

Parkside Regeneration LLP

Parkside Colliery

Delivery Statement

Revision B, May 2021





Introduction

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Spawforths have been instructed by Parkside Regeneration LLP to prepare a Delivery Report for the site at the former Parkside Colliery in Newton-le-Willows. Parkside Regeneration LLP is the landowner of this site known as Parkside West (Allocation 8EA) within the draft St Helens Local Plan. Parkside West currently forms one of the Strategic Employment Locations for development in the emerging St Helens Local Plan.

Langtree Property Partners Limited (Langtree PP) and St Helens Borough Council (SBC) formed a public-private Joint Venture (Parkside Regeneration LLP) with the sole purpose of regeneration and delivery of the former Parkside Colliery as a strategic employment site for the economic, social and environmental benefit of Newton-le-Willows, St Helens, and the wider Liverpool City Region (LCR).

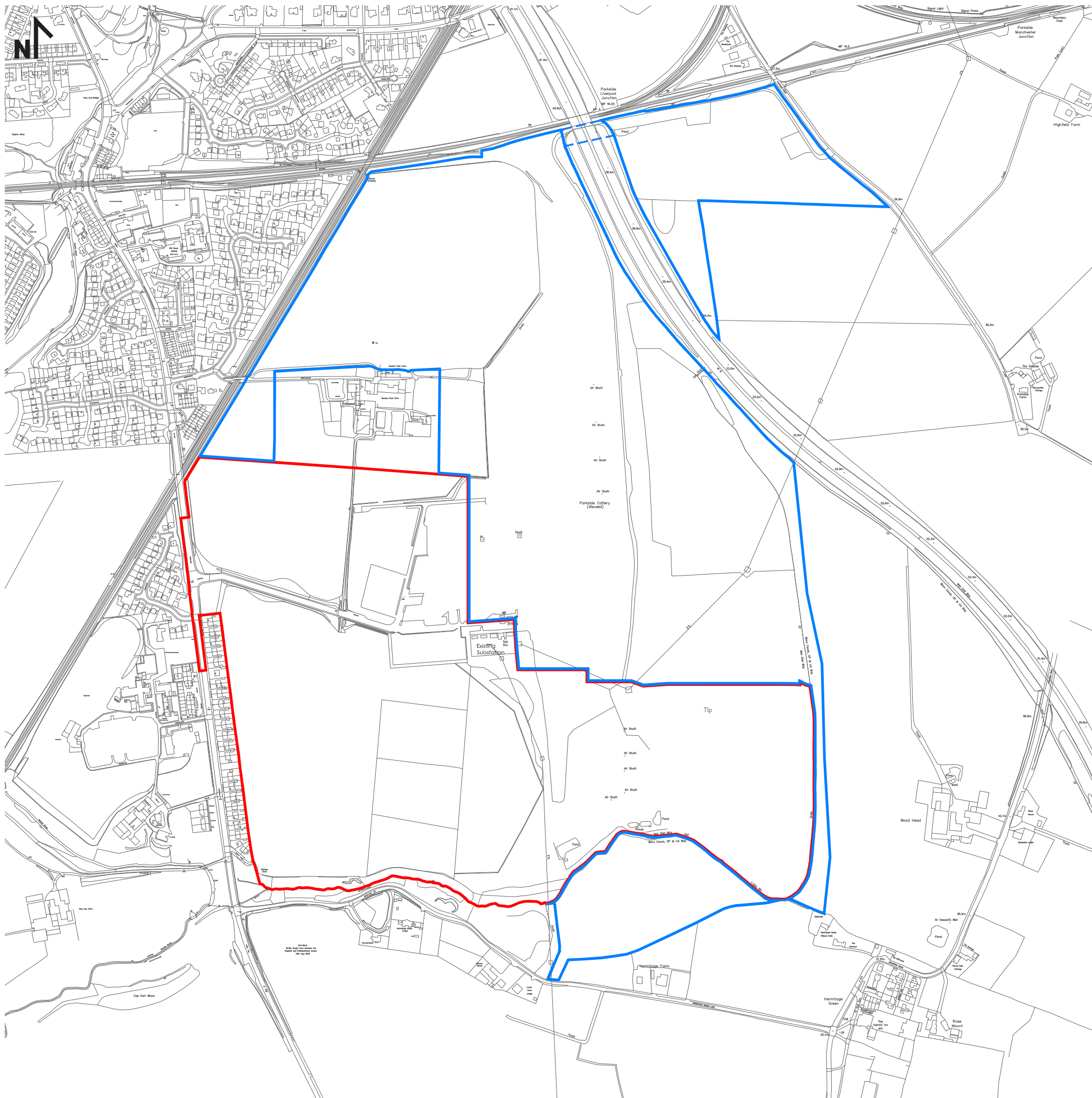
The site at Parkside West is located within an area of Liverpool City Region which has recently been selected by the Government as one of England's eight Freeports. Freeports will benefit from incentives relating to customs, tax, Planning, Regeneration, infrastructure and innovation, and will have access to a share of £175 million of seed capital funding.

Subject to a successful business case, Freeports will begin operation from later in 2021. Specifically the Parkside site is identified as one of only three tax sites, alongside Wirral Waters and 3MG within the LCR Freeport.

Langtree PP is a successful commercial property company, active in property management, development, investment and public/private property partnerships across the UK. Langtree PP has a first class reputation in regeneration and Joint Venture partnership working, with the Langtree PP team having led some of the most significant regeneration projects in the region including the mixed use regeneration scheme in the centre of St Helens that led to the delivery of the state of the art new stadium for St Helens Rugby Football Club.

Langtree has a clear understanding of public and private partnerships, and has invested considerably at national, regional and local levels.

This Delivery Report will analyse and summarise the technical assessments undertaken on the site and explain the site's availability, suitability and achievability and therefore deliverability in the context of the National Planning Policy Framework (The Framework).



Site Location and Proposals

Site Location and Description

The site is located within the local authority area of St Helens, who form part of the Liverpool City Region. The site is well located in relation to the M6 which lies to the east of the site, Junction 22 is located to the south east of the site. It is also well related to the M62 (Junction 9) and hence it is in a prime location with excellent access and connectivity to Liverpool (and its Port), Manchester (and its Airport) and also the North and the Midlands.

The site lies to the east of the settlements of Newton-le-Willows and Earlestown, and to the east of the A49. The site is extremely well located to these residential areas and to the recently upgraded Newton-le-Willows Railway Station, which is accessible by a range of sustainable transport modes.

The West Coast Mainline Railway runs in a north-east to south-west direction to the north western boundary of the site. The Liverpool to Manchester Railway Line (also known as the Chat Moss Line) is to the north of the site. This railway line runs in an east-west direction with Newton-le-Willows Station located nearby to the northwest.

The site is approximately 97.15 hectares (240 acres) in extent. It is currently vacant and forms part the former Parkside Colliery and associated land. The site has been vacant since 1993 when the colliery use ceased.

Access to the site is from the A49 Winwick Road via an existing gated access road that previously served the colliery when it was in use. Access for Phase two of the Site will be supported by the Parkside Link Road (PLR).

The site owners also own an area of land to the south of Oswalds Brook which is outside of the site allocation, and within the administrative area of Warrington. This land is proposed to form part of the ecological enhancement works proposed as part of the current application relating to the delivery of Phase 1 of the scheme.

The former colliery site is currently within the Green Belt, which surrounds the settlement of Newton-le-Willows and Earlestown. Land to the south and east is agricultural fields, with a number of properties and the small settlement of Hermitage Green to the south west of the proposed allocation. The areas beyond the western and north western boundary of the site are urban in nature and are predominantly in residential use. Along the southern boundary of the site is a tree belt and Oswalds Brook. The trees form part of a Local Wildlife Site known as Gallows Croft.

The site itself is part brownfield and part green field in nature. The former colliery included a range of significant built form and infrastructure, including the 200ft winding towers, administrative buildings and gas handling facilities. The colliery was also previously connected to the Chat Moss Railway to the north, and there is still evidence of the marshalling yards, including some rails in situ. Appreciating the sites former use, the site is of varying topography between 18m AOD at Oswalds Brook to the south of the site, to 42.5m AOD at the top of the spoil heap to the east of site.

Newton Park Farm is located on land within the allocation, but sitting outside Parkside Regeneration LLP's landownership, Phase 1 is to the south and phase 2 is to the north and east of Newton Park Farm There are two Grade II listed buildings within Newton Park Farm (Newton Park Farm House, and the Barn to the east of Newton Park Farm House) and its associated curtilage buildings, both buildings are within a very poor state of repair. Newton Park Farm is served by Newton Park Drive which crosses over the West Coast Mainline from the A49 Winwick Road.

Site Location and Proposals

Overview of Proposals

The 97.15 hectare (240 acres) site forms a strategic allocation (8EA), and is allocated for 79.57 ha (196.62 acres) of Employment Land (B2 and B8), with a further 5.58 ha (13.78 acres) identified as being safeguarded to facilitate the rail reversing leg to support the delivery of the Strategic Rail Freight Interchange facility (SRFI) at Parkside East (7EA). An additional 12 ha (29.65 acres) of the site is occupied by a spoil heap, which is not proposed to be developed.

The allocation will be brought forward in two phases. A Planning application has been submitted on Phase 1 and is subject to a current 'Call-In'. The Phase 1 Planning application is an Outline Planning Application as described below:

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

All matters, except for the Means of Access are reserved for consideration at a later date. The figure opposite shows the Illustrative Masterplan for Phase 1.

The Phase 1 Planning application (P/2018/0048/OUP) comprises 92,900m² of Use Class B8 (with ancillary B1(a), now Class E(g)) uses with associated road infrastructure, and landscaped and drainage areas. Phase 1 will be accessed from the A49 Winwick Road at the point of the existing access.

The access from Winwick Road will be in the form of a signalised junction. The Primary Internal Access Road will run east/west into the Phase 1 Application Site, and Secondary Internal Access Roads will extend from this site to serve each of the employment plots, including access up to the northern boundary of the application site to support access into Phase 2 of the allocation 8EA.

Landscape buffers will be created around the edges of the Phase 1 site to existing residential areas to the southern and western boundaries, and to Newton Park Farm to the north, which will incorporate bunding to the southern, western and part of the northern boundaries. The general extent, height and eastern flank of the Spoil Heap will also be retained and enhanced with planting to create a landscape and visual buffer to the east of the Application Site, which will also have ecological benefits.

The western flank of the Spoil Heap will be the subject of selective excavation to form development platforms and will then be the subject of additional planting.

The Use Class B8 development will consist of a series of large floorplate buildings accessed from the Internal Site Access Road proposed through the Phase 1 Application Site. Minimum unit sizes will be secured by condition (circa 13,935 sq.m) based on market advice. The minimum floorplate has been identified to distinguish the site 'offer' from other more traditional and secondary employment sites. The aim is to exploit the relatively unique site characteristics (part brownfield) and location (adjacent to the motorway) that can accommodate large employment units.