recommendations made in the Eddington Study and Stern Review. The Government has set down five areas which future transport policy must focus around. These include: tackle climate change; support economic growth; promote equality of opportunity; contribute to better safety, security and health; and improve quality of life.

City Region

13.4 The third Merseyside Local Transport Plan (LTP) vision is to have a City Region committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice. This is reflected in schemes to promote walking and cycling and safer routes to school, including the St.Helens part of the Sustrans National Cycle Network including Widnes to Wigan via local centres.

13.5 The third Merseyside LTP runs until April 2024, with Implementation Plans until 2014/15. The Local Transport Act 2008 resulted in Passenger Transport Authorities changing to become the Integrated Transport Authorities (ITA) and becoming statutorily responsible for LTPs. As part of this they have a statutory undertaking to consult with St.Helens Council on any policies and proposals.

13.6 The third LTP for Merseyside will focus on delivering six equally weighted goals to deliver a transport system to meet the needs of a growing and successful Merseyside. The goals set are:

1. Help create the right conditions for sustainable economic growth by supporting the priorities of the Liverpool City Region, the Local Enterprise Partnership and the Local Strategic Partnerships;
2. Provide and promote a clean, low emission transport system which is resilient to changes to climate and oil availability;
3. Ensure the transport system promotes and enables improved health and wellbeing and road safety;
4. Ensure equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities;
5. Ensure the transport network supports the economic success of the City Region by the efficient movement of people and goods; and
6. Maintain our assets to a high standard.

13.7 The Merseyside Transport Partnership implements the LTP on Merseyside. The partnership includes Merseytravel and the five Merseyside district Councils who work together in a number of areas of transport policy and implementation on Merseyside. In order to focus on specific areas a number of accompanying strategy documents have been produced in conjunction with the second LTP which have included the Bus and Rail Strategies, the Freight Strategy, the Cycling Strategy and the Access Strategy. These have been reviewed and incorporated into the third LTP.

13.8 The Strategic Road Network (SRN) consists of strategic roads managed by the Government's Highways Agency. In St.Helens, the SRN comprises the M6 and M62 motorways. There is a general presumption that no new access onto the SRN will be made except to facilitate its operations (such as the provision of service areas, facilities for the travelling public and maintenance compounds) and, exceptionally, other major transport interchanges. Proposals for the Strategic Rail Freight Interchange at the former Parkside colliery, which would be a major transport interchange, will require direct access to the M6 for heavy goods vehicles, however, this will need to be agreed with the Highways Agency.

13.9 In April 2004, a study of public transport services in the **Culcheth, Ashton, Newton-le-Willows and Golborne (CANGO)** areas was commissioned to generate proposals for improving public transport which would form the basis of a public transport strategy for the area. The study identified several problems caused by a lack of cross-boundary bus services. The resulting strategy proposed:

- New and improved cross-boundary bus routes
- Improved rail station facilities
- Bus priority measures
- Zonal strategy for fare integration across Local Authority boundaries
- A package of improvements to walking and cycling routes across the area
- Preparation of an area wide public transport guide

13.10 A cross-boundary working group for the CANGO area has been set up to look at ways of developing these proposals.

Local

13.11 It is important for the quality of life in St.Helens that access to facilities and opportunities for all are maintained by a choice of modes of travel, while the adverse impacts of traffic are minimised. This is reflected in the St.Helens Plan, which identifies the following delivery themes in achieving a safe and accessible Borough:

- Reduce road traffic accident death and injury
- Provide a fair and safe trading environment, with well-informed consumers and businesses
- Improve the standard of the highway network to support the local economy
- Deliver the Merseyside LTP and associated strategies in St.Helens
- Improve travel choice, affordability and availability of public transport
- Minimise traffic congestion and increase cycling and walking

13.12 The Overall Spatial Strategy of the Core Strategy seeks to concentrate development in the main urban settlements, which are accessible by a choice of sustainable transport modes.

13.13 In order to deliver improvements for walking and cycling in St.Helens, Local Pedestrian and Cycling Strategies have been developed. As part of these strategies Local Area Access Audits of local centres have been undertaken identifying where improvements are needed to make them a fully accessible area. The works identified are hoped to be carried out over the next few years funded through the Local Transport Plan.

13.14 In the past, the need to travel caused by development has been primarily met by providing for car use. This approach is no longer acceptable and the aims of the policy, outlined above, ensure that there is a choice of means to travel to and from development sites, and encourage use of more sustainable means of transport.

13.15 To achieve this the policy requires:

- Developers to demonstrate that a minimum level of accessibility will be achieved for walking, cycling, public transport and vehicular access
- Significant generators of journeys to maximise choice of travel and reduce adverse impacts by locating close to the public transport network (or where appropriate, the Freight Route Network), undertaking a detailed assessment of transport implications with a Transport Assessment and preparing a Travel Plan

Access onto the Primary Route Network

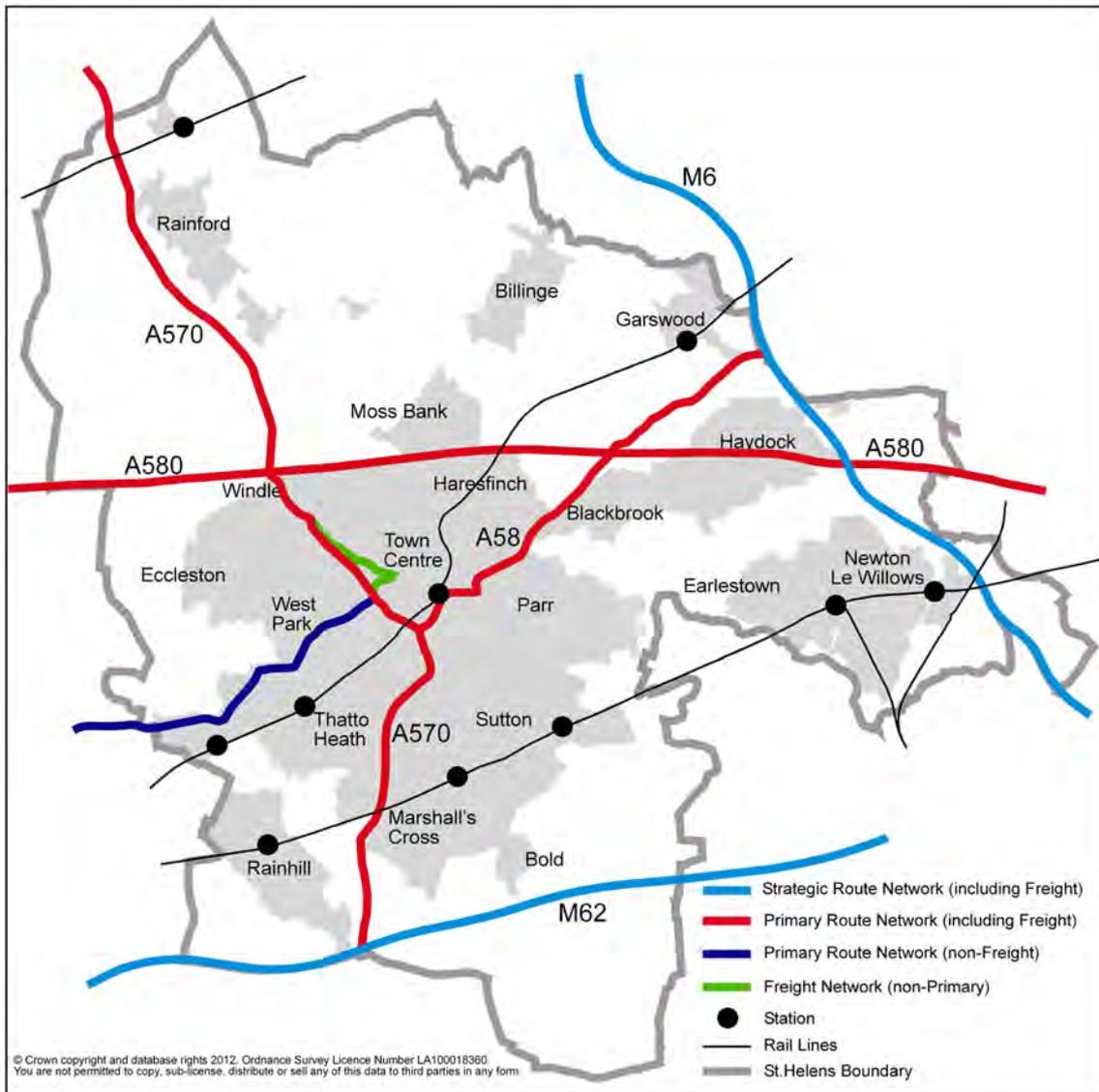


Figure 13.1 Freight & Primary Route Network

13.16 The Primary Route Network consists of the A570, A580 and A58, which are maintained by St.Helens Council, and seeks to ensure efficient intra-urban motor vehicle access between key locations such as towns and key employment locations. The policy will restrict direct access from development onto the Primary Route Network. Direct access onto the Primary Route Network would reduce its effectiveness, thereby increasing congestion (and, consequently, journey time and pollution).

Transport Assessments

13.17 Development proposals that are likely to generate a significant number of trips may benefit from closer scrutiny of a greater number of transport problems and solutions. In such cases, a more detailed assessment of the following, in the form of a Transport Assessment, may be requested:

- Giving access to all means of transport
- Limiting the harm from traffic on safety, noise and air pollution and on the environment or local amenity
- Ensuring safe and easy access for all users

Travel Plans

13.18 A Travel Plan can help reduce the number of car trips to a development. Travel Plans aim to reduce the number of journeys needed, where possible, and to encourage choice and use of sustainable means of transport to development sites. This includes, for example, car-sharing, working from home, awareness-raising campaigns or subsidised public transport season tickets for employees.

Providing Quality Housing in St.Helens



14 Providing Quality Housing in St.Helens

Context

14.1 The Government's key housing policy objective is to ensure that everyone has the opportunity of living in a decent home, which they can afford and which meets their needs, in a community where they want to live. To achieve this, the Government is seeking to widen opportunities for home ownership, ensure the provision of a wide variety of high quality affordable and market housing and create sustainable, inclusive communities. High quality housing developments should be located in areas accessible to jobs, key services and infrastructure.

Policy CH 1

Meeting St.Helens' Housing Requirement

The net housing requirement for the period 2003 to 2027 comprises 13,680 new dwellings. This will be achieved through:

1. Allocating land to meet the outstanding residual requirement for the period 2003-2022;
2. Identifying land for the period 2022-2027, through one or more of:
 - i. Releasing sites from other uses, subject to meeting the requirements of other policies within the Core Strategy;
 - ii. Increasing densities higher than those required in part 6, where appropriate and when considered necessary;
 - iii. Reconsidering potentially suitable sites, as identified by the SHLAA;
 - iv. Releasing land from the Green Belt, provided that it is in line with work being carried out at the Merseyside subregional level;
3. Delivering at least 80% of new dwellings on previously developed land over the plan period as a whole by only permitting new dwellings on a greenfield site where:
 - i. It forms a minor part of a larger development site and is essential to the successful delivery of the development as a whole; or
 - ii. It delivers an overriding significant social, economic and environmental benefit, and it complies with policies for the protection of open space; or
 - iii. The application is for a barn conversion and it can be demonstrated that the site has been marketed for economic use for 2 years, to the satisfaction of the Council, and is not viable for these purposes; or
 - iv. It meets an identified shortfall of land for housing;
4. Supporting the reuse and conversion of appropriate buildings for housing;
5. Removing dereliction on major routes into and through the Borough, contributing to the enhancement of the perception of St.Helens as a place to live or do business;
6. Requiring developments to achieve a minimum density of 30 dwellings per hectare (dph), and requiring higher density developments of 40 dph in sustainable locations where well

served by public transport and 50 dph within and adjacent to St.Helens and Earlestown Town Centres; and

7. Only allowing developments to achieve density lower than those required by part 6 in exceptional circumstances or to safeguard the character of established residential areas from over-intensive and inappropriate new development.

Strategic Aims Met:	Strategic Objectives Met:
SA 4	SO 4.1
Key Delivery Items:	
13,680 net new dwellings completed by 2027 Adoption of Sustainable Development and Allocations DPDs and AAPs Development Briefs Residential Character Areas SPD Adoption of Rural Buildings SPD Householder Development SPD New Residential Development SPD	

Table 14.1

Purpose

14.2 This policy is designed to ensure that a sufficient number of new and improved dwellings are available to meet identified housing needs and to deliver inclusive, sustainable communities.

Justification

The Housing Requirement

14.3 The RSS requires St.Helens to provide at least 10,260 new dwellings over the period 2003 to 2021, with an average completion rate of 570 dwellings per annum (p.a.) net of clearance replacement.

14.4 Policy CH 1 sets out a net housing requirement for the period 2003 to 2027 of 13,680 new dwellings. This has been established by maintaining the RSS's average completion rate of 570 dwellings p.a. for St.Helens, whilst looking forward 15 years, in line with national policy. St.Helens' aspiration for growth is incorporated within the housing target of 570 dwellings p.a.. St.Helens has for some time been pursuing growth in housing and this is illustrated by moving from 400 dwellings p.a. in the superseded RPG13 to 570 dwellings p.a. in the RSS, which the Council encouraged and supported to meet its growth aspirations.

14.5 The housing figures within the RSS are relevant to St.Helens due to the following main reasons:

- The housing provision set out by the RSS was encouraged and supported by the Council
- The RSS was justified through research and its evidence base was tested through an Examination in Public, where it was considered sound

- The RSS target, which has been presented in earlier drafts of the Core Strategy, has not been challenged by any representations made through consultation
- The 2008-based ONS Household Projections project an annual average household change of 400 (2003-2028) for St.Helens
- RS2010's (which was intended to replace the RSS) research forecasts for St.Helens range from 529 dwellings p.a. to 776 dwellings p.a. (2006-2030)
- The RSS target is an annual average over a fifteen year plan period (rather than a minimum or maximum), so any periods of undersupply or oversupply delivery could be addressed over this long term period

14.6 A base date of 2003 for the housing requirement has also been considered appropriate to St.Helens. This is mainly because 2003 is the base date which has been used in the research forecasts in the RSS evidence base. In addition, the high delivery rates witnessed in the early plan period (between 2003/04 and 2006/07) demonstrate what could realistically be achieved in St.Helens and illustrate that there is a commitment to housing growth.

14.7 To meet identified housing needs, the replacement of demolished dwellings needs to be accounted for. Demolitions between 2003/04 and 2010/11 totalled 698. Helena Partnerships have confirmed that the majority of demolitions in St.Helens have already occurred and that their future clearance programme is reducing. Therefore, the 2010 Strategic Housing Land Availability Assessment (SHLAA) has calculated a demolitions allowance of 26 dwellings p.a.. The total demolitions allowance for the period 2003-2027 is therefore 1,114 (i.e. 698 + (16 x 26)).

14.8 In terms of delivery performance to date, there have been 4,474 completions between 2003/04 and 2010/11, which averages 559 gross completions p.a.. This is demonstrated in the 2011 Housing Land Position Statement. Of these completions, 92% took place on previously developed land (PDL). The total and residual housing requirement is summarised in the table below.

Item	Amount
Housing Requirement 2003/04 to 2026/27	13,680
Demolitions 2003/04 to 2010/11	698
Allowance for demolitions 2011/12 to 2026/27	416
Total Requirement 2003/04 to 2026/27	14,794
Completions 2003/04 to 2010/11	4,474
Residual Requirement 2011/12 to 2026/27	10,320

Table 14.2 Housing Requirement

The Housing Evidence Base

14.9 The key piece of evidence in identifying how the housing requirement will be met is the SHLAA which has been used to calculate the Core Strategy Housing Trajectory. The 2010 St.Helens SHLAA (prepared alongside Halton and Warrington Borough Councils) indicates the housing land supply position at April 1st2010. The SHLAA's five and ten year periods show a surplus of dwellings. However, there is a shortfall of land for dwellings in the fifteen year period.

14.10 The Housing Trajectory illustrated below demonstrates past net completions that occurred between April 2003 and March 2011. It also shows projected completions and demolitions (of 26 dwellings p.a.) based on the results of the 2010 SHLAA. The RSS annual housing requirement of 570 dwellings p.a. is used between 2003 and 2027. The cumulative over/under supply has been calculated through the subtraction of actual/projected completions from the annual requirement, taking into account any surplus/deficit from previous years.

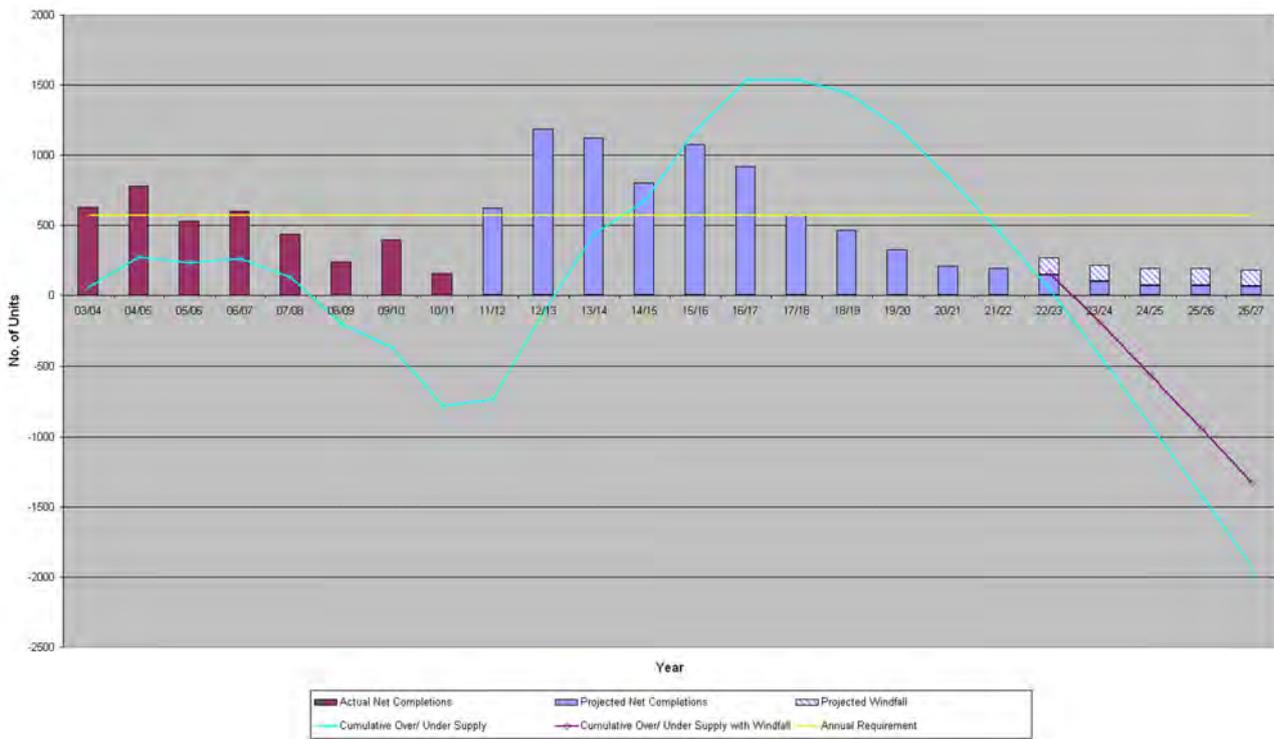


Figure 14.1 Housing Trajectory 2003-2027

14.11 The Council is optimistic that under normal market conditions, the average annual completion rate of 559 gross dwellings can be achieved, as demonstrated by the 2011 Housing Land Position Statement. The evidence to support this includes: past completion rates; the fact that 57% of the total potential supply already has planning permission or is allocated for housing, as demonstrated by the 2010 SHLAA; and that procedures are in place to work with landowners and developers to bring forward further sites.

14.12 There are no major infrastructure constraints, as the supply identified in the SHLAA is located within existing settlement boundaries. However, the relationship between land values and the ability of developers to restore land affected by contamination will be critical and will be taken into account when determining applications, where appropriate.

14.13 The recession, which commenced in 2008, has had a significant impact on the rate of housing completions. For example, the 2011 Housing Land Position Statement indicates total net completions to be 399 in 2009/10, and 157 in 2010/11, against a target of 570. The Housing Trajectory projects that the rate of housing completions will begin to recover in 2012 and will exceed annual requirements in the following years, which will reconcile for the current under-provision. Housing completions and the release of land will continue to be monitored through the Annual Monitoring Report, the annual Housing Land Position Statement and SHLAA, as explained in the Delivery and Monitoring Strategy.

14.14 The Housing Trajectory projects that the Council will be in a position of undersupply from 2023/24. This shortfall could be addressed in four main ways:

i. **Windfall Allowance -**

An analysis of the potential for windfalls to supplement the identified land supply over the 15 years of the plan, with regard to historic windfall delivery rates and expected future trends, was conducted in the 2010 SHLAA. Since the 2004 Urban Capacity Study there have been permissions granted totalling 2,190 dwellings which were not accounted for in the 2004 study. This is equivalent to 31% of the original urban capacity and demonstrates a significant track record of windfalls. Over the last 30 years, the rapid process of deindustrialisation in St.Helens has left a legacy of derelict land and an industrial structure which is continuously subject to change. The Council is aware that there are a number of sites which are currently in active manufacturing use which may close or relocate over the next 15 years. The St.Helens Employment Land and Skills Review also projects that the manufacturing industry, which remains a key source of jobs in St.Helens, is set to see further contraction by around 1,700 jobs. The forecasts suggest that this will continue at a steady rate over the period to 2027 as a result of the shift towards more advanced and less labour intensive manufacturing, productivity improvements and competition from lower cost overseas manufacturers. Furthermore, in 2005 an Interim Planning Policy for Housing (IPP) was introduced to control housing development when the Council was in a position of oversupply. Following the removal of this policy in 2008, a number of sites which were refused permission under the IPP have been granted, or have resubmitted for, permission and this pattern is expected to continue. Taking the above into consideration, it is therefore considered reasonable to apply a windfall allowance for the 11-15 year period of the Core Strategy (between 2022/23-2026/27).

In order to estimate the likely delivery of windfalls in the 11-15 period, the housing completions on windfall sites since 2001 were assessed on small sites (10 or fewer dwellings) and large sites (greater than 10 dwellings). Sites identified in the 2007 Urban Capacity Update and the 2008 and 2009 SHLAAs, sites allocated in the 1998 St.Helens UDP and all greenfield sites were removed from the analysis. Results from the analysis demonstrate how St.Helens has achieved an average of 45 windfall completions p.a. on small sites and 170 p.a. on large windfall sites. Given that a large proportion of windfall has already occurred, it is considered that applying the same rate for years 11-15 would be unreasonable. However, it is considered reasonable to assume that 50% of the large windfall site capacity will be brought forward between years 11-15, equating to 85 dwellings p.a.. Following the SHLAA's methodology, 119 windfall dwellings are projected to be delivered each year between 2022/23-2026/27, demonstrating a windfall capacity of 595 dwellings in years 11-15 of the Core Strategy. However, if it has been considered appropriate to address part of the identified shortfall by

releasing sites from other uses (subject to meeting the requirements of other policies within the Core Strategy), then the windfall allowance identified here could be higher than stated above.

ii. **Increased densities -**

The Core Strategy strikes a balance between seeking higher densities in Policy CH 1 part 6 and protecting the character of established residential areas in part 7. However, if it has been considered appropriate to address part of the identified shortfall by increasing densities, then part 2A(ii) allows minimum densities set out in part 6 to be reviewed at a necessary time through the Sustainable Development DPD or a SPD.

According to the 2011 Housing Land Position Statement, an average density of 40 dwellings per hectare (dph) has been achieved in St.Helens over recent years on development sites with houses as the predominant dwelling type. The Council has also been successful in achieving even higher average densities of 62 dph when apartments are taken into account. This demonstrates that a minimum density of 30 dph can realistically be achieved in St.Helens by making the best use of land, whilst also being acceptable in design terms. However, with the changing market conditions and on the advice of private sector housebuilders in the SHLAA Stakeholder Group, a number of sites in the SHLAA have had their densities reduced commensurate with projected reduced apartment construction. Notwithstanding this, the Core Strategy is a long term plan and the Council remains optimistic that increased densities through apartment schemes will be delivered later in the plan period. The Residential Character Areas SPD considers the appropriate management of densities in areas which are identified as having a particular residential character. In all other cases, densities lower than those set out in part 6 will only be allowed in exceptional circumstances, such as to support regeneration or to meet an identified local need, for example for extra care or supported housing.

iii. **Potentially suitable sites -**

The SHLAA identifies a number of sites that were discounted from the main housing land supply as being potentially suitable with further investigation. These consist of several open space sites and a number of Helena Partnerships sites with potential access issues which may be suitable with further investigation. For example, relevant studies or site appraisals may reveal that open space is no longer required to be retained or that existing properties can be demolished to facilitate access to such sites. Should it be considered appropriate to address part of the identified shortfall by reconsidering potentially suitable sites, then the shortfall could be reduced by approximately 373 units.

iv. **Green Belt release -**

The Council is reluctant to pursue Green Belt release (including small scale non-strategic release) in the short to medium term for two main reasons. Firstly, the assumptions on the above measures (i.-iii.) and recessionary delay create sufficient doubt as to the justification for such a radical change to established Merseyside Green Belt policy. Secondly, a more structured approach to Green Belt release at the Merseyside subregional level is preferable, reflecting the current Liverpool City Region Cabinet area, the Eastern Housing Market Area and our other neighbours.

The first stage of this approach has been completed through the publishing of the Liverpool City Region Housing and Economic Development Evidence Base Overview Study in May 2011. Further work, either collectively or by individual authorities, is likely, building on the study. Therefore, any release of land from the Green Belt to address the identified shortfall will be in line with the results of this subregional level work.

14.15 The PDL Trajectory illustrated below highlights completions taking place on PDL and greenfield sites against the local PDL target of 80%. It demonstrates that the target has been, and is projected to be, consistently exceeded which highlights the Council's commitment to regeneration by delivering housing on PDL.

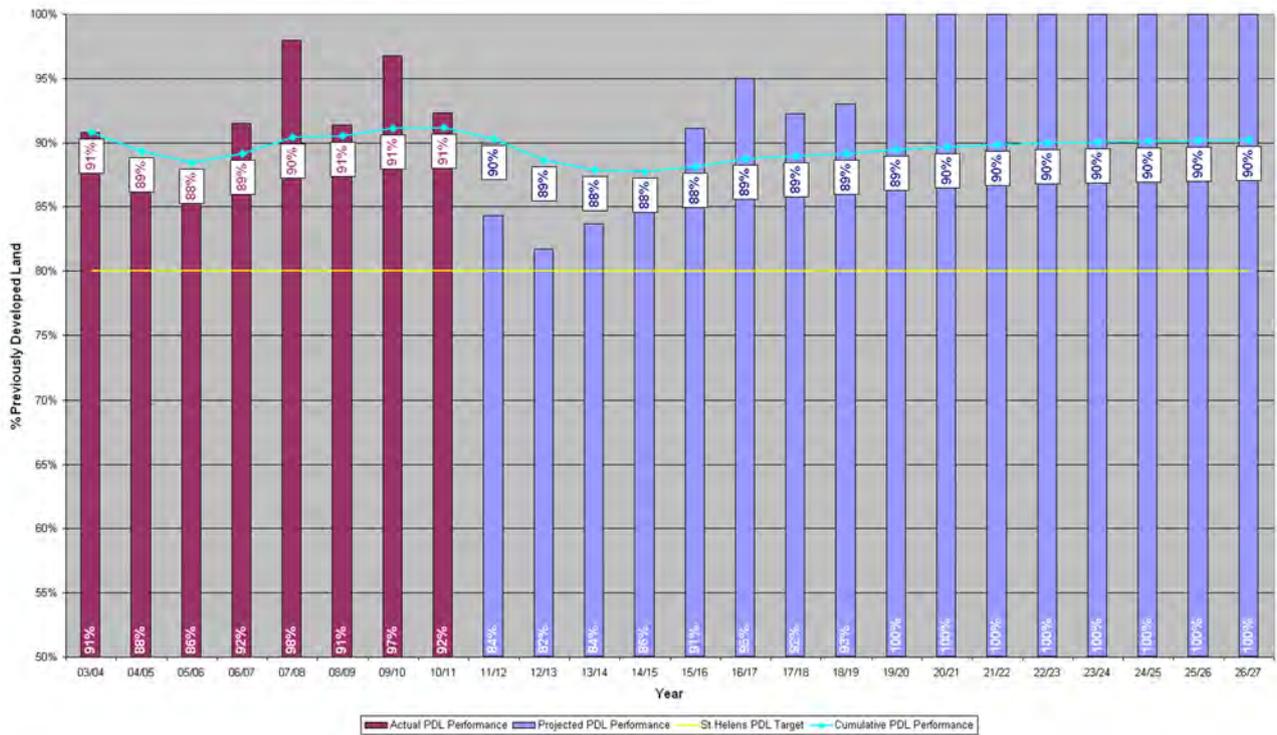


Figure 14.2 Previously Developed Land Trajectory 2003-2027

14.16 St.Helens has a plentiful supply of PDL and to achieve sustainable housing growth, development is prioritised on this land. The RSS target for St.Helens and Halton is to achieve at least 65% of residential development on PDL. The PDL Trajectory indicates that 90% of the total supply is on PDL. As St.Helens has such a high level of PDL, it is considered that a target of 80% of housing completions on PDL throughout the plan period as a whole is both achievable and realistic. Nonetheless, there will be a need for a small proportion of greenfield land and the policy sets out criteria for its development, including where there is an identified shortfall of housing land. However, it has been calculated that, even if the identified housing shortfall at the end of the plan period was solely met through greenfield land, the 80% PDL target would still be achieved.

Policy CH 2

Meeting St.Helens' Housing Needs

A suitable mix of high quality housing will be provided to deliver sustainable communities in accordance with identified local needs. This will be achieved by:

The delivery of Affordable Housing through:

1. Supporting new provision by Registered Providers of Social Housing;
2. Requiring all private sector development to contribute as follows:
 - i. A Borough-wide target of at least 30% of the total capacity of all new residential development on sites of 5 or more units to be affordable;
 - ii. On sites between 5 and 14 units, a commuted sum in lieu of on-site provision may be acceptable unless there is an overriding local need for on-site provision;
 - iii. On sites of 15 or more units the presumption will be for on-site provision unless no local need exists, in which case a commuted sum in lieu of on-site provision will be required;
 - iv. Any relaxation of the above requirement will only be considered if fully justified by an independent site-specific economic viability study.

The delivery of a suitable housing mix and special needs housing through:

3. The provision of units, including apartments and bungalows, to meet the needs of an ageing population and smaller households;
4. Planning for extra care and supported housing appropriate to local needs; and
5. Higher value market housing to support economic development within the Housing Market Area.

Strategic Aims Met:	Strategic Objectives Met:
SA 4	SO 4.1
Key Delivery Items:	
Affordable Housing SPD Implementation of Housing Strategy	

Table 14.3

Purpose

14.17 This policy is designed to ensure that the housing being delivered meets the needs of the Borough over the plan period by providing suitable mixes of market housing, Affordable Housing, and special needs accommodation.

Justification

The Housing Market Area

14.18 The 2007 Liverpool City Region Housing Strategy (LCRHS) recognised that St.Helens had housing market linkages with Liverpool, Sefton, Knowsley, Halton and Warrington. However, the strongest links were with Halton and Warrington and for that reason St.Helens was aligned with these two authorities in the Eastern Housing Market Area. This conclusion was consistent with local research (Geography for St.Helens Housing Market Assessment Activity, 2006).

Establishing Housing Need

14.19 The joint Mid Mersey Strategic Housing Market Assessment (SHMA), involving St.Helens, Halton and Warrington, was completed in May 2011. A subregional SHMA has been published alongside the SHMA for St.Helens, providing an overarching picture of need across the Eastern Housing Market Area.

14.20 The SHMA identifies a need for 1,225 affordable units p.a. in St.Helens between 2011-2016. This high level of housing need in part reflects the costs of market housing and local incomes (particularly of younger households) and the decline in stock of Affordable Housing over the last decade. Future population and household growth is expected to see a large increase in the proportion of older people, along with significant decreases in average household sizes. A notable proportion of all households have a disability or specific needs that require a range of support and adaptations. The SHMA identifies that around 50 units p.a. of specialist accommodation is required to 2026. Therefore, it is important that a range of good quality accommodation is provided to meet the needs of the ageing population and other households, such as sheltered, new build adapted and extra care properties, in addition to providing adaptations to existing homes.

14.21 The SHMA broadly reflects the findings of the 2006 Housing Market and Needs Assessment (HMNA) and confirms that the approach taken towards addressing affordability in this policy is appropriate. The HMNA identified a need for 306 affordable units p.a. between 2006-2016 and recommended that at least 30% of the total capacity of all suitable sites should be affordable.

Suitable Mix

14.22 In order to deliver a suitable mix of housing in St.Helens, the policy requires that 70% of additional housing should be provided as market housing. The SHMA identifies that approximately a third of this demand comes from families (31.6%), a third from couples and multi-person households (31.6%), almost a quarter from single households (23.1%) and over an eighth from older people (13.6%). The policy also recognises the importance of providing aspirational market housing to support economic development and regeneration.

14.23 The policy requires that the remaining 30% of additional housing should be provided as Affordable Housing. Whilst there is an identified Borough need for Affordable Housing, the policy takes into account the relative local need in the interests of creating mixed and balanced communities. A local need is interpreted as being the need in a geographical and functionally related group of wards where the site is located, as informed by the most up-to-date SHMA. The policy explains how the evidence about the local need will be applied on sites of varying thresholds

to determine whether Affordable Housing will be provided on or off-site. If there is no identified local need, the policy ensures that a commuted sum will be sought to address the identified Borough need.

14.24 The SHMA identifies that the size and type of Affordable Housing required is predominantly for smaller (1 & 2 bedroom) homes (70-80%), although there is also a significant requirement for larger (3 and 4+ bedroom) homes (20-30%). The Affordable Housing SPD breaks down the 30% Affordable Housing target into appropriate tenures and also includes further details on how Affordable Housing will be secured and delivered.

14.25 The existing housing stock is skewed towards terraced and semi-detached properties, with relatively few flats and detached properties. However, as it is recognised that housing mix will change throughout the plan period, the types of dwellings required above will likely be updated by the next SHMA. Therefore, each application will be considered on its own merits and the composition of the surrounding area will be taken into consideration, alongside the evidence identified in the most up-to-date SHMA.

Economic Viability

14.26 A Housing Viability Study (HVS) (an economic viability assessment of residential development) was undertaken in February 2009 to inform Affordable Housing policies within the LDF. The viability of 20 sites of varying sizes in different areas across the Borough was assessed, taking the 30% Affordable Housing target into consideration.

14.27 The HVS has a base date of April 2008 and assumed that the housing market at the time of study (January/February 2009) was represented by 90% of the market value of April 2008. The HVS also examined the viability at levels of 110% and 120% of April 2008's market value, although it was noted that this situation would be unlikely to occur for at least another 3-4 years from the time of the study.

14.28 Using the 30% Affordable Housing target, as recommended by the HMNA, results indicated that no sites were viable under market conditions at the time of the study (90%) and only 3 sites were viable under the market conditions as of April 2008 (100%). A 10% increase in market prices (110%) provided a remarkably different picture with 14 out of 20 sites being viable or at least marginal, and a 20% increase in market prices (120%) showed that 17 out of 20 sites were viable and some could accommodate a higher Affordable Housing element of 40%.

14.29 Results also highlighted that developer's profits do not appear to be affected by variations in thresholds. Different types of developers take on differing sizes of schemes, so that smaller developments will typically be undertaken by more locally based developers or building companies who will likely have lower overheads compared to the larger national house builders. It further recommended that a threshold of 5 or more dwellings could be applied, although it is unlikely that Registered Providers of Social Housing would be willing to purchase one or two dwellings on a site from a developer, therefore a commuted sum may be a more feasible option on such sites, unless local needs dictate otherwise.

14.30 In addition to the above, a 20% Affordable Housing target was applied to all sites, which demonstrated an improvement in the viability of most sites. However, these improvements were not as significant as those caused by market price changes and the study recommended not reducing the target based on current depressed economic conditions, as the policy covers the entire plan period.

14.31 If a developer considers that the Affordable Housing requirements set out by this policy are not viable on a specific site, then this will need to be justified through an independent financial appraisal. Developers will be expected to fund an independent financial appraisal, undertaken by a consultant appointed by the Council on a retainer contract demonstrating their justification. Further details on how the economic viability of specific sites will be considered are included in the Affordable Housing SPD.

Policy CH 3

Meeting the Needs of Gypsies, Travellers and Travelling Showpeople

The Council will take account of identified needs for permanent pitches for Gypsies and Travellers, together with plots for Travelling Showpeople when determining planning applications for new sites, or the loss of existing sites. The need for allocated sites will be reviewed and if necessary, sites will be identified in the Allocations DPD.

Proposals for sites will need to meet relevant criteria in policies CP 1 and CP 2. Particular emphasis will be placed on ensuring that sites are within a reasonable distance of schools, shops and other facilities, can be accessed by foot, cycle or public transport and can provide safe access to the highway network. Sites for Travelling Showpeople will need to be suitable for maintenance and testing of equipment and must not prejudice the operations of existing employment uses. Conditions and/or section 106 obligations will be used limiting the hours that equipment can be tested and ensuring the long term maintenance of landscaping.

Transit accommodation for Gypsies and Travellers will be provided at a site at Sherdley Road.

Strategic Aims Met:	Strategic Objectives Met:
SA 4	SO 4.1
Key Delivery Items:	
Deliver pitches for Gypsies and Travellers in accordance with identified needs.	

Table 14.4

Purpose

14.32 The policy will contribute towards strategic objective SO 4.1, which seeks to ensure sufficient housing is provided to meet the needs of the whole community.

Justification

14.33 St.Helens has a steadily growing population of Gypsies and Travellers. Age profiles indicate a high level of older children that will be looking to form their own independent households in coming years and indications are that they wish to stay within St.Helens. Parents expect their children to form independent households at around the age of 16-19.

14.34 Existing Council provision currently stands at 29 pitches on private sites with planning permission and 20 on Council owned sites. A further 3 sites, providing approximately 14 pitches, are tolerated but without planning permission.

14.35 St.Helens participated in the Cheshire Partnership Area Gypsy and Traveller Accommodation Assessment (GTAA), which was completed in March 2007. The GTAA recognised the need to provide a variety of transit provision, in order to cater for the variety of needs. Transit sites are intended for short stays, the current lack of provision contributes to a cycle of unauthorised encampments, and additional provision could help prevent such occurrences. St.Helens has secured in excess of £1 million from the Department of Communities and Local Government to develop a short stay site, providing up to 16 pitches.

14.36 The GTAA identified that over the years 2006-2011, within St.Helens, the residential accommodation need would be 17 additional pitches, and a further 14 by 2016. No need for a Travelling Showpeople's site was identified.

14.37 The Government has indicated a commitment to taking steps to resolve some of the long-standing accommodation issues for members of the Gypsy and Traveller communities. Work undertaken to inform the partial review of the North West Regional Spatial Strategy used the figures arising from the GTAA work, together with seeking a more balanced share of meeting need across districts. This work was subject to Examination in Public and, whilst the Panel's report was not issued, it recommended provision of 28 permanent Gypsy and Traveller pitches in St.Helens, together with 5 transit pitches, by 2016. It recommended that the overall provision be increased by 3% annually. The report also endorsed the results of the evidence work with Travelling Showpeople, recommending provision of 6 plots in St.Helens by 2027.

14.38 The current Gypsy and Traveller accommodation pattern within St.Helens does not, however, reflect the level of need identified through these reports. The unauthorised sites, comprising approximately 14 pitches, generate need within the GTAA but are actually tolerated sites, which, by the passage of time, have become exempt from enforcement action. The Council has accepted the principle of the existing land use, consequently their residents will not be seeking accommodation on alternative authorised sites. Vacancies exist on several authorised sites across the Borough, and there was only one unauthorised encampment in the Borough between 2008 and 2011. Given this situation, it is considered that there is no pressing need and the situation should be kept under review to assess the level of provision required within the Borough.

14.39 If necessary, future provision in St.Helens will be brought forward through the Allocations DPD and monitored through Core Output indicator H4. It is considered that the criteria outlined in the policy would be relevant to both Gypsy & Traveller and Travelling Showpeople requirements.

Ensuring a Strong and Sustainable St.Helens Economy



15 Ensuring a Strong and Sustainable St.Helens Economy

Policy CE 1

A Strong and Sustainable Economy

Sufficient land and premises will be provided to strengthen and diversify the Borough's economic base and to support the City Growth Strategy and other economic regeneration and development initiatives through:

1. Providing at least 37 hectares of land to meet local needs for B1, B2 or B8 purposes to 2027. This will be met through:
 - i. The identification of a range of sites within the Allocations DPD;
 - ii. Supporting the reuse, reconfiguration or redevelopment of vacant, derelict, or older employment land and premises for commercial purposes.
2. Supporting the development of a SRFI at Parkside, in line with policy CAS 3.2, to meet a regional or subregional need.
3. A. The reuse, reconfiguration or redevelopment of sites and premises last used for B1, B2 or B8 purposes for B1, B2 or B8 uses will be supported where they have:
 - i. Suitable road access
 - ii. An acceptable impact on neighbouring land uses.

B. Where it is demonstrated that land or premises for B1, B2 or B8 purposes is no longer suitable or economically viable for B1, B2 or B8 use then the site's suitability for other employment generating uses must be considered before non employment generating uses.
4. Focusing economic development to those sites that are either within, in close proximity to, or have easy public transport access to the most deprived areas of the Borough. Where this is not possible then developments will be expected to contribute to improving such links.
5. Supporting the development of sites in the economic land supply through marketing, securing of public funding and the production of development briefs.
6. Encouraging the development of B1 office uses within and adjacent to St.Helens Town Centre through the implementation of the East Side Masterplan and the development of site specific development briefs.

7. Supporting the reuse of suitable buildings in rural areas for appropriate employment uses by favourably considering planning applications proposing suitable rural economic development.
8. Supporting the protection, creation, enhancement and expansion of tourism resources and facilities, by favourably considering appropriate planning applications which support the tourism strategy, including Destination St.Helens.
9. Supporting the creation of and expansion of small businesses.

Strategic Aims Met:	Strategic Objectives Met:
SA 5	SO 5.1, SO 5.2, SO 5.3
Key Delivery Items:	
Provide 37 hectares of land for B1, B2 or B8 purposes by 2027 Development of Parkside Strategic Rail Freight Interchange Adoption of Allocations DPD Implement City Growth Strategy	

Table 15.1

Purpose

15.1 The purpose of this policy is to ensure the demand for land for economic development is met in support of Strategic Aim SA 5 and its associated objectives.

Justification

National Planning Policy Framework (NPPF)

15.2 The NPPF states that the Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future.

15.3 RSS policy W3, Supply of Employment Land, table 6.1, sets out the provision of employment land from 2005 to 2021 for the region. In the case of the Merseyside subregion it shows a need for 1,728 hectares of land, an increase of 494 hectares from the 2005 base. This increase takes into account an 18.5% projected increase in take-up and a 20% flexibility factor.

Liverpool City Region Overview Study

15.4 The Liverpool City Region (LCR) authorities and neighbouring authorities have appointed consultants to prepare the LCR Overview Study to assess the future housing and employment requirements across the Liverpool City Region. The Overview Study examines each authority's housing and employment land evidence base to identify potential surpluses and deficits that might exist. These are then assessed to identify if the demands of the subregion can be met without the

need to release land from the Green Belt. The Study concluded that whilst St.Helens appeared to have a small surplus of employment land it was unlikely to be suitable for meeting the needs of neighbouring authorities.

City Growth Strategy

15.5 The policy set out in CE 1 will support the aims and objectives of the City Growth Strategy by ensuring there is a range of sites and premises that are deliverable and available to support new business start ups, creative and innovative businesses and the retention of local businesses who are looking to expand.

15.6 The approach set out by the Council was to draw on recent data on the supply of land and premises provided by the St.Helens Employment Land & Premises Study May 2011 to inform the Labour Supply "Local Housing Demand Variant" Scenario. To achieve this URS Scott Wilson and CBRE produced the Review of Employment Land in St.Helens to 2027 (September 2011) which reappraised the Borough's employment land supply and provided commentary on the supply and demand for large scale warehousing and distribution across the North West.

St.Helens Employment Land & Skills Review April 2009

15.7 Consultants were appointed by the Council to carry out an employment land and skills review, which was undertaken in accordance with guidance issued by the Government. Four different scenarios were used to forecast the demand for land up to 2025. The Labour Supply "Local Housing Demand Variant" Scenario has been used because it is considered by the Council as using the best assumptions about growth over the plan period.

15.8 Labour Supply "Local Housing Demand Variant" Scenario looks at forecast housing delivery over the plan period and considers how the Borough's population and workforce might change over the forecast period. The forecast is adjusted to account for development that has already taken place and to include a flexibility factor in order to make provision for unforeseen events and also to account for vacant units which may be present in the Borough.

15.9 The forecast has shown a small level of growth for offices, a decline in demand for industrial premises and high level growth in demand for warehousing and distribution premises.

15.10 Due to a delay in the projected adoption of the Core Strategy, the Labour Supply "Local Housing Demand Variant" Scenario was recalculated in August 2010 in order to extend them to 2027. Further amendments then followed in 2011 taking into account the findings of the Review of Employment Land in St.Helens to 2027. The demand forecast for B8 has been split to reflect the mix of small, medium and large scale industrial/logistics units identified by the Review of Employment Land in St.Helens to 2027. An appropriate employment floorspace density per employee was then applied. The result has been to make the scenario more reflective of the current supply of employment land within the Borough particularly in relation to meeting the needs for warehousing and distribution over the life of the Core Strategy.

Supply of Employment Land

Review of Employment Land in St.Helens to 2027

15.11 Additional work was carried out in August 2011 to reappraise the supply identified in the St.Helens Employment Land & Premises Study May 2011 in order to assess more closely the suitability, deliverability and availability of the supply. This considered the impact of recent development, a market overview for both industrial (B2) and warehousing and distribution (B8) and a reassessment of the assumptions in relation to the likelihood of development. The buildings in the Borough's current overall supply were split into three types:

- Small sized industrial/warehousing and distribution units (1,000 square feet to 15,000 square feet)
- Medium sized industrial/warehousing and distribution units (15,000 square feet to 100,000 square feet)
- Large sized industrial/warehousing and distribution units (100,000 square feet and above)

15.12 Based on the Study published in May 2011, 15% of the current overall supply is large scale B8 warehousing and distribution premises. From the reappraisal a supply of 86.12 hectares was identified. Much of this is considered as being suitable for mixed B2 and B8, which reflects the reality that much of the overall supply is made up of mixed B2/B8 use sites, which are difficult to separate from each other. The supply of land is detailed in Table 15.2 below.

	B1(a) Office (ha)	Small/Medium Scale B2/B8 (ha)	Large Scale B2/B8 (ha)	Total (ha)
Immediately Deliverable in Short Term*	11.15	24.62	10.45	46.22
Potentially Deliverable in Medium/Long Term*	0.00	34.90	5.00	39.90
Total (ha)	11.15	59.52	15.45	86.12

* Study commissioned in 2010 with a Core Strategy end date of 2026 but later changed to 2027

Table 15.2 Land Supply

15.13 A total of 15.45 hectares of land in St.Helens has been identified as suitable for large scale B2/B8. Of this, 10.45 hectares is considered as immediately deliverable. In addition, 32 hectares of land was identified as potentially being suitable for some form of redevelopment for B8. However, these sites are considered to be "Windfall" with little certainty on when they may come forward. Because of this, they have not been included within the supply identified in the table above but their potential for redevelopment is apparent. Indeed, the Council is aware from pre application discussions that some of these sites may become available in the future. The forecast negative need for B2 industrial supports this further.

15.14 The Review of Employment Land in St.Helens to 2027 has also examined the supply of large scale (100,000 square feet and over) industrial and warehousing sites and premises across the North West. It identified that there is a total of 590 hectares in the North West, of which 273 hectares are immediately deliverable. Based on past take-up this represents an adequate supply in the short to medium term (0-10 years). In the longer term (11-15 years), there is expected to be a shortfall of around 74 hectares.

15.15 A supply of 142 hectares of immediately deliverable land has been identified within neighbouring Boroughs. This is considered sufficient for the short to medium term (0-10 years). There is potential for the proposed development at Parkside to meet some element of demand for regional scale rail linked warehousing. The proposed development at Parkside is not expected to come forward until the latter part of the plan period.

15.16 In order to identify how the Borough can meet the forecast demand the supply is then considered. Information held by the Valuation Office Agency has been used to apportion the mixed B2/B8 supply against individual use classes so they can then be compared against the demand figures produced by the forecast and the balance between the two are then calculated. The balance between supply and demand is shown in table 15.3 below.

Balance of Supply and Demand to 2027					
Use Class	Demand (ha)	Short Term Supply (ha)	Medium/Longer Term Supply (ha)	Total Supply (ha)	Balance* (ha)
B1 Office (2 storey)	(+) 5	10	0	10	(+) 5
B2 Manufacturing	(-) 18	13	15	28	(+) 46
B8 Warehousing	(+) 32	17	20	37	(+) 5
*Includes the following correction factors 20% safety margin (increases demand) 20% to account for growth in 2006 to 2011 (reduces demand) 14% vacancy rate (reduces supply)					

Table 15.3 Balance of Supply and Demand to 2027

15.17 The table above shows a total demand of 37 hectares (for B1, B2 & B8) and a total supply of 75 hectares (for B1, B2 & B8) which consists of a short term supply of 40 hectares and a medium to longer term supply of 35 hectares (for B1, B2 & B8). The table above shows that there is sufficient supply to meet the Borough's local employment land needs over the plan period. This could be supplemented further by around 32 hectares of "Windfall Sites" which have been assessed in terms of their suitability, although no assumptions have been made regarding the proportion which may come forward over the plan period. The Council will continue to monitor the take-up and supply of land to ensure sufficient land is provided to meet the Borough's needs.

15.18 The Council will encourage and support the reuse and redevelopment of employment land and premises to meet the needs of modern business and provide employment for the Borough's residents particularly where there is suitable road access, no negative impacts on neighbouring land uses and they are well linked to the most deprived areas.

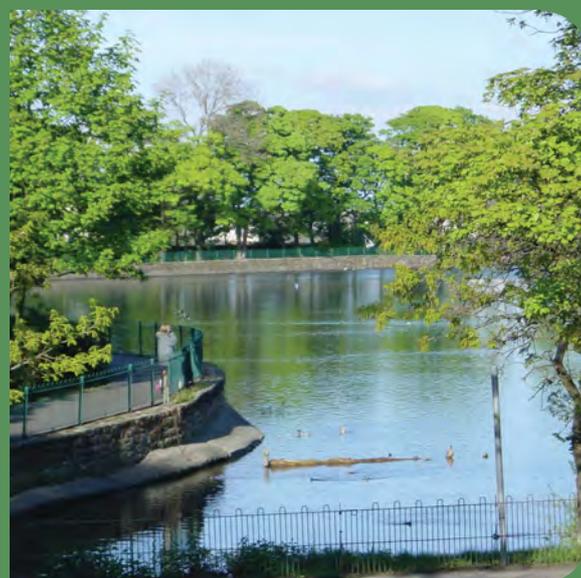
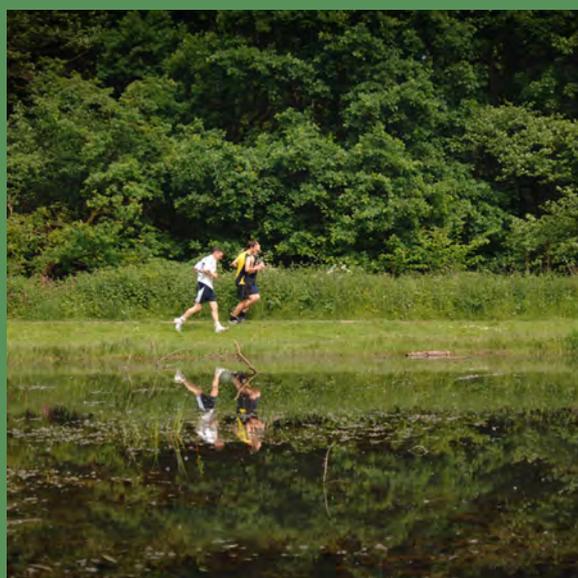
15.19 The Council will support the development of suitable employment sites through marketing, securing of public funding where available and the production of site specific development briefs which will provide certainty to developers.

15.20 It is acknowledged that in some instances employment land and premises may no longer be considered suitable or viable for employment purposes and should be considered for other uses. Where the Council considers the site suitable for continued use, reconfiguration or redevelopment but an applicant considers this to be economically unviable, an assessment of economic viability and/or a marketing exercise over a period agreed with the Council would be required. The sites suitability for other employment generating uses should be considered before non employment generating uses.

15.21 St.Helens Town Centre is considered as the most appropriate location for new office development due to its land in the east of the Town Centre covered by the Eastside Masterplan that provides opportunities to deliver office development benefiting from sustainable transport links and proximity to other services and facilities.

15.22 Tourism, leisure and the rural environment all make important contributions to the economy of St.Helens. Appropriate proposals, which expand or enhance these aspects of the economy in St.Helens will be considered favourably.

Safeguarding and Enhancing Quality of Life in St.Helens



16 Safeguarding and Enhancing Quality of Life in St.Helens

16.1 Green Infrastructure is an integrated network of open spaces (including water) within the countryside and urban areas, having a wide range of functions and value, for recreation and tourism, public access, health, education, biodiversity, land and water management, mitigation of climate change, enhancement of the landscape, regeneration and green economic values.

Policy CQL 1

Green Infrastructure

The Council will protect, manage, enhance and where appropriate expand the Green Infrastructure network in the following ways:

1. Identify the network and prepare detailed policies, in the Sustainable Development and Allocations DPDs, for its protection taking account of the standards for open space provision derived from the Open Space Study;
2. Reinforce the protection of greenways and linkages between sites;
3. Support the delivery of programmes and strategies to enhance allotment provision, sports provision and youth and children’s play facilities;
4. Promote and improve the accessibility of open space within walking distance of housing, health, employment and education facilities;
5. Require new development to contribute to the expansion and/or improvement of Green Infrastructure in accordance with local circumstances; and
6. Support open space improvements through a programme of Green Flag designation.

Strategic Aims Met:	Strategic Objectives Met:
SA 2, SA 6	SO 2.1, SO 2.2, SO 6.2, SO 6.3

Key Delivery Items:
Adoption of Sustainable Development and Allocations DPDs Adoption and implementation of Bold Forest Park AAP Stanley Bank, Carr Mill Dam and Billinge Hill Corridor Restoration to country park of the former Lyme and Wood Pits Sankey Valley Park, between St.Helens and Warrington Restoration of the former Ibstocks Quarry Existing Green Flag designations maintained and new ones achieved Delivery of the Mersey Forest Adoption of Green Infrastructure and Biodiversity SPDs Contribution to the delivery of the North West River Basin Management Plan

Table 16.1

Purpose

16.2 The policy will contribute to delivering Strategic Aims SA 2 Ensuring Quality Development and SA 6 Safeguarding and Enhancing Quality of Life.

Justification

16.3 Green Infrastructure is the network of green and blue spaces that lie within and between cities, towns and villages, providing multiple social, economic and environmental benefits. Examples include open spaces, rivers and canals, as well as the less obvious examples of street trees and hedgerows.

16.4 The Council's Green Space Strategy, adopted in 2008 following public consultation, recognises the overlapping nature of countryside and open spaces. There are nine key objectives with planning identified as one of the implementation mechanisms.

16.5 In St.Helens it includes the countryside around the towns, which accounts for 50% of the Borough's land area. This is predominantly productive farmland so the approach to its future use will be primarily through liaison and partnership working with key landowners and agents, and the implementation of Green Belt policies. The importance of the countryside around St.Helens was recognised by the pilot study 'Countryside In and Around Towns' undertaken with the Countryside Agency (now Natural England) in 2006.

16.6 Open space forms a part of Green Infrastructure and for the purposes of this policy includes formal intensively managed open space such as parks, sports grounds, amenity green space, play areas, allotments, cemeteries and church yards. It also includes natural and semi-natural open space, which is less intensively managed with more attention given to natural habitats of value to wildlife. Many of these areas form greenway links between the countryside and urban areas. The NPPF states that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. The Council commissioned consultants, to undertake a study to examine the provision of open space in the Borough. In accordance with the advice in the NPPF for studies to identify specific needs, surpluses and deficits, the study report (2006) recommends local standards in order to assess provision in the Borough. The standards have been derived following an audit of existing provision and consideration of the local community's view on existing levels of provision and accessibility, which were researched as part of the study. The study has concluded that, overall, there is sufficient quantity of open space, however, there are issues with quality and accessibility. It is, therefore, important that policies make provision for the protection and provision of open space to meet the community's needs and safeguard the visual amenity and character of the built up areas.

16.7 The Council intends to update the Playing Pitch Assessment and Open Space Study and review the recommended local levels of provision in order to inform the Sustainable Development and Allocations DPDs.

Open Space Type	Quantity (ha per 1000 pop)	Accessibility (distance/time)
Parks and gardens	0.8	1.2 km (15 minutes walk)
Natural and semi-natural open space	2.0	1.2 km (15 minutes walk)
Amenity greenspace	1.0	400m (5 minutes walk)
Provision for children and young people	0.1	800m (10 minutes walk)
Outdoor sports facilities	1.68	6 km (15 minutes drive time)
Allotments and community gardens	0.1	1.2 km (15 minutes walk)

Table 16.2 Standards for Open Space Provision (Source: St.Helens Open Space Study 2006)

16.8 The 1998 UDP identified a strategic network of greenways linking open spaces along the major linear features of the Borough, such as river valleys, canal systems and disused railway lines. These continue to be an important asset of the Green Infrastructure network. The Sankey Valley Park has been confirmed as an important link between St.Helens and Warrington, providing access to open countryside for residential areas. The 1998 UDP identified Sites of Community Wildlife Interest (now known as Local Wildlife Sites) and Local Nature Reserves. In addition to their importance for wildlife, these sites form an essential part of the Green Infrastructure network for the Borough and wider subregion.

16.9 Improvements to the Green Infrastructure network are being pursued through a number of programmes and strategies including:

- Community Green Space Strategy, February 2008
- Policy for Nature, March 2006
- Playing Pitch Strategy, August 2002 (and any subsequent update)
- Liverpool City Region Ecological Framework

16.10 The local authority has been active in creating new areas of open space and promoting their positive use. The following areas will be significant priorities for action and are described in more detail in the spatial policies:

- The Bold Forest Park, South St.Helens mainly through Bold and Sutton
- Stanley Bank, Carr Mill Dam and Billinge Hill Corridor
- Restoration to country park of the former Lyme and Wood pits
- Sankey Valley Park, between St.Helens and Warrington
- The former Ibstocks Quarry

16.11 The Water Framework Directive provides the mechanism to return all surface water bodies to Good Ecological Status or Good Ecological Potential. In St.Helens this is being implemented via the North West River Basin Management Plan. This sets out a number of objectives and actions to alleviate pressures on surface water bodies.

Policy CQL 2

Trees and Woodlands

The multi-purpose value of trees, woodlands and hedgerows will be protected and enhanced by:

1. Requiring developers to plant new trees, woodlands and hedgerows on appropriate sites or contribute to off site provision and elsewhere support new planting;
2. Conserving, enhancing and managing existing trees, woodlands and hedgerows;
3. Requiring absolute protection for all ancient woodland within the Borough;
4. Ensuring that development does not damage or destroy any tree subjected to a Tree Preservation Order, any other protected tree, any other tree of value including veteran trees, or hedgerow unless it can be justified for good arboricultural reasons or there is a clearly demonstrated public benefit, which outweighs the value of the tree(s) and/or hedgerow(s). Where trees are justifiably lost the replacement of trees will be required on at least a 2 for 1 ratio;
5. Supporting proposals, which assist in the positive use of woodlands for green infrastructure purposes including recreation, education, health, biodiversity, geological conservation, tourism and economic regeneration; and
6. Implementing the Town in the Forest Initiative, Mersey Forest Plan and Bold Forest Park Area Action Plan.

Strategic Aims Met:	Strategic Objectives Met:
SA 6	SO 6.2, SO 6.3
Key Delivery Items:	
Adoption of Sustainable Development, Allocations DPD and Proposals Map	
Implementation of Trees and Development and Biodiversity SPDs and Community Infrastructure Levy	
Adoption of and implementation of Bold Forest Park AAP	
Delivery of Mersey Forest	

Table 16.3

Purpose

16.12 Trees and woodlands are integral in creating places with a sense of character and local distinctiveness as well as providing wider benefits for a variety of functions including biodiversity, mitigating against climate change, increasing ecological networks all in line with Strategic Objectives SO 6.2 and 6.3.

Justification

16.13 Trees and woodlands are an integral component of Green Infrastructure forming part of the network of natural habitats and improving the visual appearance of the countryside and urban areas and providing opportunities for the positive use of the Green Infrastructure for climate change, recreation, education, health, biodiversity, regeneration and mitigation of environmental processes such as air pollution, water retention and run-off, which is consistent with the Regional Forestry Framework Woodland Strategy, St.Helens Landscape Character Assessment, North Merseyside Biodiversity Action Plan and targets, Town in the Forest Initiative and Policy for Nature St.Helens.

16.14 Trees are an important part of our environment and their successful retention in new developments is for the benefit of the whole community. The successful retention of healthy trees and planting of new trees as part of a new development can have numerous benefits.

16.15 Trees can:

- Enhance the landscape character of an area
- Be a vital component of our Green Infrastructure
- Help to create a more positive image of an area and so help to encourage economic regeneration and inward investment
- Soften and screen buildings
- Enhance property prices (property prices in tree-lined streets can be worth 18% more than in similar streets without trees)
- Provide a vital role in biodiversity and the urban ecosystem by helping to support a great variety of wildlife
- Save up to 10% of energy consumption through their moderation of the local climate
- Produce oxygen and help to lock up carbon emissions that contribute to global warming
- Help to stabilise ground
- Absorb water, control run-off and so help reduce flood risk
- Reduce noise by acting as a sound barrier
- Help to filter out pollution
- Provide shade
- Help alleviate the effects of extreme temperature and help to filter out harmful ultra violet radiation
- Help to improve mental well being and reduce the stress of urban living

16.16 St.Helens has been a partner in The Mersey Forest (1 of 12 Community Forests) since its inception in 1994. Since then, the area of new habitat or woodland has increased by 3,750 hectares (at least 300 hectares have been created in St.Helens through Wasteland to Woodland) and the longer term objective is to create 8,000 hectares.

16.17 Woodlands have a wide range of benefits recognised in both the Mersey Forest Plan and the North West Regional Forestry Framework. Of particular significance in St.Helens is the contribution to urban regeneration. The LDF will be instrumental in delivering the St.Helens Woodland Strategy, which in turn, was prepared in response to the City Growth Strategy objective of creating the 'Town in the Forest'.

16.18 The North West Regional Forestry Framework is part of a wider national agenda on the protection, conservation and management of trees and woodlands across the UK. The Framework recognises the diverse, habitat rich and thriving 'green tourism' opportunities of our current trees and woodlands and sets out 'An Agenda for Growth' to help shape the woodland and forestry sector over the next 20 years.

16.19 Town in the Forest (2006) recognises the importance of St.Helens undergoing an urban renaissance and utilising the urban fringe as a mechanism for urban renewal, through the development of linear forests in urban areas and connecting to community woodlands on the periphery.

16.20 All trees have a potential value to the character and amenity of the area. While particularly important trees will continue to be protected by Tree Preservation Orders, the policies will recognise that other trees affected by development should be identified, safeguarded, and where necessary, replaced.

16.21 Biodiversity Action Plans are crucial tools in the protection, conservation, enhancement and management of habitats and species throughout the UK. Currently a hierarchy of Biodiversity Action Plans exist ranging from the UK, through regional, subregional and finally on a local level. The UK Biodiversity Action Plan is the Government's response to the Convention on Biological Diversity signed in 1992 and recognises the UK's existing biological resource at the same time as developing a wide range of species and habitat plans. The North Merseyside Biodiversity Action Plan develops area-specific action plans and concentrates resources on developing and managing habitats and species native to the specific areas and offers guidance on a local level.

16.22 Policy for Nature: St.Helens Local Biodiversity Action Plan (March 2006), is the third biodiversity action plan for St.Helens and aims to work with the community to encourage wildlife by protecting and enhancing habitats and species, raising awareness, managing land positively for biodiversity, managing harmful exotic species and encouraging greater training opportunities.

16.23 St.Helens Landscape Character Assessment (2006) identifies and evaluates the character of areas throughout the Borough and provides a set of broad objectives and constraints to inform future development within the Borough.

Policy CQL 3

Biodiversity and Geological Conservation

The Council will protect and manage species and habitats, as well as enhancing and creating habitats and linkages between them by:

1. Identifying the location of sites of importance for biodiversity and geological conservation differentiating between SSSIs, Local Nature Reserves, Ancient Woodlands, Local Wildlife and Geological Sites through the Allocations DPD and AAPs and bringing sites into active conservation management;
2. Ensuring the creation, extension and better management of Biodiversity Action Plan priority habitats, including the further designation of Local Nature Reserves;

3. Requiring developers, where appropriate, to incorporate habitat features, which will contribute to the Borough's ecological and geological resource;
4. Requiring that, where harm to protected species or habitats is unavoidable, that developers ensure suitable mitigation measures are implemented to enhance or recreate the features, either on or off-site and bring sites into positive conservation management;
5. Reducing habitat and species fragmentation by developing a functioning ecological framework for the Borough;
6. Requiring all development proposals to be based on ecological assessments, where appropriate, including where sites are derelict, vacant or previously developed land. Surveys must be undertaken at appropriate times of year for the relevant habitats, species, flora and fauna; and
7. Ensuring that any development affecting nationally and locally important sites and protected species will only be acceptable if there is clear evidence that the development outweighs the nature conservation interest.

Strategic Aims Met:	Strategic Objectives Met:
SA 6	SO 6.2, SO 6.3
Key Delivery Items:	
Adoption of Sustainable Development and Allocations DPDs and AAPs Adoption of Biodiversity SPD Adoption of Green Infrastructure SPD Implementation of Biodiversity Action Plan	

Table 16.4

Purpose

16.24 The policy will contribute to the delivery of Strategic Aim SA 6 'Safeguarding and Enhancing Quality of Life in St.Helens' with particular reference to Strategic Objectives SO 6.2 and 6.3.

Justification

16.25 Biodiversity is an essential part of the Earth's life support system. It supports many basic natural services for human life such as fertile soil, clean air and food provision. It also directly contributes to the quality of life. Planning has a role to play in protecting biodiversity and the Core Strategy is consistent with guidance in the NPPF.

16.26 The UK Biodiversity Action Plan highlights the contribution which wildlife habitats in towns and cities make to the quality of life. This is further emphasised at the local level in the North Merseyside Biodiversity Action Plan.

16.27 In St.Helens the importance and value of biodiversity is reflected in the Policy for Nature which is structured around five objectives:

- Habitats and species, protection and enhancement

- Raising awareness and improving accessibility to nature
- Site management
- Exotic species control
- Training and awareness

16.28 The protection of important sites including SSSIs, Local Nature Reserves, Ancient Woodlands and Local Wildlife and Geological Sites will be addressed in the Sustainable Development and Allocations DPDs as well as the Biodiversity and Green Infrastructure SPDs. The existing Greenway network identified in the St.Helens UDP will be reviewed as part of the Allocations DPD process.

16.29 An Ecological Framework is a strategy that reduces habitat fragmentation and isolation of species. It includes a map-based element which identifies core biodiversity assets, the connectivity between them and potential opportunities for habitat enhancement and expansion. The Ecological Framework will be delivered through contributions from developments and a broad range of projects and initiatives including the 'Forever Meadows Project', 'North West Lowlands Water Vole Project' and the 'Brown Hares' Initiative'. The adopted Biodiversity SPD provides further details on the purpose and extent of an Ecological Framework, as well as detail on links to Green Infrastructure, invasive species control, conservation management and when an ecological assessment is necessary.

16.30 The policy recognises that all development has the potential to affect biodiversity and that site survey, mitigation and compensation will feature in the processing of planning applications.

16.31 Geology remains an important focus of the policy and Local Geological Sites (LGS) (formerly known as Regionally Important Geology Sites (RIGS)) will be identified through the Allocations DPD and AAPs and fully considered through the planning process, as appropriate. There are currently 11 LGS in St.Helens as identified through the established Merseyside Local Sites Partnership group which are:

- Windlehurst Quarry
- Crank Caverns
- Wargrave Quarry
- Taylor Park
- Carr Mill Dam
- Billinge Plantations
- Billinge Quarry
- Shaley Brow Quarry
- Brook 150m ENE of Houghwood Golf Course
- Brook 130m NE of Houghwood Golf Course
- Clinkham Wood North, Moss Bank

Policy CQL 4

Heritage and Landscape

The Council will protect, conserve, preserve and enhance St.Helens historic built environment and landscape character including designated and undesignated heritage assets such as Listed Buildings, Conservation Areas, Registered Parks and Gardens, Scheduled Ancient Monuments, archaeological sites and buildings and structures of local interest by:

1. Protecting landscape character as well as important urban open space from development which would harm these assets;
2. Enhancing the value of St.Helens' historic built environment and landscape character by implementing Conservation Area Management Plans, education, interpretation and public access measures;
3. Ensuring all new development respects the significance and distinctive quality of the built and historic environment and landscape character and is of a high standard of design, reinforcing St.Helens' local distinctiveness; and
4. Ensuring that all development is located and designed in a way that is sensitive to its historic landscape and setting and retains or enhances the character and context.

Strategic Aims Met:	Strategic Objectives Met:
SA 6	SO 6.2, SO 6.3
Key Delivery Items:	
Adoption of St.Helens List of Locally Important Buildings SPD Completion of Conservation Area Appraisals Implementation of Conservation Area Management Plans Implementation of Article 4 Directions Implementation of grant schemes	

Table 16.5

Purpose

16.32 The above policy contributes to achieving Strategic Aim SA 6 'Safeguarding and Enhancing Quality of Life' with particular reference to Strategic Objectives 6.2 and 6.3.

Justification

16.33 St.Helens' historic built environment is an important asset of local, regional and in some instances, national significance. The NPPF requires the appropriate conservation of designated and undesignated heritage assets. "Designated heritage assets" include Listed Buildings, Conservation Areas, Scheduled Ancient Monuments and archaeological sites. However, in addition

to nationally important buildings and areas of architectural or historic interest, there are heritage assets identified by the local planning authority as buildings or structures of local interest. These buildings and structures make a valuable contribution to the distinctiveness of the Borough.

16.34 The policy is consistent with the NPPF which places emphasis on identifying and protecting the significance of heritage assets. Significance is defined as the value of a heritage asset to this and future generations because of its heritage interest, which may be archaeological, architectural, artistic or historic.

16.35 Accordingly, all new development should be based on a thorough understanding of the context, significance and distinctiveness of its site and surroundings and should be of high quality in terms of its urban, landscape and architectural design and materials.

16.36 A series of criteria policies in the Sustainable Development DPD will set out the detailed requirements for considering proposals for development in order to secure high quality, sustainable development.

16.37 St.Helens has ten Conservation Areas which have undergone character appraisal and all have Conservation Area Management Plans in place.

16.38 As well as designated heritage assets the Council has also prepared St.Helens List of Locally Important Buildings SPD to offer additional guidance and protection to buildings and structures within the Borough. They are identified as locally distinctive, enhancing the environment.

Policy CQL 5

Social Infrastructure

Social Infrastructure including health, education, neighbourhood retail or leisure, built sports, cultural, emergency service and community facilities and institutions will be protected, provided and enhanced to support sustainable communities by:

1. Protecting existing facilities from their loss where there is an identified need⁽¹⁾;
2. Supporting improvements to provision where there is an identified need;
3. Safeguarding and allocating sites where there is an identified, planned provision;
4. Where appropriate, secure developer contributions to enhance provision of social infrastructure; and
5. Requiring new Social Infrastructure to be located in sustainable locations, and where possible be clustered with other facilities.

Strategic Aims Met:

SA 2, SA 6

Strategic Objectives Met:

SO 2.3, SO 6.1

¹ The requirement for an identified need to be demonstrated does not apply to built sports facilities, which are afforded a higher degree of protection by national planning policy

Strategic Aims Met:	Strategic Objectives Met:
Key Delivery Items:	
Implementation of Building Schools for the Future Implementation of Primary Capital Strategy Implementation of the PCT's SSDP Completion of the redevelopment of St.Helens College	

Table 16.6

Purpose

16.39 The policy meets the Strategic Aims SA 2 and SA 6 with particular reference to Strategic Objectives SO 2.3 and 6.1.

Justification

16.40 The policy is consistent with National policy.

16.41 "Social Infrastructure" covers a wide range of social and community facilities. For the purposes of policy CQL 5 this includes:

- Health - primary, acute, independent
- Education - early years, primary and secondary schools, further education
- Cultural and community facilities - indoor sports facilities, libraries, community centres, arts and performance, social clubs
- Neighbourhood retail - corner shops, post offices
- Emergency services - Police, Fire & Rescue, Ambulance
- Other uses exhibiting similar characteristics could be included

16.42 The provision of adequate Social Infrastructure is essential to maintain a sustainable community and improve quality of life. The development of sustainable communities is central to Government policy and the St.Helens Plan.

16.43 Accessibility to facilities is critical to their utilisation and the grouping of facilities together in town, district or local centres should be aimed for. The importance of district and local centres and the grouping of facilities in these areas was recognised in the Local Centres Study (2006). In terms of retail or leisure, this policy only applies to those of a small scale below local centres.

16.44 The Issues and Options questionnaire response strongly supported the LDF adopting a positive approach to PCT developments and the grouping of health facilities with other community needs.

16.45 Building Schools for the Future (BSF), was the biggest ever school buildings investment programme. The aim was to rebuild or renew nearly every secondary school in England. BSF represented a new approach to capital investment, bringing together significant investment in buildings and in Information and Communications Technology (ICT). The number of schools to be developed has been significantly reduced by the Coalition Government. However, schemes at Rainford High and De La Salle have had funding confirmed and are under construction. Sutton

High secured Academy status in 2010 and improvements are currently at the planning stage. Improvements have also been undertaken to several primary schools using funding secured through Primary Capital Strategy, until funding was withdrawn in August 2011. Planned improvements will be completed using other funding streams. The principle of supporting opportunities to replace outdated schools will be supported by the Core Strategy.

16.46 Built sports facilities are given a higher degree of protection by national policy than the wording in CQL 5 point 1. National planning policy states that open space, sports and recreational buildings should not be built on unless an assessment has been undertaken which has clearly shown that they are surplus to requirements. The St.Helens Indoor Sport and Leisure Strategy, completed in 2010, considered Council and school leisure facilities including sports halls, swimming pools, health and fitness provision and synthetic turf provision. This and future updates will be used to inform decisions regarding the need for facilities and inform the Allocations DPD, Sustainable Development DPD and if necessary, the Community Infrastructure Levy.

Minerals and Waste



17 Minerals and Waste

Policy CR 1

Minerals

1. The Council will seek to achieve a steady and adequate supply of minerals to ensure that the Borough contributes towards meeting the region’s identified needs. Proposals for the exploration and extraction of minerals, coalbed methane and coal mine methane will be considered against national and regional guidance, together with criteria set out in the Sustainable Development DPD, to ensure it would be acceptable in terms of impact on:
 - i. Dwellings, schools, offices, care homes or other sensitive uses;
 - ii. The built or natural environment; or
 - iii. The highway network.
2. Mineral Safeguarding Areas will be identified around deposits of coal, brick clay and sandstone, considered to be of current or future economic importance.
3. The Council will encourage the use of substitute, secondary or recycled sources, in preference to primary land-won aggregates, by encouraging temporary materials-recycling facilities on the sites of major demolition or construction projects and encouraging provision of permanent recycling plants for construction and demolition waste in appropriate locations.

Strategic Aims Met:	Strategic Objectives Met:
SA 7	SO 7.1
Key Delivery Items	
Adoption of Sustainable Development and Allocations DPDs and AAPs	

Table 17.1

Purpose

17.1 To ensure that valuable resources within the Borough are safeguarded or used in a sustainable manner.

Justification

17.2 St.Helens is a Unitary Authority and therefore has the statutory duties of a Minerals Planning Authority. As such it is required to put in place evidence-based minerals policies within its emerging LDF.

17.3 St.Helens has been a significant producer of minerals in the past, including the extraction of coal (both deep-mined and open cast), clay, sandstone and sand and gravel. However, although significant reserves of these minerals remain, activity has recently declined to the point that there is only one active extractive operation – Bold Heath Quarry (sand and crushed sandstone) – in the Borough. The level of future interest in exploiting the Borough’s aggregate and minerals resources is uncertain, although there have been recent applications to undertake open cast coal extraction (unsuccessful) and to generate power from methane gas emitted by abandoned coal workings (permitted but not implemented).

17.4 Mineral resources are finite and are likely to be lost when building or other forms of development takes place. Resources which are scarce or economically important should therefore be safeguarded from sterilisation. Where development is inevitable, the prior extraction of resources will be encouraged, where this is feasible in terms of size and location, and subject to compliance with the other plan policies and proposals. Prior extraction of mineral resources can also have the benefit of removing land instability issues on certain sites.

17.5 The evidence base for aggregates and minerals planning are: (i) the resource maps prepared by British Geological Survey (BGS) in 2006; (ii) surface coal resource plans prepared by the Coal Authority in 2009; and (iii) Mineral Planning on Merseyside 2008.

17.6 Whilst the BGS data does provide a partial evidence base, St.Helens along with the other Merseyside Districts recognised that the evidence base was not sufficiently comprehensive or up-to-date to support this process. In order to remedy this information gap, a study was undertaken to:

- Identify Merseyside's potentially viable mineral deposits and related infrastructure and indicate where the exploitation of deposits is constrained by development, or other environmental or planning policy reasons
- Identify potential areas where mineral safeguarding policies could be applied, with appropriate justification
- Gauge the likely commercial interest in exploiting the identified mineral resources and related infrastructure in the period to 2020
- Provide advice on the most appropriate mechanism to deliver aggregate and minerals policy

17.7 National policy guidance requires mineral resources that are, or may become, of economic importance to be safeguarded, by including them in a mineral safeguarding area (MSA). The presence of a MSA does not in itself preclude other forms of development. Its purpose is to alert prospective developers to the existence of mineral resources, so that they can be taken into account at the earliest possible stage of development proposals.

17.8 The starting point for the identification of MSAs is the BGS maps⁽¹⁾, supplemented by the Coal Authority’s surface coal resource maps. Guidance on how to define MSAs is contained in ‘A guide to mineral safeguarding in England’ (BGS 2007). Further work is needed to define the extent of the MSAs. An assessment of the extent and potential viability of each mineral will be undertaken. This could result in an extended or reduced resource boundary, to take account of possible sterilisation from proximal development, or to eliminate those areas where extraction

1 Digital Geological Map of Great Britain.

would not be appropriate. MSAs will be identified in the Allocations DPD and shown on the Proposals Map. Criteria which will apply in designated MSAs will also be included in the Sustainable Development DPD.

17.9 The Merseyside Study identified that there is a sufficient landbank of aggregates to meet short term requirements, though alternatives to existing reserves will be needed in the long term.

17.10 The minimum required landbank for aggregates is 7 years. The subregional landbank for aggregates is estimated as 12.18 years. Whilst, it is not possible to say what St.Helens, or even the Merseyside subregion, contribute to this estimate, due to commercial confidentiality, the sub-area apportionment of North West aggregate production is likely to be met for the period up to 2018, and there is no requirement to identify further reserves at present.

17.11 Policies for minerals working will be developed in the Sustainable Development DPD. Prior to the adoption of the Sustainable Development DPD, considerable weight should be placed on more recent national and regional minerals planning policy and saved policies from St.Helens UDP, to determine any minerals planning applications or to inform decisions relating to minerals sterilisation and safeguarding. The Sustainable Development DPD will include policies to:

- Manage applications for mineral extraction on sites which have not been identified for potential mineral development
- Manage the prior extraction of minerals on proposed development within MSAs
- Ensure sustainable transportation of minerals
- Ensure restoration and aftercare of minerals sites
- Enable the production of recycled aggregates

17.12 Where planning permission is granted for mineral extraction, the Council will expect that all minerals with an economic value within the approved site are exploited.

Policy CR 2

Waste

The Council will promote sustainable waste management in accordance with the waste hierarchy, work with other Merseyside and Halton authorities (through the preparation of the Merseyside and Halton Joint Waste DPD) to:

1. Assist in the implementation of a resource recovery-led strategy for sustainable waste management;
2. Identify and safeguard (where appropriate) waste management sites in appropriate locations for waste purposes only;
3. Ensure that the Borough makes its contribution towards meeting the identified subregional waste management needs;
4. Encourage good design in new development in order to minimise waste and promote the use of recycled materials, and to facilitate the collection and recycling of waste;

5. Encourage the sustainable transport of waste and promote use of site waste management plans; and
6. Ensure that waste management facilities are developed whilst minimising the impacts on the environment and communities of the Borough.

Strategic Aims Met:	Strategic Objectives Met:
SA 7	SO 7.1
Key Delivery Items:	
Adoption of Allocations DPD and AAPs Adoption of Waste DPD New Resource Recovery Contract Operational	

Table 17.2

Purpose

17.13 To ensure that St.Helens is as sustainable and self sufficient as possible in terms of waste management.

Justification

17.14 European legislation, Government targets, increasing waste generation, the need for improved environmental protection and rising public expectations all drive the need for rapid changes in our approach to managing waste. In particular, Merseyside needs to reduce its reliance on landfill by providing alternative facilities for recycling, reprocessing, treatment and disposal. Merseyside is a significant producer of waste. The latest figures for waste arisings on Merseyside are:

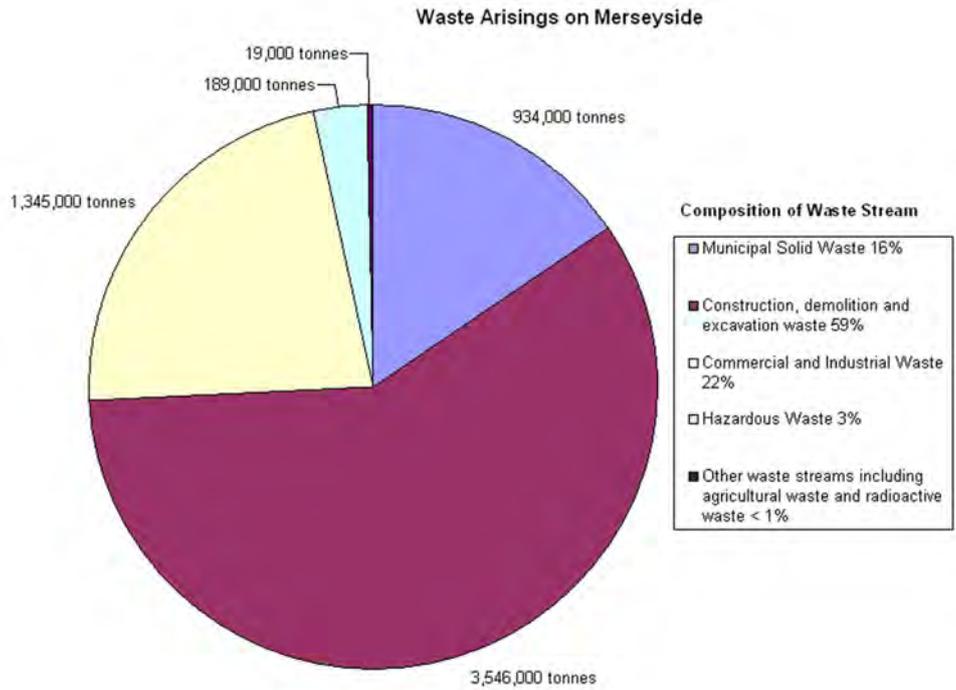


Figure 17.1 Waste Arisings on Merseyside 2008

17.15 Agreement has been reached, across the authorities of Merseyside and Halton to prepare a joint DPD, the Merseyside and Halton Joint Waste Development Plan Document (Waste DPD). The proposed Waste DPD is Merseyside’s preferred approach to implementing the principles of sustainable waste management for all waste streams.

17.16 The Waste DPD will ensure the right mixes of sites are identified, to maximise the potential for driving waste up the hierarchy. Whilst there is significant uncertainty in future trends in waste arisings in Merseyside, it is clear that significant investment will be required in new sustainable waste management facilities for all waste streams, because landfill is the waste disposal option of last resort.

17.17 It is intended to adopt the joint Waste DPD by November 2012. A Spatial Strategy and Sites Report was prepared outlining the various strategies available and recommending a Subregional Sites-based Spatial Strategy. The report included the best performing sites identified through a criteria based methodology. Consultation on the Spatial Strategy and Sites Report, fed into the Preferred Options Report. The preferred spatial strategy is a resource recovery-led strategy which aims to maximise the ability to achieve self-sufficiency in waste management. Consultation on the Preferred Options Report was undertaken May-July 2010, and a further consultation period on four replacement sites, Preferred Options 2, was completed in June 2011. The results of these consultations fed into a Publication Draft Waste DPD, issued late 2011. Phasing of the preparation of the Waste DPD will help to reduce planning and procurement risk to the implementation of the Merseyside Joint Municipal Waste Management Strategy (JMWMS).

Appendix 1: Delivery and Monitoring Strategy

1 Appendix 1: Delivery and Monitoring Strategy

1.1 The role of this appendix is to supplement the St.Helens Local Development Framework Core Strategy by expanding on how we will deliver the items in the Core Strategy and how we will monitor the Core Strategy's performance. The Delivery and Monitoring Strategy (DMS) will serve both as an "action plan" but also as a monitoring tool which will be updated through the Annual Monitoring Report (AMR).

1.2 The DMS mirrors the structure of the Core Strategy. The following chapters are divided by using the Key Aims of the Core Strategy and highlight the key tasks and key indicators that will allow us to assess performance against meeting those aims. The tables are laid out as follows:

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
This identifies the particular project or action	This identifies the cost of the item (where appropriate) and the sources of funding	This identifies who is responsible for delivery	This outlines the current stage of the item and future stages	This shows the completion date

Table 1.1

Targets and Indicators			
Item	Baseline	Target	How
This identifies the particular target or indicator	This identifies the latest data we have for this indicator	This identifies the target for the plan period or per annum	This identifies how we will report progress or collect data

Table 1.2

1.3 We will monitor all of the items in the DMS every year through the AMR. The AMR is a statutory requirement and looks at performance for the period April to March every year and is issued by the end of December in each year.

CSD 1 National Planning Policy Framework - Presumption in Favour of Sustainable Development

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
Determination of planning applications in line with planning policies	St.Helens Council (STHMBC)	STHMBC	Ongoing	Ongoing
Adoption of Sustainable Development and Allocations DPDs	LDF Budget	STHMBC	As per latest LDS	Adoption mid 2015

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
Adoption of a suite of SPDs and Development Briefs	LDF Budget	STHMBC	As per latest LDS	Adopted by various dates

Table 1.3

Targets and Indicators			
Item	Baseline	Target	How
Percentage of major planning applications determined within 13 weeks	2011/12: 77.42%	As per latest St.Helens Performance Indicator Target, was 71% for 2011/12	AMR
Percentage of minor planning applications determined within 8 weeks	2011/12: 94.58%	As per latest St.Helens Performance Indicator Target, was 88% for 2011/12	AMR
Percentage of other planning applications determined within 8 weeks	2011/12: 96.85%	As per latest St.Helens Performance Indicator Target, was 95% for 2011/12	AMR
Percentage of appeals allowed against the authority's decision to refuse planning applications	2011/12: 18%	As per latest St.Helens Performance Indicator Target, was 30% for 2011/12	AMR

Table 1.4

SA 1 Regenerating St.Helens

Objective: SO 1.1: To secure the regeneration of the Borough by: steady, sustainable population growth; reducing deprivation through direct development and investment where it is most needed; and by giving priority to development of derelict and vacant sites

CSS 1 Overall Spatial Strategy

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
Adoption of Sustainable Development DPD	LDF Budget	STH/MBC	As per latest LDS	Adopted by mid 2015
Adoption of Allocations DPD	LDF Budget	STH/MBC	As per latest LDS	Adopted by mid 2015
Subregional work to consider need to review Green Belt to meet development needs	LDF Budget	STH/MBC	To be agreed	By end of 2012
Discuss and where possible agree with neighbouring authorities an approach to meeting development needs with or without releasing Green Belt	LDF Budget	STH/MBC	To be agreed	By mid 2013
Adoption of a suite of SPDs	LDF Budget	STH/MBC	As per latest LDS	Adopted by various dates
Implementation of Core Strategy Policies CAS 1 to CAS 5	See tables below	See tables below	See tables below	2027

Table 1.5

Targets and Indicators			
Item	Baseline	Target	How
Distribution of Residential Development up to 2023/24	2009 Annual Monitoring Report	<ul style="list-style-type: none"> • 69% St.Helens • 23% Newton-le-Willows and Earlestown • 4% Haydock and Blackbrook • 3% Rural St.Helens 	AMR; Housing Land Position Statement; Strategic Housing Land Availability Assessment

Table 1.6

CAS 1 St.Helens Core Area

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
Development of Lea Green Urban Village	Private developers funds	Morris Homes, St.Modwen	There are 3 principle developers of the Urban Village across four identified phases - Morris Homes, St.Modwen and Mersey Investments. Outline planning consent exists for the development of a maximum of	A maximum of 725 units by 2027

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
		and Mersey Investments	550 units within phases 1 and 2. Morris Homes are actively developing within phase 1 and as of April 2011, 130 units have been completed of the 349 intended within this phase. St.Modwen have reserved matters approval for 152 houses within phase 2 and Mersey Investments have approval for 48 units in phase 3. A fourth phase is identified in the SHLAA for 135 units but a lower number circa 116 units is expected to be developed, subject to the granting of planning permission. On the basis of the development thus far and the most recent information, it is anticipated that the completed Urban Village will be in the region of 665 houses and apartments over the four phases	
Development of Moss Nook Urban Village	Private developers funds	H J Banks	Amended planning permission in outline exists for the development of 900 units. H J Banks have remediated phase 1 and excavated drains. Works on site, however, are currently suspended	900 by 2031
Development of Lea Green Farm East and West Economic Sites	Lea Green East £45m Private Sector	Langtree and other Private Developers	Phase 1 of Mere Grange complete. Lea Green West phase 1 offices have been completed and spine road installed	19.5ha by 2015
Restore and enhance former quarries and develop a Bold Forest Park Area Action Plan	£200-400K	Mersey Forest; North West Development Agency; Ibstock Brick Ltd; Forestry Commission; Cory Environmental	Forest Section complete 2010 Phase 2 restoration commenced 2011	2014
New Railway Station at Carr Mill	£6m from LTP and Developer	Merseytravel	Included in LTP and development brief for adjacent site, including station site, now adopted by Council. Discussions ongoing between land owners and developer of site	2024 (subject to land ownership issues and funding)

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
Enhanced Park and Ride Facilities at St.Helens Junction Station	Developer contributions	Merseytravel with support from STHMBC	Design stage commenced 2009	2015

Table 1.7

CAS 2 St.Helens Central Spatial Area

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
Develop new stadium for St.Helens RFC	£75m secured	St.Helens RFC; Langtree; Tesco; NWDA; Private Developers with support from STHMBC	Stadium and foodstore due to be completed by end of 2011	2012
Relocate existing Tesco foodstore				
Develop at least 20,000m ² of net additional comparison retail floor space	TBA Private sector	Spennyhill Developments with support from STHMBC	Site became available following the relocation of the Tesco store in late 2011	2015
St.Helens Central Spatial Area Action Plan Adopted	LDF Budget	STHMBC	Initial issues and stakeholder involvement 2012	Preparation to commence following adoption of Allocations and Sustainable Development DPDs
Complete redevelopment of St.Helens College	£60 million secured from Learning and Skills Council	St.Helens College	Completed entire scheme: 17,500m ² of teaching buildings	Completed 2011

Table 1.8

Targets and Indicators			
Item	Baseline	Target	How
BD4 - Total amount of floorspace for town centre uses	2008 = 7,448m ²	20,000m ² cumulative	STHMBC through AMR

Town centre ground floor vacancy rates	2008 = 10.27%	Maintain below GB average	STHMBC through Health Check
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Table 1.9

CAS 3.1 Newton-le-Willows and Earlestown Strategy

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
Development of Vulcan Urban Village	Private developers funds	Private Developers with support from STHMBC	Infrastructure requirements have already been implemented in early site works. Planning permission in outline for 630 units exists on the site. Construction of the first phase (138 homes) by Jones Homes is underway and the first units will be completed in 2011/12	630 houses completed by 2021
Adoption of Earlestown Town Centre AAP	STHMBC Staff Time and LDF Budget	STHMBC	Preparation to begin 2011	Preparation to commence following adoption of Allocations and Sustainable Development DPDs
Adoption of Sustainable Development and Allocations DPDs	LDF Budget	STHMBC	As per latest LDS	Adoption mid 2015
Implementation of Hope Academy	£30.2m BSF Funding Secured	Liverpool Hope University; Catholic Archdiocese of Liverpool; Liverpool Anglican Diocese; STHMBC	Completed 2011	New Academy delivered in 2011
Implementation of a Park and Ride facility at Newton-le-Willows Station	£15 million from LTP	North West Operational Programme; Network Rail; Merseytravel; RFA2	Phase 1 - Planning permission granted for car park element	Phase 1 - operational late-2011
			Phase 2 - car park extension and bus interchange currently in discussions with various agents and land owners	Phase 2 - post 2011

Table 1.10

Targets and Indicators			
Item	Baseline	Target	How

Proportion of vacant units in Earlestown Town Centre	Earlestown Town Centre Health Check July 2009 - 16%	Reduce Annually	AMR
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Table 1.11

CAS 3.2 Development of a Strategic Rail Freight Interchange at the Former Parkside Colliery

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
Development of Strategic Rail Freight Interchange	£550 million	Prologis; Network Rail; Highways Agency; STHMBC	Planning Application has been withdrawn. A resubmitted scheme, to better align the scheme to potential occupiers needs, is expected in the next two to three years. Critical infrastructure includes access to the rail network (agreed in principle with Network Rail) and a new/revised junction direct to the M6 (agreement in principle with Highways Agency)	2027

Table 1.12

CAS 4 Haydock and Blackbrook

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
Support and Enhance Clipsley Lane Local Centre	LDF Budget and Private sector funding	STHMBC and Private Sector	Undertake further detailed work on the future role, function, and enhancement of the local centre	By 2011
Identify a site for a PCT LIFT scheme	PCT funding	PCT/Partners for LIFT; STHMBC	Suitable site with appropriate infrastructure	By 2024
Freight Network	LTP Capital Programme	LTP Partners	Congestion Monitoring and improvement plan for A58	By 2011
Access to employment	LTP; STHMBC	LTP Partners	Implement access improvements to Haydock Industrial Estate	By 2012
Stanley Bank	£1m+ from HLF and other partners	STHMBC; Groundwork; Mersey Basin	Environmental enhancement project providing links to education and Community Involvement. Completed and opened to the public in 2011	2011
Lyme and Wood Pits Country Park	Cory Environmental Planning Obligation	Cory Environmental; STHMBC	Implement the restoration of the landfill site and surrounding land into a Country Park, requirement of planning permission	By 2013 80% restored

Table 1.13

CAS 5 Rural St.Helens

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
Implement the Rural Economy Action Plan	Various	STHMBC as lead	Action Plan adopted Individual projects being pursued	2007 Ongoing
Provide Access to Employment Opportunities in Rural Areas	LTP; STHMBC	LTP; STHMBC	Ongoing	Ongoing
Implement Various Green Infrastructure Projects	Various	STHMBC as lead	Individual projects progressing	Ongoing
Adopt Bold Forest Park Area Action Plan	STHMBC staff time; LDF budget; Forest Park funding	STHMBC; Mersey Forest	Preparation commenced 2009	Adoption mid 2014

Table 1.14

SA 2 Ensuring Quality Development in St.Helens

Objective: SO 2.1: To ensure new development is of a high quality

Objective: SO 2.2: To minimise the impact of development on climate change

Objective: SO 2.3: To contribute to the development of stronger and safer communities within St.Helens

CP 1 Ensuring Quality Development in St.Helens

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
Adoption of Sustainable Development DPD	LDF Budget	STHMBC	In accordance with latest LDS	Adoption mid 2015
Adoption of a Suite of SPDs	LDF Budget	STHMBC	In accordance with latest LDS	Adopted by various dates
Assessment of Planning Applications	Planning Application Fees	STHMBC	In line with DC targets	2013

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
Adoption of Waste DPD	STHMBC and other Greater Merseyside Authorities	STHMBC and other Greater Merseyside Authorities	In accordance with latest LDS	2012
North West River Basin Management Plan	Unknown	All	Ongoing	2015

Table 1.15

Targets and Indicators			
Item	Baseline	Target	How
NI 186 Per capita reduction in CO2 emissions	Baseline 2006 9.42 tonnes per capita	5% reduction	AMR
E1 Number of Planning Permissions Granted Contrary to Environment Agency advice on flooding and water quality grounds	AMR 2008 = 0	0	AMR
E3 Renewable Energy Generation	Not currently measured	EM18 RSS and policy CP 1 provides interim target of 10% to be updated in Sustainable Development DPD	AMR
H6 Housing Quality – Building for Life Assessments Number and proportion of total new build completions reaching very good, good, average and poor ratings	Not currently measured	100% of residential completions to achieve at least good	AMR
Number of residential developments achieving at least Code for Sustainable Homes Level 3 rising to Level 4 between 2013 and 2016 and Level 6 after 2016	Not currently measured	100% of residential completions to achieve at least level required by Building Regulations. To be updated in Sustainable Development DPD	AMR
Number of developments achieving BREEAM rating of very good	Not currently measured	100% of non-residential completions to achieve at least very good. To be updated in Sustainable Development DPD	AMR

Table 1.16

SA 3 Creating an Accessible St.Helens

Objective: SO 3.1: To improve accessibility for all by facilitating sustainable transport choices, development in accessible locations, an integrated public transport network, and targeted improvements to the transport network

CP 2 Creating an Accessible St.Helens

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
Implementation of Local Transport Plan	Merseytravel; STHMBC	Merseyside Transport Partnership; Bus and Rail Providers	LTP3 Strategy runs till 2024 and Implementation Plans till 2014/15	2014 and 2015
Implementation of Ensuring a Choice of Travel SPD	LDF Budget	STHMBC	Application of standards and objectives within SPD	Adopted 2010
Connect 2 Links to School	£104k Sustrans	Merseyside Transport Partnership	Funding secured	December 2011
Facilitating Sustainable Access to Employment in Merseyside	£800k LSTF	Merseyside Transport Partnership	Funding secured	2014/15

Table 1.17

Targets and Indicators			
Item	Baseline	Target	How
A1 Cycling Index of Usage	2011	Maintain or improve	STHMBC contribution to LTP3 Annual Monitoring
B1 National Accessibility Indicator (previously Economic Impact Education indicators)	2011	Maintain or improve	STHMBC contribution to LTP3 Annual Monitoring
B3 Mode Share of Journeys to School	2011	Maintain or improve	STHMBC contribution to LTP3 Annual Monitoring
Mode Share of Journeys into St.Helens Town Centre	2011	Increase % using sustainable modes	STHMBC staff time to monitor
% of new dwellings built within 800m of rail station or 400m of bus service	N/A	100%	STHMBC staff time to monitor

Table 1.18

SA 4 Providing Quality Housing in St.Helens

Objective: SO 4.1: To ensure a sufficient number of new and improved dwellings to meet local needs and delivering sustainable communities

CH 1 Meeting St.Helens' Housing Requirement

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
Adoption of Sustainable Development and Allocations DPDs	LDF Budget	STHMBC	As per latest LDS	Adoption mid 2015
Adoption of St.Helens Central Spatial Area and Earlestown Town Centre AAPs	STHMBC Staff Time and LDF Budget	STHMBC	Preparation commencing 2012	Preparation to commence following adoption of Allocations and Sustainable Development DPDs
Development Briefs	LDF Budget; Private Developers	STHMBC; Private Developers	When required	Ongoing
13,680 net new dwellings completed by 2027	Private Developers and RPs	Private Developers and RPs	Planning process	2027
Residential Character Areas SPD	LDF Budget	STHMBC	Adopted June 2010	Complete
Adoption of Rural Buildings SPD	LDF Budget	STHMBC	Initial preparation to begin 2011	Adoption 2012
Householder Development SPD	LDF Budget	STHMBC	Adopted June 2011	Complete
New Residential Development SPD	LDF Budget	STHMBC	Adopted June 2011	Complete

Table 1.19

Targets and Indicators			
Item	Baseline	Target	How
NI 154 (Core Output H2b)- No. of net additional dwellings to be provided each year	2010/11: 157 units	570 per annum	STHMBC Staff Time and Budget; Private Developers; Annual monitoring through Annual Completions Survey; Allocations DPD; Development Briefs
Five year supply of deliverable housing sites	2011/12 - 2015/16: 153%	100%	SHLAA and Annual monitoring through Annual Completions Survey.
H1- Housing Target for Plan Period	N/A	13,680 net new dwellings	Allocations DPD; Development Briefs

Targets and Indicators			
Item	Baseline	Target	How
H2a- Net additional dwellings in previous years	Average of 472 units to date (2003/04-2010/11)	570 per annum	Annual monitoring through Annual Completions Survey
H2c- Net additional dwellings for future years	N/A	570 per annum	Allocations DPD; Development Briefs
H2d- Managed Delivery Target	2010/11: 619 units	570 per annum	Annual monitoring through Annual Completions Survey
H3- Proportion of new and converted dwellings on PDL	2010/11: 92.35%	80%	Allocations DPD; Annual monitoring through Annual Completions Survey
% of new dwellings provided at <30 dph; 30-50 dph; and >50 dph	2010/11: 4.92% <30 dph; 55.74% 30-50 dph; and 39.34% >50 dph	Minimum of 40 dph in sustainable locations, 50dph within and adjacent to St.Helens and Earlestown Town Centres, and 30 dph elsewhere.	Annual monitoring through Annual Completions Survey; Residential Character Areas SPD
Proportion of vacant dwellings	2010/11: 3.7%	Reduce proportion of vacant dwellings annually	AMR

Table 1.20

CH 2 Meeting St.Helens' Housing Needs

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
Affordable Housing SPD	LDF Budget	STHMBC	Adopted January 2010	Complete
Implementation of Housing Strategy	Council's Budget	STHMBC	Adopted Spring/Summer 2009	Complete

Table 1.21

Targets and Indicators			
Item	Baseline	Target	How
NI 155 (Core Output H5)- No. of affordable homes delivered per year	2010/11: 87 affordable units	100 affordable units per annum. If target not achieved for three consecutive years, then viability to be reviewed and revision to target considered	Affordable Housing SPD; Working with RPs and Developers

Table 1.22

CH 3 Meeting the Needs of Gypsies, Travellers and Travelling Showpeople

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
Provide permanent pitches for Gypsies and Travellers & Travelling Showpeople in accordance with need, and deliver new transit site	Delivery of transit site £1,447,965 (but this excludes the costs of the CPO) from Gypsy and Traveller Sites Grant 2006-2008. This is secured HCA funding	STHMBC RPs Private Developers	CPO being prepared	2016

Table 1.23

Targets and Indicators			
Item	Baseline	Target	How
H4- Net Additional Pitches (Gypsy and Traveller)	2008/09: 50 existing pitches	In accordance with identified needs	Private Investors provision of additional pitches, regularisation of unauthorised pitches

Table 1.24

SA 5 Ensuring a Strong and Sustainable St.Helens Economy

Objective: SO 5.1: To provide and protect sufficient land and premises to meet local employment needs and support the implementation of the City Growth Strategy

Objective: SO 5.2: To support the development of the tourism, leisure and rural economy

CE 1 A Strong and Sustainable Economy

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
Develop 37ha of land for B1, B2 & B8 by 2027	Unknown	Developers with Public Sector assistance	Existing Planning Consents, Development briefs and site marketing	2027
Development of Parkside Strategic Rail Freight Interchange	£550 Million	Prologis	Planning application has been withdrawn. A resubmitted scheme to better align the scheme to potential occupiers needs is expected in the next two to three years	2027

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
Adoption of Allocations DPD and Proposals Map	LDF Budget	STHMBC	As per latest LDS	Adoption mid 2015
Implement City Growth Strategy		Public/Private Sector Partnership	Identified schemes being progressed	2018

Table 1.25

Targets and Indicators				
Item	Baseline	Target	How	
URH 80 (NI 171) New business births	2010/11 = 445 achieved	Annual Target = 400	AMR	
BD1 Total amount of additional employment floorspace – by type	2010 AMR = 53,169m ²	No target	AMR and annual completions survey	
BD2 Total amount of employment floorspace on previously developed land – by type	2010 AMR = 100%	75%	AMR and annual completions survey	
BD3 Employment land available – by type	2010 AMR = 87ha	No target	AMR and annual completions survey	
Amount of floorspace developed by type in employment areas	2010 AMR = 11,135m ²	No target	AMR and annual completions survey	
Total amount of industrial/commercial floorspace lost to other uses	2010 AMR = 65,304m ²	0 loss	AMR and annual completions survey	

Table 1.26

SA 6 Safeguarding and Enhancing Quality of Life in St.Helens

Objective: SO 6.1: To ensure the provision of community facilities, including health, education, leisure and culture and encourage their integration to increase convenience and reduce the need to travel

Objective: SO 6.2: To safeguard the quality of the environment, protecting and enhancing local character and distinctiveness

Objective: SO 6.3: To protect and enhance the multi-functional network of Green Infrastructure throughout the Borough and, in partnership, promote positive use and management

CQL 1 Green Infrastructure

Key Delivery Items				
Item	Cost and funding	Who	Delivery	Time Frame
Adoption of Sustainable Development and Allocations DPDs and Proposals Map	LDF Budget	STHMBC	As per latest LDS	Adoption mid 2015
Adoption of Bold Forest Park AAP and implementation of Bold Forest Park project	LDF Budget; Forest Park Funding	STHMBC; Mersey Forest	The Forest Park has undergone a feasibility assessment by consultants completed in July 2010. The study has been contracted through Mersey Forest but as yet there are no definitive plans or potential timescales for delivery. The Forest Park AAP has commenced	Adoption mid 2014 (AAP)
Stanley Bank, Carr Mill Dam and Billinge Hill Corridor	£1m+	HLF; STHMBC; Groundwork Merseyside; EA	Project underway at Stanley Bank	2011
Restoration to country park of the former Lyme and Wood pits	Cory Environmental Planning Obligation	Cory Environmental	Obligation to create country park as part of permission for tip	Phased from 2011; 80% complete by 2013
Sankey Valley Park, between St.Helens and Warrington	£1,090,000 (£865,000 already used)	A partnership approach with Groundwork, Mersey Basin Campaign and EA	Projects are all ongoing until 2011	2011
The former Ibstock Quarry	£200-400K	Forestry Commission; Cory Environmental	Phase 1 of development complete	Complete
			Phase 2 restoration commenced 2011 expected delivery within two years	2013
Existing Green Flag status maintained and additional ones achieved	Heritage Lottery Fund; STHMBC; Area Based Grant	STHMBC	Improvements to: Victoria Park; Queens Park	Application for Green Flag status annually
Delivery of Mersey Forest	Mersey Forest	Mersey Forest; STHMBC	In accordance with the Mersey Forest Delivery Plan 2009-2014	2014

Key Delivery Items				
Item	Cost and funding	Who	Delivery	Time Frame
Adoption of Biodiversity SPD	LDF Budget	STHMBC	Preparation began 2010	Adoption 2011
Adoption of Green Infrastructure SPD	LDF Budget	STHMBC	As per latest LDS	Adoption late 2012/13
North West River Basin Management Plan	Unknown	All	Ongoing	2015

Table 1.27

Targets and Indicators			
Item	Baseline	Target	How
Length of Greenway lost to development (km)	Not currently measured	No net loss	STHMBC staff time to monitor
Amount of Open Space lost to development (Ha)	Not currently measured	Identify and protect all sites over 0.4ha (0.2ha for playing pitches)	STHMBC staff time to monitor
No.of Green Flag Status Parks	Baseline 2008 = 9	Achieve additional designations Borough wide	STHMBC staff time and Budget Grant Aid applied where possible

Table 1.28

CQL 2 Trees and Woodlands

Key Delivery Items				
Item	Cost and funding	Who	Delivery	Time Frame
Adoption of Sustainable Development and Allocations DPDs	LDF Budget	STHMBC	As per latest LDS	Adoption mid 2015
Adoption of Trees and Development SPD and implementation of CIL	LDF Budget	STHMBC	Trees and Development SPD Adopted	2008
			Implementation of CIL	Summer 2013
Adoption of Bold Forest Park AAP and implementation of Bold Forest Park project	LDF Budget; Forest Park Funding	STHMBC	Currently beginning preparation of the AAP	Adoption mid 2014 (AAP)

Key Delivery Items				
Item	Cost and funding	Who	Delivery	Time Frame
Delivery of Mersey Forest	Mersey Forest	Mersey Forest; STHMBC	In accordance with the Mersey Forest Delivery Plan 2009-2014	2014

Table 1.29

Targets and Indicators			
Item	Baseline	Target	How
Mersey Forest tree coverage created (ha)	Not currently monitored	No target	Mersey Forest staff time and funding from Planning Obligations/Section 106
Number of trees provided through Planning Obligations	Not currently monitored	Two new trees per one tree lost to development	STHMBC staff time to monitor
Changes in areas of woodlands (ha)	Not currently monitored	No target	STHMBC alongside the North West Regional Forestry Framework and Mersey Forest Partnerships

Table 1.30

CQL 3 Biodiversity and Geological Conservation

Key Delivery Items				
Item	Cost and funding	Who	Delivery	Time Frame
Adoption of Sustainable Development and Allocations DPDs	LDF Budget	STHMBC	As per latest LDS	Adoption mid 2015
Adoption of Biodiversity SPD	LDF Budget	STHMBC	STHMBC adopted SPD in 2011	Adopted 2011
Implementation of Biodiversity Action Plan (BAP)	LDF Budget	STHMBC; Merseyside Biodiversity Partnership	BAP adopted. Individual projects being progressed	Ongoing
Adoption of Green Infrastructure SPD	LDF Budget	STHMBC	As per latest LDS	Adoption 2012/13

Table 1.31

Targets and Indicators			
Item	Baseline	Target	How
The condition of Stanley Bank Meadow SSSI	Favourable condition	Maintain current status	STHMBC
Percentage of local wildlife and geological sites in favourable condition	(2011) - 16.2% in conservation management (implying the habitat is in favourable condition)	75% of local wildlife and geological sites in favourable condition by 2027	Merseyside Local Sites Partnership (MLSP Annual Monitoring Report) and STHMBC
Extent and condition of key habitats for which BAPs have been established	Local Sites Partnership AMR 2008	No target	Local Sites Partnership (LSP Annual Monitoring Report)
Area of new habitats created	To be confirmed	35ha of new woodland created, 1ha of new wetland habitat created, 31ha of new grassland habitat created by 2027	To be confirmed
Area of Local Nature Reserve (LNR)	6 sites totalling 109.39ha	Meet Natural England guidance of 1ha of LNR land per 1000 population by 2027	To be confirmed

Table 1.32

CQL 4 Heritage and Landscape

Key Delivery Items				
Item	Cost and funding	Who	Delivery	Time Frame
Adoption of List of Locally Important Buildings SPD	LDF Budget	STHMBC	Preparation began in 2011	Adopted in 2011
Completion of Conservation Area Appraisals	LDF Budget	STHMBC	Appraisals have been completed for all areas	
Implementation of Conservation Area Management Plans	LDF Budget	STHMBC	Management plans have been completed for all areas	2011 completed

Key Delivery Items				
Item	Cost and funding	Who	Delivery	Time Frame
Implementation of Article 4 Directions	STHMBC Budget	STHMBC	Ongoing	
Implementation of Article 4 grant schemes	STHMBC Budget	STHMBC	Ongoing	2011

Table 1.33

Targets and Indicators			
Item	Baseline	Target	How
Number of Listed Buildings	2008 = 145	No loss	DCMS; English Heritage; STHMBC
Number of Scheduled Ancient Monuments	2008 = 11	No loss	STHMBC staff time to monitor
Properties in English Heritage's Buildings at Risk register	2008 = 3	No target	English Heritage; STHMBC staff time to monitor
Number of Conservation Areas with up to date Conservation Area Management Plans	10/10 in 2011	Maintain up to date management plans	STHMBC staff time to monitor

Table 1.34

CQL 5 Social Infrastructure

Key Delivery Items				
Item	Cost and funding	Who	Delivery	Time Frame
Implementation of CIL	LDF Budget	STHMBC	Preparation	Summer 2012
Improvements to Secondary Education Facilities	BSF Funds	STHMBC	Development completed for the Cowley Language College and Hope Academy. Development work is underway for De La Salle and Rainford High Schools and planned for Sutton Academy	De La Salle 2013; Rainford High 2013; Sutton Academy 2013
Improvements to Primary Education Facilities	STHMBC Budget and Department for Education	STHMBC	Individual projects in strategy	Ongoing

Key Delivery Items				
Item	Cost and funding	Who	Delivery	Time Frame
Health facilities programme	PCT/Successor Bodies budgets	PCT/Successor Bodies	In accordance with the Strategic Service Delivery Plan due to be finalised in 2011	Eccleston Health Centre 2012 Rainhill Health Centre 2013/14
Complete redevelopment of St.Helens College	£60 million	St.Helens College	17,500 sqm of teaching buildings completed	Completed 2011

Table 1.35

Targets and Indicators			
Item	Baseline	Target	How
Index of Multiple Deprivation	IMD 2007 = 47th	Improve deprivation levels across all SOAs	National Audit - STHMBC to analyse and extract relevant data
Access to GP, Hospitals, Primary and Secondary Schools, Town and Local Centres by Public Transport	2008 GP = 99.6% Hospital = 96% Primary School = 99.4% Secondary School = 91.4%	Improve overall accessibility where possible	Accession software within STHMBC/LTP targets
Amount of Social Infrastructure lost to development	Not currently measured	No net loss unless surplus to requirements	STHMBC within the AMR

Table 1.36

SA 7 Meeting St.Helens Resource and Infrastructure Needs

Objective: SO 7.1: To ensure that St.Helens infrastructure needs for the future are fully met and that valuable resources within the Borough are safeguarded or used in a sustainable manner

CR 1 Minerals

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
Adoption of Sustainable Development and Allocations DPDs and AAPs	LDF Budget	STHMC	In line with latest LDS	Mid 2015 for Sustainable Development and Allocations DPDs; preparation of AAPs to commence following adoption of Allocations and Sustainable Development DPDs

Table 1.37

Targets and Indicators			
Item	Baseline	Target	How
M1 Production of primary land won aggregates by mineral planning authority	2008 = 264 tonnes	Maintain current supply	AMR
M2 Production of secondary and recycled aggregates by mineral planning authority	Not currently measured	No target until baseline known	AMR

Table 1.38

CR 2 Waste

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
Adoption of Sustainable Development and Allocations DPDs and AAPs	LDF Budget	STHMBC	In line with latest LDS	Mid 2015 for Sustainable Development and Allocations DPDs; preparation of AAPs to commence following adoption of Allocations and Sustainable Development DPDs
New Resource Recovery Contract	PFI credits and LA funding	Merseyside & Halton Waste Partnership	Contract to be let 2012	Operational by 2014
Adoption of Waste DPD	STHMBC and other Greater Merseyside Authorities	STHMBC and other Greater Merseyside Authorities	In accordance with latest LDS	2012

Table 1.39

Targets and Indicators			
Item	Baseline	Target	How
W1 Capacity of new waste management facilities by waste planning authority	Figures available from the Waste DPD when adopted	To meet the specific targets outlined in the Joint Merseyside Waste DPD - Needs Assessment, making an appropriate contribution to subregional needs	AMR
W2 Amount of municipal waste arising, and managed by management type waste planning Authority	2008 = 75,290 tonnes	50% recycled/composted by 2020 40% residual waste treated by 2020 Max 10% residual waste landfilled by 2020	AMR

Table 1.40

CIN 1 Meeting St.Helens' Infrastructure Needs

Key Delivery Items				
Item	Cost and Funding	Who	Delivery	Time Frame
Introduction of Community Infrastructure Levy (CIL)	LDF Budget	STHMBC	Front-runner round 2 status received 2011	Summer 2013
Implementation of CIL, or other developer contribution regime	Developer contributions	STHMBC	Dependent on new regulation & guidance	2012
Supporting Infrastructure Delivery Partners Programmes	Service Providers	STHMBC; Service Providers	Various strategies and programmes proposed	Various
Adoption of Waste DPD	STHMBC and other Greater Merseyside Authorities	STHMBC and other Greater Merseyside Authorities	In accordance with latest LDS	2012

Table 1.41

Appendix 2: Bibliography

2 Appendix 2: Bibliography

This is a list of the documents referred to in the Core Strategy, listed in order of appearance. All documents are available online within the [LDF Evidence Base](#), which contains further contextual and superseded documents.

LDF Evidence Base Reference	Title of Document	Author	Date of Publication
LPS07A	NHS Strategic Service Development Plan	St.Helens, Knowsley, Halton and Warrington Primary Care Trusts	November 2007
RP09	North West Regional Strategy (The North West of England Plan - Regional Spatial Strategy to 2021)	GONW	September 2008
SRP04	The [Second] Local Transport Plan for Merseyside (2006 to 2011)	Merseytravel	2006
SRP21	The Third Local Transport Plan for Merseyside (LTP3)	Merseytravel	April 2010
SRP14	Liverpool City Regional Housing Strategy	GVA Grimley for DCLG	2007
SRP02	Liverpool City Region (Transforming our Economy) [also known as the "Liverpool City Region Development Plan"]	The Mersey Partnership	May 2005
NP63	Government Green Paper "Homes for the Future: More Affordable, More Sustainable"	HM Government	July 2007
LPS39	St.Helens Plan 2011 - 2014	St.Helens Council	2011
LPS02	City Growth Strategy	St.Helens Council	2008
LPS33	Crime & Disorder Reduction Partnership: Disorder Strategic Assessment 2008 - 2009	St.Helens Crime & Disorder Reduction Partnership	August 2008
RP17	North West Town Centre Assessment Study	White Young Green for North West Regional Assembly	June 2005

LDF Evidence Base Reference	Title of Document	Author	Date of Publication
TP47	St.Helens Employment Land & Skills Review 2009	Regeneris for St.Helens Council	April 2009
NP53	Planning Act 2008	DCLG	November 2008
TP10	St.Helens Retail Capacity Study	White Young Green for St.Helens Council	May 2005
LPS06	Eastside Masterplan	St.Helens Council	2002
TP54	St.Helens Town Centre Urban Design Analysis	St.Helens Council	2008
TP22	St.Helens Town Centre and Primary Shopping Area Boundary - Potential Future Options	White Young Green for St.Helens Council	December 2006
TP29	North West Route Utilisation Strategy	Network Rail	May 2009
TP34	CANGO study	GMPTE, Merseytravel, Warrington BC, Wigan MBC and St.Helens Council	2004
TP52	Delivering A Sustainable Transport System: The Logistics Perspective	Department for Transport	November 2008
NP28	The Future of Transport White Paper	Department for Transport	July 2004
TP53	Delivering a Sustainable Railway White Paper	Department for Transport	July 2007
RP15	Future North West: Our Shared Priorities	4NW/NWDA	August 2010
RP08	North West Regional Freight Strategy	North West Freight Advisory Group	November 2003
RP19	The Northern Hub Rail Study	Network Rail	February 2010
SRP23	Liverpool Superport	The Mersey Partnership	June 2008
LPS15	Local Enterprise Growth Initiative (LEGI) - St.Helens Application Form	Regeneris for St.Helens Council	December 2005

LDf Evidence Base Reference	Title of Document	Author	Date of Publication
TP13	St.Helens Local Centres Study	White Young Green for St.Helens Council	September 2006
LPS18	Countryside In and Around Town Pilot Project (St.Helens Urban Fringe Action Plan)	Mersey Forest, Natural England, St.Helens Council	June 2006
LPS17	Town in the Forest Strategic Vision for Woodland Planting	Gillespies	June 2005
LPS24	St.Helens Rural Economy Action Plan and Strategy	St.Helens Council	April 2007
TP37	St.Helens Rural Access Study	JMP Consulting for St.Helens Council	July 2007
LPS10	Crime, Disorder and Drug Reduction Strategy 2005-2008	St.Helens Council	2005
LPS09	Cultural Strategy - The Future in Our Hands: A Cultural Strategy for St.Helens 2002-2007	St.Helens Council	2002
LPS11	Policy for Nature: St.Helens Local Biodiversity Action Plan	St.Helens Council	March 2006
LPS20	St.Helens Community Greenspace Strategy	St.Helens Council	February 2008
TP19	St.Helens Landscape Character Assessment;	Land Use Consultants for St.Helens Council	January 2006
LPS34	St.Helens Climate Change Action Plan 2009-2012	St.Helens Council	March 2009
TP51	St.Helens Air Quality Updating & Screening Assessment for St.Helens 2009	St.Helens Council	May 2009
TP21	St.Helens Strategic Flood Risk Assessment	Atkins for St.Helens Council	2009
N/a	The Eddington Transport Study	HM Government	December 2006

LDF Evidence Base Reference	Title of Document	Author	Date of Publication
N/a	Stern Review Report on the Economics of Climate Change	HM Treasury	October 2006
N/a	Local Transport Act 2008	HM Government	2008
TP59	ONS 2008 based Household projections 2010 (Table 406 - St.Helens)	ONS	2010
RP18	Initial Technical Work on Housing Provision and Job Growth Figures for the North West - Technical Background Paper	4NW	July 2010
TP35B	St.Helens Strategic Housing Land Availability Assessment (SHLAA) 2010	St.Helens Council	December 2010
TP01C	2010 Housing Land Position Statement	St.Helens Council	2010
TP07	2007 Urban Capacity Update	St.Helens Council	2007
LPS23	Geography for St.Helens Housing Market Assessment Activity 2006	Experian for St.Helens Council	February 2006
TP55	St.Helens Strategic Housing Market Assessment	GL Hearn and JG Consulting for St.Helens Council	May 2011
TP20A	St.Helens Housing Market and Needs Assessment	DCA for St.Helens Council	2006
LDF30A	Affordable Housing SPD	St.Helens Council	January 2010
TP36	Housing Viability Study	DVS for St.Helens	February 2009
TP25	Cheshire Partnership Area Gypsy & Traveller Accommodation and Related Services Assessment	SHUSU & University of Salford for Cheshire Partnership Area	May 2007
LPS08	St.Helens Tourism and Visitor Strategy 2002 – 2006	St.Helens Council	July 2003
NP06A	Planning Policy Statement 4: Planning for Sustainable Economic Growth	DCLG	December 2009

LDL Evidence Base Reference	Title of Document	Author	Date of Publication
NP08	Planning Policy Statement 6: Planning for Town Centres (Cancelled)	DCLG	2005
SRP24	Liverpool City Region Housing and Economic Development Evidence Base Overview Study	GVA Grimley for the Liverpool City Region Partners	May 2011
SRP24A	Liverpool City Region Housing and Economic Development Evidence Base Overview Study - Appendices	GVA Grimley for the Liverpool City Region Partners	May 2011
TP57D	Review of Employment Land in St.Helens to 2027	URS Scott Wilson	September 2011
TP47G	St.Helens Core Strategy: Employment Land and Skills Review Update Report	Regeneris for St.Helens Council	September 2011
TP57	St.Helens Employment Land and Premises Study - report only	Scott Wilson for St.Helens Council	May 2011
TP57A	St.Helens Employment Land and Premises Study - appendices only	Scott Wilson for St.Helens Council	May 2011
LPS20	St.Helens Community Green Space Strategy	St.Helens Council	2008
TP38	St.Helens Open Space Study	PMP for St.Helens Council	February 2006
TP60	St.Helens Playing Pitch Assessment – Report	KKP for St.Helens Council	August 2002
TP60A	St.Helens Playing Pitch Assessment – Strategy and Action Plan	KKP for St.Helens Council	August 2002
RP20	North West River Basin Management Plan	DEFRA/EA for St.Helens Council	2006
RP21	North West Regional Forestry Framework Woodland Strategy	NW Regional Forestry Framework Partnership	2009
SRP03	North Merseyside Biodiversity Action Plan	Merseyside Biodiversity Group	2001 reviewed 2007
NP73	UK Biodiversity Action Plan	HM Government	January 1994

LDF Evidence Base Reference	Title of Document	Author	Date of Publication
LPS36	St.Helens Indoor Sport and Leisure Strategy	St.Helens Council	2010
TP56	Surface Coal Resource Plans	The Coal Authority	May 2011
SRP17	The Evidence Base for Mineral Planning on Merseyside	Urban Vision	August 2008
NP62	A guide to minerals safeguarding in England	British Geological Survey (BGS)	2007
SRP26	Merseyside and Halton Joint Waste DPD Preferred Options	Merseyside Authorities	December 2010
SRP25	Merseyside Joint Municipal Waste Management Strategy 2008	Merseyside Authorities	2008

Table 2.1

Appendix 3: Glossary of Terms

3 Appendix 3: Glossary of Terms

Term	Description
4NW	4NW replaced the former North West Regional Assembly (NWRA), which was the Regional Planning Body responsible for producing the North West RSS. Its name was changed in 2008 to 4NW, and 4NW was abolished in 2011.
Accessibility	The ease at which people have access to key services at a reasonable cost and in a reasonable time.
Affordable Housing	Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.
Aggregates	Granular or particulate material that is suitable for use in construction as concrete, mortar, roadstone, asphalt or drainage courses, or for use as constructional fill or railway ballast.
Allocation	The designation of land within a development plan for a particular use such as residential development.
Authority's Monitoring Reports/Annual Monitoring Report (AMR)	The Authority's Monitoring Reports are a series of reports that can be reported as soon as the information is available and/or combined as an annual report (Annual Monitoring Report) which sets out the progress in terms of producing LDDs against the timetable set out in the LDS, the progress in implementing policies and setting out any necessary revision to the LDS.
Appropriate Assessment (AA)	An assessment of the potential effects of a proposed plan on one or more European Habitat Sites.
Area Action Plan (AAP)	Area Action Plans will have a geographic or spatial dimension and focus upon implementation. They will provide an important mechanism for ensuring development of an appropriate scale, mix and quality for key areas of opportunity, change or conservation. Such plans could be relevant to a wide range of circumstances and will benefit from having development plan status.
Biodiversity	The whole variety of life encompassing all genetic, species and ecosystem variations.
Biodiversity Action Plan (BAP)	A Biodiversity Action Plan is a strategy prepared for a local area aimed at conserving and enhancing biological diversity.
BREEAM	Building Research Establishment Environmental Assessment Method a voluntary measurement rating for green buildings.

Brownfield	See "Previously Developed Land".
Bulky Goods	Bulky Goods include furniture, waste, electrical and electronic equipment and wood.
Business Planning Zone	A designated site or area where planning permission is not required for certain developments. The overall aim is to enhance the regeneration of derelict land and land affected by contamination.
City Growth Strategy	Private sector led economic strategy for St.Helens.
Community Plan	A long term plan that seeks to promote the social, economic and environmental wellbeing of the Borough. It builds on the Local Agenda 21, St.Helens City Growth Strategy and other strategies in contributing to sustainable development. It has been developed with the help of local organisations and local people.
Comparison Goods (Retail)	Comparison retailing is the provision of items not obtained on a frequent basis. These include clothing, footwear, household and recreational goods.
Conservation Area	Areas of special architectural or historic interest, designated under S69 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
Convenience Goods (Retail)	Convenience retailing is the provision of everyday items including food, drinks, newspapers/magazines and confectionery.
Core Strategy	A DPD that sets out the vision, spatial strategy and core policies for the spatial development of the Borough. All other Development Plan Documents must be in conformity with it.
Countryside In and Around Towns	The Countryside In and Around Towns Initiative was a pilot study supported by Natural England. St.Helens was one of a number of Local Authorities to undergo a pilot study assessing the role of the countryside in and around towns, green infrastructure issues and the role of the urban fringe.
Curtilage	A legal term describing the enclosed area of land around a dwelling.
DCLG	Department for Communities and Local Government.
DEFRA	Department for Environment, Food and Rural Affairs.
Derelict Land and Buildings	Land so damaged by previous industrial or other development that it is incapable of beneficial use without treatment. This includes abandoned and unoccupied buildings (including former residential dwellings) in an advanced state of disrepair, land damaged by development, but which has been, or is being, restored.
Designated Heritage Asset	Designated under the legislation as a World Heritage Site, Scheduled Ancient Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area.

Development	Building, engineering and other operations associated with land and/or the change of use of buildings or land.
Development Plan	Consists of the RSS and the DPDs contained within the LDF and provide the framework for development and land use decisions in the Borough.
Development Plan Document (DPD)	An LDD that has been subject to an independent examination run by a Planning Inspector. Once adopted, following an inquiry, these documents will have statutory status as defined by Section 38(6) of the Planning and Compulsory Purchase Act 2004. DPDs form part of the statutory development plan.
District Centres	District Centres will usually comprise groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library.
Dwelling	A single self-contained household space (an unshared dwelling) or two or more household spaces at the same address that are not self-contained, but combine to form a shared dwelling that is self-contained. A household space is the accommodation that a household occupies, and self-containment means that all rooms, including the kitchen, bathroom and toilet are behind a door (but not necessarily a single door) only that household can use. In most cases, a single household space will be an unshared dwelling.
Ecological Framework	A strategy that aims to reduce habitat fragmentation and species isolation. It includes a map-based element, which identifies core biodiversity assets, the connectivity between them and potential opportunities for habitat expansion and creation.
Edge of Centre	For retail purposes, a location that is well-connected to, and within up to 300metres of, the Primary Shopping Area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.
Environment Agency (EA)	Agency responsible for matters relating to surface water drainage, flooding and water quality.
Flood Plain	Land adjacent to a watercourse over which water flows in times of flood, or would flow but for the presence of flood defences, where they exist.
Flood Risk Assessment	Flood Risk Assessments consider the specific risk of flooding to a development being proposed over its currently expected lifetime and its possible effects on flood risks elsewhere in terms of its effects on flood flows and flood storage capacity and the run-off implications.

Flood Zone 1	The annual probability of flooding is lower than 0.1%. Technical Guidance to the National Planning Policy Framework imposes no constraints upon development here.
Flood Zone 2	Flood Zone 2 is defined as 'Medium Probability' with an annual probability of flooding between 0.1 and 1.0% for fluvial and 0.1 and 0.5% for tidal and coastal flooding. The Technical Guidance to the NPPF recommends that Flood Zone 2 is suitable for most development with the exception of Highly Vulnerable uses (unless the Exception Test is passed), as defined within Table 2 of the Technical Guidance.
Flood Zone 3	Flood Zone 3 is defined as 'High Probability' with an annual probability of flooding of 1.0% or greater for fluvial and 0.5% or greater for tidal or coastal. The Technical Guidance to the NPPF recommends that appropriate development is based upon a further classification of Flood Zone 3 into: 3a High Probability; and 3b Functional Floodplain. Greater constraints are placed upon development within Flood Zone 3 compared to any other Flood Zone; refer to Table 2 of the Technical Guidance for details.
Geodiversity	Geodiversity is the variety of rocks, minerals, fossils, soils, landforms and natural processes.
Government Office for the North West (GONW)	The Regional Government Office that was responsible for implementing national policy in the North West region and ensuring consistency of Local Planning Authorities' policies and plans with national policies. All regional Government Offices were closed in March 2011, and most functions, including the above, were discontinued.
Gross Domestic Product (GDP)	A measure of total economic activity within a region.
Gross Value Added	Gross Value Added is a measure of the value of goods and services produced in an area.
Green Belt	Areas of land where development is particularly tightly controlled. The purpose is to check the unrestricted sprawl of large built-up areas; to prevent neighbouring towns from merging; to safeguard the countryside from encroachment; to preserve the setting and special character of historical towns; and to aid urban regeneration by encouraging the recycling of derelict and other urban land.
Greenfield Land	Land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Green Infrastructure	Green infrastructure is the region's life support system – the network of natural environmental components and green and blue spaces that lie within and between cities, towns and villages which provide multiple social, economic and environmental benefits. In the same way that the transport infrastructure is made up of a network of roads, railways, airports etc. green infrastructure has its own physical components, including parks, rivers, street trees and moorland.
Ha	Abbreviation for 'hectares', a measurement of area equivalent to 10,000 square metres.
Habitats Regulations	Provides legal protection for habitats and species of European importance.
Heritage Asset	A building, monument, site, place, area or landscape identified as having a degree of historic, archaeological, architectural or artistic significance meriting consideration in planning decisions, because of its heritage interest. They include designated heritage assets (as defined in the NPPF) and assets identified by the Local Planning Authority (including local listing).
Highways Agency (HA)	Maintain and manage the motorway and trunk road network in England.
Housing Density	Housing density is a measure of the number of dwellings which can be accommodated on a site or in an area and is expressed in dwellings per hectare (dph). It is calculated by including only those site areas which will be developed for housing and directly associated uses, including access roads within the site, private garden space, car parking areas, incidental open space and landscaping and children's play areas, where these are provided.
Index of Multiple Deprivation	The Index of Multiple Deprivation (IMD) is a measure of multiple deprivation at the small area level.
Infrastructure	Roads, water supply, sewage disposal, schools and other community facilities needed to support housing, industrial and commercial activity.
Intermediate Affordable Housing	Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing. Homes that do not meet the above definition of affordable housing, such as "low cost market" housing, may not be considered as affordable housing for planning purposes.
Issues and Options	First stage in the LDF process and facilitates community and stakeholder involvement.
Key Diagram	Diagrammatic interpretation of the spatial strategy as set out in the Core Strategy.

Land affected by Contamination	Land where the actual or suspected presence of substances, in, on or under the land may cause risk to people, property, human activities or the environment regardless of whether or not the land meets the definition of contaminated land in Part IIA of the Environmental Protection Act 1990
Landbank	A stock of planning permissions for reserves that ensure continuity of production for a set number of years.
Landscape	A landscape is a concept, a real or imaginary environment, image or view in which the land, and natural and semi-natural elements, are prominent, dominant or the only ones. Landscapes may, and often do, include humans and man-made components as well. They are the product of the appearance, uses and perceptions of places that are part of the outdoor environment.
Landscape Character	The distinct and recognisable pattern of elements that occurs consistently in a particular type of landscape, and how this is perceived by people. It reflects particular combinations of geology, landform, soils, vegetation, land use and human settlement. It creates the particular sense of place of different areas of the landscape.
Landscape Character Assessments	An approach to assessing and recording those features and characteristics that constitute a particular landscape as a basis for informed planning and policy decisions that respect and enhance that character and a local sense of place.
Listed Buildings	Buildings and structures, which have been identified by the Secretary of State for Culture, Media and Sport, as being of special architectural or historic interest and whose protection and maintenance are the subject of special legislation. Their curtilage and setting is also protected. Listed Building Consent is required before any works are carried out on a Listed Building. They are graded I, II* and II.
Liverpool City Region	RSS (2008) defines the Liverpool City Region as “comprising City of Liverpool and local authority districts of Halton, Knowsley, Sefton, St.Helens, Wirral, and extends as far as Chester, Ellesmere Port and Neston, Vale Royal and West Lancashire”. The Liverpool City Region Board (as of 2012) has representatives from the City of Liverpool and local authority districts of Halton, Knowsley, Sefton, St.Helens, Wirral and West Lancashire. The LCR Development Plan (2005) took into account the area of Liverpool, St.Helens, Wirral, Knowsley, Sefton and Halton plus the adjacent areas of Warrington, Chester, Ellesmere Port and Neston (West Cheshire) and North Wales and West Lancashire.
Local Centres	Local Centres include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and

	laundrette. In rural areas, large villages may perform the role of a local centre.
Local Development Document (LDD)	A document that forms part of the LDF. LDDs include Development Plan Documents, Supplementary Planning Documents and the Statement of Community Involvement. These are explained below.
Local Development Framework (LDF)	<p>A portfolio of Local Development Documents which will provide the framework for delivering the spatial planning strategy for the area.</p> <p>It includes documents which are part of the development plan. There are two types of such documents, Development Plan Documents (DPD), which are subject to independent examination, and Supplementary Planning Documents (SPD) which elaborate on policies in DPDs and are not subject to independent examination.</p>
Local Development Scheme (LDS)	A 3-year programme that sets out the details, the timescales and the arrangements for production for each document that will form part of the LDF.
Local Enterprise Partnership	A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.
Local Geological Site	A site designated for its important geodiversity features using guidelines adopted across North Merseyside.
Local Nature Reserve	Places with wildlife or geological features that are of special interest locally.
Local Planning Authority	The Authority that is empowered by law to exercise planning functions.
Local Strategic Partnership (LSP)	A partnership of public, business, voluntary and community organisations in St.Helens.
Local Transport Plan (LTP)	A Transport Plan produced by the five Merseyside Local Authorities and Merseytravel on behalf of all the Merseyside Districts. It sets out the strategy for dealing with transport matters in Merseyside, including the improvement of local transport provision. It is used as the basis for allocating resources and capital expenditure.
Local Wildlife Site	A site designated for its important biodiversity features using guidelines adopted across North Merseyside.
Main Town Centre Use	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts,

	culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Mersey Forest	A partnership project which aims to create woodlands which bring benefits to people, wildlife and the economy.
Merseyside Biodiversity Action Plan (BAP)	The Merseyside Biodiversity Action Plan is a subregional plan recognising the importance of habitats and species within the subregion and creating management plans for protected and at risk habitats and species identified through the United Kingdom Biodiversity Action Plan.
Mid-Mersey Growth Point	One of the successful bids for the Second Round Growth Points, incorporating St.Helens, Halton and Warrington. Growth Point promoted sustainable housing and economic growth. Due to the ending of Central Government funding the Mid Mersey Growth Point ceased to exist at the end of March 2011.
Minerals Planning Authority (MPA)	The Local Authority responsible for the planning of minerals issues.
Municipal Waste	Waste collected by or on behalf of the Local Authority.
National Land Use Database (NLUD)	The National Land Use Database provides an inventory of the national stock of Brownfield sites and a tool for monitoring the supply and reuse of previously developed land and buildings to Local Planning Authorities.
Network Management Plan	A programme to manage and ensure the expeditious movement of traffic on the St.Helens and surrounding road networks.
North West Development Agency (NWDA)	The agency that was responsible for leading economic development and regeneration in the North West but was closed in 2012.
North West River Basin Management Plan	The North West's plan for protecting and improving the water environment which has been developed in consultation with organisations and individuals. It sets out the main issues for the water environment and the actions which need to be undertaken to deal with them.
North West Regional Aggregates Working Party (NWRAP)	The agency responsible for collecting data on the production of aggregates.
North West Regional Assembly (NWRA)	A partnership which promotes the economic, environmental and social wellbeing of the North West.
Out of Centre	A location which is not in, or on, the edge of a centre but not necessarily outside the urban area.
Planning and Compulsory Purchase Act (PCPA), 2004	A planning system established by legislation in 2004 which aimed to streamline the planning process, strengthen community and stakeholder involvement and ensure that plans achieve sustainable development.

Planning Inspectorate (PINS)	Independent Planning Inspectors who are appointed by the Secretary of State to carry out an independent examination into the “soundness” of DPDs.
Planning Policy Guidance Notes (PPGs)	A series of policy documents that were published by Government on different aspects of planning policy such as housing, town centres and nature conservation. The Local Planning Authority had to have regard to, and take into account, PPGs when preparing development plans and dealing with planning applications. All PPGs have been revoked and replaced by the NPPF.
Planning Policy Statement (PPSs)	A series of policy documents that were published by Government, setting out national policy on different planning matters. All PPSs have been revoked and replaced by the NPPF except for PPS10, which will stay in force until replaced by a National Waste Management Plan.
Preferred Options	The stage of the LDF process that takes account of public and stakeholder interest, providing enough information to ensure that people can understand the implications of the Preferred Options and the opportunity to select alternative options.
Previously Developed Land (PDL)	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: <ul style="list-style-type: none"> • land that is or has been occupied by agricultural or forestry buildings • land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures • land in built-up areas such as private residential gardens, parks, recreation grounds and allotments • land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time
Primary Route Network (PRN)	The PRN was first established in the mid 1960s, and in conjunction with motorways, provides a national network for long distance traffic movements throughout Great Britain. It consists of all-purpose trunk roads together with the more important principal (‘A’ Class) roads for which local highway authorities are responsible. Although not a road classification as such, Primary Routes are designated by the Secretary of State and are required to be open to all classes of traffic without restriction. The PRN is identifiable by green background direction signs.
Proposals Map	An illustrative diagram of the main proposal designations and areas where specific policies or Area Action Plans apply.
Public Realm	Publicly owned streets, sidewalks, rights of ways, parks and other publicly accessible open spaces, and public and civic buildings and facilities.

Regeneration	A regeneration activity is one which is part of a wide and balanced approach to enhancing the overall wellbeing of a community, through social, physical and economic improvements - combining economic competitiveness, environmental sustainability and social equity to bring about renewal.
Regional Planning Guidance (RPG)	Policy guidance that was issued by the Government for the region. They were replaced by statutory Regional Spatial Strategies (RSS).
Regional Poles	Chief metropolitan centres of the North West which are also currently and/or, potentially, major centres of employment and drivers of economic growth. They comprise the city centres of Manchester/Salford and Liverpool.
Regional Spatial Strategy (RSS)	A document that sets out the planning policies in respect of the development and use of land in the region, which was prepared by the regional planning body. It forms part of the statutory development plan for the district. The LDF must be in conformity with the RSS. Regional strategies remain part of the development plan until they are abolished by Order using powers in the Localism Act. It is the government's clear policy intention to revoke the regional strategies outside of London, subject to the outcome of the environmental assessments that are currently being undertaken.
Registered Parks and Gardens	Registered Parks and Gardens are historic parks and gardens which make a rich and varied contribution to the landscape. A register of all the historic parks and gardens in the country is kept by English Heritage.
Registered Provider of Social Housing (RP)	A landlord registered with the Housing Corporation who provides and manages affordable housing.
Renewable Energy	Energy that is produced without using exhaustible fuel sources such as oil, coal or gas. It includes energy from the sun, wind, sea and water, as well as from plant material and combustible or digestible industrial, agricultural and domestic waste materials.
Saved Policies/Plan	Policies within unitary development plans, local plans and structure plans that are saved, and still relevant as material considerations, during production of replacement Development Plan Documents.
Scheduled Ancient Monument	A feature of national historical or archaeological importance, either above or below the ground, which is included in the schedule of monuments as identified by the Secretary of State.
Strategic Flood Risk Assessment (SFRA)	The SFRA looks at flood risk at a strategic level across the Borough.
Site of Special Scientific Interest (SSSI)	Nationally important areas of land, designated by Natural England under the Wildlife and Countryside Act 1981 as being of special interest for nature or geological conservation.

Site Specific Allocations	A document detailing site-specific allocations of land, this must set out clearly the links to relevant policies in other DPDs.
Small and Medium Enterprises (SME)	Companies whose headcount or turnover falls below certain limits.
Spatial Planning	An inclusive process ensuring the best use of land by weighing up competing demands and taking into account social, economic and environmental considerations to deliver sustainable development. These considerations include access and movement, health, education, employment, and crime.
Stakeholder	A stakeholder is a person or organisation that has an interest in a field or area of work. Within planning there are three statutory stakeholders who are consulted during the planning process. These are Natural England, the Environment Agency and English Heritage. Other stakeholders may include developers, architects, environmentalists who have an interest in the planning process.
Statement of Community Involvement (SCI)	A document that forms part of the LDF and which sets out how the Council will involve the community and other stakeholders in the preparation, alteration and review of all DPDs and SPDs and on planning applications. The SCI is no longer subject to independent examination. All DPDs and SPDs will have to show how they have conformed to it.
Statutory Body	Set up as a result of an Act of Parliament, to carry out given functions.
Strategic Housing Land Availability Assessment (SHLAA)	A key evidence base document and establishes realistic assumptions about the availability, suitability and the likely economic viability of land to meet the identified housing need for housing over the plan period.
Strategic Housing Market Assessment (SHMA)	A key evidence base document and identifies the scale and mix of housing and the range of tenures that the local population is likely to need over the plan period.
Strategic Road Network	Roads across the borough essential to free and safe movement of traffic throughout the region.
Sustainable Drainage Systems (SuDS)	A sequence of water management practices and facilities designed to drain surface water in a manner that will be more sustainable.
Super Output Area (SOA)	Geographical breakdown of the Borough into small geographical areas. There are 118 SOAs in the Borough.
Supplementary Planning Documents (SPDs)	An LDD, which is subject to public consultation but is not subject to an independent public inquiry. They form a material consideration in determining planning applications but do not have the weight of development plan status. Their purpose is to elaborate on policies in DPDs.

Supplementary Planning Guidance (SPG)	Non-statutory policy documents elaborating on policies and proposals in a UDP. These were replaced by SPDs under the new legislation.
Sustainability	Ensuring that the decisions taken now do not prejudice the ability of future generations to enjoy an acceptable quality of life.
Sustainability Appraisal and Strategic Environmental Assessment (SA/SEA)	Sustainability Appraisal is an assessment of the implications of policies and proposals in DPDs in respect of sustainable developments objectives covering environmental, social and economic issues. SA includes the requirements for a Strategic Environmental Assessment.
Town and Country Planning (Local Development) Regulations 2004	Regulations detailing the legal requirements of the Planning and Compulsory Purchase Act 2004.
Traffic Sensitive Routes	Routes designated under Section 64 of the New Roads and Street Works Act where unacceptable delays and disruption should be avoided and where activities that affect their operation should be limited.
Transport Assessment	A Transport Assessment provides detailed information on a range of transport conditions before, during and following the construction of a proposed development.
Travel Plan	A Travel Plan is a package of measures produced by employers and schools to encourage staff, pupils and parents to use alternatives to single occupancy car use.
Tree Preservation Order (TPO)	A TPO is an order made by a Local Planning Authority in respect of trees or woodlands.
Unitary Development Plan (UDP)	Planning policy document under previous legislation. UDPs will now be replaced by LDFs.
Use Classes Order	The Town and Country Planning (Use Classes) Order 2010 specifies sixteen classes of land use. Change of use within a use class does not normally require planning permission.
Vacant Buildings	Unoccupied buildings, that are structurally sound and in a reasonable state of repair (i.e. capable of being occupied in their present state).
Ward	Electoral wards are the key building block of UK administrative geography.
Water Framework Directive	A European Union Directive which commits member states to achieve good ecological status of all water bodies including; surface waters, groundwater, estuaries, and marine waters up to one mile from low water. The Directive looks at the ecological health of surface water bodies as well as achieving traditional chemical standards.

Windfall Sites	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.
Worklessness	Worklessness is a term used to describe those who are economically inactive. The economically inactive are people of working age who are not working, are not in full time education and are not actively seeking employment.

Table 3.1 Glossary

Appendix 4: Saved UDP policies to be replaced by the Core Strategy

4 Appendix 4: Saved UDP policies to be replaced by the Core Strategy

4.1 The following list is of saved policies from the St.Helens Unitary Development Plan (1998) that will be replaced by policies in the Core Strategy.

UDP Policy	Core Strategy
1. Part One Policies	
Policy: S1 Green Belt	Policy retained
Policy: S2 Provision of Land for Economic Development	CE 1
Policy: S3 Priority Locations for Economic Development	CSS 1, CAS 1, CAS 2, CAS 3.1, CAS 3.2, CAS 4 , CAS 5, CE 1
Policy: S4 Economic Development Outside Allocated Areas	CSS 1, CAS 1, CAS 2, CAS 3.1, CAS 3.2, CAS 4 , CAS 5, CE 1
Policy: S7 Sustainable Development	CP 1, CP 2
Policy: S8 Derelict and Vacant Land	CSS 1
Policy: S9 The Countryside	CP 1, CAS 5, CQL 1, CQL 2
2. General Development	
Policy: GEN 1 Primacy of the Development Plan	CP 1, CP 2, CQL 3, CQL 4, CIN 1
Policy: GEN 2 Good Environments	CP 1
Policy: GEN 3 Equal Access Opportunities	CP 1, CP 2
Policy: GEN 4 Security and Crime Prevention	CP 1
Policy: GEN 5 Design and Layout of New Housing	CP 1, CP 2
Policy: GEN 6 Incidental Open Space Provision	Policy retained
Policy: GEN 7 Institutional and Communal Uses	CP 1 and CP 2
Policy: GEN 8 Householder Developments	Policy retained
Policy: GEN 9 Parking and Servicing	CP 2
Policy: GEN 10 Advertising in St.Helens	Policy retained
Policy: GEN 11 Telecommunications Apparatus	Policy retained
Policy: GEN 12 Lighting and Security Apparatus	Policy retained
Policy: GEN 14 Backland and Tandem Developments	Policy retained

3. Green Belt Policies	
Policy: GB1 General Criteria for Development Control in the Green Belt	Policy retained
Policy: GB2 General Criteria for Development Control in the Green Belt	Policy retained
Policy: GB3 Major Existing Development Sites in the Green Belt	Policy deleted
Policy: GB5 Redundant Occupancy Conditions	Policy retained
Policy: GB6 Alterations and Extensions to Existing Dwellings	Policy retained
Policy: GB6A Replacement of Existing Dwellings in the Green Belt	Policy retained
Policy: GB7 Change of Use of Existing Buildings	Policy retained
Policy: GB8 Change of Use of Existing Buildings into Dwellings	Policy retained
Policy: GB10 Recreational Developments	CP 1
Policy: GB12 Development Adjoining Green Belt	CP 1

4. Economy	
Policy: ECON1 Economic Development Land Allocation	Policy retained
Policy: ECON 2 Development of Tourism	CE 1

5. Retailing	
Policy: RET 1 Retail Development in Existing Centres	Policy retained
Policy: RET2 Out-of-Centre Retail Development	CSS 1, CAS 2
Policy: RET3 Amusement Centres	Policy retained
Policy: RET4 Hot Food Shops, Restaurants and Cafés	Policy retained
Policy: RET5 Taxi Offices	Policy retained
Policy: RET6 Alterations and New Shop Fronts	CP 1

6. Transport	
Policy: TRA2 Traffic Calming	CP 2
Policy: TRA3 New Rail Facilities	Policy retained

Policy: TRA4 Park and Ride	Policy retained
Policy: TRA5 Rail / Bus Interchange	Policy retained
Policy: TRA6 Sutton Oak Link Line	Policy retained
Policy: TRA7 Cycling	CP 2

7. Residential Land Supply

Policy: RES1 Residential Land Allocation	Policy retained
Policy: RES2 Affordable Housing	CH 2
Policy: RES3 Vacant Floorspace	Policy retained

8. Environment

Policy: ENV1 Protection of Open Space	Policy retained
Policy: ENV2 School Playing Fields	Policy retained
Policy: ENV3 Greenways	Policy retained
Policy: ENV4 Statutory Site Protection	Policy retained
Policy: ENV 5 Sites of Community Wildlife Interest & Local Nature Reserves	Policy retained
Policy: ENV7 Nature Conservation within Development Sites	CQL 3
Policy: ENV9 Species Protection Policy	CQL 3
Policy: ENV10 The Mersey Forest	Policy retained
Policy: ENV11 Tree Surveys	Policy retained
Policy: ENV12A & 12B Development Affecting Existing Trees	Policy retained
Policy: ENV13 New Tree Planting on Development Sites	Policy retained
Policy: ENV16 Design of Agricultural and Forestry Developments	Policy retained
Policy: ENV17 Farm Diversification	Policy retained
Policy: ENV18 Landscape Protection	CP 1
Policy: ENV20 Landscape Renewal	Policy retained
Policy: ENV21 Environmental Improvements Within Transport Corridors	Policy retained
Policy: ENV22 St.Helens Canal	Policy retained

Policy: ENV23 Archaeology	Policy retained
Policy: ENV24A Designation and Review of Conservation Areas	Policy retained
Policy: ENV24B Development in Conservation Areas	Policy retained
Policy: ENV25 Listed Buildings	Policy retained
Policy: ENV26 Contaminated Land	Policy retained
Policy: ENV27 New Hazardous Development	Policy retained
Policy: ENV28A and 28B Development within Health & Safety Executive Consultation Zones	Policy retained
Policy: ENV29 Pollution Control	CP 1
Policy: ENV30 Drainage	Policy retained
Policy: ENV31 Storage of Caravans	Policy retained

9. Recreation

Policy: REC1 Indoor Recreation	CQL 5, CQL 1, CP 2
Policy: REC2 Development Affecting Recreational Facilities	Policy retained
Policy: REC3 Children's Play	Policy retained
Policy: REC4 Allotments	Policy retained
Policy: REC5 Strategic Footpaths and Cycleways	Policy retained
Policy: REC6 Key Recreation Areas	Policy retained
Policy: REC7 Water Features	Policy retained
Policy: REC8 Community Facilities	CQL 5

10. Mineral Policies

Policy: MIN1 Development Control Criteria	Policy retained
Policy: MIN2 Operational Criteria	Policy retained
Policy: MIN5 Use of Secondary Aggregates	Policy retained
Policy: MIN6 Transport of Minerals	Policy retained
Policy: MIN7 Review of Minerals Permissions	Policy retained

11. Waste Disposal Policies

Policy: WD1 Development Control Criteria	Policy retained
Policy: WD2 Operational Criteria	Policy retained

12. Part Two Area Policies

Policy: Area 1 Newton-le-Willows – Area Policies AP1.1 & AP1.3	Policy retained
Policy: Earlestown Town Centre –Inset Map - Inset Policies E1, E2, E5, E6	Policy retained
Policy: Area 2 Haydock & Blackbrook - Area Policy AP2.1	CP 2
Policy: Area 5 Southern Corridor AP5.1	Policy retained
Policy: St.Helens Town Centre Inset Map - Policies TC1 and TC2.	CAS 2 - The Town Centre boundary, Primary Shopping Area and Primary Retail Frontage are updated by the St.Helens Town Centre Development Management Boundaries diagram in policy CAS 2
St.Helens Town Centre Inset Map - Policies TC3 to TC12 inclusive	Policies retained
Policy: Area 6 Parr, Sutton and Bold – Area Policies AP6.1, AP6.2 & AP6.4	Policy retained
Policy: Sutton Village – Inset Map - Inset Policies SV1 and SV2	Policy retained

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2003-2004
Rethinking Construction
2007-2008
Healthy Schools
2008-2009
Improving Accessibility

2009-2010
Homes for the Future
2009-2010
Raising economic prosperity through partnership