<table>
<thead>
<tr>
<th><strong>Site Description</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Brownfield/Greenfield</strong></td>
<td>Greenfield</td>
</tr>
<tr>
<td><strong>Previous Use</strong></td>
<td>Residential property. Grazing.</td>
</tr>
<tr>
<td><strong>Current Use</strong></td>
<td>Unused, overgrown grassland.</td>
</tr>
<tr>
<td><strong>Buildings on Site</strong></td>
<td>No buildings on site.</td>
</tr>
<tr>
<td><strong>Proportion of Site Covered by Buildings</strong></td>
<td>0</td>
</tr>
<tr>
<td><strong>Proportion of Buildings currently in use</strong></td>
<td>0</td>
</tr>
<tr>
<td><strong>Surrounding Uses</strong></td>
<td>Residential, Liverpool John Lennon Airport</td>
</tr>
<tr>
<td><strong>Planning History</strong></td>
<td>Within LLA PSZ</td>
</tr>
<tr>
<td></td>
<td>12/00282/FUL (PCO) - extension to the runway safety area including the stopping up or Dungeon Lane and the diversion of Ashtons Lane and erection of a new boundary.</td>
</tr>
<tr>
<td></td>
<td>09/00331/DEM (PER) - proposed demolition of two storey detached property, sheds and detached garage at Dungeon Lane.</td>
</tr>
<tr>
<td><strong>Reduce Deprivation</strong></td>
<td>This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.</td>
</tr>
<tr>
<td><strong>Ownership</strong></td>
<td>Unknown (Not Council)</td>
</tr>
<tr>
<td><strong>Source of Site</strong></td>
<td>Green Belt Study</td>
</tr>
<tr>
<td><strong>Proposal</strong></td>
<td>None known.</td>
</tr>
<tr>
<td><strong>Benefits</strong></td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Contribution to Local Plan</strong></td>
<td>N/A</td>
</tr>
</tbody>
</table>
### Designations

**Environmental** ........ None applicable

**Heritage** ........ None applicable

**Key Area of Change** .... None applicable

**Existing Policy Designations**  Green Belt

**Policy Allocations** .... None applicable

**Conclusion** ........ Site has been identified as within the Green Belt, exceptional circumstances will need to be demonstrated if this is to be changed.

### Physical Constraints

**Flood Risk** ........ This site is located within Flood Zone 1 - little or no risk.

**Ground Conditions** .... 3 % of the site is Potentially Contaminated Land, 100% of the site is Agricultural Land (incl. Grade 1)

**Heritage** ........ No particular heritage issues or constraints have been identified.

**Habitats** ........ The vegetation currently on site may provide habitats to flora and fauna. A small part of site lies within the LCR Nature Improvement Area. The majority of this site is identified as a Core Biodiversity Area (Coastal Saltmarsh) within the LCR NIA Ecological Network.

**Landscape** ........ Landscape Character Area, UDP Important Landscape Features

**Townscape** ........ The site is open with ribbon residential development to the north.

**Pollution** ........ No pollution constraints have been identified.

**Infrastructure** ........ Airport infrastructure constraints.

**Other Information** .... No other physical constraints identified at this time.

**Mitigation** ........ Surface water runoff should be calculated in accordance with Environment Agency guidelines for greenfield sites. Consideration should be given to the ability to improve the LCAs. Consideration should be given to the protection of the Core Biodiversity Area in line within the LCR NIA Ecological Network. Consultation with the Contaminated Land Officer would be required to ensure that any contamination is identified and mediated as appropriate. Consideration should be given to the need to protect best and most versatile agricultural land.

**Conclusion** ........ The landscape value, the best and most versatile agricultural land and the impact of the airport potentially limit the development of this site.

### Connectivity

**Walking** ........ There are no footpaths on the roads adjacent to this sites.

**Cycling** ........ On road cycle routes, Baileys Lane/ Dungeon Lane

**Train** ........ Halewood Rail Station (3338m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.

**Bus** ........ Baileys Lane (Merseytravel) (309m away)

**Road** ........ Dungeon Lane is a single track road to the west of the site.

**Waterways** ........ Site is in close proximity to the River Mersey.

**Site Access** ........ Access into the site would need to be created and agreed with the Council’s Highways Team.

**ICT** ........ General Broadband and Fibre Optic

**Conclusion** ........ This site is considered to have satisfactory connectivity. However it is likely, dependent on the use proposed, that any development of this site would require improvements to the connectivity.
Infrastructure

Water and Sewerage . . . . To be determined in consultation with UU.

Education . . . . . . . . . . Primary and Secondary School capacity to be determined in consultation with Education Team.

Health . . . . . . . . . . . . To be determined in consultation with the Clinical Commissioning Group (CCG).

Community . . . . . . Hale Village Hall is located on High Street and provides community infrastructure for the village.

Open Space . . . . . . . . Hale Park is located on High Street and provides community recreational facilities for the village.

Other . . . . . . . . . . . No other infrastructure has been identified at this time.

Conclusion . . . . . . . Infrastructure capacity, supply and demand to be determined following consultation with providers.

Accessibility

Convenience Store . . . . Ivy Farm Court is the closest Local Centre.
Distance to (m) 1527 Quality of Route . . Not in immediate vicinity of a Local Centre.

Town Centre . . . . . . . . . . The closest town or district centre is at Runcorn Old Town.
Distance to (m) 5646 Quality of Route . . The closest town or district centre is in excess of 2km from the site and is therefore not considered accessible.

Primary School . . . . . . The closest primary school is St Ambrose Catholic Primary School.
Distance to (m) 728 Quality of Route . . This can be accessed along Dungeon Lane and through the residential area of Speke.

Secondary School . . . . The closest secondary school is Parklands High School.
Distance to (m) 1240 Quality of Route . . Parklands High School has now closed.

Employment Site . . . . Halebank Industrial Estate is the closest employment area.
Distance to (m) 3862 Quality of Route . . The closest employment area is in excess of 2km and is therefore not considered easily accessible from this site.

Quality of Site . . . . . . Halebank Industrial Estate is a large industrial area, primarily comprising self-contained sites, and a large single occupied site. It is considered a key employment site, primarily geared towards local businesses.

GP Surgery . . . . . . . . . . Speke Neighbourhood Health Centre
Distance to (m) 986 Quality of Route . .

Open Space . . . . . . . . . . Hale Park
Distance to (m) 1410 Quality of Route . . The closest identified / designated area of open space is in excess of 800m from the site and is therefore not considered accessible. It is recommended that if this site were to be developed for residential purposes open space be included within the development of this site and the wider area.

Other facilities and Amenities No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.

Conclusion . . . . . . . Accessibility to key services from the site is considered poor and would need to be significantly improved if the site were to be developed.
Summary Conclusion

Significant contribution to GB purposes

GB Conclusion

This parcel makes a significant contribution to the purposes of including land within the Green Belt. It is adjacent to the urban area, but with less than 50% of the boundary adjacent to development and is considered to be partially contained. This site lies between the eastern edge of Liverpool (Speke / Liverpool John Lennon Airport) and the western edge of Hale. Development of this parcel would remove the gap between these two settlements in this location and lead to their merger at this point, it will also impact on the overall gap between Liverpool and Widnes. Gap Distance to Widnes = 2956.4m.

Gap Distance to Surrounding Settlements = 13.78m. Gap Distance to Hale OR Cronton = 860.94m. It is considered that this parcel would reduce the gap between neighbouring towns, but it is not considered that it would lead to the merging of neighbouring towns. It is in a countryside use that is considered appropriate in the Green Belt. It has some visual encroachment with views at certain points of the site overlooked by development. However, this parcel is subject to a prohibitive constraint, the coastal area is within the Mersey Estuary Ramsar. There are also restrictive constraints identified for this site, consideration would need to be given to the Landscape Value; the proximity to the Mersey Estuary Ramsar; and to the protection of best and most versatile agricultural land.
Sustainability Appraisal

**SA Report** ............... Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

**SA Summary** ............. It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site has the potential to impact on the biodiversity of the site as the majority of this site is identified as a Core Biodiversity Area (Coastal Saltmarsh) within the LCR NIA Ecological Network. The development of this site could have potential to impact on water quality and resources and would need to give consideration to the nearby water body(ies). The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield agricultural site. This site is located within Flood Zone 1 with little or no risk to development. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site could have a negative impact on the physical health, mental health or well-being of the community unless measures are undertaken to mitigate this impact.

It is considered that this site would have a negligible or limited impact on the local economy or employment. Whilst improvements to access to the Borough's town, district or local centres would be beneficial. This site is unlikely to contribute to the provision of a range of good quality and affordable homes.

If development in this area is able to contribute to the sustainable transport provision the site has the potential support the choice and use of sustainable transport in Halton. The development of this site is likely to have a negligible impact on air quality. This site is not located within an AQMA. It can be accessed by some forms of sustainable transport and may lead to some private car journeys being replaced.

Deliverability

**Suitability** ............... This site is considered to make a significant contribution to the purposes of the Green Belt. The site is likely to be required in relation to development at Liverpool John Lennon Airport. It is not considered suitable for other development at this time.

**Availability** .............. This site is not considered to be available for development at present.

**Viability** .................. To be determined

Summary and Recommendations

**SUMMARY** ............... This site is considered to be subject to minor physical constraints, have satisfactory connectivity and poor accessibility. The site is identified as within the Green Belt and is considered to make a significant contribution to Green Belt purposes.

**Recommendations** ....... Site is likely to be required in relation to development at Liverpool John Lennon Airport. It is not considered suitable for other development at this time.
Land bounded by Hale Road, Dungeon Lane and Bailey’s Lane (Green Belt)  

**Address:** Paddock to the north of Hale Road  
Hale

**Site Size (ha):** 21.01  
**Site Ref:** 2  
**Map Ref:**  

**Grid Ref:** 345002 / 382451  
**Ward:** Hale

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### Site Description

- **Brownfield/Greenfield:** Greenfield  
- **Current Use:** Agricultural  
- **Buildings on Site:** No buildings on site.  
- **Proportion of Site Covered by Buildings:** 0  
- **Proportion of Buildings currently in use:** 0  
- **Surrounding Uses:** Liverpool John Lennon Airport and residential.  
- **Planning History:** 12/00282/FUL (PCO) - extension to the runway safety area including the stopping up or Dungeon Lane and the diversion of Ashtons Lane and erection of a new boundary.  
- **Reduce Deprivation:** This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.  
- **Ownership:** Unknown (Not Council)  
- **Source of Site:** Green Belt Study (GB78, GB79 and GB229)

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### Proposal

- **Proposal:** None known.  
- **Benefits:** N/A  
- **Contribution to Local Plan:** N/A

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### Designations

- **Environmental:** None applicable  
- **Heritage:** None applicable  
- **Key Area of Change:** None applicable  
- **Existing Policy Designations:** Green Belt  
- **Policy Allocations:** None applicable

**Conclusion:** 

Site has been identified as within the Green Belt, exceptional circumstances will need to be demonstrated if this is to be changed.
Physical Constraints

Flood Risk .................. This site is located within Flood Zone 1 - little or no risk.

Ground Conditions ........ 1% of the site is Potentially Contaminated Land, 100% of the site is Agricultural Land

Heritage .................... No particular heritage issues or constraints have been identified.

Habitats ..................... None have been identified however, the vegetation currently on site may provide habitats to flora and fauna.

Landscape ................... Landscape Character Area, UDP Important Landscape Features

Townscape ................... The site is open, however, there is residential development to the north and to the east.

Pollution .................... No pollution constraints have been identified.

Infrastructure ............... Airport infrastructure constraints.

Other Information ........... No other physical constraints identified at this time.

Mitigation ................... Surface water runoff should be calculated in accordance with Environment Agency guidelines for greenfield sites. Consideration should be given to the ability to improve the LCAs. Consultation with the Contaminated Land Officer would be required to ensure that any contamination is identified and mediated as appropriate. Consideration should be given to the need to protect best and most versatile agricultural land.

Conclusion ................... This site is subject to physical constraints considered to be minor. Therefore it is considered that part of this site may be suitable for development, if each of the physical constraints identified is addressed. The landscape value, the best and most versatile agricultural land and the impact of the airport potentially limit the development of this site.

Connectivity

Walking ...................... There is a public right of way within the site.

Cycling ........................ On road cycling Baileys Lane / Dungeon Lane

Train ........................ Halewood Rail Station (2967m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.

Bus .......................... Baileys Lane (Merseytravel) (87m away)

Road .......................... Site is adjacent to Hale Road and Dungeon Lane

Waterways .................... There are no waterways in close proximity.

Site Access .................. Access into the site would need to be created and agreed with the Council’s Highways Team.

ICT .......................... General Broadband and Fibre Optic

Conclusion ................... This site is considered to have satisfactory connectivity. However it is likely, dependent on the use proposed, that any development of this site would require improvements to the connectivity.
Infrastructure

**Water and Sewerage**. No public open space has been identified in the immediate area at this time, this may be an area in need of improvement.

**Education**. Primary and Secondary School capacity to be determined in consultation with Education Team.

**Health**. To be determined in consultation with the Clinical Commissioning Group (CCG).

**Community**. Hale Village Hall is located on High Street and provides community infrastructure for the village.

**Open Space**. No public open space has been identified in the immediate area at this time, this may be an area in need of improvement.

**Other**. No other infrastructure has been identified at this time.

**Conclusion**. Infrastructure capacity, supply and demand to be determined following consultation with providers.

Accessibility

**Convenience Store**. Ivy Farm Court is the closest Local Centre.

**Distance to (m)** 1483  **Quality of Route**. Not in immediate vicinity of a Local Centre.

**Town Centre**. The closest town or district centre is at Runcorn Old Town.

**Distance to (m)** 5581  **Quality of Route**. The closest town or district centre is in excess of 2km from the site and is therefore not considered accessible.

**Primary School**. The closest primary school is St Ambrose Catholic Primary School.

**Distance to (m)** 470  **Quality of Route**. This can be accessed through the residential area of Speke.

**Secondary School**. The closest secondary school is Parklands High School.

**Distance to (m)** 820  **Quality of Route**. Parklands High School has now closed.

**Employment Site**. Halebank Industrial Estate is the closest employment area.

**Distance to (m)** 3724  **Quality of Route**. The closest employment area is in excess of 2km and is therefore not considered easily accessible from this site.

**Quality of Site**. Halebank Industrial Estate is a large industrial area, primarily comprising self-contained sites, and a large single occupied site. It is considered a key employment site, primarily geared towards local businesses.

**GP Surgery**. Speke Neighbourhood Health Centre

**Distance to (m)** 597  **Quality of Route**.

**Open Space**. Hale Park

**Distance to (m)** 1433  **Quality of Route**. The closest identified / designated area of open space is in excess of 800m from the site and is therefore not considered accessible. It is recommended that if this site were to be developed for residential purposes open space be included within the development of this site and the wider area.

**Other facilities and Amenities**. No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.

**Conclusion**. Accessibility to key services from the site is considered poor and would need to be significantly improved if the site were to be developed.
Green Belt Report

Summary Conclusion . . . . . Moderate contribution to GB purposes

GB Conclusion . . . . . . Moderate contribution to the purposes of including land within the Green Belt. It is adjacent to the urban area, with approximately 50% to 75% of the boundary adjacent to development and is considered to be largely contained. This site lies between the eastern edge of Liverpool (Speke / Liverpool John Lennon Airport) and the western edge of Hale. Development of this parcel would reduce the gap between these two settlements in this location, it will also impact on the overall gap between Liverpool and Widnes. Gap Distance to Widnes = 2835.31m. Gap Distance to Surrounding Settlements = 0.3m. Gap Distance to Hale OR Cronton = 810.4m. It is considered that this parcel would reduce the gap between neighbouring towns, but it is not considered that it would lead to the merging of neighbouring towns. It is in a countryside use that is considered appropriate in the Green Belt. It has high levels of visual encroachment with development overlooking the parcel. There are also restrictive constraints identified for this site, consideration would need to be given to the proximity to the Mersey Estuary Ramsar and to the protection of best and most versatile agricultural land.

Sustainability Appraisal

SA Report . . . . . . . . . . . . It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough. Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

SA Summary . . . . . . . . . . . . It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site is unlikely to impact on the biodiversity in Halton. The development of this site is unlikely to impact on the water quality and resources of the Borough. The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield agricultural site. This site is located within Flood Zone 1 with little or no risk to development. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site could have a negative impact on the physical health, mental health or well-being of the community unless measures are undertaken to mitigate this impact.

It is considered that this site would have a negligible or limited impact on the local economy or employment. Whilst improvements to access to the Borough's town, district or local centres would be beneficial. This site is unlikely to contribute to the provision of a range of good quality and affordable homes.

In order to encourage the use of sustainable transport in the Borough, the connectivity of this site would need to be improved, if the site were to be developed. The development of this site is likely to have a negligible impact on air quality. This site is not located within an AQMA. It can be accessed by some forms of sustainable transport and may lead to some private car journeys being replaced.
**Deliverability**

**Suitability**
This site is considered to make a moderate contribution to the purposes of the Green Belt. The site is likely to be required in relation to development at Liverpool John Lennon Airport. It is not considered suitable for other development at this time.

**Availability**
This site is not considered to be available for development at present.

**Viability**
To be determined

**Summary and Recommendations**

**SUMMARY**
This site is considered to be subject to minor physical constraints, have poor connectivity and poor accessibility. The site is identified as within the Green Belt and is considered to make a moderate contribution to Green Belt purposes.

**Recommendations**
Site is likely to be required in relation to development at Liverpool John Lennon Airport. It is not considered suitable for other development at this time.
Address: Agricultural land to the north of Hale Road, Hale Heath (Green Belt)

Site Size (ha): 9.27

Grid Ref: 345571 / 382313

Ward: Hale

Site Description

Brownfield/Greenfield: Greenfield

Previous Use: Arable agricultural land

Current Use: Arable Agricultural Use

Buildings on Site: No buildings on site.

Proportion of Site Covered by Buildings: 0

Proportion of Buildings currently in use: 0

Surrounding Uses: Ancient Woodland, River Mersey and residential properties along Baileys Lane and Hale Road

Planning History: 10/00306/FUL (PER), 10/00060/FUL (PER), 10/00007/FUL (REF), 09/00194/FUL (PER), 07/00899/COU (REF), 07/00316/FUL (REF), 06/00075/FUL (PER), 03/00472/FUL (PER), 02/00269/S73 (WDN), 97/00471/FUL (PER)

Reduce Deprivation: This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.

Ownership: Unknown (Not Council)

Source of Site: Green Belt Study

Proposal

Proposal: Remain in agricultural uses.

Benefits: Open countryside adjacent to the River Mersey and PROW

Contribution to Local Plan: Area of special landscape character.
Designations

Environmental . . . . . . . . None applicable
Heritage . . . . . . . . . . . . Site Boundary within Conservation Area
Key Area of Change . . . None applicable
Existing Policy Designations Site Boundary within Conservation Area
Policy Allocations . . . . None applicable
Conclusion . . . . . . . . . . . Site has been identified as within the Green Belt, exceptional circumstances will need to be demonstrated if this is to be changed.

Physical Constraints

Flood Risk . . . . . . . . This site is located within Flood Zone 1 - little or no risk.
Ground Conditions . . . . 99% of the site is Agricultural Land
Heritage . . . . . . . . . . . Site Boundary within Conservation Area
Habitats . . . . . . . . . . . No habitats have been identified within this site.
Landscape . . . . . . . . . Landscape Character Area, UDP Important Landscape Features
Townscape . . . . . . . . Site is adjacent to ribbon development along Bailey's Lane.
Pollution . . . . . . . . . . . No pollution constraints have been identified.
Infrastructure . . . . . . . Airport infrastructure constraints (PSZ) disects the site.
Other Information . . . . . . No other physical constraints identified at this time.
Mitigation . . . . . . . . Mitigation would be required with regard to the PSZ and landing lights and adjacent ancient woodland. Surface water runoff should be calculated in accordance with Environment Agency guidelines for greenfield sites. Consideration should be given to the ability to improve the LCAs. The heritage value of the site should be conserved and where possible enhanced. Consideration should be given to the need to protect best and most versatile agricultural land.
Conclusion . . . . . . . . . . This site is subject to physical constraints that are considered moderate. It is considered that this site may be suitable for development, if each of the physical constraints identified is addressed.

Connectivity

Walking . . . . . . . . . . . The site is considered to have good access to local walking routes.
Cycling . . . . . . . . . . . Nearest Cycling link is Hale Road / Baileys Lane
Train . . . . . . . . . . . . . Halewood Rail Station (3189m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.
Bus . . . . . . . . . . . . . . Baileys Lane (58m away)
Road . . . . . . . . . . . . . Road connectivity to the wider network is good.
Waterways . . . . . . . . . Adjacent to the River Mersey
Site Access . . . . . . . . . Access could be obtained from Hale Road.
ICT . . . . . . . . . . . . . . General Broadband and Fibre Optic
Conclusion . . . . . . . . . The site is considered to have good connectivity. However it is possible, dependent on the use and scale of any proposed development, that this site may require improvements to the connectivity.
## Infrastructure

**Water and Sewerage**
To be determined in consultation with UU.

**Education**
Primary and Secondary School capacity to be determined in consultation with Education Team.

**Health**
To be determined in consultation with the Clinical Commissioning Group (CCG).

**Community**
Hale Village Hall is located on High Street and provides community infrastructure for the village.

**Open Space**
No public open space has been identified in the immediate area at this time, this may be an area in need of improvement.

**Other**
No other infrastructure has been identified at this time.

**Conclusion**
Infrastructure capacity, supply and demand to be determined following consultation with providers.

## Accessibility

**Convenience Store**
Ivy Farm Court is the closest Local Centre.

<table>
<thead>
<tr>
<th>Distance to (m)</th>
<th>Quality of Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>1171</td>
<td>Not in immediate vicinity of a Local Centre.</td>
</tr>
</tbody>
</table>

**Town Centre**
The closest town or district centre is at Runcorn Old Town.

<table>
<thead>
<tr>
<th>Distance to (m)</th>
<th>Quality of Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>5288</td>
<td>The closest town or district centre is in excess of 2km from the site and is therefore not considered accessible.</td>
</tr>
</tbody>
</table>

**Primary School**
The closest primary school is St Ambrose Catholic Primary School.

<table>
<thead>
<tr>
<th>Distance to (m)</th>
<th>Quality of Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>520</td>
<td>Hale C of E Primary School within walking distance of the site.</td>
</tr>
</tbody>
</table>

**Secondary School**
The closest secondary school is Parklands High School.

<table>
<thead>
<tr>
<th>Distance to (m)</th>
<th>Quality of Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>1451</td>
<td>Parklands High School has now closed.</td>
</tr>
</tbody>
</table>

**Employment Site**
Halebank Industrial Estate is the closest employment area.

<table>
<thead>
<tr>
<th>Distance to (m)</th>
<th>Quality of Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>3488</td>
<td>The closest employment area is in excess of 2km and is therefore not considered easily accessible from this site.</td>
</tr>
</tbody>
</table>

**Quality of Site**
Halebank Industrial Estate is a large industrial area, primarily comprising self-contained sites, and a large single occupied site. It is considered a key employment site, primarily geared towards local businesses.

**GP Surgery**
Margaret Thompson Medical Centre

<table>
<thead>
<tr>
<th>Distance to (m)</th>
<th>Quality of Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>1059</td>
<td>Not in immediate vicinity of a medical centre.</td>
</tr>
</tbody>
</table>

**Open Space**
Hale Park

<table>
<thead>
<tr>
<th>Distance to (m)</th>
<th>Quality of Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>1096</td>
<td>The closest identified / designated area of open space is in excess of 800m from the site and is therefore not considered accessible. It is recommended that if this site were to be developed for residential purposes open space be included within the development of this site and the wider area.</td>
</tr>
</tbody>
</table>

**Other facilities and Amenities**
No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.

**Conclusion**
Accessibility to key services from the site is considered poor and would need to be significantly improved if the site were to be developed.
Green Belt Report

Summary Conclusion . . . . . . Essential contribution to GB purposes

GB Conclusion . . . . . . . . . . . . [Taken from GB220, it is noted GB083 and GB229 are identified as making a significant contribution] This parcel makes an essential contribution to the purposes of including land within the Green Belt. It is detached from the urban area and is not considered contained. This site lies between the eastern edge of Liverpool (Liverpool John Lennon Airport) and the western edge of Hale. Development of this parcel would further infill the gap between these two settlements in this location, it will also impact on the overall gap between Liverpool and Widnes. Gap Distance to Widnes = 2622.88m. Gap Distance to Surrounding Settlements = 343.36m. Gap Distance to Hale OR Cronton = 517.06m. It is considered that this parcel would reduce the gap between neighbouring towns, but it is not considered that it would lead to the merging of neighbouring towns. It is in a countryside use that is considered appropriate in the Green Belt. It has some visual encroachment with views at certain points of the site overlooked by development. There are a number of restrictive constraints identified for this site. Consideration would need to be given to the heritage value of Hale Road Conservation Area; the Landscape Value; the proximity to the Mersey Estuary Ramsar; and to the protection of best and most versatile agricultural land.
Sustainability Appraisal

SA Report ............... It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.
Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

SA Summary .................. It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site is unlikely to impact on the biodiversity in Halton. The development of this site could have potential to impact on water quality and resources and would need to give consideration to the nearby water body(ies). The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield agricultural site. This site is located within Flood Zone 1 with little or no risk to development. There are heritage assets within close proximity to this site, and the potential for a development in this area to impact on the asset or its setting will need to be taken into consideration. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site could have a negative impact on the physical health, mental health or well-being of the community unless measures are undertaken to mitigate this impact.

It is considered that this site would have a negligible or limited impact on the local economy or employment. Whilst improvements to access to the Borough's town, district or local centres would be beneficial. This site is unlikely to contribute to the provision of a range of good quality and affordable homes.

The development of this site has the potential to support the choice and use of sustainable transport in Halton, due to the availability of sustainable modes of transport. The development of this site has the potential to support improvements in air quality. The site is not located within an AQMA and can be accessed by most forms of public transport.

Deliverability

Suitability ............... This site is considered to make a essential contribution to the purposes of the Green Belt. The site is not considered suitable for development.

Availability ................ Availability of the site is unknown.

Viability .................... To be determined

Summary and Recommendations

SUMMARY ............... This site is considered to be subject to moderate physical constraints, have good connectivity and poor accessibility. The site is identified as within the Green Belt and is considered to make an essential contribution to Green Belt purposes.

Recommendations ........ The deliverability of the site is dependent on site access. Whilst, constraints such as the Green Belt designation and its function, Grade 1 agricultural land, and the airport SPZ limit development. Therefore it is considered that the retention of the Green Belt designation and the continued agricultural use would be most appropriate.
**Site Description**

<table>
<thead>
<tr>
<th>Brownfield/Greenfield</th>
<th>Greenfield</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Use</td>
<td>Agriculture</td>
</tr>
<tr>
<td>Buildings on Site</td>
<td>None</td>
</tr>
<tr>
<td>Proportion of Site Covered by Buildings</td>
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<tr>
<td>Surrounding Uses</td>
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</tr>
<tr>
<td>Planning History</td>
<td>No relevant planning history.</td>
</tr>
<tr>
<td>Reduce Deprivation</td>
<td>This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.</td>
</tr>
<tr>
<td>Ownership</td>
<td>Unknown (Not Council)</td>
</tr>
<tr>
<td>Source of Site</td>
<td>Historic records and databases</td>
</tr>
</tbody>
</table>

**Proposal**

Proposal: Part of the site is within the Liverpool Airport Masterplan 2017.

Benefits: The Masterplan proposes residential uses within the site, and proposes to develop a road through the site.

Contribution to Local Plan: N/A

**Designations**

<table>
<thead>
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<tbody>
<tr>
<td>Heritage</td>
<td>Site Boundary within Conservation Area</td>
</tr>
<tr>
<td>Key Area of Change</td>
<td>None applicable</td>
</tr>
<tr>
<td>Existing Policy Designations</td>
<td>Green Belt</td>
</tr>
<tr>
<td>Policy Allocations</td>
<td>None applicable</td>
</tr>
</tbody>
</table>

Conclusion: Site has been identified as within the Green Belt, exceptional circumstances will need to be demonstrated if this is to be changed.
### Physical Constraints

**Flood Risk**
This site is located within Flood Zone 1 - little or no risk.

**Ground Conditions**
2% of the site is Potentially Contaminated Land, 98% of the site is Agricultural Land

**Heritage**
Site Boundary within Conservation Area

**Habitats**
There are a number of linear features (hedgerows) of the LCR Nature Improvement Area / Ecological Network are identified to the boundaries of the site.

**Landscape**
Landscape Character Area, UDP Important Landscape Features

**Townscape**
Site is adjacent to both the urban area of Speke and the village of Hale.

**Pollution**
No pollution constraints have been identified.

**Infrastructure**
No known infrastructure constraints.

**Other Information**
There are proposals to development a road through this site, known as the Eastern Access Transport Corridor (EATC).

**Mitigation**
Consideration should be given to the ability to improve the LCAs. The heritage value of the site should be conserved and where possible enhanced. Consultation with the Contaminated Land Officer would be required to ensure that any contamination is identified and mediated as appropriate. Consideration should be given to the need to protect best and most versatile agricultural land.

**Conclusion**
This site is subject to physical constraints that are considered moderate. It is considered that this site may be suitable for development, if each of the physical constraints identified is addressed.

### Connectivity

**Walking**
The site is considered to have good access to local walking routes, with a public right of way to the north of the site.

**Cycling**
Cycling links are on road via Hale Rd

**Train**
Halewood Rail Station (2698m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.

**Bus**
Poppelton (0m away)

**Road**
Road connectivity to the wider network is good.

**Waterways**
There are no waterways in close proximity.

**Site Access**
Access into the site would need to be created and agreed with the Council’s Highways Team.

**ICT**
Fibre Optic and General Broadband available

**Conclusion**
This site is considered to have satisfactory connectivity. However it is likely, dependent on the use proposed, that any development of this site would require improvements to the connectivity.

### Infrastructure

**Water and Sewerage**
To be determined in consultation with UU.

**Education**
Primary and Secondary School capacity to be determined in consultation with Education Team.

**Health**
To be determined in consultation with the Clinical Commissioning Group (CCG).

**Community**
Hale Village Hall is located on High Street and provides community infrastructure for the village.

**Open Space**
No public open space has been identified in the immediate area at this time, this may be an area in need of improvement.

**Other**
No other infrastructure has been identified at this time.

**Conclusion**
Infrastructure capacity, supply and demand to be determined following consultation with providers.
Accessibility

Convenience Store . . . . . . Ivy Farm Court is the closest Local Centre.
Distance to (m) 637  Quality of Route . . Not in immediate vicinity of a Local Centre.

Town Centre . . . . . . . . . . . . The closest town or district centre is at Runcorn Old Town.
Distance to (m) 4697  Quality of Route . . The closest town or district centre is in excess of 2km from the site
and is therefore not considered accessible.

Primary School . . . . . . . . . . . . The closest primary school is St Ambrose Catholic Primary School.
Distance to (m) 80  Quality of Route . . Hale C of E Primary School within walking distance of the site.

Secondary School . . . . . . . . . . . . The closest secondary school is Parklands High School.
Distance to (m) 1110  Quality of Route . . Parklands High School has now closed.

Employment Site . . . . . . . . . . . . Halebank Industrial Estate is the closest employment area.
Distance to (m) 2861  Quality of Route . . The closest employment area is in excess of 2km and is therefore not
considered easily accessible from this site.

Quality of Site . . . . . . . . . . . . Halebank Industrial Estate is a large industrial area, primarily comprising self-contained
sites, and a large single occupied site. It is considered a key employment site, primarily
gear ed towards local businesses.

GP Surgery . . . . . . . . . . . . . Margaret Thompson Medical Centre
Distance to (m) 591  Quality of Route . . Margaret Thompson Medical Centre can be accessed through the
residential area of Speke along East Millwood Road.

Open Space . . . . . . . . . . . . . Hale Park
Distance to (m) 624  Quality of Route . . The closest identified / designated area of open space is in excess of
800m from the site and is therefore not considered accessible. It is
recommended that if this site were to be developed for residential
purposes open space be included within the development of this site
and the wider area.

Other facilities and Amenities No other facilities, services or amenities have been identified which may contribute
to the accessibility of this site.

Conclusion . . . . . . . . . . . . . Accessibility to key services from the site is considered poor and would need to be
significantly improved if the site were to be developed.
Green Belt Report

Summary Conclusion . . . . . . Significant contribution to GB purposes

GB Conclusion . . . . . . . . . . . This parcel makes a significant contribution to the purposes of including land within the Green Belt. It is adjacent to the urban area, with approximately 50% to 75% of the boundary adjacent to development and is considered to be largely contained. This site lies between the eastern edge of Liverpool (Speke / Liverpool) and the western edge of Hale. Development of this parcel would remove the gap between these two settlements in this location, it will also impact on the overall gap between Liverpool and Widnes. Gap Distance to Widnes = 1956.58m. Gap Distance to Surrounding Settlements = 0.1m. Gap Distance to Hale OR Cronton=0.82m. It is considered to provide an essential role in preventing neighbouring towns from merging and it will be important to ensure that it is retained within the Green Belt. It is in a countryside use that is considered appropriate in the Green Belt. It has some visual encroachment with views at certain points of the site overlooked by development. There are also a number of restrictive constraints identified for this site, consideration would need to be given to the heritage value of Hale Road Conservation Area and the setting of the nearby Grade II Listed Building; the proximity to the Mersey Estuary Ramsar; the Landscape Value; and to the protection of best and most versatile agricultural land.

Sustainability Appraisal

SA Report . . . . . . . . . . . . . . Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

SA Summary . . . . . . . . . . . . . . It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site is unlikely to impact on the biodiversity in Halton. The development of this site is unlikely to impact on the water quality and resources of the Borough. The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield agricultural site. This site is located within Flood Zone 1 with little or no risk to development. There are heritage assets within close proximity to this site, and the potential for a development in this area to impact on the asset or its setting will need to be taken into consideration. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site would have a negligible impact on the physical health, mental health or well-being of the community.

It is considered that the development of this site could contribute to the creation of a strong sustainable economy. Whilst improvements to access to the Borough’s town, district or local centres would be beneficial. This site is unlikely to contribute to the provision of a range of good quality and affordable homes.

In order to encourage the use of sustainable transport in the Borough, the connectivity of this site would need to be improved, if the site were to be developed. The development of this site is likely to have a negligible impact on air quality. This site is not located within an AQMA. It can be accessed by some forms of sustainable transport and may lead to some private car journeys being replaced.
### Deliverability

**Suitability**
This site is considered to make a significant contribution to the purposes of the Green Belt. It is considered that the proposed new road, may provide opportunities for development adjacent to Speke, if the appropriate exceptional circumstances can be shown.

**Availability**
Site is considered available, as it has been submitted through the call for sites process.

**Viability**
To be determined

### Summary and Recommendations

**SUMMARY**
This site is considered to be subject to moderate physical constraints, have satisfactory connectivity and poor accessibility. The site is identified as within the Green Belt and is considered to make a significant contribution to Green Belt purposes.

**Recommendations**
This site is considered to make a significant contribution to the purposes of the Green Belt. It is considered that the proposed new road, may provide opportunities for development adjacent to Speke, if the appropriate exceptional circumstances can be shown.
Address: . . . . . Lenox Farm, Ramsbrook Lane, Hale Village (Mersey Edge)
Site Size (ha): . . . 22.67
Grid Ref: 345928 / 382949
Ward: Hale

**Site Description**

- **Brownfield/Greenfield**: Predominantly greenfield
- **Current Use**: Agriculture
- **Buildings on Site**: Farm buildings
- **Proportion of Site Covered by Buildings**: 5
- **Surrounding Uses**: Agriculture, woodland
- **Planning History**: No relevant planning history.
- **Reduce Deprivation**: This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.
- **Ownership**: Unknown (Not Council)
- **Source of Site**: Historic records and databases

**Proposal**

- **Proposal**: Part of the site is within the Liverpool Airport Masterplan 2017.
- **Benefits**: The Masterplan proposes residential uses within the site, and proposes to develop a road through the site.
- **Conclusion**: Site has been identified as within the Green Belt, exceptional circumstances will need to be demonstrated if this is to be changed.
(Green Belt) Lenox Farm, Ramsbrook Lane, Hale Village

Physical Constraints

**Flood Risk** .................................. This site is located within Flood Zone 1 - little or no risk.

**Ground Conditions** .......... 2% of the site is Potentially Contaminated Land, 100% of the site is Agricultural Land

**Heritage** .......................... No particular heritage issues or constraints have been identified.

**Habitats** .......................... There are LCR Nature Improvement Area / Ecological Network Stepping Stone features identified within this site.

**Landscape** .......................... Landscape Character Area, UDP Important Landscape Features

**Townscape** .......................... Site is mainly rural.

**Pollution** .......................... No pollution constraints have been identified.

**Infrastructure** .......................... No known infrastructure constraints.

**Other Information** .......................... No other physical constraints identified at this time.

**Mitigation** .......................... Consideration should be given to the ability to improve the LCAs. Consultation with the Contaminated Land Officer would be required to ensure that any contamination is identified and mediated as appropriate. Consideration should be given to the need to protect best and most versatile agricultural land.

**Conclusion** .......................... This site is subject to physical constraints that are considered moderate. It is considered that this site may be suitable for development, if each of the physical constraints identified is addressed.

Connectivity

**Walking** .......................... The site is considered to have good access to local walking routes, with a public right of way to the south of the site.

**Cycling** .......................... Nearest Cycle link is Ramsbrook Lane (on road route)

**Train** .......................... Halewood Rail Station (2487m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.

**Bus** .......................... Aran Close (282m away)

**Road** .......................... Site is adjacent to Ramsbrook Lane

**Waterways** .......................... There are no waterways in close proximity.

**Site Access** .......................... Access into the site would need to be created and agreed with the Council’s Highways Team.

**ICT** .......................... General and Fibre Optic Broadband

**Conclusion** .......................... This site is considered to have poor connectivity. Connectivity to this site would need to be significantly improved if the site were to be developed.

Infrastructure

**Water and Sewerage** .......................... To be determined in consultation with UU.

**Education** .......................... Primary and Secondary School capacity to be determined in consultation with Education Team.

**Health** .......................... To be determined in consultation with the Clinical Commissioning Group (CCG).

**Community** .......................... Hale Village Hall is located on High Street and provides community infrastructure for the village.

**Open Space** .......................... No public open space has been identified in the immediate area at this time, this may be an area in need of improvement.

**Other** .......................... No other infrastructure has been identified at this time.

**Conclusion** .......................... Infrastructure capacity, supply and demand to be determined following consultation with providers.
(Green Belt) Lenox Farm, Ramsbrook Lane, Hale Village

Accessibility

Convenience Store . . . . . . Ivy Farm Court is the closest Local Centre.
Distance to (m) 584 Quality of Route . . Not in immediate vicinity of a Local Centre.

Town Centre . . . . . . . . The closest town or district centre is at Runcorn Old Town.
Distance to (m) 4619 Quality of Route . . The closest town or district centre is in excess of 1.2km from the site and is therefore not considered accessible.

Primary School . . . . . . . . The closest primary school is St Ambrose Catholic Primary School.
Distance to (m) 45 Quality of Route . . Hale C of E Primary School within walking distance of the site.

Secondary School . . . . . The closest secondary school is Parklands High School.
Distance to (m) 1250 Quality of Route . . Parklands High School has now closed.

Employment Site . . . . . . . . Halebank Industrial Estate is the closest employment area.
Distance to (m) 2766 Quality of Route . . The closest employment area is in excess of 2km and is therefore not considered easily accessible from this site.

Quality of Site . . . . . . . . Halebank Industrial Estate is a large industrial area, primarily comprising self-contained sites, and a large single occupied site. It is considered a key employment site, primarily geared towards local businesses.

GP Surgery . . . . . . . . . . . . Margaret Thompson Medical Centre
Distance to (m) 393 Quality of Route . . Margaret Thompson Medical Centre can be accessed through the residential area of Speke along East Millwood Road.

Open Space . . . . . . . . . . . . Hale Park
Distance to (m) 651 Quality of Route . . The closest identified/designated area of open space is in excess of 800m from the site and is therefore not considered accessible. It is recommended that if this site were to be developed for residential purposes open space be included within the development of this site and the wider area.

Other facilities and Amenities No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.

Conclusion . . . . . . . . . . . . The site is considered to have satisfactory accessibility to services and facilities, however improvement would be required if the site were to be developed.

Green Belt Report

Summary Conclusion . . . . Essential contribution to GB purposes

GB Conclusion . . . . . . . . This parcel makes a essential contribution to the purposes of including land within the Green Belt. It is detached from the urban area and is not considered contained. This site lies between the eastern edge of Liverpool (Speke) and the western edge of Hale. Development of this parcel would reduce the gap between these two settlements in this location, it will also impact on the overall gap between Liverpool and Widnes. Gap Distance to Widnes = 1985.72m. Gap Distance to Surrounding Settlements = 144.73m. Gap Distance to Hale OR Cronton=189.81m. It is considered to provide an essential role in preventing neighbouring towns from merging and it will be important to ensure that it is retained within the Green Belt. It is in a countryside use that is considered appropriate in the Green Belt. It has limited visual encroachment with most views open or with built development absent or well screened. There are also restrictive constraints identified for this site; consideration would need to be given to the Local Wildlife Site at Millwood and Alder Wood, the Landscape Value of the site and to the protection of best and most versatile agricultural land.
Sustainability Appraisal

SA Report............. Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

SA Summary............. It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site is unlikely to impact on the biodiversity in Halton. The development of this site could have potential to impact on water quality and resources and would need to give consideration to the nearby water body(ies). The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield agricultural site. This site is located within Flood Zone 1 with little or no risk to development. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site could contribute to the physical and mental health and well-being of the community.

It is considered that the development of this site could contribute to the creation of a strong sustainable economy. Whilst improvements to access to the Borough’s town, district or local centres would be beneficial. The development of this site could contribute to the range of good quality housing in Halton.

If development in this area is able to contribute to the sustainable transport provision the site has the potential support the choice and use of sustainable transport in Halton. The development of this site is likely to have a negligible impact on air quality. This site is not located within an AQMA. It can be accessed by some forms of sustainable transport and may lead to some private car journeys being replaced.

Deliverability

Suitability............. This site is considered to make an essential contribution to the purposes of the Green Belt. It is considered that the proposed new road, may provide opportunities for development adjacent to Speke, if the appropriate exceptional circumstances can be shown.

Availability............. Site is considered available, as it has been submitted through the call for sites process.

Viability............. To be determined

Summary and Recommendations

SUMMARY............. This site is considered to be subject to moderate physical constraints, have poor connectivity and satisfactory accessibility. The site is identified as within the Green Belt and is considered to make an essential contribution to Green Belt purposes.

Recommendations............. This site is considered to make an essential contribution to the purposes of the Green Belt. It is considered that the proposed new road, may provide opportunities for development adjacent to Speke, if the appropriate exceptional circumstances can be shown.
Address: Ramsbrook Lane
Site Size (ha): 28.61
Grid Ref: 345931 / 383310
Ward: Hale

<table>
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</tr>
<tr>
<td>Current Use.</td>
<td>Agriculture</td>
</tr>
<tr>
<td>Buildings on Site.</td>
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<td>Surrounding Uses.</td>
<td>Agriculture</td>
</tr>
<tr>
<td>Planning History.</td>
<td>No relevant planning history.</td>
</tr>
<tr>
<td>Reduce Deprivation.</td>
<td>This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.</td>
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<td>Ownership.</td>
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<td>Benefits:</td>
<td>The Masterplan proposes residential uses within the site, and proposes to develop a road through the site.</td>
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<td>Contribution to Local Plan:</td>
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<tr>
<td>Policy Allocations.</td>
<td>None applicable</td>
</tr>
<tr>
<td>Conclusion.</td>
<td>Site has been identified as within the Green Belt, exceptional circumstances will need to be demonstrated if this is to be changed.</td>
</tr>
</tbody>
</table>
**Physical Constraints**

- **Flood Risk** ......... This site is located within Flood Zone 1 - little or no risk.
- **Ground Conditions** ..... 3% of the site is Potentially Contaminated Land, 100% of the site is Agricultural Land
- **Heritage** .......... No particular heritage issues or constraints have been identified.
- **Habitats** .......... There are LCR Nature Improvement Area / Ecological Network Linear features (hedgerow) identified to the western boundary of this site.
- **Landscape** .......... Landscape Character Area, UDP Important Landscape Features
- **Townscape** .......... Site is mainly rural.
- **Pollution** .......... No pollution constraints have been identified.
- **Infrastructure** .......... No known infrastructure constraints.
- **Other Information** ..... No other physical constraints identified at this time.

**Mitigation** .......... Consideration should be given to the ability to improve the LCAs. Consultation with the Contaminated Land Officer would be required to ensure that any contamination is identified and mediated as appropriate. Consideration should be given to the need to protect best and most versatile agricultural land.

**Conclusion** .......... This site is subject to physical constraints considered to be minor. Therefore it is considered that part of this site may be suitable for development, if each of the physical constraints identified is addressed.

**Connectivity**

- **Walking** .......... There is no footpath along Ramsbrook Lane. The site is considered to have good access to local walking routes in the wider area.
- **Cycling** .......... On road cycling provision via Ramsbrook Lane
- **Train** .......... Halewood Rail Station (2157m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.
- **Bus** .......... Aran Close (526m away)
- **Road** .......... Site is adjacent to Ramsbrook Lane.
- **Waterways** .......... There are no waterways in close proximity.
- **Site Access** .......... Access into the site would need to be created and agreed with the Council’s Highways Team.
- **ICT** .......... Fibre Optic and General Broadband available

**Conclusion** .......... This site is considered to have poor connectivity. Connectivity to this site would need to be significantly improved if the site were to be developed.

**Infrastructure**

- **Water and Sewerage** ..... To be determined in consultation with UU.
- **Education** .......... Primary and Secondary School capacity to be determined in consultation with Education Team.
- **Health** .......... To be determined in consultation with the Clinical Commissioning Group (CCG).
- **Community** .......... Hale Village Hall is located on High Street and provides community infrastructure for the village.
- **Open Space** .......... No public open space has been identified in the immediate area at this time, this may be an area in need of improvement.
- **Other** .......... No other infrastructure has been identified at this time.

**Conclusion** .......... Infrastructure capacity, supply and demand to be determined following consultation with providers.
### Accessibility

**Convenience Store**
Ivy Farm Court is the closest Local Centre.

**Distance to (m)** 783  **Quality of Route**
Not in immediate vicinity of a Local Centre.

**Town Centre**
The closest town or district centre is at Runcorn Old Town.

**Distance to (m)** 4699  **Quality of Route**
The closest town or district centre is in excess of 2km from the site and is therefore not considered accessible.

**Primary School**
The closest primary school is St Ambrose Catholic Primary School.

**Distance to (m)** 256  **Quality of Route**
St Ambrose Catholic Primary School is in close proximity to the site, however, it is not easy to access at present.

**Secondary School**
The closest secondary school is Parklands High School.

**Distance to (m)** 1219  **Quality of Route**
Parklands High School has now closed.

**Employment Site**
Mersey Multi-Modal Gateway (3MG) is the closest employment area.

**Distance to (m)** 2614  **Quality of Route**
The closest employment area is in excess of 2km and is therefore not considered easily accessible from this site.

**Quality of Site**
Mersey Multi-Modal Gateway (3MG) this is an extensive inter-modal rail freight based site. It is considered to be a good quality employment site due to its scale, location and setting and capable of competing for investment in the sub-regional market place.

**GP Surgery**
Margaret Thompson Medical Centre

**Distance to (m)** 193  **Quality of Route**
Margaret Thompson Medical Centre can be accessed through the residential area of Speke along East Millwood Road.

**Open Space**
Hale Park

**Distance to (m)** 882  **Quality of Route**
The closest identified / designated area of open space is in excess of 800m from the site and is therefore not considered accessible. It is recommended that if this site were to be developed for residential purposes open space be included within the development of this site and the wider area.

**Other facilities and Amenities**
No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.

### Conclusion
Accessibility to key services from the site is considered poor and would need to be significantly improved if the site were to be developed.

### Green Belt Report

**Summary Conclusion**
This parcel makes a essential contribution to the purposes of including land within the Green Belt. It is detached from the urban area and is not considered contained. This site lies between the eastern edge of Liverpool (Speke) and the western edge of Hale. Development of this parcel would reduce the gap between these two settlements in this location, it will also impact on the overall gap between Liverpool and Widnes.Gap Distance to Widnes = 1687.88m. Gap Distance to Surrounding Settlements = 38.64m.Gap Distance to Hale OR Cronton=247.08m.It is considered to provide an essential role in preventing neighbouring towns from merging and it will be important to ensure that it is retained within the Green Belt. It is in a countryside use that is considered appropriate in the Green Belt. It has limited visual encroachment with most views open or with built development absent or well screened. There are also restrictive constraints identified for this site; consideration would need to be given to the Local Wildlife Site at Millwood and Alder Wood, the Landscape Value of the site and to the protection of best and most versatile agricultural land.
**Sustainability Appraisal**

**SA Report** ................. Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

**SA Summary** ............... It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site is unlikely to impact on the biodiversity in Halton. The development of this site is unlikely to impact on the water quality and resources of the Borough. The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield agricultural site. This site is located within Flood Zone 1 with little or no risk to development. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site would have a negligible impact on the physical health, mental health or well-being of the community.

It is considered that the development of this site could contribute to the creation of a strong sustainable economy. The development of this site could contribute to the range of good quality housing in Halton.

If development in this area is able to contribute to the sustainable transport provision the site has the potential support the choice and use of sustainable transport in Halton. The development of this site is unlikley to support improvements in air quality. This site is not located within an AQMA. However, the connectivity of the site is unlikely to lead to a reduction in journeys by car.

**Deliverability**

**Suitability** ................. This site is considered to make an essential contribution to the purposes of the Green Belt. It is considered that the proposed new road, may provide opportunities for development adjacent to Speke, if the appropriate exceptional circumstances can be shown.

**Availability** ............... Site is considered available, as it has been submitted through the call for sites process.

**Viability** ................. To be determined

**Summary and Recommendations**

**SUMMARY** ................. This site is considered to be subject to minor physical constraints, have poor connectivity and poor accessibility. The site is identified as within the Green Belt and is considered to make an essential contribution to Green Belt purposes.

**Recommendations** ........ This site is considered to make an essential contribution to the purposes of the Green Belt. It is considered that the proposed new road, may provide opportunities for development adjacent to Speke, if the appropriate exceptional circumstances can be shown.
Address: Mill Wood (Mersey Edge)

Site Size (ha): 8.8

Grid Ref: 345802 / 383683

Ward: Hale

Site Description

Brownfield/Greenfield: Greenfield

Current Use: Woodland

Buildings on Site: None

Proportion of Site Covered by Buildings: 0

Proportion of Buildings currently in use: 0

Surrounding Uses: Woodland and Agriculture

Planning History: No relevant planning history.

Reduce Deprivation: This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.

Ownership: Unknown (Not Council)

Source of Site: Historic records and databases

Proposal

Proposal: No known proposals.

Benefits: N/A

Contribution to Local Plan: N/A

Designations

Environmental: None applicable

Heritage: None applicable

Key Area of Change: None applicable

Existing Policy Designations: Green Belt, Green Space, Local Wildlife Site

Policy Allocations: None applicable

Conclusion: Site has been identified as within the Green Belt, exceptional circumstances will need to be demonstrated if this is to be changed.
Physical Constraints

Flood Risk . . . . . . . . . . . . . . . . This site is located within Flood Zone 1 - little or no risk.

Ground Conditions . . . . 4% of the site is Potentially Contaminated Land, 99% of the site is Agricultural Land

Heritage . . . . . . . . . . . . . . . . No particular heritage issues or constraints have been identified.

Habitats . . . . . . . . . . . . . . . . This site is identified as a Core Biodiversity Area within the LCR NIA Ecological Network due to the woodland. There are LCR NIA Stepping Stone and Linear features identified within this site. This site is a Local Wildlife Site.

Landscape . . . . . . . . . . . . . . . . Landscape Character Area, UDP Important Landscape Features

Townscape . . . . . . . . . . . . . . . . Site is woodland. However, it is in close proximity to the urban area of Speke and Jaguar Land Rover.

Pollution . . . . . . . . . . . . . . . . PADHI Site/Pipeline Consultation

Infrastructure . . . . . . . . . . . . . . . . No known infrastructure constraints.

Other Information . . . . . . . . . . . . . . . . No other physical constraints identified at this time.

Mitigation . . . . . . . . . . . . . . . . HSE should be consulted in relation to the PADHI. Consideration should be given to the ability to improve the LCAs. Consultation with the Contaminated Land Officer would be required to ensure that any contamination is identified and mediated as appropriate. Consideration should be given to the need to protect best and most versatile agricultural land. Consideration would need to be given to the protection of the LCR NIA Core Biodiversity Area.

Conclusion . . . . . . . . . . . . . . . . This site is subject to physical constraints that are considered significant. The site is designated as a Local Wildlife Site and is heavily wooded thus meaning it is not suitable for development.

Connectivity

Walking . . . . . . . . . . . . . . . . . The site is considered to have good access to local walking routes, with footpaths through and adjacent.

Cycling . . . . . . . . . . . . . . . . . . Nearest Cycling Link is Ramsbrook Lane

Train . . . . . . . . . . . . . . . . . . . . Halewood Rail Station (1983m away)

Bus . . . . . . . . . . . . . . . . . . . . . . . Ramsbrook Lane (513m away)

Road . . . . . . . . . . . . . . . . . . . . Site is not adjacent to the road network.

Waterways . . . . . . . . . . . . . . . There are no waterways in close proximity.

Site Access . . . . . . . . . . . . . . . . Access into the site would need to be created and agreed with the Council's Highways Team.

ICT . . . . . . . . . . . . . . . . . . . . None

Conclusion . . . . . . . . . . . . . . . . Connectivity to this site would need to be significantly improved if the site were to be developed.

Infrastructure

Water and Sewerage . . . . . To be determined in consultation with UU.

Education . . . . . . . . . . . . . . . Primary and Secondary School capacity to be determined in consultation with Education Team.

Health . . . . . . . . . . . . . . . . . To be determined in consultation with the Clinical Commissioning Group (CCG).

Community . . . . . . . . . . . . . . Hale Village Hall is located on High Street and provides community infrastructure for the village.

Open Space . . . . . . . . . . . . . . No public open space has been identified in the immediate area at this time, this may be an area in need of improvement.

Other . . . . . . . . . . . . . . . . . . . No other infrastructure has been identified at this time.

Conclusion . . . . . . . . . . . . . . . . Infrastructure capacity, supply and demand to be determined following consultation with providers.
Accessibility

Convenience Store . . . . . . Ivy Farm Court is the closest Local Centre.
Distance to (m) 1408 Quality of Route . . Not in immediate vicinity of a Local Centre.

Town Centre . . . . . . The closest town or district centre is at Runcorn Old Town.
Distance to (m) 5040 Quality of Route . . The closest town or district centre is in excess of 2km from the site and is therefore not considered accessible.

Primary School . . . . . . The closest primary school is St Ambrose Catholic Primary School.
Distance to (m) 591 Quality of Route . . The closest Primary School is located in excess of 800m from the site and is therefore not considered accessible.

Secondary School . . . . . . The closest secondary school is Parklands High School.
Distance to (m) 1325 Quality of Route . . Not in immediate vicinity of a Secondary School.

Employment Site . . . . . . Mersey Multi-Modal Gateway (3MG) is the closest employment area.
Distance to (m) 2695 Quality of Route . . The closest employment area is in excess of 2km and is therefore not considered easily accessible from this site.

Quality of Site . . . . . . . Mersey Multi-Modal Gateway (3MG) this is an extensive inter-modal rail freight based site. It is considered to be a good quality employment site due to its scale, location and setting and capable of competing for investment in the sub-regional market place.

GP Surgery . . . . . . . . . . . . Margaret Thompson Medical Centre
Distance to (m) 206 Quality of Route . . Margaret Thompson Medical Centre can easily be accessed from footpaths within and adjacent to the site through the residential area of Speke along East Millwood Road.

Open Space . . . . . . . . . . . . Hale Park
Distance to (m) 1529 Quality of Route . . The closest identified / designated area of open space is in excess of 800m from the site and is therefore not considered accessible. It is recommended that if this site were to be developed for residential purposes open space be included within the development of this site and the wider area.

Other facilities and Amenities No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.

Conclusion . . . . . . . . . . . . Accessibility to key services from the site is considered poor and would need to be significantly improved if the site were to be developed.

Green Belt Report

Summary Conclusion . . . . . . Essential contribution to GB purposes

GB Conclusion . . . . . . This parcel makes a essential contribution to the purposes of including land within the Green Belt. It is detached from the urban area and is not considered contained. This site lies between the eastern edge of Liverpool (Speke) and the western edge of Hale. Development of this parcel would reduce the gap between these two settlements in this location, it will also impact on the overall gap between Liverpool and Widnes.Gap Distance to Widnes = 1736.28m. Gap Distance to Surrounding Settlements = 13m. Gap Distance to Hale OR Cronton=903.43m. It is considered that this parcel would reduce the gap between neighbouring towns, but it is not considered that it would lead to the merging of neighbouring towns. It is in a countryside use that is considered appropriate in the Green Belt. It has limited visual encroachment with most views open or with built development absent or well screened. However, this parcel is subject to a prohibitive constraint, it is within an ancient woodland.
Sustainability Appraisal

SA Report ............... Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

SA Summary ............ It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site has the potential to impact on the biodiversity of the site as there are LCR NIA Stepping Stone and Linear features identified within this site. The development of this site could have potential to impact on water quality and resources and would need to give consideration to the nearby water body(ies). The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield agricultural site. This site is located within Flood Zone 1 with little or no risk to development. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site would have a negligible impact on the physical health, mental health or well-being of the community.

It is considered that this site would have a negligible or limited impact on the local economy or employment. Whilst improvements to access to the Borough's town, district or local centres would be beneficial. This site is unlikely to contribute to the provision of a range of good quality and affordable homes.

If development in this area is able to contribute to the sustainable transport provision the site has the potential support the choice and use of sustainable transport in Halton. The development of this site is unlikely to support improvements in air quality. This site is not located within an AQMA. However, the connectivity of the site is unlikely to lead to a reduction in journeys by car.

Deliverability

Suitability ............... This site is considered to make an essential contribution to the purposes of the Green Belt. It is not considered to be appropriate for development due to the woodland and its biodiversity value.

Availability ............. Unknown

Viability ................. To be determined

Summary and Recommendations

SUMMARY ............... This site is considered to be subject to significant physical constraints, have limited connectivity and poor accessibility. The site is identified as within the Green Belt and is considered to make an essential contribution to Green Belt purposes.

Recommendations ........ This site is considered to make an essential contribution to the purposes of the Green Belt. It is not considered appropriate for development. It is considered the site should be designated as a greenspace or retained within the Green Belt.
### Site Description

**Brownfield/Greenfield** . . . . Greenfield  
**Current Use.** . . . . . . . . . . . . Agriculture  
**Buildings on Site** . . . . . . . None  
**Proportion of Site Covered by Buildings** . . . . 0  
**Proportion of Buildings currently in use** . . . . 0  
**Surrounding Uses** . . . . . . . Woodland and Agriculture  
**Planning History** . . . . . . . No relevant planning history.  
**Reduce Deprivation** . . . . This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.  
**Ownership** . . . . . . . Unknown (Not Council)  
**Source of Site** . . . . . . . Historic records and databases

### Proposal

**Proposal:** . . . . . . . . . . Part of the site is within the Liverpool Airport Masterplan 2017.  
**Benefits:** . . . . . . . . . . The Masterplan proposes residential uses within the site, and proposes to develop a road through the site.

**Conclusion** . . . . . . . . . Site has been identified as within the Green Belt, exceptional circumstances will need to be demonstrated if this is to be changed.
(Green Belt) Land West of Ramsbrook Lane

Physical Constraints

Flood Risk . . . . . . . . . . . . . This site is located within Flood Zone 1 - little or no risk.

Ground Conditions . . . . . 2% of the site is Potentially Contaminated Land, 99% of the site is Agricultural Land

Heritage . . . . . . . . . . . . . No particular heritage issues or constraints have been identified.

Habitats . . . . . . . . . . . . . This site is identified as a Core Biodiversity Area within the LCR NIA Ecological Network due to the woodland.

Landscape . . . . . . . . . . . . Landscape Character Area, UDP Important Landscape Features

Townscape . . . . . . . . . . . . Site is rural in nature.

Pollution . . . . . . . . . . . . . PADHI Site/Pipeline Consultation

Infrastructure . . . . . . . . . No known infrastructure constraints.

Other Information . . . . . . No other physical constraints identified at this time.

Mitigation . . . . . . . . . . . . HSE should be consulted in relation to the PADHI. Consideration should be given to the ability to improve the LCAs. Consultation with the Contaminated Land Officer would be required to ensure that any contamination is identified and mediated as appropriate. Consideration should be given to the need to protect best and most versatile agricultural land.

Conclusion . . . . . . . . . . . This site is subject to physical constraints that are considered moderate. It is considered that this site may be suitable for development, if each of the physical constraints identified is addressed.

Connectivity

Walking . . . . . . . . . . . . . There is no footpath on Ramsbrook Lane. However, the site is considered to have good access to local walking routes in the wider area.

Cycling . . . . . . . . . . . . . Cycling on road (Ramsbrook lane)

Train . . . . . . . . . . . . . Halewood Rail Station (2131m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.

Bus . . . . . . . . . . . . . Ramsbrook Lane (498m away)

Road . . . . . . . . . . . . Site is adjacent to Ramsbrook Lane. Road connectivity to the wider network is good.

Waterways . . . . . . . . . . . There are no waterways in close proximity.

Site Access . . . . . . . . . . . Access into the site would need to be created and agreed with the Council’s Highways Team.

ICT . . . . . . . . . . . . . None

Conclusion . . . . . . . . . . . This site is considered to have poor connectivity. Connectivity to this site would need to be significantly improved if the site were to be developed.

Infrastructure

Water and Sewerage . . . To be determined in consultation with UU.

Education . . . . . . . . . . . Primary and Secondary School capacity to be determined in consultation with Education Team.

Health . . . . . . . . . . . . . To be determined in consultation with the Clinical Commissioning Group (CCG).

Community . . . . . . . . . Hale Village Hall is located on High Street and provides community infrastructure for the village.

Open Space . . . . . . . No public open space has been identified in the immediate area at this time, this may be an area in need of improvement.

Other . . . . . . . . . . . . . No other infrastructure has been identified at this time.

Conclusion . . . . . . . . . . Infrastructure capacity, supply and demand to be determined following consultation with providers.
Accessibility

Convenience Store . . . . . . . Ivy Farm Court is the closest Local Centre.
Distance to (m) 1207 Quality of Route . . . Not in immediate vicinity of a Local Centre.

Town Centre . . . . . . . . . . . The closest town or district centre is at Runcorn Old Town.
Distance to (m) 4789 Quality of Route . . . The closest town or district centre is in excess of 2km from the site and is therefore not considered accessible.

Primary School . . . . . . . . . . . The closest primary school is St Ambrose Catholic Primary School.
Distance to (m) 722 Quality of Route . . . The closest Primary School is located in excess of 800m from the site and is therefore not considered accessible.

Secondary School . . . . . . . . . . . The closest secondary school is Parklands High School.
Distance to (m) 1683 Quality of Route . . . Not in immediate vicinity of a Secondary School.

Employment Site . . . . . . . . . . . Mersey Multi-Modal Gateway (3MG) is the closest employment area.
Distance to (m) 2479 Quality of Route . . . The closest employment area is in excess of 2km and is therefore not considered easily accessible from this site.

Quality of Site . . . . . . . . . . . Mersey Multi-Modal Gateway (3MG) this is an extensive inter-modal rail freight based site. It is considered to be a good quality employment site due to its scale, location and setting and capable of competing for investment in the sub-regional market place.

GP Surgery . . . . . . . . . . . . . . . . Margaret Thompson Medical Centre
Distance to (m) 574 Quality of Route . . . Margaret Thompson Medical Centre is much closer as the crow flies than it is by road or foot.

Open Space . . . . . . . . . . . . . . . . Hale Park
Distance to (m) 1344 Quality of Route . . . The closest identified / designated area of open space is in excess of 800m from the site and is therefore not considered accessible. It is recommended that if this site were to be developed for residential purposes open space be included within the development of this site and the wider area.

Other facilities and Amenities No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.

Conclusion . . . . . . . . . . . . . . . Accessibility to key services from the site is considered poor and would need to be significantly improved if the site were to be developed.
Site Ref: (Green Belt) Land West of Ramsbrook Lane

**Summary Conclusion**
This parcel makes a essential contribution to the purposes of including land within the Green Belt. It is detached from the urban area and is not considered contained. This site lies between the eastern edge of Liverpool (Speke) and the western edge of Hale. Development of this parcel would reduce the gap between these two settlements in this location, it will also impact on the overall gap between Liverpool and Widnes. Gap Distance to Widnes = 1525.69m. Gap Distance to Surrounding Settlements = 324.28m. Gap Distance to Hale OR Cronton=737.81m.

It is considered that this parcel would reduce the gap between neighbouring towns, but it is not considered that it would lead to the merging of neighbouring towns. It is in a countryside use that is considered appropriate in the Green Belt. It has limited visual encroachment with most views open or with built development absent or well screened. There are also restrictive constraints identified for this site; consideration would need to be given to the Local Wildlife Site at Millwood and Alder Wood; the outer zone of the PADHi for a hazardous installation; the Landscape Value of the site and to the protection of best and most versatile agricultural land.

**GB Conclusion**

This parcel makes a essential contribution to the purposes of including land within the Green Belt. It is detached from the urban area and is not considered contained. This site lies between the eastern edge of Liverpool (Speke) and the western edge of Hale. Development of this parcel would reduce the gap between these two settlements in this location, it will also impact on the overall gap between Liverpool and Widnes. Gap Distance to Widnes = 1525.69m. Gap Distance to Surrounding Settlements = 324.28m. Gap Distance to Hale OR Cronton=737.81m.

It is considered that this parcel would reduce the gap between neighbouring towns, but it is not considered that it would lead to the merging of neighbouring towns. It is in a countryside use that is considered appropriate in the Green Belt. It has limited visual encroachment with most views open or with built development absent or well screened. There are also restrictive constraints identified for this site; consideration would need to be given to the Local Wildlife Site at Millwood and Alder Wood; the outer zone of the PADHi for a hazardous installation; the Landscape Value of the site and to the protection of best and most versatile agricultural land.

**Sustainability Appraisal**

**SA Report**
Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

**SA Summary**

It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site has the potential to impact on the biodiversity of the site as this site is identified as a Core Biodiversity Area within the LCR NIA Ecological Network due to the woodland. The development of this site could have potential to impact on water quality and resources and would need to give consideration to the nearby water body(ies). The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield agricultural site. This site is located within Flood Zone 1 with little or no risk to development. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site could have a negative impact on the physical health, mental health or well-being of the community unless measures are undertaken to mitigate this impact.

It is considered that the development of this site could contribute to the creation of a sustainable economy. Whilst improvements to access to the Borough’s town, district or local centres would be beneficial. The development of this site could contribute to the range of good quality housing in Halton.

If development in this area is able to contribute to the sustainable transport provision the site has the potential support the choice and use of sustainable transport in Halton. The development of this site is likely to have a negligible impact on air quality. This site is not located within an AQMA. It can be accessed by some forms of sustainable transport and may lead to some private car journeys being replaced.
### Deliverability

**Suitability**
This site is considered to make an essential contribution to the purposes of the Green Belt. It is considered that the proposed new road, may provide opportunities for development adjacent to Speke, if the appropriate exceptional circumstances can be shown.

**Availability**
Site is considered available, as it has been submitted through the call for sites process.

**Viability**
To be determined

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### Summary and Recommendations

**SUMMARY**
This site is considered to be subject to moderate physical constraints, have poor connectivity and poor accessibility. The site is identified as within the Green Belt and is considered to make an essential contribution to Green Belt purposes.

**Recommendations**
This site is considered to make an essential contribution to the purposes of the Green Belt. It is considered that the proposed new road, may provide opportunities for development adjacent to Speke, if the appropriate exceptional circumstances can be shown.
Address: Land West of Ramsbrook Lane
Site Size (ha): 1.02
Grid Ref: 346332 / 382889
Ward: Hale

Site Description

Brownfield/Greenfield: Mixed
Previous Use: Unknown

Current Use: Residential development with gardens and paddock
Buildings on Site: Residential properties

Proportion of Site Covered by Buildings: 35%
Proportion of Buildings currently in use: 100%

Surrounding Uses: Agricultural land, farm and residential in the wider area.
Planning History: No relevant planning history.
Reduce Deprivation: This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.

Ownership: Unknown (Not Council)
Source of Site: Historic records and databases

Proposal

Proposal: No known proposals for this site.
Benefits: N/A
Contribution to Local Plan: N/A

Designations

Environmental: None applicable
Heritage: None applicable
Key Area of Change: None applicable

Existing Policy Designations: Green Belt
Policy Allocations: None applicable

Conclusion: Site has been identified as within the Green Belt, exceptional circumstances will need to be demonstrated if this is to be changed.
**Physical Constraints**

**Flood Risk**
This site is located within Flood Zone 1 - little or no risk.

**Ground Conditions**
100% of the site is Agricultural Land. However, the site is already developed in part and has residential properties on it.

**Heritage**
No particular heritage issues or constraints have been identified.

**Habitats**
No habitats have been identified within this site.

**Landscape**
Landscape Character Area, UDP Important Landscape Features

**Townscape**
Site is in close proximity to the village of Hale. There are residential properties within the site.

**Pollution**
No pollution constraints have been identified.

**Infrastructure**
No known infrastructure constraints.

**Other Information**
No other physical constraints identified at this time.

**Mitigation**
Consideration should be given to the ability to improve the LCAs. Consideration should be given to the need to protect best and most versatile agricultural land.

**Conclusion**
This site is subject to physical constraints considered to be minor. Therefore it is considered that part of this site may be suitable for development, if each of the physical constraints identified is addressed.

**Connectivity**

**Walking**
No footpaths identified within or adjacent to the site.

**Cycling**
On Road Cycle links via Hale Road

**Train**
Halewood Rail Station (3004m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.

**Bus**
Aran Close (337m away)

**Road**
Site is adjacent to Ramsbrook Lane

**Waterways**
There are no waterways in close proximity.

**Site Access**
Access into the site would need to be created and agreed with the Council’s Highways Team.

**ICT**
General Broadband and Fibre Optic

**Conclusion**
This site is considered to have poor connectivity. Connectivity to this site would need to be significantly improved if the site were to be developed.

**Infrastructure**

**Water and Sewerage**
To be determined in consultation with UU.

**Education**
Primary and Secondary School capacity to be determined in consultation with Education Team.

**Health**
To be determined in consultation with the Clinical Commissioning Group (CCG).

**Community**
Hale Village Hall is located on High Street and provides community infrastructure for the village.

**Open Space**
No public open space has been identified in the immediate area at this time, this may be an area in need of improvement.

**Other**
No other infrastructure has been identified at this time.

**Conclusion**
Infrastructure capacity, supply and demand to be determined following consultation with providers.
<table>
<thead>
<tr>
<th><strong>Accessibility</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Convenience Store</strong> . . . . . . Ivy Farm Court is the closest Local Centre.</td>
</tr>
<tr>
<td><strong>Distance to (m)</strong> 612 <strong>Quality of Route</strong> . . . . . . Ivy Farm Court can be</td>
</tr>
<tr>
<td>accessed through the village of Hale.</td>
</tr>
<tr>
<td><strong>Town Centre</strong> . . . . . . The closest town or district centre is at Runcorn Old</td>
</tr>
<tr>
<td>Town.</td>
</tr>
<tr>
<td><strong>Distance to (m)</strong> 4608 <strong>Quality of Route</strong> . . . . . . The closest town or</td>
</tr>
<tr>
<td>district centre is in excess of 2km from the site and is therefore not considered</td>
</tr>
<tr>
<td>accessible.</td>
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<tr>
<td><strong>Primary School</strong> . . . . . . The closest primary school is Hale Church of</td>
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<tr>
<td>England Voluntary Controlled Primary School.</td>
</tr>
<tr>
<td><strong>Distance to (m)</strong> 740 <strong>Quality of Route</strong> . . . . . . Hale Church of England</td>
</tr>
<tr>
<td>Voluntary Controlled Primary School can be accessed through the village of Hale.</td>
</tr>
<tr>
<td><strong>Secondary School</strong> . . . . . . The closest secondary school is Parklands High</td>
</tr>
<tr>
<td>School.</td>
</tr>
<tr>
<td><strong>Distance to (m)</strong> 2022 <strong>Quality of Route</strong> . . . . . . The closest Secondary</td>
</tr>
<tr>
<td>School is in excess of 2km and is therefore not considered accessible from this</td>
</tr>
<tr>
<td>site.</td>
</tr>
<tr>
<td><strong>Employment Site</strong> . . . . . . Halebank Industrial Estate is the closest</td>
</tr>
<tr>
<td>employment area.</td>
</tr>
<tr>
<td><strong>Distance to (m)</strong> 2690 <strong>Quality of Route</strong> . . . . . . The closest employment</td>
</tr>
<tr>
<td>area is in excess of 2km and is therefore not considered easily accessible from</td>
</tr>
<tr>
<td>this site.</td>
</tr>
<tr>
<td><strong>Quality of Site</strong> . . . . . . Halebank Industrial Estate is a large industrial</td>
</tr>
<tr>
<td>area, primarily comprising self-contained sites, and a large single occupied site.</td>
</tr>
<tr>
<td>It is considered a key employment site, primarily geared towards local businesses.</td>
</tr>
<tr>
<td><strong>GP Surgery</strong> . . . . . . Hale Village Surgery</td>
</tr>
<tr>
<td><strong>Distance to (m)</strong> 645 <strong>Quality of Route</strong> . . . . . . Hale Village Surgery can</td>
</tr>
<tr>
<td>be accessed through the village of Hale.</td>
</tr>
<tr>
<td><strong>Open Space</strong> . . . . . . Hale Park</td>
</tr>
<tr>
<td><strong>Distance to (m)</strong> 697 <strong>Quality of Route</strong> . . . . . . Hale Park can be accessed</td>
</tr>
<tr>
<td>through the village of Hale.</td>
</tr>
<tr>
<td><strong>Other facilities and Amenities</strong>      No other facilities, services or</td>
</tr>
<tr>
<td>amenities have been identified which may contribute to the accessibility of this</td>
</tr>
<tr>
<td>site.</td>
</tr>
<tr>
<td><strong>Conclusion</strong> . . . . . . Accessibility to key services from the site is</td>
</tr>
<tr>
<td>considered poor and would need to be significantly improved if the site were to</td>
</tr>
<tr>
<td>be developed.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Green Belt Report</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Summary Conclusion</strong> . . . . . . Moderate contribution to GB purposes</td>
</tr>
<tr>
<td><strong>GB Conclusion</strong> . . . . . . This parcel makes a moderate contribution to the</td>
</tr>
<tr>
<td>purposes of including land within the Green Belt. It is detached from the urban area</td>
</tr>
<tr>
<td>and is not considered contained. This parcel is within the gap between Hale and Speke,</td>
</tr>
<tr>
<td>however, the parcel is already developed, therefore its impact on the gap is likely</td>
</tr>
<tr>
<td>to remain unchanged. Gap Distance to Widnes = 1815.97m. Gap Distance to Surrounding</td>
</tr>
<tr>
<td>Settlements = 874.39m. Gap Distance to Hale OR Cronton=75.93m. It is considered that</td>
</tr>
<tr>
<td>this parcel would reduce the gap between neighbouring towns, but it is not considered</td>
</tr>
<tr>
<td>that it would lead to the merging of neighbouring towns. It is used for non-countryside</td>
</tr>
<tr>
<td>purposes for example residential development. It has high levels of visual encroachment</td>
</tr>
<tr>
<td>with development overlooking the parcel. There are restrictive constraints identified</td>
</tr>
<tr>
<td>for this site; consideration would need to be given to the Landscape Value and to the</td>
</tr>
<tr>
<td>protection of best and most versatile agricultural land.</td>
</tr>
</tbody>
</table>
Sustainability Appraisal

SA Report ............... It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.
Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

SA Summary ............. It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site is unlikely to impact on the biodiversity in Halton. The development of this site is unlikely to impact on the water quality and resources of the Borough. The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of an agricultural site. This site is located within Flood Zone 1 with little or no risk to development. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being.
It is considered that the development of this site would have a negligible impact on the physical health, mental health or well-being of the community.

It is considered that this site would have a negligible or limited impact on the local economy or employment. Whilst improvements to access to the Borough's town, district or local centres would be beneficial. This site is unlikely to contribute to the provision of a range of good quality and affordable homes.

If development in this area is able to contribute to the sustainable transport provision the site has the potential support the choice and use of sustainable transport in Halton. The development of this site is likely to have a negligible impact on air quality. This site is not located within an AQMA. It can be accessed by some forms of sustainable transport and may lead to some private car journeys being replaced.

Deliverability

Suitability ............... Site is already developed. It is considered that it may be suitable for further residential development if it were to be released from the Green Belt and the appropriate exceptional circumstances can be shown. At present this site is considered to make an significant contribution to the purposes of the Green Belt.

Availability .............. Site is already developed and is not considered available at this time.

Viability ................. To be determined

Summary and Recommendations

SUMMARY ............... This site is considered to be subject to minor physical constraints, have poor connectivity and poor accessibility. The site is identified as within the Green Belt and is considered to make an moderate contribution to Green Belt purposes.

Recommendations ....... This site is considered to make an moderate contribution to the purposes of the Green Belt, at the moment it is considered appropriate to retain the site within the Green Belt.
Address: Houghton Towers Field, Ramsbrook Lane

Site Size (ha): 11.08

Grid Ref: 346467 / 382982

Ward: Hale

### Site Description

<table>
<thead>
<tr>
<th>Brownfield/Greenfield</th>
<th>Greenfield</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Use</td>
<td>Agricultural land</td>
</tr>
<tr>
<td>Buildings on Site</td>
<td>None</td>
</tr>
<tr>
<td>Proportion of Site Covered by Buildings</td>
<td>0</td>
</tr>
<tr>
<td>Proportion of Buildings currently in use</td>
<td>0</td>
</tr>
<tr>
<td>Surrounding Uses</td>
<td>Agricultural land and residential</td>
</tr>
<tr>
<td>Planning History</td>
<td>No relevant planning history.</td>
</tr>
<tr>
<td>Reduce Deprivation</td>
<td>This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.</td>
</tr>
<tr>
<td>Ownership</td>
<td>Unknown (Not Council)</td>
</tr>
<tr>
<td>Source of Site</td>
<td>Historic records and databases</td>
</tr>
</tbody>
</table>

### Proposal

- **Proposal:** No known proposals for this site.
- **Benefits:** N/A
- **Contribution to Local Plan:** N/A

### Designations

- **Environmental** None applicable
- **Heritage** None applicable
- **Key Area of Change** None applicable
- **Existing Policy Designations** Green Belt, Green Space
- **Policy Allocations** None applicable

**Conclusion:** Site has been identified as within the Green Belt, exceptional circumstances will need to be demonstrated if this is to be changed.
### Physical Constraints

**Flood Risk**
- This site is located within Flood Zone 1 - little or no risk.

**Ground Conditions**
- 1% of the site is Potentially Contaminated Land, 100% of the site is Agricultural Land

**Heritage**
- No particular heritage issues or constraints have been identified.

**Habitats**
- No habitats have been identified within this site.

**Landscape**
- Landscape Character Area, UDP Important Landscape Features

**Townscape**
- Site is adjacent to the village of Hale

**Pollution**
- No pollution constraints have been identified.

**Infrastructure**
- No known infrastructure constraints.

**Other Information**
- No other physical constraints identified at this time.

**Mitigation**
- Consideration should be given to the ability to improve the LCAs. Consultation with the Contaminated Land Officer would be required to ensure that any contamination is identified and mediated as appropriate. Consideration should be given to the need to protect best and most versatile agricultural land.

**Conclusion**
- This site is subject to physical constraints considered to be minor. Therefore it is considered that part of this site may be suitable for development, if each of the physical constraints identified is addressed.

### Connectivity

**Walking**
- There is a public right of way to the south of the site.

**Cycling**
- On road Cycling links via Ramsbrook Lane

**Train**
- Halewood Rail Station (2829m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.

**Bus**
- Aran Close (263m away)

**Road**
- Site is adjacent to Ramsbrook Lane

**Waterways**
- There are no waterways in close proximity.

**Site Access**
- Access into the site would need to be created and agreed with the Council’s Highways Team.

**ICT**
- None

**Conclusion**
- This site is considered to have poor connectivity. Connectivity to this site would need to be significantly improved if the site were to be developed.

### Infrastructure

**Water and Sewerage**
- To be determined in consultation with UU.

**Education**
- Primary and Secondary School capacity to be determined in consultation with Education Team.

**Health**
- To be determined in consultation with the Clinical Commissioning Group (CCG).

**Community**
- Hale Village Hall is located on High Street and provides community infrastructure for the village.

**Open Space**
- No public open space has been identified in the immediate area at this time, this may be an area in need of improvement.

**Other**
- No other infrastructure has been identified at this time.

**Conclusion**
- Infrastructure capacity, supply and demand to be determined following consultation with providers.
**Accessibility**

<table>
<thead>
<tr>
<th>Convenience Store</th>
<th>Ivy Farm Court is the closest Local Centre.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distance to (m)</td>
<td>415</td>
</tr>
<tr>
<td>Quality of Route</td>
<td>Ivy Farm Court can be accessed through the village of Hale.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Town Centre</th>
<th>The closest town or district centre is at Runcorn Old Town.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distance to (m)</td>
<td>4343</td>
</tr>
<tr>
<td>Quality of Route</td>
<td>The closest town or district centre is in excess of 2km from the site and is therefore not considered accessible.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Primary School</th>
<th>The closest primary school is Hale Church of England Voluntary Controlled Primary School.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distance to (m)</td>
<td>537</td>
</tr>
<tr>
<td>Quality of Route</td>
<td>Hale Church of England Voluntary Controlled Primary School can be accessed through the village of Hale.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Secondary School</th>
<th>The closest secondary school is Parklands High School.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distance to (m)</td>
<td>1984</td>
</tr>
<tr>
<td>Quality of Route</td>
<td>Not in immediate vicinity of a Secondary School.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Employment Site</th>
<th>Halebank Industrial Estate is the closest employment area.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distance to (m)</td>
<td>2372</td>
</tr>
<tr>
<td>Quality of Route</td>
<td>The closest employment area is in excess of 2km and is therefore not considered easily accessible from this site.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Quality of Site</th>
<th>Halebank Industrial Estate is a large industrial area, primarily comprising self-contained sites, and a large single occupied site. It is considered a key employment site, primarily geared towards local businesses.</th>
</tr>
</thead>
<tbody>
<tr>
<td>GP Surgery</td>
<td>Hale Village Surgery</td>
</tr>
<tr>
<td>Distance to (m)</td>
<td>450</td>
</tr>
<tr>
<td>Quality of Route</td>
<td>Hale Village Surgery can be accessed through the village of Hale.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Open Space</th>
<th>Hale Park</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distance to (m)</td>
<td>540</td>
</tr>
<tr>
<td>Quality of Route</td>
<td>Hale Park can be accessed through the village of Hale.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other facilities and Amenities</th>
<th>No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.</th>
</tr>
</thead>
</table>

| Conclusion | The site is considered to have satisfactory accessibility to services and facilities, however improvement would be required if the site were to be developed. |

**Green Belt Report**

<table>
<thead>
<tr>
<th>Summary Conclusion</th>
<th>Significant contribution to GB purposes</th>
</tr>
</thead>
<tbody>
<tr>
<td>GB Conclusion</td>
<td>This parcel makes a significant contribution to the purposes of including land within the Green Belt. It is adjacent to the urban area, but with less than 50% of the boundary adjacent to development and is considered to be partially contained. This site lies between the eastern edge of Liverpool (Speke) and Hale. Development of this parcel would reduce the gap between these two settlements in this location, it will also impact on the overall gap between Liverpool and Widnes. Gap Distance to Widnes = 1508.94m. Gap Distance to Surrounding Settlements = 798.77m. Gap Distance to Hale OR Cronton=4.49m. It is considered that this parcel would reduce the gap between neighbouring towns, but it is not considered that it would lead to the merging of neighbouring towns. It is in a countryside use that is considered appropriate in the Green Belt. It has some visual encroachment with views at certain points of the site overlooked by development. There are restrictive constraints identified for this site; consideration would need to be given to the Landscape Value and to the protection of best and most versatile agricultural land.</td>
</tr>
</tbody>
</table>
Sustainability Appraisal

**SA Report**

It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough. Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

**SA Summary**

It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site is unlikely to impact on the biodiversity in Halton. The development of this site is unlikely to impact on the water quality and resources of the Borough. The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield agricultural site. This site is located within Flood Zone 1 with little or no risk to development. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site would have a negligible impact on the physical health, mental health or well-being of the community.

It is considered that this site has the potential to support the vitality and viability of the Borough’s centres. This site is unlikely to contribute to the provision of a range of good quality and affordable homes.

If development in this area is able to contribute to the sustainable transport provision the site has the potential support the choice and use of sustainable transport in Halton. The development of this site is likely to have a negligible impact on air quality. This site is not located within an AQMA. It can be accessed by some forms of sustainable transport and may lead to some private car journeys being replaced.

**Deliverability**

**Suitability**

This site is considered to make a significant contribution to the purposes of the Green Belt. It is not considered suitable for residential development at present.

**Availability**

Unknown

**Viability**

To be determined

**Summary and Recommendations**

**SUMMARY**

This site is considered to be subject to minor physical constraints, have poor connectivity and satisfactory accessibility. The site is identified as within the Green Belt and is considered to make a significant contribution to Green Belt purposes.

**Recommendations**

This site is considered to make a significant contribution to the purposes of the Green Belt, at the moment it is considered appropriate to retain the site within the Green Belt.
Address: Carr Lane, Hale

Site Size (ha): 11.55

Grid Ref: 346780 / 382899

Ward: Hale

Site Description

Brownfield/Greenfield: Greenfield

Current Use: Agricultural land

Buildings on Site: None

Proportion of Site Covered by Buildings: 0

Proportion of Buildings currently in use: 0

Surrounding Uses: Agricultural and residential

Planning History: No relevant planning history.

Reduce Deprivation: This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.

Ownership: Unknown (Not Council)

Source of Site: Historic records and databases

Proposal

Proposal: No known proposals for this site.

Benefits: N/A

Contribution to Local Plan: N/A

Designations

Environmental: None applicable

Heritage: None applicable

Key Area of Change: None applicable

Existing Policy Designations: Green Belt

Policy Allocations: None applicable

Conclusion: Site has been identified as within the Green Belt, exceptional circumstances will need to be demonstrated if this is to be changed.
Physical Constraints

**Flood Risk** ............... This site is located within Flood Zone 1 - little or no risk.

**Ground Conditions** ....... 1% of the site is Potentially Contaminated Land, 100% of the site is Agricultural Land

**Heritage** ..................... No particular heritage issues or constraints have been identified.

**Habitats** ..................... No habitats have been identified within this site.

**Landscape** .................. Landscape Character Area, UDP Important Landscape Features

**Townscape** ................... Site is rural / urban edge.

**Pollution** .................... No pollution constraints have been identified.

**Infrastructure** ............. No known infrastructure constraints.

**Other Information** ........ No other physical constraints identified at this time.

**Mitigation** ................. Consideration should be given to the ability to improve the LCAs. Consultation with the Contaminated Land Officer would be required to ensure that any contamination is identified and mediated as appropriate. Consideration should be given to the need to protect best and most versatile agricultural land.

**Conclusion** ................. This site is subject to physical constraints considered to be minor. Therefore it is considered that part of this site may be suitable for development, if each of the physical constraints identified is addressed.

Connectivity

**Walking** ..................... There is a public right of way to the south of the site.

**Cycling** ....................... On road access via Carr Lane.

**Train** ......................... Halewood Rail Station (3062m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.

**Bus** .......................... The Wellington (135m away), 82a serves Hale Road and locality.

**Road** .......................... Carr Lane. There is potential for significant traffic impact given the size of the site. Local off site works are likely to be necessary to accommodate development.

**Waterways** ................... There are no waterways in close proximity.

**Site Access** ................. Access into the site would need to be created and agreed with the Council’s Highways Team. The present road arrangement at Carr Lane would need to be improved. The impact on the present village road infrastructure would need to be assessed.

**ICT** .......................... General Broadband and Fibre Optic

**Conclusion** ................. This site is considered to have satisfactory connectivity. However it is likely, dependent on the use proposed, that any development of this site would require improvements to the connectivity.

Infrastructure

**Water and Sewerage** ...... To be determined in consultation with UU.

**Education** ................... Primary and Secondary School capacity to be determined in consultation with Education Team.

**Health** ....................... To be determined in consultation with the Clinical Commissioning Group (CCG).

**Community** .................. Hale Village Hall is located on High Street and provides community infrastructure for the village.

**Open Space** ................. No public open space has been identified in the immediate area at this time, this may be an area in need of improvement.

**Other** ........................ No other infrastructure has been identified at this time.

**Conclusion** ................. Infrastructure capacity, supply and demand to be determined following consultation with providers.
Accessibility

Convenience Store . . . . . . Ivy Farm Court is the closest Local Centre.
Distance to (m) 229 Quality of Route . . . . . . Ivy Farm Court can be accessed through the village of Hale.

Town Centre . . . . . . . . . The closest town or district centre is at Runcorn Old Town.
Distance to (m) 4000 Quality of Route . . . . . . The closest town or district centre is in excess of 2km from the site and is therefore not considered accessible.

Primary School . . . . . . . . The closest primary school is Hale Church of England Voluntary Controlled Primary School.
Distance to (m) 310 Quality of Route . . . . . . Hale Church of England Voluntary Controlled Primary School can be accessed through the village of Hale.

Secondary School . . . . . . . . The closest secondary school is Parklands High School.
Distance to (m) 2349 Quality of Route . . . . . . The closest Secondary School is in excess of 2km and is therefore not considered accessible from this site.

Employment Site . . . . . . . . Halebank Industrial Estate is the closest employment area.
Distance to (m) 2098 Quality of Route . . . . . . The closest employment area is in excess of 2km and is therefore not considered easily accessible from this site.

Quality of Site . . . . . . . . . Halebank Industrial Estate is a large industrial area, primarily comprising self-contained sites, and a large single occupied site. It is considered a key employment site, primarily geared towards local businesses.

GP Surgery . . . . . . . . . . . . Hale Village Surgery
Distance to (m) 263 Quality of Route . . . . . . Hale Village Surgery can be accessed through the village of Hale.

Open Space . . . . . . . . . . . . Hale Park
Distance to (m) 406 Quality of Route . . . . . . Hale Park can be accessed through the village of Hale.

Other facilities and Amenities No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.

Conclusion . . . . . . . . . . . . The site is considered to have satisfactory accessibility to services and facilities, however improvement would be required if the site were to be developed.

Green Belt Report

Summary Conclusion . . . . . . Moderate contribution to GB purposes

GB Conclusion . . . . . . . . . . . . This parcel makes a moderate contribution to the purposes of including land within the Green Belt. It is adjacent to the urban area, but with less than 50% of the boundary adjacent to development and is considered to be partially contained. This site lies between the eastern edge of Liverpool (Speke) and Hale. Development of this parcel would reduce the gap between these two settlements in this location, it will also impact on the overall gap between Liverpool and Widnes. Gap Distance to Widnes = 1199.79m. Gap Distance to Surrounding Settlements = 1167.2m. Gap Distance to Hale OR Cronon=2.3m. It is considered to have a limited impact on the resultant gap between settlements. It is in a countryside use that is considered appropriate in the Green Belt. It has some visual encroachment with views at certain points of the site overlooked by development. There are a number of restrictive constraints identified for this site. Consideration would need to be given to the proximity to the Mersey Estuary Ramsar; the setting of the nearby Grade II Listed Building; the Landscape Value; and to the protection of best and most versatile agricultural land.
Sustainability Appraisal

SA Report ............... It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough. Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

SA Summary ............. It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site is unlikely to impact on the biodiversity in Halton. The development of this site is unlikely to impact on the water quality and resources of the Borough. The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield agricultural site. This site is located within Flood Zone 1 with little or no risk to development. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site could contribute to the physical and mental health and well-being of the community.

It is considered that this site has the potential to support the vitality and viability of the Borough's centres. This site is unlikely to contribute to the provision of a range of good quality and affordable homes.

If development in this area is able to contribute to the sustainable transport provision the site has the potential support the choice and use of sustainable transport in Halton. This site is not located within an AQMA. It can be accessed by some forms of sustainable transport and may lead to some private car journeys being replaced.

Deliverability

Suitability ............... This site is considered to make a moderate contribution to the purposes of the Green Belt. It is not considered suitable for residential development at present.

Availability ............. Unknown

Viability ............... To be determined

Summary and Recommendations

SUMMARY ............... This site is considered to be subject to minor physical constraints, have satisfactory connectivity and satisfactory accessibility. The site is identified as within the Green Belt and is considered to make a moderate contribution to Green Belt purposes.

Recommendations ....... This site is considered to make a moderate contribution to the purposes of the Green Belt, at the moment it is considered appropriate to retain the site within the Green Belt.
Address: Jasmin Cottage, Town Lane
Site Size (ha): 0.32
Grid Ref: 346965 / 382715
Ward: Hale

Site Description

Brownfield/Greenfield: Predominantly greenfield
Previous Use: Unknown
Current Use: Wooded area and garden
Buildings on Site: None

Proportion of Site Covered by Buildings: 0
Proportion of Buildings currently in use: 0

Surrounding Uses: Residential and agricultural land
Planning History: 14/00637/OUT - Outline application, with all matters reserved, for the erection of 1 no. two storey four or five bedroomed house in the grounds of Jasmine Cottage
Reduce Deprivation: This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.
Ownership: Unknown (Not Council)
Source of Site: Historic records and databases

Proposal

Proposal: Outline consent for 1 dwelling on the site.
Benefits: An additional dwelling.

Contribution to Local Plan: Contribution to the residential provision.

Designations

Environmental: None applicable
Heritage: Listed Building within 50m of the site boundary

Key Area of Change: None applicable
Existing Policy Designations: Green Belt
Policy Allocations: None applicable

Conclusion: Site has been identified as within the Green Belt, exceptional circumstances will need to be demonstrated if this is to be changed.
<table>
<thead>
<tr>
<th>Physical Constraints</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Flood Risk</strong></td>
<td>This site is located within Flood Zone 1 - little or no risk.</td>
</tr>
<tr>
<td><strong>Ground Conditions</strong></td>
<td>2% of the site is Potentially Contaminated Land, 100% of the site is Agricultural Land</td>
</tr>
<tr>
<td><strong>Heritage</strong></td>
<td>Listed Building within 50m of the site boundary</td>
</tr>
<tr>
<td><strong>Habitats</strong></td>
<td>No habitats have been identified within this site.</td>
</tr>
<tr>
<td><strong>Landscape</strong></td>
<td>Landscape Character Area, UDP Important Landscape Features</td>
</tr>
<tr>
<td><strong>Townscape</strong></td>
<td>Site is adjacent to Hale village</td>
</tr>
<tr>
<td><strong>Pollution</strong></td>
<td>No pollution constraints have been identified.</td>
</tr>
<tr>
<td><strong>Infrastructure</strong></td>
<td>No known infrastructure constraints.</td>
</tr>
<tr>
<td><strong>Other Information</strong></td>
<td>No other physical constraints identified at this time.</td>
</tr>
<tr>
<td><strong>Mitigation</strong></td>
<td>Consideration should be given to the ability to improve the LCAs. Consultation with the Contaminated Land Officer would be required to ensure that any contamination is identified and mediated as appropriate. Consideration should be given to the need to protect best and most versatile agricultural land.</td>
</tr>
<tr>
<td><strong>Conclusion</strong></td>
<td>This site is subject to physical constraints considered to be minor. Therefore it is considered that part of this site may be suitable for development, if each of the physical constraints identified is addressed.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Connectivity</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Walking</strong></td>
<td>There is a footpath on Town Lane</td>
</tr>
<tr>
<td><strong>Cycling</strong></td>
<td>On road access via Carr Lane / Town Lane</td>
</tr>
<tr>
<td><strong>Train</strong></td>
<td>Halewood Rail Station (3535m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.</td>
</tr>
<tr>
<td><strong>Bus</strong></td>
<td>The Wellington (100m away)</td>
</tr>
<tr>
<td><strong>Road</strong></td>
<td>Site is adjacent to Town Lane</td>
</tr>
<tr>
<td><strong>Waterways</strong></td>
<td>There are no waterways in close proximity.</td>
</tr>
<tr>
<td><strong>Site Access</strong></td>
<td>Access into the site would need to be created and agreed with the Council’s Highways Team.</td>
</tr>
<tr>
<td><strong>ICT</strong></td>
<td>General Broadband and Fibre Optic</td>
</tr>
<tr>
<td><strong>Conclusion</strong></td>
<td>This site is considered to have satisfactory connectivity. However it is likely, dependent on the use proposed, that any development of this site would require improvements to the connectivity.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Infrastructure</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Water and Sewerage</strong></td>
<td>To be determined in consultation with UU.</td>
</tr>
<tr>
<td><strong>Education</strong></td>
<td>Primary and Secondary School capacity to be determined in consultation with Education Team.</td>
</tr>
<tr>
<td><strong>Health</strong></td>
<td>To be determined in consultation with the Clinical Commissioning Group (CCG).</td>
</tr>
<tr>
<td><strong>Community</strong></td>
<td>Hale Village Hall is located on High Street and provides community infrastructure for the village.</td>
</tr>
<tr>
<td><strong>Open Space</strong></td>
<td>No public open space has been identified in the immediate area at this time, this may be an area in need of improvement.</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td>No other infrastructure has been identified at this time.</td>
</tr>
<tr>
<td><strong>Conclusion</strong></td>
<td>Infrastructure capacity, supply and demand to be determined following consultation with providers.</td>
</tr>
</tbody>
</table>
Site Ref: (Green Belt) Jasmin Cottage, Town Lane

Map Ref: Site Ref: 15

Accessibility

Convenience Store. Ivy Farm Court is the closest Local Centre.

<table>
<thead>
<tr>
<th>Distance to (m)</th>
<th>Quality of Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>202</td>
<td>Ivy Farm Court can be accessed through the village of Hale.</td>
</tr>
</tbody>
</table>

Town Centre. The closest town or district centre is at Runcorn Old Town.

<table>
<thead>
<tr>
<th>Distance to (m)</th>
<th>Quality of Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>3978</td>
<td>The closest town or district centre is in excess of 2km from the site and is therefore not considered accessible.</td>
</tr>
</tbody>
</table>

Primary School. The closest primary school is Hale Church of England Voluntary Controlled Primary School.

<table>
<thead>
<tr>
<th>Distance to (m)</th>
<th>Quality of Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>251</td>
<td>Hale Church of England Voluntary Controlled Primary School can be accessed through the village of Hale.</td>
</tr>
</tbody>
</table>

Secondary School. The closest secondary school is Parklands High School.

<table>
<thead>
<tr>
<th>Distance to (m)</th>
<th>Quality of Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>2689</td>
<td>The closest Secondary School is in excess of 2km and is therefore not considered accessible from this site.</td>
</tr>
</tbody>
</table>

Employment Site. Halebank Industrial Estate is the closest employment area.

<table>
<thead>
<tr>
<th>Distance to (m)</th>
<th>Quality of Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>2212</td>
<td>The closest employment area is in excess of 2km and is therefore not considered easily accessible from this site.</td>
</tr>
</tbody>
</table>

Quality of Site. Halebank Industrial Estate is a large industrial area, primarily comprising self-contained sites, and a large single occupied site. It is considered a key employment site, primarily geared towards local businesses.

<table>
<thead>
<tr>
<th>Quality of Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>Halebank Industrial Estate can be accessed through the village of Hale.</td>
</tr>
</tbody>
</table>

GP Surgery. Hale Village Surgery

<table>
<thead>
<tr>
<th>Distance to (m)</th>
<th>Quality of Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>245</td>
<td>Hale Village Surgery can be accessed through the village of Hale.</td>
</tr>
</tbody>
</table>

Open Space. Hale Park

<table>
<thead>
<tr>
<th>Distance to (m)</th>
<th>Quality of Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>406</td>
<td>Hale Park can be accessed through the village of Hale.</td>
</tr>
</tbody>
</table>

Other facilities and Amenities. No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.

Conclusion. The site is considered to have satisfactory accessibility to services and facilities, however improvement would be required if the site were to be developed.

Green Belt Report

Summary Conclusion. Limited contribution to GB purposes.

GB Conclusion. This parcel makes a limited contribution to the purposes of including land within the Green Belt. It is adjacent to the urban area, with approximately 50% to 75% of the boundary adjacent to development and is considered to be largely contained. This site lies to the north of Hale, almost to the centre of the gap between the eastern edge of Liverpool and the western edge of Widnes (Halebank). Development of this site would have a limited impact on the gap between Widnes and Liverpool given its proximity to Hale and the surrounding development. Gap Distance to Widnes = 1286.77m. Gap Distance to Surrounding Settlements = 1549.37m. Gap Distance to Hale OR Cronton = 0m. It is considered to have a limited impact on the resultant gap between settlements. It is used for non-countryside purposes for example residential development. It has high levels of visual encroachment with development overlooking the parcel. There are a number of restrictive constraints identified for this site. Consideration would need to be given to the heritage value of the setting of a nearby Grade II Listed Building; the Landscape Value; the proximity to the Mersey Estuary Ramsar; and to the protection of best and most versatile agricultural land.
**Sustainability Appraisal**

**SA Report**

It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough. Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

**SA Summary**

It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site is unlikely to impact on the biodiversity in Halton. The development of this site is unlikely to impact on the water quality and resources of the Borough. The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield agricultural site. This site is located within Flood Zone 1 with little or no risk to development. There are heritage assets within close proximity to this site, and the potential for a development in this area to impact on the asset or its setting will need to be taken into consideration. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site could contribute to the physical and mental health and well-being of the community.

It is considered that this site has the potential to support the vitality and viability of the Borough's centres. This site is unlikely to contribute to the provision of a range of good quality and affordable homes.

If development in this area is able to contribute to the sustainable transport provision the site has the potential support the choice and use of sustainable transport in Halton. The development of this site is likely to have a negligible impact on air quality. This site is not located within an AQMA. It can be accessed by some forms of sustainable transport and may lead to some private car journeys being replaced.

**Deliverability**

**Suitability**

This site is considered to make an limited contribution to the purposes of the Green Belt. It is not considered suitable for residential development at present.

**Availability**

Part of the site has been submitted through the call for site process and is therefore assumed available.

**Viability**

To be determined

**Summary and Recommendations**

**SUMMARY**

This site is considered to be subject to minor physical constraints, have satisfactory connectivity and satisfactory accessibility. The site is identified as within the Green Belt and is considered to make a limited contribution to Green Belt purposes.

**Recommendations**

This site is considered to make a limited contribution to the purposes of the Green Belt, at the moment it is considered appropriate to retain the site within the Green Belt.
**Site Description**

<table>
<thead>
<tr>
<th>Brownfield/Greenfield</th>
<th>Previous Use</th>
<th>Unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Use</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buildings on Site</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proportion of Site Covered by Buildings</td>
<td>Proportion of Buildings currently in use</td>
<td></td>
</tr>
<tr>
<td>Surrounding Uses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Planning History</td>
<td>03/01050/FUL (PER), 03/00088/FUL (WDN)</td>
<td></td>
</tr>
<tr>
<td>Reduce Deprivation</td>
<td>This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.</td>
<td></td>
</tr>
<tr>
<td>Ownership</td>
<td>Unknown (Not Council)</td>
<td></td>
</tr>
<tr>
<td>Source of Site</td>
<td>Historic records and databases</td>
<td></td>
</tr>
</tbody>
</table>

**Proposal**

<table>
<thead>
<tr>
<th>Proposal</th>
<th>No known proposals for this site.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Benefits</td>
<td>N/A</td>
</tr>
<tr>
<td>Contribution to Local Plan</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Designations**

<table>
<thead>
<tr>
<th>Environmental</th>
<th>None applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heritage</td>
<td>None applicable</td>
</tr>
<tr>
<td>Key Area of Change</td>
<td>None applicable</td>
</tr>
<tr>
<td>Existing Policy Designations</td>
<td>Green Belt</td>
</tr>
<tr>
<td>Policy Allocations</td>
<td>None applicable</td>
</tr>
</tbody>
</table>

**Conclusion**

Site has been identified as within the Green Belt, exceptional circumstances will need to be demonstrated if this is to be changed.
<table>
<thead>
<tr>
<th>Physical Constraints</th>
<th>Map Ref:</th>
<th>Site Ref: 16</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Flood Risk</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>. . . . . 2 % Flood Zone 2, 2 % Zone 3A</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Ground Conditions</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>. . . . . 100% of the site is Agricultural Land</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Heritage</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>. . . . . No particular heritage issues or constraints have been identified.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Habitats</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>. . . . . Part of site within the LCR Nature Improvement Area. Part of the site is within a LCR NIA Ecological Network Core Biodiversity Area (Coastal and Floodplain Grazing).</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Landscape</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>. . . . . Landscape Character Area, UDP Important Landscape Features</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Townscape</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Pollution</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>. . . . . No pollution constraints have been identified.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Infrastructure</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>. . . . . No known infrastructure constraints.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Other Information</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>. . . . . No other physical constraints identified at this time.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Mitigation</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Consideration should be given to the ability to improve the LCAs. Consideration should be given to the need to protect best and most versatile agricultural land.</td>
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<table>
<thead>
<tr>
<th>Connectivity</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Walking</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cycling</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>. . . . . On road Cycle access via Town Lane/ Carr Lane</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Train</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>. . . . . Halewood Rail Station (3500m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Bus</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>. . . . . The Wellington (156m away)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Road</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Waterways</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>. . . . . There are no waterways in close proximity.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Site Access</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>. . . . . Access into the site would need to be created and agreed with the Council’s Highways Team.</td>
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<tr>
<td><strong>ICT</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>. . . . . General Broadband and Fibre Optic</td>
<td></td>
<td></td>
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<tbody>
<tr>
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<td></td>
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</tr>
<tr>
<td><strong>Education</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>. . . . . Primary and Secondary School capacity to be determined in consultation with Education Team.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Health</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>. . . . . To be determined in consultation with the Clinical Commissioning Group (CCG).</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Community</strong></td>
<td></td>
<td></td>
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<tr>
<td>. . . . . Hale Village Hall is located on High Street and provides community infrastructure for the village.</td>
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<tr>
<td><strong>Open Space</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>. . . . . No public open space has been identified in the immediate area at this time, this may be an area in need of improvement.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>. . . . . No other infrastructure has been identified at this time.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Conclusion</strong></td>
<td></td>
<td></td>
</tr>
<tr>
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<td></td>
<td></td>
</tr>
</tbody>
</table>
### Accessibility

<table>
<thead>
<tr>
<th>Service</th>
<th>Code</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience Store</td>
<td>. . . . . .</td>
<td>. . . . . .</td>
</tr>
<tr>
<td><strong>Distance to (m)</strong></td>
<td>259</td>
<td>Quality of Route . .</td>
</tr>
<tr>
<td><strong>Town Centre</strong></td>
<td>. . . . . .</td>
<td>. . . . . .</td>
</tr>
<tr>
<td><strong>Distance to (m)</strong></td>
<td>3696</td>
<td>Quality of Route . .</td>
</tr>
<tr>
<td><strong>Primary School</strong></td>
<td>. . . . . .</td>
<td>. . . . . .</td>
</tr>
<tr>
<td><strong>Distance to (m)</strong></td>
<td>290</td>
<td>Quality of Route . .</td>
</tr>
<tr>
<td><strong>Secondary School</strong></td>
<td>. . . . . .</td>
<td>. . . . . .</td>
</tr>
<tr>
<td><strong>Distance to (m)</strong></td>
<td>2686</td>
<td>Quality of Route . .</td>
</tr>
<tr>
<td><strong>Employment Site</strong></td>
<td>. . . . . .</td>
<td>. . . . . .</td>
</tr>
<tr>
<td><strong>Distance to (m)</strong></td>
<td>1961</td>
<td>Quality of Route . .</td>
</tr>
<tr>
<td><strong>Quality of Site</strong></td>
<td>. . . . . .</td>
<td>. . . . . .</td>
</tr>
<tr>
<td><strong>GP Surgery</strong></td>
<td>. . . . . .</td>
<td>. . . . . .</td>
</tr>
<tr>
<td><strong>Distance to (m)</strong></td>
<td>298</td>
<td>Quality of Route . .</td>
</tr>
<tr>
<td><strong>Open Space</strong></td>
<td>. . . . . .</td>
<td>. . . . . .</td>
</tr>
<tr>
<td><strong>Distance to (m)</strong></td>
<td>456</td>
<td>Quality of Route . .</td>
</tr>
<tr>
<td><strong>Other facilities and Amenities</strong></td>
<td>. . . . . .</td>
<td>. . . . . .</td>
</tr>
<tr>
<td><strong>Conclusion</strong></td>
<td>. . . . . .</td>
<td>. . . . . .</td>
</tr>
</tbody>
</table>

- Convenience Store: Ivy Farm Court is the closest Local Centre.
- Distance to Town Centre: The closest town or district centre is at Runcorn Old Town.
- Distance to Primary School: The closest primary school is Hale Church of England Voluntary Controlled Primary School.
- Distance to Secondary School: The closest secondary school is Parklands High School.
- Distance to Employment Site: Halebank Industrial Estate is the closest employment area.
- Distance to GP Surgery: Hale Village Surgery can be accessed through the village of Hale.
- Distance to Open Space: Hale Park can be accessed through the village of Hale.
- Distance to Other facilities and Amenities: No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.
- Conclusion: The site is considered to have good accessibility to services and facilities, however some improvement may be required dependent on the development proposed.

### Green Belt Report

<table>
<thead>
<tr>
<th>Summary Conclusion</th>
<th>GB Conclusion</th>
</tr>
</thead>
<tbody>
<tr>
<td>. . . . . . . .</td>
<td>[Taken from GB215. It is noted GB214 is identified as making a partial contribution]This parcel makes a moderate contribution to the purposes of including land within the Green Belt. It is adjacent to the urban area, but with less than 50% of the boundary adjacent to development and is considered to be partially contained. This site lies to the north of Hale, almost to the centre of the gap between the eastern edge of Liverpool and the western edge of Widnes (Halebank). Development of this site would reduce the resultant gaps between these two settlements at this point, however, it would only have a similar impact to that already created by Hale. Gap Distance to Widnes = 1050.14m. Gap Distance to Surrounding Settlements = 1527.72m. Gap Distance to Hale OR Cronton=0.44m. It is considered to have a limited impact on the resultant gap between settlements. It is in a countryside use that is considered appropriate in the Green Belt. It has some visual encroachment with views at certain points of the site overlooked by development. There are a number of restrictive constraints identified for this site. Consideration would need to be given to the heritage value of the setting of a nearby Grade II Listed Building; the Landscape Value; the proximity to the Mersey Estuary Ramsar; and to the protection of best and most versatile agricultural land.</td>
</tr>
</tbody>
</table>
Sustainability Appraisal

**SA Report**
Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

**SA Summary**
It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site has potential to impact on biodiversity in Halton as the site includes areas within the LCR Nature Improvement Network (NIA) Ecological Network. The development of this site is unlikely to impact on the water quality and resources of the Borough. The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield agricultural site. There is a minor flood risk area within the site. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site could contribute to the physical and mental health and well-being of the community.

It is considered that this site has the potential to support the vitality and viability of the Borough’s centres. This site is unlikely to contribute to the provision of a range of good quality and affordable homes.

If development in this area is able to contribute to the sustainable transport provision the site has the potential support the choice and use of sustainable transport in Halton. The development of this site is likely to have a negligible impact on air quality. This site is not located within an AQMA. It can be accessed by some forms of sustainable transport and may lead to some private car journeys being replaced.

**Deliverability**

**Suitability**
This site is not considered suitable for development at this time.

**Availability**
Unknown

**Viability**
To be determined

**Summary and Recommendations**

**SUMMARY**
Potential designation or allocation of this site still to be determined.

**Recommendations**
This site is considered to make a moderate contribution to the purposes of the Green Belt, at the moment it is considered appropriate to retain the site within the Green Belt.
Address: Land North East of Hoghton Road, Town Lane
Site Size (ha): 2.01
Grid Ref: 347249 / 382648
Ward: Hale

<table>
<thead>
<tr>
<th>Site Description</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Brownfield/Greenfield</strong></td>
<td>Greenfield</td>
</tr>
<tr>
<td><strong>Current Use</strong></td>
<td>Agricultural land</td>
</tr>
<tr>
<td><strong>Buildings on Site</strong></td>
<td>None</td>
</tr>
<tr>
<td><strong>Proportion of Site Covered by Buildings</strong></td>
<td>0</td>
</tr>
<tr>
<td><strong>Surrounding Uses</strong></td>
<td>Residential land and agricultural land</td>
</tr>
<tr>
<td><strong>Planning History</strong></td>
<td>No relevant planning history.</td>
</tr>
<tr>
<td><strong>Reduce Deprivation</strong></td>
<td>This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.</td>
</tr>
<tr>
<td><strong>Ownership</strong></td>
<td>Unknown (Not Council)</td>
</tr>
<tr>
<td><strong>Source of Site</strong></td>
<td>Historic records and databases</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Proposal</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Proposal</strong>:</td>
<td>No known proposals for this site.</td>
</tr>
<tr>
<td><strong>Benefits</strong>:</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Contribution to Local Plan</strong>:</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Designations</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Environmental</strong></td>
<td>None applicable</td>
</tr>
<tr>
<td><strong>Heritage</strong></td>
<td>None applicable</td>
</tr>
<tr>
<td><strong>Key Area of Change</strong></td>
<td>None applicable</td>
</tr>
<tr>
<td><strong>Existing Policy Designations</strong></td>
<td>Green Belt</td>
</tr>
<tr>
<td><strong>Policy Allocations</strong></td>
<td>None applicable</td>
</tr>
<tr>
<td><strong>Conclusion</strong></td>
<td>Site has been identified as within the Green Belt, exceptional circumstances will need to be demonstrated if this is to be changed.</td>
</tr>
</tbody>
</table>
Physical Constraints

Flood Risk .......................... 2% Flood Zone 2, 5% Zone 3A
Ground Conditions ........... 100% of the site is Agricultural Land
Heritage ...................... No particular heritage issues or constraints have been identified.
Habitats ....................... No habitats have been identified within this site.
Landscape .................. Landscape Character Area, UDP Important Landscape Features
Townscape .................. Site is adjacent to Hale village
Pollution ................... No pollution constraints have been identified.
Infrastructure ............. No known infrastructure constraints.
Other Information ........ No other physical constraints identified at this time.
Mitigation ................ Consideration should be given to the ability to improve the LCAs. Consideration should be given to the need to protect best and most versatile agricultural land.
Conclusion ................ This site is subject to physical constraints that are considered moderate. It is considered that this site may be suitable for development, if each of the physical constraints identified is addressed.

Connectivity

Walking .................. There is a footpath on Town Lane
Cycling .................... On road cycle links via Town Lane
Train ....................... Runcorn Rail Station (3523m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.
Bus ....................... The Wellington (199m away)
Road ..................... Site is adjacent to Town Lane
Waterways ............... There are no waterways in close proximity.
Site Access ................ Access into the site would need to be created and agreed with the Council’s Highways Team.
ICT ...................... None
Conclusion ................ This site is considered to have satisfactory connectivity. However it is likely, dependent on the use proposed, that any development of this site would require improvements to the connectivity.

Infrastructure

Water and Sewerage ...... To be determined in consultation with UU.
Education ................ Primary and Secondary School capacity to be determined in consultation with Education Team.
Health ..................... To be determined in consultation with the Clinical Commissioning Group (CCG).
Community ............... Hale Village Hall is located on High Street and provides community infrastructure for the village.
Open Space ............... No public open space has been identified in the immediate area at this time, this may be an area in need of improvement.
Other ..................... No other infrastructure has been identified at this time.
Conclusion ................ Infrastructure capacity, supply and demand to be determined following consultation with providers.
### Accessibility

**Convenience Store**
- Site: Ivy Farm Court is the closest Local Centre.
- Distance to (m): 255
- Quality of Route: Ivy Farm Court can be accessed through the village of Hale.

**Town Centre**
- Site: The closest town or district centre is at Runcorn Old Town.
- Distance to (m): 3635
- Quality of Route: The closest town or district centre is in excess of 2km from the site and is therefore not considered accessible.

**Primary School**
- Site: The closest primary school is Hale Church of England Voluntary Controlled Primary School.
- Distance to (m): 255
- Quality of Route: Hale Church of England Voluntary Controlled Primary School can be accessed through the village of Hale.

**Secondary School**
- Site: The closest secondary school is Parklands High School.
- Distance to (m): 2918
- Quality of Route: The closest Secondary School is in excess of 2km and is therefore not considered accessible from this site.

**Employment Site**
- Site: Halebank Industrial Estate is the closest employment area.
- Distance to (m): 1933
- Quality of Route: Halebank Industrial Estate can be accessed along Town Lane and onto Hale Gate Road and through Halebank.

**Quality of Site**
- Site: Halebank Industrial Estate is a large industrial area, primarily comprising self-contained sites, and a large single occupied site. It is considered a key employment site, primarily geared towards local businesses.

**GP Surgery**
- Site: Hale Village Surgery
- Distance to (m): 303
- Quality of Route: Hale Village Surgery can be accessed through the village of Hale.

**Open Space**
- Site: Hale Park
- Distance to (m): 452
- Quality of Route: Hale Park can be accessed through the village of Hale.

**Other facilities and Amenities**
- Site: No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.

**Conclusion**
- Site: The site is considered to have good accessibility to services and facilities, however some improvement may be required dependent on the development proposed.

### Green Belt Report

**Summary Conclusion**
- Site: Moderate contribution to GB purposes

**GB Conclusion**
- Site: This parcel makes a moderate contribution to the purposes of including land within the Green Belt. It is adjacent to the urban area, but with less than 50% of the boundary adjacent to development and is considered to be partially contained. This parcel lies to the east of Hale. It is within the gap between Hale and Halebank, and any development of this site will reduce the gap at this point. The development of this parcel would also impact on the overall gap between Liverpool and Widnes. Gap Distance to Widnes = 1050.11m. Gap Distance to Surrounding Settlements = 1774.36m. Gap Distance to Hale OR Cronton=1.54m. It is considered to have a limited impact on the resultant gap between settlements. It is in a countryside use that is considered appropriate in the Green Belt. It has high levels of visual encroachment with development overlooking the parcel. There are a number of restrictive constraints identified for this site. Consideration would need to be given to the heritage value of the setting of the nearby Grade II Listed Building; the Landscape Value; the proximity to the Mersey Estuary Ramsar; and to the protection of best and most versatile agricultural land.
**Sustainability Appraisal**

**SA Report**
Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

**SA Summary**
It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site is unlikely to impact on the biodiversity in Halton. The development of this site is unlikely to impact on the water quality and resources of the Borough. The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield agricultural site. There is a minor flood risk area within the site. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site could contribute to the physical and mental health and well-being of the community.

It is considered that this site has the potential to support the vitality and viability of the Borough’s centres. This site is unlikely to contribute to the provision of a range of good quality and affordable homes.

If development in this area is able to contribute to the sustainable transport provision the site has the potential support the choice and use of sustainable transport in Halton. The development of this site is likely to have a negligible impact on air quality. This site is not located within an AQMA. It can be accessed by some forms of sustainable transport and may lead to some private car journeys being replaced.

**Deliverability**

**Suitability**
This site is considered to make a moderate contribution to the purposes of the Green Belt. It is not considered suitable for residential development at present.

**Availability**
Unknown

**Viability**
To be determined

**Summary and Recommendations**

**SUMMARY**
This site is considered to be subject to moderate physical constraints, have satisfactory connectivity and good accessibility. The site is identified as within the Green Belt and is considered to make a moderate contribution to Green Belt purposes.

**Recommendations**
This site is considered to make a moderate contribution to the purposes of the Green Belt, at the moment it is considered appropriate to retain the site within the Green Belt.
**Address:** Arklow Drive

**Ward:** Hale

**Site Size (ha):** 0.25

**Grid Ref:** 346549 / 382572

**Grid Ref:** 346549 / 382572

**Site Description**

<table>
<thead>
<tr>
<th>Brownfield/Greenfield</th>
<th>Previous Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brownfield</td>
<td>Building was a former telephone exchange.</td>
</tr>
</tbody>
</table>

**Current Use:** Eastern part is a residential property.

**Buildings on Site:** Residential dwelling and adjacent building.

**Proportion of Site Covered by Buildings:** 80

**Proportion of Buildings currently in use:** 60

**Surrounding Uses:** Residential properties surround the area.

**Planning History:** No relevant planning history.

**Reduce Deprivation:** This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.

**Ownership:** Unknown (Not Council)

**Source of Site:** SHLAA

**Proposal**

**Proposal:** SHLAA proposes 10 dwellings.

**Benefits:** Additional dwellings.

**Contribution to Local Plan:** Contribution to the Local Plan residential requirements.
Designations

Environmental . . . . . . . . . . Area of Special Landscape Value
Heritage . . . . . . . . . . . . . . Listed Building within 50m of the site boundary, Conservation Area within 50m of Site Boundary

Key Area of Change . . . . . . None applicable

Conclusion . . . . . . . . . . . . . Consideration will need to be given to the heritage value of the site and the surrounds. It is considered that this site could be identified as within a Primarily Residential Area.

Physical Constraints

Flood Risk . . . . . . . . . . . . . This site is located within Flood Zone 1 - little or no risk.
Ground Conditions . . . . . . 93% of the site is Potentially Contaminated Land - Telephone services / exchange.
Heritage . . . . . . . . . . . . . Listed Buildings within 50m of the site boundary (Old School House), Conservation Area within 50m of Site Boundary (Hale Road Conservation Area)
Habitats . . . . . . . . . . . . . No habitats have been identified within this site.
Landscape . . . . . . . . . . . . . Landscape Character Area, UDP Important Landscape Features
Townscape . . . . . . . . . . . . Partly in residential use, with a large detached property on site. Remainder of site is also developed and appears to include a Telephone Exchange.
Pollution . . . . . . . . . . . . . No pollution constraints have been identified.
Infrastructure . . . . . . . . . . Infrastructure on site to serve existing uses. Telephone Exchange may limit developable
Other Information . . . . . . . . No other physical constraints identified at this time.

Mitigation . . . . . . . . . . . . . Consideration should be given to the ability to improve the LCAs. Consultation with the Contaminated Land Officer would be required to ensure that any contamination is identified and mediated as appropriate. Any development would need to give consideration to the amenity of the adjacent residential properties. Heritage value of the surrounding area should be conserved and enhanced.

Conclusion . . . . . . . . . . . . . This site is subject to physical constraints that are considered significant. Existing residential development and telephone exchange on the site may limit development. It is considered that if the telephone exchange was no longer required, part of this site may be suitable for development, if each of the physical constraints identified is addressed and the existing uses are no longer required or can be relocated.

Connectivity

Walking . . . . . . . . . . . . . . . . There are footpaths along the roads that are adjacent to the site.
Cycling . . . . . . . . . . . . . . . . . On road access from Higher Road/ Carr Lane.
Train . . . . . . . . . . . . . . . . . . Halewood Rail Station (3446m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.
Bus . . . . . . . . . . . . . . . . . . . There is a bus stop at Aran Close (30m away).
Road . . . . . . . . . . . . . . . . . . Site is adjacent to High Street and Arklow Drive.
Waterways . . . . . . . . . . . . . There are no waterways in close proximity.
Site Access . . . . . . . . . . . . . Access into the site would need to be created and agreed with the Council's Highways Team.
ICT . . . . . . . . . . . . . . . . . . . General Broadband and Fibre Optic

Conclusion . . . . . . . . . . . . . The site is considered to have good connectivity. However it is possible, dependent on the use and scale of any proposed development, that this site may require improvements to the connectivity.
Infrastructure

Water and Sewerage . . . . To be determined in consultation with UU.

Education . . . . . . . . . . . . . Primary and Secondary School capacity to be determined in consultation with Education Team.

Health . . . . . . . . . . . . . . To be determined in consultation with the Clinical Commissioning Group (CCG).

Community . . . . . . . . . . . Hale Village Hall is located on High Street and provides community infrastructure for the village.

Open Space . . . . . . . . . . . Amenity Green Space nearby at Kildaire Close, and Hale Park is a little further along High Street.

Other . . . . . . . . . . . . . . No other infrastructure has been identified at this time.

Conclusion . . . . . . . . . . . . . Infrastructure capacity, supply and demand to be determined following consultation with providers.

Accessibility

Convenience Store . . . . . . . Ivy Farm Court is the closest Local Centre.

Distance to (m) 325 Quality of Route . . . . Ivy Farm Court can be accessed along High Street and Town Lane, there are footpaths along both of these roads or through the residential areas.

Town Centre . . . . . . . . . . . . . The closest town or district centre is at Runcorn Old Town.

Distance to (m) 4403 Quality of Route . . . . The closest town or district centre is in excess of 2km from the site and is therefore not considered accessible.

Primary School . . . . . . . . . . . . . The closest primary school is Hale Church of England Voluntary Controlled Primary School.

Distance to (m) 453 Quality of Route . . . . Hale Church of England Voluntary Controlled Primary School can be accessed along High Street and Town Lane, there are footpaths along both of these roads or through the residential areas.

Secondary School . . . . . . . . . . . . . The closest secondary school is Parklands High School.

Distance to (m) 2334 Quality of Route . . . . The closest Secondary School is in excess of 2km and is therefore not considered accessible from this site.

Employment Site . . . . . . . . . . . . . Halebank Industrial Estate is the closest employment area.

Distance to (m) 2638 Quality of Route . . . . The closest employment area is in excess of 2km and is therefore not considered easily accessible from this site.

Quality of Site . . . . . . . . . . . . . Halebank Industrial Estate is a large industrial area, primarily comprising self-contained sites, and a large single occupied site. It is considered a key employment site, primarily geared towards local businesses.

GP Surgery . . . . . . . . . . . . . . . . . Hale Village Surgery

Distance to (m) 355 Quality of Route . . . . Hale Village Surgery can be accessed along High Street and Town Lane, there are footpaths along both of these roads or through the residential areas.

Open Space . . . . . . . . . . . . . . . . . Hale Park

Distance to (m) 393 Quality of Route . . . . Can be accessed along High Street, there is a footpath along the road.

Other facilities and Amenities . . . No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.

Conclusion . . . . . . . . . . . . . . . . The site is considered to have good accessibility to services and facilities, however some improvement may be required dependent on the development proposed.
# Green Belt Report

**Summary Conclusion** . . . . Not located in the Green Belt

**GB Conclusion** . . . . . . This site is not located in the Green Belt.

## Sustainability Appraisal

**SA Report** . . . . . . . . . . Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

**SA Summary** . . . . . . . . . . It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site is unlikely to impact on the biodiversity in Halton. The development of this site is unlikely to impact on the water quality and resources of the Borough. The redevelopment of this contaminated, brownfield site will help to protect soil and help to retain land resources. This site is located within Flood Zone 1 with little or no risk to development. There are heritage assets within close proximity to this site, and the potential for a development in this area to impact on the asset or its setting will need to be taken into consideration. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site could contribute to the physical and mental health and well-being of the community.

It is considered that this site has the potential to support the vitality and viability of the Borough’s centres. The development of this site could contribute to the range of good quality housing in Halton.

The development of this site has the potential to support the choice and use of sustainable transport in Halton, due to the availability of sustainable modes of transport. This site is not located within an AQMA and can be accessed by public transport, which is likely to support improvements in air quality.

## Deliverability

**Suitability** . . . . . . . . . . This site is considered suitable for development.

**Availability** . . . . . . . . . . Availability of the site is unknown.

**Viability** . . . . . . . . . . . Unknown.

## Summary and Recommendations

**SUMMARY** . . . . . . . . . . This site is considered to be subject to significant physical constraints, have satisfactory connectivity and good accessibility. The site is identified as within Hale Village Green Belt inset.

It is considered that a Primarily Residential Area designation is appropriate for the site.

**Recommendations** . . . . Site is considered suitable for residential development if it became available for development. It is considered that a Primarily Residential Area designation is appropriate for the site.
**Site Description**

<table>
<thead>
<tr>
<th>Brownfield/Greenfield</th>
<th>Greenfield</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Use</td>
<td>Bowling Green</td>
</tr>
<tr>
<td>Buildings on Site</td>
<td>None</td>
</tr>
<tr>
<td>Proportion of Site Covered by Buildings</td>
<td>0</td>
</tr>
<tr>
<td>Proportion of Buildings currently in use</td>
<td>0</td>
</tr>
<tr>
<td>Surrounding Uses</td>
<td>Pub and car park / residential properties</td>
</tr>
<tr>
<td>Planning History</td>
<td>No relevant planning history.</td>
</tr>
<tr>
<td>Reduce Deprivation</td>
<td>This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.</td>
</tr>
<tr>
<td>Ownership</td>
<td>Unknown (Not Council)</td>
</tr>
<tr>
<td>Source of Site</td>
<td>SHLAA</td>
</tr>
</tbody>
</table>

**Proposal**

Proposal: SHLAA suggests the site has capacity for 4 dwellings, but does not consider the site developable.

Benefits: N/A

Contribution to Local Plan: N/A

**Designations**

<table>
<thead>
<tr>
<th>Environmental</th>
<th>Area of Special Landscape Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heritage</td>
<td>None applicable</td>
</tr>
<tr>
<td>Key Area of Change</td>
<td>None applicable</td>
</tr>
<tr>
<td>Existing Policy Designations</td>
<td>Green Space</td>
</tr>
<tr>
<td>Policy Allocations</td>
<td>None applicable</td>
</tr>
</tbody>
</table>

Conclusion: It is considered that the Green Space designation would remain appropriate for the site.
Physical Constraints

Flood Risk ............ This site is located within Flood Zone 1 - little or no risk.
Ground Conditions ...... No ground contamination issues and levels are flat.
Heritage ............... No particular heritage issues or constraints have been identified.
Habitats ............... No habitats have been identified within this site.
Landscape ............ Landscape Character Area, UDP Important Landscape Features, Green Space
Townscape ............. Medium density residential area.
Pollution .............. No pollution constraints have been identified.
Infrastructure ........ No known infrastructure constraints.
Other Information ........ No other physical constraints identified at this time.
Mitigation ............. Surface water runoff should be calculated in accordance with Environment Agency guidelines for greenfield sites. Consideration should be given to the ability to improve the LCAs.
Conclusion ............ This site is subject to physical constraints considered to be minor. Therefore it is considered that part of this site may be suitable for development, if each of the physical constraints identified is addressed.

Connectivity

Walking .............. Good walking routes.
Cycling .............. On road Cycle access via Carr Lane/ Town Lane.
Train ................. Halewood Rail Station (3655m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.
Bus ................... The closest bus stop at is at The Wellington (40m away).
Road ................. Generally good access to road network.
Waterways ............ Walking distance to the lighthouse.
Site Access .......... Site access is considered an issues as access would need to be shared with the pub unless an alternative access point is found.
ICT .................... General Broadband and Fibre Optic
Conclusion .......... The site is considered to have good connectivity. However it is possible, dependent on the use and scale of any proposed development, that this site may require improvements to the connectivity. Site access is considered to be an issue for the site that will need to be taken into consideration if the site were to be developed.

Infrastructure

Water and Sewerage ....... To be determined in consultation with UU.
Education .............. Primary and Secondary School capacity to be determined in consultation with Education Team.
Health ................. To be determined in consultation with the Clinical Commissioning Group (CCG).
Community ............ Hale Village Hall is located on High Street and provides community infrastructure for the village.
Open Space ........... Site is open space. Hale Park can also be accessed along Town Lane.
Other .................. No other infrastructure has been identified at this time.
Conclusion ............ Infrastructure capacity, supply and demand to be determined following consultation with providers.
Accessibility

Convenience Store . . . . . . Ivy Farm Court is the closest Local Centre.
Distance to (m)  42  Quality of Route . . . . Good walking route to the local centre along Town Lane.

Town Centre . . . . . . . The closest town or district centre is at Runcorn Old Town.
Distance to (m)  4079  Quality of Route . . . . The closest town or district centre is in excess of 2km from the site and is therefore not considered accessible.

Primary School . . . . . . The closest primary school is Hale Church of England Voluntary Controlled Primary School.
Distance to (m)  139  Quality of Route . . . . Good accessibility to the local primary school.

Secondary School . . . . . . The closest secondary school is Parklands High School.
Distance to (m)  2687  Quality of Route . . . . The closest Secondary School is in excess of 2km and is therefore not considered accessible from this site.

Employment Site . . . . . . Halebank Industrial Estate is the closest employment area.
Distance to (m)  2376  Quality of Route . . . . The employment area in Halebank is outside of walkable distance but would be a short bus drive away.

Quality of Site . . . . . . . Halebank Industrial Estate is a large industrial area, primarily comprising self-contained sites, and a large single occupied site. It is considered a key employment site, primarily geared towards local businesses.

GP Surgery . . . . . . . Hale Village Surgery
Distance to (m)  75  Quality of Route . . . . The GP is considered accessible.

Open Space . . . . . . . . . . . . Hale Park
Distance to (m)  235  Quality of Route . . . . Hale Park is easily accessible from the site.

Other facilities and Amenities  No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.

Conclusion . . . . . . . . . . . . The site has good accessibility to local facilities within Hale, however, to access other services and facilities in the wider area is more difficult due to the location of Hale Village.

Green Belt Report

Summary Conclusion . . . . Not located in the Green Belt
GB Conclusion . . . . . . . . . . . . This site is not located in the Green Belt.
Sustainability Appraisal

SA Report ............... Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

SA Summary ............. It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site is unlikely to impact on the biodiversity in Halton. The development of this site is unlikely to impact on the water quality and resources of the Borough. The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield site. This site is located within Flood Zone 1 with little or no risk to development. This site is identified as an Area of Special Landscape Value and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site could contribute to the physical and mental health and well-being of the community.

It is considered that this site has the potential to support the vitality and viability of the Borough’s centres. This site is unlikely to contribute to the provision of a range of good quality and affordable homes.

The development of this site has the potential to support the choice and use of sustainable transport in Halton, due to the availability of sustainable modes of transport. This site is not located within an AQMA and can be accessed by public transport, which is likely to support improvements in air quality.

Deliverability

Suitability .............. The site is not suitable for development due to its current use as a bowling green and designation as Green Space. Site access is also considered an issue.

Availability ............ Availability of the site is unknown.

Viability ............... N/A

Summary and Recommendations

SUMMARY ............... This site is considered to be subject to minor physical constraints, have good connectivity and good accessibility. The site is identified as a Green Space designation.

It is considered appropriate to retain Green Space designation.

Recommendations ........ The site is not considered suitable for development due to its current designation. It is considered appropriate to retain the Green Space designation.
### Town Lane / Church End site

**Address:** . . . . . . . . . . . . Town Lane / Church End, Hale

**Site Size (ha):** . . . . . . . 0.43

**Grid Ref:** 346961 / 382353

**Ward:** Hale

---

**Site Description**

<table>
<thead>
<tr>
<th>Brownfield/Greenfield</th>
<th>Greenfield</th>
<th>Previous Use</th>
<th>Unknown.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Use</td>
<td>. . . . . . . . . . The current use of the site is unknown. It is not accessible but is protected in the UDP.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buildings on Site</td>
<td>None</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proportion of Site Covered by Buildings</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proportion of Buildings currently in use</td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Surrounding Uses** Residential properties surround the site.

**Planning History** No relevant planning history.

**Reduce Deprivation** This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.

**Ownership** Unknown (Not Council)

**Source of Site** SHLAA

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**Proposal**

**Proposal:** . . . . . . . . Residential Allocation

**Benefits:** . . . . . . . . Residential Development

**Contribution to Local Plan:** . Potential to contribute to the housing requirement in the Local Plan.
### Designations

<table>
<thead>
<tr>
<th>Environmental</th>
<th>Potential BAP Habitat Area, Area of Special Landscape Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heritage</td>
<td>Listed Building within 50m of the site boundary, site boundary within Conservation Area (Hale Village).</td>
</tr>
</tbody>
</table>

**Key Area of Change**

- None applicable

### Existing Policy Designations

- Significant Open Space. The UDP states that 'no development will be allowed on the open space in the centre of the village east of Town Lane and north of Church End...as this will have an adverse effect on the character of the village.' This is justified in the UDP as the site is important to the character of the village and the Conservation Area.

### Policy Allocations

- None applicable

### Conclusion

Consideration will need to be given to the significance of the open space and its contribution to the character of the village and the Conservation Area.

### Physical Constraints

<table>
<thead>
<tr>
<th>Flood Risk</th>
<th>This site is located within Flood Zone 1 - little or no risk.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground Conditions</td>
<td>2% of the site is Potentially Contaminated Land.</td>
</tr>
<tr>
<td>Heritage</td>
<td>Listed Building within 50m of the site boundary, site boundary within Conservation Area (Hale Village).</td>
</tr>
<tr>
<td>Habitats</td>
<td>The site is identified as a potential BAP Habitat Area.</td>
</tr>
<tr>
<td>Landscape</td>
<td>Landscape Character Area, UDP Important Landscape Features (Significant Open Space)</td>
</tr>
<tr>
<td>Townscape</td>
<td>The site is located in a low density residential area of exceptional quality which has been recognised as a Conservation Area.</td>
</tr>
<tr>
<td>Pollution</td>
<td>No pollution constraints have been identified.</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>No known infrastructure constraints.</td>
</tr>
<tr>
<td>Other Information</td>
<td>No other physical constraints identified at this time.</td>
</tr>
</tbody>
</table>

### Mitigation

Surface water runoff should be calculated in accordance with Environment Agency guidelines for greenfield sites. Consideration should be given to the ability to improve the LCAs. The heritage value of the site should be conserved and where possible enhanced. Consideration should be given to the setting of the Listed Building. Consultation with the Contaminated Land Officer would be required to ensure that any contamination is identified and mediated as appropriate.

### Conclusion

This site is subject to physical constraints considered to be minor. It is considered that this site may be suitable for development, if each of the physical constraints identified is addressed.

### Connectivity

<table>
<thead>
<tr>
<th>Walking</th>
<th>The site is considered to have good access to local walking routes.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cycling</td>
<td>On road cycle access via Town Lane</td>
</tr>
<tr>
<td>Train</td>
<td>Halewood Rail Station (3818m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.</td>
</tr>
<tr>
<td>Bus</td>
<td>The closest bus stop is at Village Green (38m away).</td>
</tr>
<tr>
<td>Road</td>
<td>Generally good access to road network.</td>
</tr>
<tr>
<td>Waterways</td>
<td>Walking distance to the lighthouse.</td>
</tr>
<tr>
<td>Site Access</td>
<td>Site access is good and would be off Town Lane.</td>
</tr>
<tr>
<td>ICT</td>
<td>General Broadband and Fibre Optic</td>
</tr>
</tbody>
</table>

### Conclusion

The site is considered to have good connectivity. However it is possible, dependent on the use and scale of any proposed development, that this site may require improvements to the connectivity.
Infrastructure

Water and Sewerage . . . . . . To be determined in consultation with UU.

Education . . . . . . . . . . . . Primary and Secondary School capacity to be determined in consultation with Education Team.

Health . . . . . . . . . . . . . . To be determined in consultation with the Clinical Commissioning Group (CCG).

Community . . . . . . . . . . Hale Village Hall is located on High Street and provides community infrastructure for the village.

Open Space . . . . . . . . . . . The site is open space and Hale Park can be accessed on the other side of Church End.

Other . . . . . . . . . . . . . . No other infrastructure has been identified at this time.

Conclusion . . . . . . . . . . . . Infrastructure capacity, supply and demand to be determined following consultation with providers.

Accessibility

Convenience Store . . . . . . Ivy Farm Court is the closest Local Centre.

Distance to (m) 8 Quality of Route . . . Good walking route to the local centre along Town Lane.

Town Centre . . . . . . . . . . . The closest town or district centre is at Runcorn Old Town.

Distance to (m) 4018 Quality of Route . . . The closest town or district centre is in excess of 2km from the site and is therefore not considered accessible.

Primary School . . . . . . . . . . . The closest primary school is Hale Church of England Voluntary Controlled Primary School.

Distance to (m) 46 Quality of Route . . . Good accessibility to the local primary school.

Secondary School . . . . . . . . . . . The closest secondary school is Parklands High School.

Distance to (m) 2793 Quality of Route . . . The closest Secondary School is in excess of 2km and is therefore not considered accessible from this site.

Employment Site . . . . . . . . . . . Halebank Industrial Estate is the closest employment area.

Distance to (m) 2417 Quality of Route . . . The employment area in Halebank is outside of walkable distance but would be a short bus drive away.

Quality of Site . . . . . . . . . . . Halebank Industrial Estate is a large industrial area, primarily comprising self-contained sites, and a large single occupied site. It is considered a key employment site, primarily geared towards local businesses.

GP Surgery . . . . . . . . . . . . . Hale Village Surgery

Distance to (m) 40 Quality of Route . . . The GP is considered accessible.

Open Space . . . . . . . . . . . . . Hale Park

Distance to (m) 57 Quality of Route . . . Hale Park is easily accessible from the site.

Other facilities and Amenities No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.

Conclusion . . . . . . . . . . . . The site has good accessibility to local facilities within Hale, however, to access other services and facilities in the wider area is more difficult due to the location of Hale Village.

Green Belt Report

Summary Conclusion . . . . . . Not located in the Green Belt

GB Conclusion . . . . . . . . . . This site is not located in the Green Belt.
Sustainability Appraisal

### SA Report
Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

### SA Summary
It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site has the potential to impact on the biodiversity of the site as the site is identified as a potential BAP Habitat Area. The development of this site is unlikely to impact on the water quality and resources of the Borough. This is a greenfield site and its development is therefore considered to impact on the soil and land resources in the Borough. This site is located within Flood Zone 1 with little or no risk to development. There are heritage assets within close proximity to this site, and the potential for a development in this area to impact on the asset or its setting will need to be taken into consideration. The development of this site has potential to impact on cultural heritage and landscape in Halton as the site is within a Conservation Area and within 50m of a Listed Building.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that this site will contribute to improvements in the health and well-being of the local community. It is within close proximity of a health facility and has access to a public open space.

It is likely that the development of this site would support the vitality and viability of the local centre. The development of this site could contribute to the range of good quality housing in Halton.

The development of this site has the potential to support the choice and use of sustainable transport in Halton, due to the availability of sustainable modes of transport. This site is not located within an AQMA and can be accessed by public transport, which is likely to support improvements in air quality.

### Deliverability

#### Suitability
The site would be suitable for small scale residential development, however, the site is protected in the UDP and further investigations need to be carried out to determine if this remains appropriate.

#### Availability
Availability of the site is unknown.

#### Viability
N/A

### Summary and Recommendations

#### SUMMARY
This site is considered to be subject to minor physical constraints, have good connectivity and good accessibility. The site is identified as a Significant Open Space. It is considered that this site may be appropriate for a residential allocation. However, it may be necessary to provide appropriate mitigation in relation to the physical constraints.

#### Recommendations
The site could be suitable for small scale residential development, however, consideration will need to be given to the heritage value of the area and the contribution to the current open space makes to the character of the village.
**Address:** . . . . . . . Hale C of E Playing Fields  
**Site Size (ha):** . . . . . . . 1  
**Grid Ref:** 347116 / 382378  
**Ward:** Hale

### Site Description

<table>
<thead>
<tr>
<th><strong>Brownfield/Greenfield</strong></th>
<th>Greenfield</th>
<th><strong>Previous Use</strong></th>
<th>Unknown</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Current Use</strong></td>
<td>School Playing Field</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Buildings on Site</strong></td>
<td>None</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Proportion of Site Covered by Buildings</strong></td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Proportion of Buildings currently in use</strong></td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Surrounding Uses</strong></td>
<td>School and residential properties.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Planning History</strong></td>
<td>No relevant planning history.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Reduce Deprivation</strong></td>
<td>This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Ownership</strong></td>
<td>Church of England Voluntary Controlled Primary School</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Source of Site</strong></td>
<td>Historic records and databases</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Proposal

- **Proposal:** No known proposal for the site.
- **Benefits:** N/A
- **Contribution to Local Plan:** N/A

### Designations

- **Environmental** | None applicable |
- **Heritage** | Site Boundary within Conservation Area |
- **Key Area of Change** | None applicable |
- **Existing Policy Designations** | Green Belt, Green Space |
- **Policy Allocations** | None applicable |

**Conclusion** | Site has been identified as within the Green Belt, exceptional circumstances will need to be demonstrated if this is to be changed.
Physical Constraints

Flood Risk . . . . . . . . . . . . . . . This site is located within Flood Zone 1 - little or no risk.
Ground Conditions . . . . . . . . . 1% of the site is Potentially Contaminated Land, 100% of the site is Agricultural Land
Heritage . . . . . . . . . . . . . . . Site Boundary within Conservation Area
Habitats . . . . . . . . . . . . . . . No habitats have been identified within this site.
Landscape . . . . . . . . . . . . . . Landscape Character Area, UDP Important Landscape Features
Townscape . . . . . . . . . . . . . . Site is adjacent to the village of Hale
Pollution . . . . . . . . . . . . . . . No pollution constraints have been identified.
Infrastructure . . . . . . . . . . . No known infrastructure constraints.
Other Information . . . . . . . . . No other physical constraints identified at this time.

Mitigation . . . . . . . . . . . . . . Consideration should be given to the ability to improve the LCAs. The heritage value of the site should be conserved and where possible enhanced. Consideration should be given to the need to protect best and most versatile agricultural land.

Conclusion . . . . . . . . . . . . . . This site is subject to physical constraints considered to be minor. It is considered that this site may be suitable for development, if each of the physical constraints identified is addressed.

Connectivity

Walking . . . . . . . . . . . . . . . No footpaths identified adjacent or within the site.
Cycling . . . . . . . . . . . . . . . On road access via Vicarage Close
Train . . . . . . . . . . . . . . . Runcorn Rail Station (3700m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.
Bus . . . . . . . . . . . . . . . Village Green (175m away)
Road . . . . . . . . . . . . . . . Site is adjacent to Hale Road, Dungeon Lane and Bailey’s Lane.
Waterways . . . . . . . . . . . . . There are no waterways in close proximity.
Site Access . . . . . . . . . . . . . Access into the site would need to be created and agreed with the Council’s Highways Team.
ICT . . . . . . . . . . . . . . . . General Broadband and Fibre Optic

Conclusion . . . . . . . . . . . . . . This site is considered to have poor connectivity. Connectivity to this site would need to be significantly improved if the site were to be developed.

Infrastructure

Water and Sewerage . . . . . To be determined in consultation with UU.
Education . . . . . . . . . . . . . Primary and Secondary School capacity to be determined in consultation with Education Team.
Health . . . . . . . . . . . . . . . To be determined in consultation with the Clinical Commissioning Group (CCG).
Community . . . . . . . . . . . Hale Village Hall is located on High Street and provides community infrastructure for the village.
Open Space . . . . . . . . . . . . Hale Park
Other . . . . . . . . . . . . . . . No other infrastructure has been identified at this time.

Conclusion . . . . . . . . . . . . . Infrastructure capacity, supply and demand to be determined following consultation with providers.
Accessibility

Convenience Store . . . . . . . Ivy Farm Court is the closest Local Centre.
Distance to (m) 133 Quality of Route . . . Ivy Farm Court local centre is with close proximity to the site.

Town Centre . . . . . . . . . . The closest town or district centre is at Runcorn Old Town.
Distance to (m) 3836 Quality of Route . . . The closest town or district centre is in excess of 2km from the site and is therefore not considered accessible.

Primary School . . . . . . . . . . The closest primary school is Hale Church of England Voluntary Controlled Primary School.
Distance to (m) 57 Quality of Route . . . Site is adjacent to Hale Church of England Voluntary Controlled Primary School.

Secondary School . . . . . . . . . . The closest secondary school is Parklands High School.
Distance to (m) 2918 Quality of Route . . . The closest Secondary School is in excess of 2km and is therefore not considered accessible from this site.

Employment Site . . . . . . . . . . Halebank Industrial Estate is the closest employment area.
Distance to (m) 2264 Quality of Route . . . The closest employment area is in excess of 2km and is therefore not considered easily accessible from this site.

Quality of Site . . . . . . . . . . . . Halebank Industrial Estate is a large industrial area, primarily comprising self-contained sites, and a large single occupied site. It is considered a key employment site, primarily geared towards local businesses.

GP Surgery . . . . . . . . . . . . . Hale Village Surgery
Distance to (m) 156 Quality of Route . . . Hale Village Surgery is with close proximity to the site.

Open Space . . . . . . . . . . . . . Hale Park
Distance to (m) 196 Quality of Route . . . Hale Park can be accessed through Hale village.

Other facilities and Amenities No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.

Conclusion . . . . . . . . . . . . . The site is considered to have good accessibility to services and facilities, however some improvement may be required dependent on the development proposed.

Green Belt Report

Summary Conclusion . . . . . Very Limited contribution to GB purposes

GB Conclusion . . . . . . . . . . . . This parcel makes a very limited contribution to the purposes of including land within the Green Belt. It is adjacent to the urban area, and is considered to be contained with the majority of the parcel (approximately 75% of the boundary) enclosed by development. This site lies to the east of Hale, the development of this site would have a limited impact on the gap between Widnes and Liverpool given its proximity to Hale and the surrounding development. Gap Distance to Widnes = 1335.79m. Gap Distance to Surrounding Settlements = 1789.42m. Gap Distance to Hale OR Cronton=1.59m. It is considered to have a limited impact on the resultant gap between settlements. It is used for non-countryside purposes for example residential development. It has high levels of visual encroachment with development overlooking the parcel. There are a number of restrictive constraints identified for this site. Consideration would need to be given to the heritage value of the setting of the nearby Grade II* Listed Building and to Hale Village Conservation Area; the Landscape Value of the site; the proximity to the Mersey Estuary Ramsar; and to the protection of best and most versatile agricultural land.
Sustainability Appraisal

SA Report ................. Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

SA Summary ............. It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site is unlikely to impact on the biodiversity in Halton. The development of this site is unlikely to impact on the water quality and resources of the Borough. The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield agricultural site. This site is located within Flood Zone 1 with little or no risk to development. There are heritage assets within close proximity to this site, and the potential for a development in this area to impact on the asset or its setting will need to be taken into consideration. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site could contribute to the physical and mental health and well-being of the community.

It is considered that this site has the potential to support the vitality and viability of the Borough’s centres. This site is unlikely to contribute to the provision of a range of good quality and affordable homes.

If development in this area is able to contribute to the sustainable transport provision the site has the potential support the choice and use of sustainable transport in Halton. The development of this site is likely to have a negligible impact on air quality. This site is not located within an AQMA. It can be accessed by some forms of sustainable transport and may lead to some private car journeys being replaced.

Deliverability

Suitability ............... Site is not considered suitable for residential development, due to its use as a school playing field.

Availability ............. Site is school playing fields and is not considered available at present.

Viability ................. To be determined

Summary and Recommendations

SUMMARY ............... This site is considered to be subject to minor physical constraints, have poor connectivity and good accessibility. The site is identified as within the Green Belt and is considered to make a very limited contribution to Green Belt purposes.

Recommendations ....... This site is considered to make a very limited contribution to the purposes of the Green Belt, however at the moment it is considered appropriate to retain the site within the Green Belt or as a Greenspace to protect the site for use as a school playing field.
## Site Description

**Brownfield/Greenfield** . . . Greenfield

**Current Use.** . . . . . . . . . . . . Agricultural land

**Buildings on Site.** . . . . . . . None

**Proportion of Site Covered by Buildings** . . . . 0

**Surrounding Uses** . . . . . . Residential and agricultural land

**Planning History** . . . . . . . . No relevant planning history.

**Reduce Deprivation** . . . . . This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.

**Ownership** . . . . . . . . . . Unknown (Not Council)

**Source of Site** . . . . . . Historic records and databases

## Proposal

**Proposal:** . . . . . . . . No known proposal for the site.

**Benefits:** . . . . . . N/A

**Contribution to Local Plan:** . N/A

## Designations

**Environmental** . . . . None applicable

**Heritage** . . . . . . . . Listed Building within Site Boundary, Site Boundary within Conservation Area

**Key Area of Change** . . . . None applicable

**Existing Policy Designations** . Green Belt

**Policy Allocations** . . . . None applicable

**Conclusion** . . . . . . . . . . Site has been identified as within the Green Belt, exceptional circumstances will need to be demonstrated if this is to be changed.
Physical Constraints

Flood Risk ............... This site is located within Flood Zone 1 - little or no risk.

Ground Conditions ....... 99% of the site is Agricultural Land

Heritage ................. Listed Building within Site Boundary, Site Boundary within Conservation Area

Habitats .................. No habitats have been identified within this site.

Landscape ............... Landscape Character Area, UDP Important Landscape Features

Townscape ............... Site is adjacent to the village of Hale

Pollution .................. No pollution constraints have been identified.

Infrastructure ........... No known infrastructure constraints.

Other Information ........ No other physical constraints identified at this time.

Mitigation ............... Consideration should be given to the ability to improve the LCAs. The heritage value of the site should be conserved and where possible enhanced. Consideration should be given to the setting of the Listed Building. Consideration should be given to the need to protect best and most versatile agricultural land.

Conclusion ............... This site is subject to physical constraints that are considered moderate. It is considered that this site may be suitable for development, if each of the physical constraints identified is addressed.

Connectivity

Walking ................. Public right of way to the south of the site.

Cycling ................. Access via Church End Road

Train ..................... Runcorn Rail Station (3445m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.

Bus ........................ Village Green (227m away)

Road ..................... Site is adjacent to Church Road

Waterways ............... There are no waterways in close proximity.

Site Access ............... Access into the site would need to be created and agreed with the Council’s Highways Team.

ICT ........................ General Broadband and Fibre Optic

Conclusion ............... This site is considered to have satisfactory connectivity. However it is likely, dependent on the use proposed, that any development of this site would require improvements to the connectivity.

Infrastructure

Water and Sewerage ...... To be determined in consultation with UU.

Education ............... Primary and Secondary School capacity to be determined in consultation with Education Team.

Health ..................... To be determined in consultation with the Clinical Commissioning Group (CCG).

Community ............... Hale Village Hall is located on High Street and provides community infrastructure for the village.

Open Space ............... Hale Park

Other ..................... No other infrastructure has been identified at this time.

Conclusion ............... Infrastructure capacity, supply and demand to be determined following consultation with providers.
Accessibility

Convenience Store . . . . . . Ivy Farm Court is the closest Local Centre.
Distance to (m)  237  Quality of Route . . . Ivy Farm Court can be accessed along Church End and Town Lane.

Town Centre . . . . . . . . . . The closest town or district centre is at Runcorn Old Town.
Distance to (m)  3571  Quality of Route . . . The closest town or district centre is in excess of 2km from the site and is therefore not considered accessible.

Primary School . . . . . . . . . . The closest primary school is Hale Church of England Voluntary Controlled Primary School.
Distance to (m)  163  Quality of Route . . . Site is in very close proximity to the Hale Church of England Voluntary Controlled Primary School.

Secondary School . . . . . . . . . . The closest secondary school is Parklands High School.
Distance to (m)  3001  Quality of Route . . . The closest Secondary School is in excess of 2km and is therefore not considered accessible from this site.

Employment Site . . . . . . . . . . Halebank Industrial Estate is the closest employment area.
Distance to (m)  1976  Quality of Route . . . Halebank Industrial Estate can be accessed via Town Lane and on to Hale Gate Road.

Quality of Site . . . . . . . . . . . Halebank Industrial Estate is a large industrial area, primarily comprising self-contained sites, and a large single occupied site. It is considered a key employment site, primarily geared towards local businesses.

GP Surgery . . . . . . . . . . . . Hale Village Surgery
Distance to (m)  262  Quality of Route . . . Hale Village Surgery can be accessed along Church End and Town Lane.

Open Space . . . . . . . . . . . . Hale Park
Distance to (m)  125  Quality of Route . . . Hale Park can be accessed through Church End.

Other facilities and Amenities No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.

Conclusion . . . . . . . . . . . . . . The site is considered to have good accessibility to services and facilities, however some improvement may be required dependent on the development proposed.
Green Belt Report

Summary Conclusion . . . . . . Moderate contribution to GB purposes

GB Conclusion . . . . . . . . . . . . [Taken from GB180, GB178B also makes a moderate contribution] This parcel makes a moderate contribution to the purposes of including land within the Green Belt. It is adjacent to the urban area, but with less than 50% of the boundary adjacent to development and is considered to be partially contained. This parcel lies to the east of Hale. It is within the gap between Hale and Halebank, and any development of this site will reduce the gap at this point, however, at this location the gap is over 1km. The development of this parcel would also impact on the overall gap between Liverpool and Widnes. Gap Distance to Widnes = 1286.49m. Gap Distance to Surrounding Settlements = 1853.11m. Gap Distance to Hale OR Cronton = 0.96m. It is considered to have a limited impact on the resultant gap between settlements. It is in a countryside use that is considered appropriate in the Green Belt. It has high levels of visual encroachment with development overlooking the parcel. There are a number of restrictive constraints identified for this site. Consideration would need to be given to the heritage value of the setting of the nearby Grade II Listed Building and to Hale Village Conservation Area; the Landscape Value of the site; the proximity to the Mersey Estuary Ramsar; and to the protection of best and most versatile agricultural land (including Grade 1).

Sustainability Appraisal

SA Report . . . . . . . . . . . . . . . Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

SA Summary . . . . . . . . . . . . . It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site is unlikely to impact on the biodiversity in Halton. The development of this site is unlikely to impact on the water quality and resources of the Borough. The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield agricultural site. This site is located within Flood Zone 1 with little or no risk to development. There are heritage assets within this site, and the potential for a development in this area to impact on the asset or its setting will need to be taken into consideration. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site could contribute to the physical and mental health and well-being of the community.

It is considered that this site has the potential to support the vitality and viability of the Borough’s centres. This site is unlikely to contribute to the provision of a range of good quality and affordable homes.

In order to encourage the use of sustainable transport in the Borough, the connectivity of this site would need to be improved, if the site were to be developed. The development of this site is likely to have a negligible impact on air quality. This site is not located within an AQMA. It can be accessed by some forms of sustainable transport and may lead to some private car journeys being replaced.
Deliverability

Suitability ............... This site is considered to make a moderate contribution to the purposes of the Green Belt. It is considered that the site is not appropriate for residential development at this time, as it would create a projection from Hale village and there is no strong boundary at this point to prevent further loss of Green Belt.

Availability .............. Unknown

Viability .................. To be determined

Summary and Recommendations

SUMMARY ............... This site is considered to be subject to moderate physical constraints, have satisfactory connectivity and good accessibility. The site is identified as within the Green Belt and is considered to make a moderate contribution to Green Belt purposes.

Recommendations ....... This site is considered to make a moderate contribution to the purposes of the Green Belt, at the moment it is considered appropriate to retain the site within the Green Belt.
Address: Church Willow Bed, Green Belt Site
Site Size (ha): 10.01

Site Description

Brownfield/Greenfield: Greenfield
Current Use: Agricultural
Buildings on Site: None
Proportion of Site Covered by Buildings: 0
Surrounding Uses: Residential and agricultural
Planning History: No relevant planning history.
Reduce Deprivation: This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.
Ownership: Unknown (Not Council)
Source of Site: Historic records and databases

Proposal

Proposal: No known proposal for the site.
Benefits: N/A
Contribution to Local Plan: N/A

Designations

Environmental: None applicable
Heritage: Listed Building within 50m of the site boundary, Site Boundary within Conservation Area
Key Area of Change: None applicable
Existing Policy Designations: Green Belt, Green Space
Policy Allocations: None applicable

Conclusion: Site has been identified as within the Green Belt, exceptional circumstances will need to be demonstrated if this is to be changed.
Physical Constraints

**Flood Risk** ............... This site is located within Flood Zone 1 - little or no risk.

**Ground Conditions** ....... 100% of the site is Agricultural Land

**Heritage** ................. Listed Building within 50m of the site boundary, Site Boundary within Conservation Area

**Habitats** .................. There is a woodland area within the site that has been identified as a Core Biodiversity Area within the LCR NIA Ecological Network.

**Landscape** ............... Landscape Character Area, UDP Important Landscape Features

**Townscape** ............... Site is adjacent to the ribbon development out of Hale village along Church Road. Some parts of the site form backgardens to the properties on Church Road.

**Pollution** ................. No pollution constraints have been identified.

**Infrastructure** .......... No known infrastructure constraints.

**Other Information** ....... No other physical constraints identified at this time.

**Mitigation** ............... Consideration should be given to the ability to improve the LCAs. The heritage value of the site should be conserved and where possible enhanced. Consideration should be given to the setting of the Listed Building. Consideration should be given to the need to protect best and most versatile agricultural land.

**Conclusion** ............... This site is subject to physical constraints that are considered moderate. It is considered that this site may be suitable for development, if each of the physical constraints identified is addressed.

Connectivity

**Walking** .................. It is possible to walk along Within Way to the north of the site. There are no footpaths within the site.

**Cycling** ................... On road access via Church Rd/ Within Way

**Train** ..................... Runcorn Rail Station (3465m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.

**Bus** ....................... Village Green (326m away)

**Road** ...................... Small part of the site is adjacent to Church Road.

**Waterways** ............... There are no waterways in close proximity.

**Site Access** ............... Access into the site would need to be created and agreed with the Council’s Highways Team.

**ICT** ....................... General Broadband and Fibre Optic

**Conclusion** ............... This site is considered to have satisfactory connectivity. However it is likely, dependent on the use proposed, that any development of this site would require improvements to the connectivity.

Infrastructure

**Water and Sewerage** ....... To be determined in consultation with UU.

**Education** ................ Primary and Secondary School capacity to be determined in consultation with Education Team.

**Health** .................... To be determined in consultation with the Clinical Commissioning Group (CCG).

**Community** ............... Hale Village Hall is located on High Street and provides community infrastructure for the village.

**Open Space** ............... Hale Park

**Other** ..................... No other infrastructure has been identified at this time.

**Conclusion** ............... Infrastructure capacity, supply and demand to be determined following consultation with providers.
### Accessibility

**Convenience Store**
Ivy Farm Court is the closest Local Centre.

<table>
<thead>
<tr>
<th>Distance to (m)</th>
<th>Quality of Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>359</td>
<td>Ivy Farm Court can be accessed along Church End and Town Lane.</td>
</tr>
</tbody>
</table>

**Town Centre**
The closest town or district centre is at Runcorn Old Town.

<table>
<thead>
<tr>
<th>Distance to (m)</th>
<th>Quality of Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>3631</td>
<td>The closest town or district centre is in excess of 2km from the site and is therefore not considered accessible.</td>
</tr>
</tbody>
</table>

**Primary School**
The closest primary school is Hale Church of England Voluntary Controlled Primary School.

<table>
<thead>
<tr>
<th>Distance to (m)</th>
<th>Quality of Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>321</td>
<td>Hale Church of England Voluntary Controlled Primary School can be accessed along Church End and Town Lane.</td>
</tr>
</tbody>
</table>

**Secondary School**
The closest secondary school is Parklands High School.

<table>
<thead>
<tr>
<th>Distance to (m)</th>
<th>Quality of Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>3100</td>
<td>The closest Secondary School is in excess of 2km and is therefore not considered accessible from this site.</td>
</tr>
</tbody>
</table>

**Employment Site**
Halebank Industrial Estate is the closest employment area.

<table>
<thead>
<tr>
<th>Distance to (m)</th>
<th>Quality of Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>2340</td>
<td>The closest employment area is in excess of 2km and is therefore not considered easily accessible from this site.</td>
</tr>
</tbody>
</table>

**Quality of Site**
Halebank Industrial Estate is a large industrial area, primarily comprising self-contained sites, and a large single occupied site. It is considered a key employment site, primarily geared towards local businesses.

**GP Surgery**
Hale Village Surgery

<table>
<thead>
<tr>
<th>Distance to (m)</th>
<th>Quality of Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>393</td>
<td>Hale Village Surgery can be accessed along Church End and Town Lane.</td>
</tr>
</tbody>
</table>

**Open Space**
Hale Park

<table>
<thead>
<tr>
<th>Distance to (m)</th>
<th>Quality of Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>210</td>
<td>Hale Park can be accessed along Church End.</td>
</tr>
</tbody>
</table>

**Other facilities and Amenities**
No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.

**Conclusion**
The site is considered to have good accessibility to services and facilities, however some improvement may be required dependent on the development proposed.

### Green Belt Report

**Summary Conclusion**
This parcel makes a moderate contribution to the purposes of including land within the Green Belt. It is adjacent to the urban area, but with less than 50% of the boundary adjacent to development and is considered to be partially contained. This parcel would have limited impact on the resultant gap between settlements. Gap Distance to Widnes = 1457.8m. Gap Distance to Surrounding Settlements = 1949.34m. Gap Distance to Hale OR Cronton=88.21m. It is considered to have a limited impact on the resultant gap between settlements. It is in a countryside use that is considered appropriate in the Green Belt. It has some visual encroachment with views at certain points of the site overlooked by development. There are a number of restrictive constraints identified for this site. Consideration would need to be given to the heritage value of Hale Village Conservation Area and the setting of a nearby Grade II Listed Building; the proximity to the Mersey Estuary Ramsar; the Landscape Value; and to the protection of best and most versatile agricultural land.
Sustainability Appraisal

**SA Report**
Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

**SA Summary**
It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site has the potential to impact on the biodiversity of the site as there is a woodland area within the site that has been identified as a Core Biodiversity Area within the LCR NIA Ecological Network. The development of this site is unlikely to impact on the water quality and resources of the Borough. The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield agricultural site. This site is located within Flood Zone 1 with little or no risk to development. There are heritage assets within close proximity to this site, and the potential for a development in this area to impact on the asset or its setting will need to be taken into consideration. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site could contribute to the physical and mental health and well-being of the community.

It is considered that this site has the potential to support the vitality and viability of the Borough’s centres. This site is unlikely to contribute to the provision of a range of good quality and affordable homes.

In order to encourage the use of sustainable transport in the Borough, the connectivity of this site would need to be improved, if the site were to be developed. The development of this site is likely to have a negligible impact on air quality. This site is not located within an AQMA. It can be accessed by some forms of sustainable transport and may lead to some private car journeys being replaced.

**Deliverability**

**Suitability**
This site is considered to make a moderate contribution to the purposes of the Green Belt. It is considered that the entire site is not appropriate for residential development at this time, as it would create a projection from Hale village and there is no strong boundary at this point to prevent further loss of Green Belt. It is noted that parts of the site are already used as residential gardens.

**Availability**
Unknown

**Viability**
To be determined

**Summary and Recommendations**

**SUMMARY**
This site is considered to be subject to moderate physical constraints, have satisfactory connectivity and good accessibility. The site is identified as within the Green Belt and is considered to make a moderate contribution to Green Belt purposes.

**Recommendations**
This site is considered to make a moderate contribution to the purposes of the Green Belt, at the moment it is considered appropriate to retain the majority of the site within the Green Belt. There may be some minor alterations to the Green Belt within the site to allow for the areas that are already in use for residential gardens to be released.
Address: . . . . Hale Road, Hale
Site Size (ha): . . . 9.2
Grid Ref: 346519 / 382257
Ward: Hale

**Site Description**

Brownfield/Greenfield . . . Greenfield
Current Use. . . . . . . . . . . Agricultural land
Buildings on Site . . . None
Proportion of Site Covered by Buildings . . . 0
Proportion of Buildings currently in use . . . 0
Surrounding Uses . . . . . . . agricultural
Planning History . . . . . . . No relevant planning history
Reduce Deprivation . . . . . This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.
Ownership . . . . . . . . Unknown (Not Council)
Source of Site . . . . . . . . Historic records and databases

**Proposal**

Proposal: . . . . . . . . . . . No known proposal for the site.
Benefits: . . . . . . . . . . . N/A
Contribution to Local Plan: . N/A

**Designations**

Environmental . . . None applicable
Heritage . . . . . . . . Listed Building within Site Boundary, Site Boundary within Conservation Area
Key Area of Change . . . . None applicable
Existing Policy Designations . Green Belt, Green Space
Policy Allocations . . . None applicable

**Conclusion**

Site has been identified as within the Green Belt, exceptional circumstances will need to be demonstrated if this is to be changed.
Physical Constraints

Flood Risk .................. This site is located within Flood Zone 1 - little or no risk.
Ground Conditions ...... 3% of the site is Potentially Contaminated Land, 100% of the site is Agricultural Land
Heritage ..................... Listed Building within Site Boundary, Site Boundary within Conservation Area
Habitats ...................... No habitats have been identified within this site.
Landscape .................. Landscape Character Area, UDP Important Landscape Features
Townscape ................... Site is adjacent to the village of Hale and is partially developed for farm uses.
Pollution ..................... No pollution constraints have been identified.
Infrastructure ............. No known infrastructure constraints.
Other Information ........ No other physical constraints identified at this time.

Mitigation .................. Consideration should be given to the ability to improve the LCAs. The heritage value of the site should be conserved and where possible enhanced. Consideration should be given to the setting of the Listed Building. Consultation with the Contaminated Land Officer would be required to ensure that any contamination is identified and mediated as appropriate. Consideration should be given to the need to protect best and most versatile agricultural land.

Conclusion .................. This site is subject to physical constraints considered to be minor. Therefore it is considered that this site may be suitable for development, if each of the physical constraints identified is addressed.

Connectivity

Walking ..................... Footpath on Hale Road
Cycling ...................... Restricted access from Church Road
Train ....................... Halewood Rail Station (3485m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.
Bus ......................... Aran Close (44m away)
Road ....................... Site is partially adjacent to Hale Road and has access to serve existing development.
Waterways ................... There are no waterways in close proximity.
Site Access .................. Access into the site would need to be created and agreed with the Council’s Highways Team.
ICT ......................... General Broadband and Fibre Optic

Conclusion .................. This site is considered to have satisfactory connectivity. However it is likely, dependent on the use proposed, that any development of this site would require improvements to the connectivity.

Infrastructure

Water and Sewerage ....... To be determined in consultation with UU.
Education .................... Primary and Secondary School capacity to be determined in consultation with Education Team.
Health ....................... To be determined in consultation with the Clinical Commissioning Group (CCG).
Community .................. Hale Village Hall is located on High Street and provides community infrastructure for the village.
Open Space .................. Hale Park
Other ....................... No other infrastructure has been identified at this time.

Conclusion .................. Infrastructure capacity, supply and demand to be determined following consultation with providers.
<table>
<thead>
<tr>
<th>Accessibility</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience Store ..................</td>
<td>Ivy Farm Court is the closest Local Centre.</td>
</tr>
<tr>
<td>Distance to (m)</td>
<td>206</td>
</tr>
<tr>
<td>Town Centre .......................</td>
<td>The closest town or district centre is at Runcorn Old Town.</td>
</tr>
<tr>
<td>Distance to (m)</td>
<td>4300</td>
</tr>
<tr>
<td>Primary School .....................</td>
<td>The closest primary school is Hale Church of England Voluntary Controlled Primary School.</td>
</tr>
<tr>
<td>Distance to (m)</td>
<td>310</td>
</tr>
<tr>
<td>Secondary School ....................</td>
<td>The closest secondary school is Parklands High School.</td>
</tr>
<tr>
<td>Distance to (m)</td>
<td>2170</td>
</tr>
<tr>
<td>Employment Site .....................</td>
<td>Halebank Industrial Estate is the closest employment area.</td>
</tr>
<tr>
<td>Distance to (m)</td>
<td>2680</td>
</tr>
<tr>
<td>Quality of Site ......................</td>
<td>Halebank Industrial Estate is a large industrial area, primarily comprising self-contained sites, and a large single occupied site. It is considered a key employment site, primarily geared towards local businesses.</td>
</tr>
<tr>
<td>GP Surgery .........................</td>
<td>Hale Village Surgery</td>
</tr>
<tr>
<td>Distance to (m)</td>
<td>236</td>
</tr>
<tr>
<td>Open Space ..........................</td>
<td>Hale Park</td>
</tr>
<tr>
<td>Distance to (m)</td>
<td>112</td>
</tr>
<tr>
<td>Other facilities and Amenities</td>
<td>No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.</td>
</tr>
<tr>
<td>Conclusion .........................</td>
<td>The site is considered to have good accessibility to services and facilities, however some improvement may be required dependent on the development proposed.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Green Belt Report</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Summary Conclusion ..................</td>
<td>Moderate contribution to GB purposes</td>
</tr>
<tr>
<td>GB Conclusion ........................</td>
<td>[Taken from GB203] [It is noted parcel GB202 makes a limited contribution, whilst GB087 and GB081 both make a moderate contribution] This parcel makes a moderate contribution to the purposes of including land within the Green Belt. It is adjacent to the urban area, but with less than 50% of the boundary adjacent to development and is considered to be partially contained. This parcel lies to the south of Hale, development of this site would have a limited impact on the gap between Widnes and Liverpool given its proximity to Hale and surrounding development.Gap Distance to Widnes = 1746.68m. Gap Distance to Surrounding Settlements = 1229.75m.Gap Distance to Hale OR Cronton=1.77m.It is considered to have a limited impact on the resultant gap between settlements. It is in a countryside use that is considered appropriate in the Green Belt. It has some visual encroachment with views at certain points of the site overlooked by development. There are a number of restrictive constraints identified for this site. Consideration would need to be given to the heritage value of the setting of a nearby Grade II Listed Building; the Landscape Value; the proximity to the Mersey Gateway Ramsar; and to the protection of best and most versatile agricultural land.</td>
</tr>
</tbody>
</table>
Sustainability Appraisal

SA Report ............... Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

SA Summary ............. It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site is unlikely to impact on the biodiversity in Halton. The development of this site is unlikely to impact on the water quality and resources of the Borough. The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield agricultural site. This site is located within Flood Zone 1 with little or no risk to development. There are heritage assets within this site, and the potential for a development in this area to impact on the asset or its setting will need to be taken into consideration. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site could contribute to the physical and mental health and well-being of the community.

It is considered that this site would have a negligible or limited impact on the local economy or employment. This site is unlikely to contribute to the provision of a range of good quality and affordable homes.

In order to encourage the use of sustainable transport in the Borough, the connectivity of this site would need to be improved, if the site were to be developed. The development of this site is likely to have a negligible impact on air quality. This site is not located within an AQMA. It can be accessed by some forms of sustainable transport and may lead to some private car journeys being replaced.

Deliverability

Suitability ............... This site is considered to make a moderate contribution to the purposes of the Green Belt, it is considered that part of the site may be suitable for residential development if required and if the appropriate exceptional circumstances can be shown.

Availability .............. Site is considered available, as it has been submitted through the call for sites process.

Viability ................. To be determined

Summary and Recommendations

SUMMARY ............... This site is considered to be subject to minor physical constraints, have satisfactory connectivity and good accessibility. The site is identified as within the Green Belt and is considered to make a moderate contribution to Green Belt purposes.

Recommendations ....... It is considered that part of this site could be identified as an extension to the village of Hale. The Green Belt Study identifies this site as making a moderate contribution to the Green Belt purposes. Consideration would also need to be given to the constraints identified.
Site Description

Brownfield/Greenfield . . . Greenfield
Current Use. . . . . . . . . Hale Park Open Space
Buildings on Site . . . . . . Changing room on site
Proportion of Site Covered by Buildings . . . 5
Proportion of Buildings currently in use . . . . . 100
Surrounding Uses . . . . . Agriculture and residential properties.
Planning History . . . . No relevant planning history
Reduce Deprivation . . . This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.
Ownership . . . . . . . . 1% Council Ownership. Council lease access track. Park is maintained by Council Open Spaces Team.
Source of Site . . . . . Historic records and databases

Proposal

Proposal: . . . . . . . . . . No known proposal for the site.
Benefits: . . . . . . . . . N/A
Contribution to Local Plan: . . N/A

Designations

Environmental . . . . None applicable
Heritage . . . . . . . . Listed Building within Site Boundary, Site Boundary within Conservation Area
Key Area of Change . . . . None applicable
Existing Policy Designations Green Belt, Green Space
Policy Allocations . . . . None applicable
Conclusion . . . Site has been identified as within the Green Belt, exceptional circumstances will need to be demonstrated if this is to be changed.
Physical Constraints

Flood Risk ................. This site is located within Flood Zone 1 - little or no risk.
Ground Conditions ........ 1% of the site is Potentially Contaminated Land, 99% of the site is Agricultural Land
Heritage ...................... Listed Building within Site Boundary, Site Boundary within Conservation Area
Habitats ..................... Part of this site is identified as within the Core Biodiversity Areas (Lowland Pasture and Parkland, Woodland) in the LCR NIA Ecological Network.
Landscape ................... Landscape Character Area, UDP Important Landscape Features
Townscape ................... Site is adjacent to the village of Hale.
Pollution ....................... No pollution constraints have been identified.
Infrastructure ............... No known infrastructure constraints.
Other Information ........... No other physical constraints identified at this time.
Mitigation ................... Consideration should be given to the ability to improve the LCAs. The heritage value of the site should be conserved and where possible enhanced. Consideration should be given to the setting of the Listed Building. Consultation with the Contaminated Land Officer would be required to ensure that any contamination is identified and mediated as appropriate. Consideration should be given to the need to protect best and most versatile agricultural land.

Conclusion .................. This site is subject to physical constraints that are considered significant. The site is designated as a Core Biodiversity Area, a Park and is wooded thus meaning it is not suitable for development.

Connectivity

Walking ...................... There are footpaths within the site.
Cycling ....................... Nearest on road access is via High Street
Train ......................... Halewood Rail Station (3803m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.
Bus ......................... Village Green (50m away)
Road ......................... Site is accessible from the road at Chruch End / High Street
Waterways ................... There are no waterways in close proximity.
Site Access ................... Access into the site would need to be created and agreed with the Council's Highways Team.
ICT ......................... General Broadband and Fibre Optic

Conclusion .................. This site is considered to have satisfactory connectivity. However it is likely, dependent on the use proposed, that any development of this site would require improvements to the connectivity.

Infrastructure

Water and Sewerage ........ To be determined in consultation with UU.
Education ..................... Primary and Secondary School capacity to be determined in consultation with Education Team.
Health ......................... To be determined in consultation with the Clinical Commissioning Group (CCG).
Community ................... Hale Village Hall is located on High Street and provides community infrastructure for the village.
Open Space ................... Hale Park
Other ......................... No other infrastructure has been identified at this time.

Conclusion .................. Infrastructure capacity, supply and demand to be determined following consultation with providers.
## Accessibility

### Convenience Store
- Ivy Farm Court is the closest Local Centre.
- **Distance to (m):** 162
- **Quality of Route:** Ivy Farm Court can be accessed along Town Lane.

### Town Centre
- The closest town or district centre is at Runcorn Old Town.
- **Distance to (m):** 3982
- **Quality of Route:** The closest town or district centre is in excess of 2km from the site and is therefore not considered accessible.

### Primary School
- The closest primary school is Hale Church of England Voluntary Controlled Primary School.
- **Distance to (m):** 227
- **Quality of Route:** Hale Church of England Voluntary Controlled Primary School can be accessed along Town Lane.

### Secondary School
- The closest secondary school is Parklands High School.
- **Distance to (m):** 2568
- **Quality of Route:** The closest Secondary School is in excess of 2km and is therefore not considered accessible from this site.

### Employment Site
- Halebank Industrial Estate is the closest employment area.
- **Distance to (m):** 2589
- **Quality of Route:** Halebank Industrial Estate is located more than 2km from the site and is not considered easily accessible.

### Quality of Site
- Halebank Industrial Estate is a large industrial area, primarily comprising self-contained sites, and a large single occupied site. It is considered a key employment site, primarily geared towards local businesses.

### GP Surgery
- **Distance to (m):** 190
- **Quality of Route:** Hale Village Surgery can be accessed through the village of Hale.

### Open Space
- **Distance to (m):** 0
- **Quality of Route:** Site is Hale Park

### Other facilities and Amenities
- No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.

### Conclusion
- The site is considered to have good accessibility to services and facilities, however some improvement may be required dependent on the development proposed.

## Green Belt Report

### Summary Conclusion
- Significant contribution to GB purposes

### GB Conclusion
- [Text taken from GB217] [It is noted GB204 and GB 216 make a moderate contribution and GB211 a partial contribution] This parcel makes a significant contribution to the purposes of including land within the Green Belt. It is detached from the urban area and is not considered contained. This site lies to the south of Hale, almost to the centre of the gap between the eastern edge of Liverpool and the western edge of Widnes (Halebank). Development of this site would reduce the resultant gaps between these two settlements at this point, however, it would only have a similar impact to that already created by Hale. Gap Distance to Widnes = 1765.48m. Gap Distance to Surrounding Settlements = 1208.45m. Gap Distance to Hale OR Cronton=148.39m. It is considered to have a limited impact on the resultant gap between settlements. It is in a countryside use that is considered appropriate in the Green Belt. It has some visual encroachment with views at certain points of the site overlooked by development. However, this parcel is subject to a prohibitive constraint, it is within an Ancient Woodland.
Sustainability Appraisal

**SA Report**

Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

**SA Summary**

It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site has the potential to impact on the biodiversity of the site as part of this site is identified as within the Core Biodiversity Areas (Lowland Pasture and Parkland, Woodland) in the LCR NIA Ecological Network. The development of this site is unlikely to impact on the water quality and resources of the Borough. The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield agricultural site. This site is located within Flood Zone 1 with little or no risk to development. There are heritage assets within this site, and the potential for a development in this area to impact on the asset or its setting will need to be taken into consideration. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being.

It is considered that this site has the potential to support the vitality and viability of the Borough's centres. This site is unlikely to contribute to the provision of a range of good quality and affordable homes.

In order to encourage the use of sustainable transport in the Borough, the connectivity of this site would need to be improved, if the site were to be developed. The development of this site is likely to have a negligible impact on air quality. This site is not located within an AQMA. It can be accessed by some forms of sustainable transport and may lead to some private car journeys being replaced.

**Deliverability**

**Suitability**

This site is not considered suitable for development, due to its use as a Park and greenspace, and due to its significant contribution to the Green Belt.

**Availability**

Unknown

**Viability**

To be determined

**Summary and Recommendations**

**SUMMARY**

This site is considered to be subject to significant physical constraints, have satisfactory connectivity and good accessibility. The site is identified as within the Green Belt and is considered to make a significant contribution to Green Belt purposes.

**Recommendations**

This site is considered to make a significant contribution to the purposes of the Green Belt, however at the moment it is considered appropriate to retain the site within the Green Belt or as a Greenspace to protect the site for use as a Park.
Address: Ramsbrook Lane

Site Size (ha): 1.5

Grid Ref: 346428 / 382721

Ward: Hale

Site Description

Brownfield/Greenfield . . . Mixed

Previous Use . . . Unknown

Current Use. . . . . . . . . . Residential, garden, outbuildings and polytunnels

Buildings on Site . . . . . . Residential, polytunnels and outbuildings.

Proportion of Site Covered by Buildings . . . . 10

Surrounding Uses . . . . . . Residential and agricultural land

Proportion of Buildings currently in use . . . . 100

Planning History . . . . . No relevant planning history.

Reduce Deprivation . . . . This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.

Ownership . . . . . . . . . Unknown (Not Council)

Source of Site . . . . . . Historic records and databases

Proposal

Proposal: Residential Allocation

Benefits: Residential Development

Contribution to Local Plan: Potential to contribute to the housing requirement in the Local Plan.

Designations

Environmental . . . . . None applicable

Heritage . . . . . . . . . . None applicable

Key Area of Change . . . . None applicable

Existing Policy Designations Green Belt

Policy Allocations . . . . None applicable

Conclusion . . . . . . . . Site has been identified as within the Green Belt, exceptional circumstances will need to be demonstrated if this is to be changed.
Physical Constraints

Flood Risk . . . . . . . . . . . . . . . . . . . This site is located within Flood Zone 1 - little or no risk.
Ground Conditions . . . . . . . . . . 7% of the site is Potentially Contaminated Land, 100% of the site is Agricultural Land
Heritage . . . . . . . . . . . . . . . . . . . No particular heritage issues or constraints have been identified.
Habitats . . . . . . . . . . . . . . . . . . Part of this site is identified as a Core Biodiversity Area (Traditional Orchard) within the LCR NIA Ecological Network, with the pond also identified as a linear feature.
Landscape . . . . . . . . . . . . . . . . . Landscape Character Area, UDP Important Landscape Features
Townscape . . . . . . . . . . . . . . . . . Site is adjacent to the village of Hale.
Pollution . . . . . . . . . . . . . . . . . No pollution constraints have been identified.
Infrastructure . . . . . . . . . . . . . No known infrastructure constraints.
Other Information . . . . . . . . . . . . . No other physical constraints identified at this time.
Mitigation . . . . . . . . . . . . . . . . . Consideration should be given to the ability to improve the LCAs. Consultation with the Contaminated Land Officer would be required to ensure that any contamination is identified and mediated as appropriate. Consideration should be given to the need to protect best and most versatile agricultural land.
Conclusion . . . . . . . . . . . . . . . . . This site is subject to physical constraints considered to be minor. Therefore it is considered that this site may be suitable for development, if each of the physical constraints identified is addressed.

Connectivity

Walking . . . . . . . . . . . . . . . . . . . No footpaths have been identified within or adjacent to the site.
Cycling . . . . . . . . . . . . . . . . . Access via Arklow Drive, Ramsbrook Lane
Train . . . . . . . . . . . . . . . . Halewood Rail Station (3177m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.
Bus . . . . . . . . . . . . . . . . . . . . . Aran Close (119m away)
Road . . . . . . . . . . . . . . . Site is adjacent to Ramsbrook Lane
Waterways . . . . . . . . . . . . . . . . . There are no waterways in close proximity.
Site Access . . . . . . . . . . . . . . . . Access into the site would need to be created and agreed with the Council’s Highways Team.
ICT . . . . . . . . . . . . . . . . General Broadband and Fibre Optic
Conclusion . . . . . . . . . . . . . . . . This site is considered to have poor connectivity. Connectivity to this site would need to be significantly improved if the site were to be developed.

Infrastructure

Water and Sewerage . . . . . . . To be determined in consultation with UU.
Education . . . . . . . . . Primary and Secondary School capacity to be determined in consultation with Education Team.
Health . . . . . . . . . . . . To be determined in consultation with the Clinical Commissioning Group (CCG).
Community . . . . . . . . Hale Village Hall is located on High Street and provides community infrastructure for the village.
Open Space . . . . . . . . . . . Hale Park
Other . . . . . . . . . . . . . . . No other infrastructure has been identified at this time.
Conclusion . . . . . . . . . . . . . . . . Infrastructure capacity, supply and demand to be determined following consultation with providers.
## Accessibility

### Convenience Store
- Ivy Farm Court is the closest Local Centre.
- **Distance to (m):** 429
- **Quality of Route:** Ivy Farm Court local centre can be accessed through the village of Hale.

### Town Centre
- The closest town or district centre is at Runcorn Old Town.
- **Distance to (m):** 4500
- **Quality of Route:** The closest town or district centre is in excess of 2km from the site and is therefore not considered accessible.

### Primary School
- The closest primary school is Hale Church of England Voluntary Controlled Primary School.
- **Distance to (m):** 557
- **Quality of Route:** Hale Church of England Voluntary Controlled Primary School can be accessed through the village of Hale.

### Secondary School
- The closest secondary school is Parklands High School.
- **Distance to (m):** 2102
- **Quality of Route:** The closest Secondary School is in excess of 2km and is therefore not considered accessible from this site.

### Employment Site
- Halebank Industrial Estate is the closest employment area.
- **Distance to (m):** 2647
- **Quality of Route:** Halebank Industrial Estate is located more than 2km from the site and is not considered easily accessible.

### Quality of Site
- Halebank Industrial Estate is a large industrial area, primarily comprising self-contained sites, and a large single occupied site. It is considered a key employment site, primarily geared towards local businesses.

### GP Surgery
- Hale Village Surgery
- **Distance to (m):** 457
- **Quality of Route:** Hale Village Surgery can be accessed through the village of Hale.

### Open Space
- Hale Park
- **Distance to (m):** 486
- **Quality of Route:** Hale Park can be accessed through the village of Hale.

### Other facilities and Amenities
- No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.

### Conclusion
- The site is considered to have satisfactory accessibility to services and facilities, however improvement would be required if the site were to be developed.

## Green Belt Report

### Summary Conclusion
- Limited contribution to GB purposes

### GB Conclusion
- This parcel makes a limited contribution to the purposes of including land within the Green Belt. It is adjacent to the urban area, and is considered to be contained with the majority of the parcel (approximately 75% of the boundary) enclosed by development. This parcel would have limited impact on the resultant gap between settlements as the site is already developed. Gap Distance to Widnes = 1738.63m. Gap Distance to Surrounding Settlements = 985.62m. Gap Distance to Hale OR Cronton = 2.67m. It is considered that this parcel would reduce the gap between neighbouring towns, but it is not considered that it would lead to the merging of neighbouring towns. It is used for non-countryside purposes for example residential development. It has high levels of visual encroachment with development overlooking the parcel. There are a number of restrictive constraints identified for this site. Consideration would need to be given to the heritage value of the setting of the nearby Grade II Listed Building; the Landscape Value; and to the protection of best and most versatile agricultural land.
Sustainability Appraisal

SA Report ................. Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

SA Summary ............... It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site has the potential to impact on the biodiversity of the site as part of this site is identified as a Core Biodiversity Area (Traditional Orchard) within the LCR NIA Ecological Network, with the pond also identified as a linear feature. The development of this site could have potential to impact on water quality and resources and would need to give consideration to the nearby water body(ies). The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield agricultural site. This site is located within Flood Zone 1 with little or no risk to development. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site would have a negligible impact on the physical health, mental health or well-being of the community.

It is considered that this site has the potential to support the vitality and viability of the Borough’s centres. The development of this site could contribute to the range of good quality housing in Halton.

If development in this area is able to contribute to the sustainable transport provision the site has the potential support the choice and use of sustainable transport in Halton. The development of this site is likely to have a negligible impact on air quality. This site is not located within an AQMA. It can be accessed by some forms of sustainable transport and may lead to some private car journeys being replaced.

Deliverability

Suitability ................. This site is considered to make a limited contribution to the purposes of the Green Belt, it is considered it may be suitable for residential development if required and if the appropriate exceptional circumstances can be shown.

Availability ............... Availability of the site is unknown.

Viability ................. To be determined

Summary and Recommendations

SUMMARY ................. This site is considered to be subject to minor physical constraints, have poor connectivity and satisfactory accessibility. The site is identified as within the Green Belt and is considered to make a limited contribution to Green Belt purposes.

Recommendations ........ It is considered that this site could be identified as an extension to the village of Hale. The Green Belt Study identifies this site as making a limited contribution to the Green Belt purposes.

If this site were to be developed improvements would need to be made to the connectivity and accessibility of the site. Consideration would also need to be given to the constraints identified.
**Address:**  Land to the side and rear of 230 Hale Road  
**Site Size (ha):**  1.2  
**Grid Ref:**  345264 / 382488  
**Ward:**  Hale

### Site Description

<table>
<thead>
<tr>
<th>Category</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brownfield/Greenfield</td>
<td>Greenfield</td>
</tr>
<tr>
<td>Previous Use</td>
<td>Agricultural.</td>
</tr>
<tr>
<td>Current Use</td>
<td>Pasture land</td>
</tr>
<tr>
<td>Buildings on Site</td>
<td>None</td>
</tr>
<tr>
<td>Proportion of Site Covered by Buildings</td>
<td>0</td>
</tr>
<tr>
<td>Proportion of Buildings currently in use</td>
<td>0</td>
</tr>
<tr>
<td>Surrounding Uses</td>
<td>Airport, Residential and agricultural</td>
</tr>
<tr>
<td>Planning History</td>
<td>No relevant planning history</td>
</tr>
<tr>
<td>Reduce Deprivation</td>
<td>This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.</td>
</tr>
<tr>
<td>Ownership</td>
<td>Unknown (Not Council)</td>
</tr>
<tr>
<td>Source of Site</td>
<td>Historic records and databases</td>
</tr>
</tbody>
</table>

### Proposal

- **Proposal:**  No known proposals for this site.
- **Benefits:**  N/A
- **Contribution to Local Plan:**  N/A

### Designations

- **Environmental**  None applicable
- **Heritage**  None applicable
- **Key Area of Change**  None applicable
- **Existing Policy Designations**  Green Belt
- **Policy Allocations**  None applicable
- **Conclusion**  Green Belt designation is still considered appropriate at this time.
Physical Constraints

Flood Risk
Flood Zone 1 - little or no risk.

Ground Conditions
Greenfield Grade 1 agricultural land.

Heritage
No particular heritage issues or constraints have been identified.

Habitats
Potential for habitats in vegetation.

Landscape
The site is identified within the Hale Shore and Farmland Landscape character area.

Townscape
Site is adjacent to the village of Hale.

Pollution
Small areas of potentially contaminated land (Pond). Potential for noise pollution from the airport.

Infrastructure
No know infrastructure constraints.

Other Information
The site is adjacent to the Manchester ship canal.

Mitigation
Consultation with the Contaminated Land Officer would be required to ensure that any contamination is identified and mediated as appropriate.

Conclusion
This site is subject to physical constraints considered to be minor. It is considered that this site may be suitable for development, if each of the physical constraints identified is addressed.

Connectivity

Walking
There is a footpath on Hale Road and through this site.

Cycling
On road cycle links via Hale Road.

Train
Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.

Bus
There is a bus stop on Hale Road.

Road
Site is adjacent to Oglet Lane.

Waterways
Adjacent to the River Mersey.

Site Access
Access into the site would need to be created and agreed with the Council's Highways Team.

ICT
General Broadband and Fibre Optic

Conclusion
This site is considered to have satisfactory connectivity. However it is likely, dependent on the use proposed, that any development of this site would require improvements to the connectivity.

Infrastructure

Water and Sewerage
To be determined in consultation with UU.

Education
Primary and Secondary School capacity to be determined in consultation with Education Team.

Health
To be determined in consultation with the Clinical Commissioning Group (CCG).

Community
No community infrastructure has been identified at this time, this may be an area in need of improvement.

Open Space
No public open space has been identified in the immediate area at this time, this may be an area in need of improvement.

Other
No other infrastructure has been identified at this time.

Conclusion
Infrastructure capacity, supply and demand to be determined following consultation with providers.
Accessibility

**Convenience Store**
- Distance to (m): [Distance]
- Quality of Route: [Route Quality]

**Town Centre**
- Distance to (m): [Distance]
- Quality of Route: [Route Quality]

**Primary School**
- Distance to (m): [Distance]
- Quality of Route: [Route Quality]

**Secondary School**
- Distance to (m): [Distance]
- Quality of Route: [Route Quality]

**Employment Site**
- Distance to (m): [Distance]
- Quality of Route: [Route Quality]

**GP Surgery**
- Distance to (m): [Distance]
- Quality of Route: [Route Quality]

**Open Space**
- Distance to (m): [Distance]
- Quality of Route: [Route Quality]

**Other facilities and Amenities**
No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.

**Conclusion**
Accessibility to key services from the site is considered poor and would need to be significantly improved if the site were to be developed.

Green Belt Report

**Summary Conclusion**
Moderate contribution to GB purposes

**GB Conclusion**
This parcel makes a moderate contribution to the purposes of including land within the Green Belt. It is adjacent to the urban area, with approximately 50% to 75% of the boundary adjacent to development and is considered to be largely contained. This site lies between the eastern edge of Liverpool (Speke / Liverpool John Lennon Airport) and the western edge of Hale. Development of this parcel would reduce the gap between these two settlements in this location, it will also impact on the overall gap between Liverpool and Widnes. Gap Distance to Widnes = 2835.31m. Gap Distance to Surrounding Settlements = 0.3m. Gap Distance to Hale OR Croston=810.4m. It is considered that this parcel would reduce the gap between neighbouring towns, but it is not considered that it would lead to the merging of neighbouring towns. It is in a countryside use that is considered appropriate in the Green Belt. It has high levels of visual encroachment with development overlooking the parcel. There are also restrictive constraints identified for this site, consideration would need to be given to the proximity to the Mersey Estuary Ramsar and to the protection of best and most versatile agricultural land.
Sustainability Appraisal

SA Report ................. Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

SA Summary ............... It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site has the potential to impact on the biodiversity of the site. The development of this site is unlikely to impact on the water quality and resources of the Borough. The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield site. This site is located within Flood Zone 1 with little or no risk to development. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site, may contribute to social exclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site would have a negligible impact on the physical health, mental health or well-being of the community.

Improvements to access to the Borough's town, district or local centres would be beneficial. This site is unlikely to contribute to the provision of a range of good quality and affordable homes.

In order to encourage the use of sustainable transport in the Borough, the connectivity of this site would need to be improved, if the site were to be developed. The development of this site is unlikely to support improvements in air quality. This site is not located within an AQMA. However, the connectivity of the site is unlikely to lead to a reduction in journeys by car.

Deliverability

Suitability ................. Site is not considered suitable for development.
Availability ............... Unknown
Viability ................. To be determined

Summary and Recommendations

SUMMARY ................. This site is considered to be subject to significant physical constraints, have satisfactory connectivity and poor accessibility. The site is identified as within the Green Belt. It is considered that this site should be retained within the Green Belt.

Recommendations ........ This site is not considered appropriate for development at this time. It is considered that the existing Green Belt designation is appropriate.
### Site Description

<table>
<thead>
<tr>
<th>Brownfield/Greenfield</th>
<th>Greenfield</th>
<th>Previous Use</th>
<th>Agricultural</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Use</td>
<td>Local Wildlife Site</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buildings on Site</td>
<td>None</td>
<td></td>
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<tr>
<td>Proportion of Site Covered by Buildings</td>
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</tr>
<tr>
<td>Source of Site</td>
<td>Historic records and databases</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Proposal

- **Proposal**: No known proposals for this site.
- **Benefits**: N/A
- **Contribution to Local Plan**: N/A

### Designations

- **Environmental**: None applicable
- **Heritage**: None applicable
- **Key Area of Change**: None applicable
- **Existing Policy Designations**: Green Belt
- **Policy Allocations**: None applicable

**Conclusion**: Green Belt designation is still considered appropriate at this time.
Physical Constraints

Flood Risk . . . . . . . . . . . . . . . . . . . . . . This site is located within Flood Zone 1 - little or no risk.

Ground Conditions . . . . . . . . . . . . . . . . . . Greenfield local wildlife site.

Heritage . . . . . . . . . . . . . . . . . . . . . . . . No particular heritage issues or constraints have been identified.

Habitats . . . . . . . . . . . . . . . . . . . . . . . . Local wildlife site adjacent to the Upper Mersey Estuary SPA and Ramsar site

Landscape . . . . . . . . . . . . . . . . . . . . . . . The site is identified within the Hale Shore and Farmland Landscape character area.

Townscape . . . . . . . . . . . . . . . . . . . . . . . Site is adjacent to the airport, mersey estuary and Hale Village.

Pollution . . . . . . . . . . . . . . . . . . . . . . . . Potential for noise pollution from the adjacent airport.

Infrastructure . . . . . . . . . . . . . . . . . . . . Site is within the coastal change management area.

Other Information . . . . . . . . . . . . . . . . . . . The site is adjacent to the Upper Mersey Estuary

Mitigation . . . . . . . . . . . . . . . . . . . . . . Consideration should be given to the ability to improve the LCAs. The proximity of the SPA and supporting habitats would require consultation with Natural England.

Conclusion . . . . . . . . . . . . . . . . . . . . . This site is subject to physical constraints considered to be minor. It is considered that this site may be suitable for development, if each of the physical constraints identified is addressed.

Connectivity

Walking . . . . . . . . . . . . . . . . . . . . . . . . . There is a footpath on Hale Road

Cycling . . . . . . . . . . . . . . . . . . . . . . . On road cycle links via Hale Road

Train . . . . . . . . . . . . . . . . . . . . . . . . Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.

Bus . . . . . . . . . . . . . . . . . . . . . . . . . There is a bus stop on Hale Road.

Road . . . . . . . . . . . . . . . . . . . . . . . . Site is adjacent to Hale Road.

Waterways . . . . . . . . . . . . . . . . . . . . . In close proximity to the River Mersey.

Site Access . . . . . . . . . . . . . . . . . . . . . Access into the site would need to be created and agreed with the Council’s Highways Team.

ICT . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . General Broadband and Fibre Optic

Conclusion . . . . . . . . . . . . . . . . . . . . . This site is considered to have satisfactory connectivity. However it is likely, dependent on the use proposed, that any development of this site would require improvements to the connectivity.

Infrastructure

Water and Sewerage . . . . To be determined in consultation with UU.

Education . . . . . . . . . . . . . . . . . . . . . . . . Primary and Secondary School capacity to be determined in consultation with Education Team.

Health . . . . . . . . . . . . . . . . . . . . . . . . . . . . . To be determined in consultation with the Clinical Commissioning Group (CCG).

Community . . . . . . . . . . . . . . . . . . . . . . . No community infrastructure has been identified at this time, this may be an area in need of improvement.

Open Space . . . . . . . . . . . . . . . . . . . . . . . No public open space has been identified in the immediate area at this time, this may be an area in need of improvement.

Other . . . . . . . . . . . . . . . . . . . . . . . . No other infrastructure has been identified at this time.

Conclusion . . . . . . . . . . . . . . . . . . . . . . . . . . Infrastructure capacity, supply and demand to be determined following consultation with providers.
Accessibility

Convenience Store . . . . . .
Distance to (m) Quality of Route . .

Town Centre . . . . . . . . . .
Distance to (m) Quality of Route . .

Primary School . . . . . . . . . .
Distance to (m) Quality of Route . .

Secondary School . . . . . . . . . .
Distance to (m) Quality of Route . .

Employment Site . . . . . . . . . .
Distance to (m) Quality of Route . .

Quality of Site . . . . . . . . . .

GP Surgery . . . . . . . . . .
Distance to (m) Quality of Route . .

Open Space . . . . . . . . . . . .
Distance to (m) Quality of Route . .

Other facilities and Amenities
No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.

Conclusion . . . . . . . . . . . . .
Accessibility to key services from the site is considered poor and would need to be significantly improved if the site were to be developed.

Green Belt Report

Summary Conclusion . . . . . .Moderate contribution to GB purposes

GB Conclusion . . . . . . . . . . . .
This parcel makes a significant contribution to the purposes of including land within the Green Belt. It is adjacent to the urban area, but with less than 50% of the boundary adjacent to development and is considered to be partially contained. This site lies between the eastern edge of Liverpool (Speke / Liverpool John Lennon Airport) and the western edge of Hale. Development of this parcel would remove the gap between these two settlements in this location and lead to their merger at this point, it will also impact on the overall gap between Liverpool and Widnes. Gap Distance to Widnes = 2956.4m.

Gap Distance to Surrounding Settlements = 13.78m. Gap Distance to Hale OR Cronton=860.94m. It is considered that this parcel would reduce the gap between neighbouring towns, but it is not considered that it would lead to the merging of neighbouring towns. It is in a countryside use that is considered appropriate in the Green Belt. It has some visual encroachment with views at certain points of the site overlooked by development. However, this parcel is subject to a prohibitive constraint, the coastal area is within the Mersey Estuary Ramsar. There are also restrictive constraints identified for this site, consideration would need to be given to the Landscape Value; the proximity to the Mersey Estuary Ramsar; and to the protection of best and most versatile agricultural land.
Sustainability Appraisal

SA Report ................ Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

SA Summary ............. It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site has the potential to impact on the biodiversity of the site. The development of this site is unlikely to impact on the water quality and resources of the Borough. The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield site. This site is located within Flood Zone 1 with little or no risk to development. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site, may contribute to social exclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site would have a negligible impact on the physical health, mental health or well-being of the community.

Improvements to access to the Borough's town, district or local centres would be beneficial. This site is unlikely to contribute to the provision of a range of good quality and affordable homes.

In order to encourage the use of sustainable transport in the Borough, the connectivity of this site would need to be improved, if the site were to be developed. The development of this site is unlikely to support improvements in air quality. This site is not located within an AQMA. However, the connectivity of the site is unlikely to lead to a reduction in journeys by car.

Deliverability

Suitability ............... Site is not considered suitable for development.
Availability ............. Unknown
Viability ............... To be determined

Summary and Recommendations

SUMMARY ............... This site is considered to be subject to significant physical constraints, have satisfactory connectivity and poor accessibility. The site is identified as within the Green Belt. It is considered that this site should be retained within the Green Belt.

Recommendations ........ This site is not considered appropriate for development at this time. It is considered that the existing Green Belt designation is appropriate.
**Home Farm (Green Belt)**

**Address:** Hale Road, Hale  
**Site Size (ha):** 1.52  
**Grid Ref:** 346490 / 382394  
**Ward:** Hale

### Site Description

<table>
<thead>
<tr>
<th>Field</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Brownfield/Greenfield</strong></td>
<td>Greenfield</td>
</tr>
<tr>
<td><strong>Previous Use</strong></td>
<td>Unknown</td>
</tr>
<tr>
<td><strong>Current Use</strong></td>
<td>Agricultural land and buildings</td>
</tr>
<tr>
<td><strong>Buildings on Site</strong></td>
<td>None</td>
</tr>
<tr>
<td><strong>Proportion of Site Covered by Buildings</strong></td>
<td>50</td>
</tr>
<tr>
<td><strong>Surrounding Uses</strong></td>
<td>Agricultural</td>
</tr>
<tr>
<td><strong>Planning History</strong></td>
<td>No relevant planning history</td>
</tr>
<tr>
<td><strong>Reduce Deprivation</strong></td>
<td>This site is not located in an area (LSOA) identified as within the 20% most deprived nationally.</td>
</tr>
<tr>
<td><strong>Ownership</strong></td>
<td>Unknown (Not Council)</td>
</tr>
<tr>
<td><strong>Source of Site</strong></td>
<td>Historic records and databases</td>
</tr>
</tbody>
</table>

### Proposal

**Proposal:** Residential Allocation  
**Benefits:** Residential development.  
**Contribution to Local Plan:** Potential to contribute to the housing requirement in the Local Plan.

### Designations

<table>
<thead>
<tr>
<th>Field</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Environmental</strong></td>
<td>None applicable</td>
</tr>
<tr>
<td><strong>Heritage</strong></td>
<td>Listed Building within Site Boundary, Site Boundary within Conservation Area</td>
</tr>
<tr>
<td><strong>Key Area of Change</strong></td>
<td>None applicable</td>
</tr>
<tr>
<td><strong>Existing Policy Designations</strong></td>
<td>Green Belt, Green Space</td>
</tr>
<tr>
<td><strong>Policy Allocations</strong></td>
<td>None applicable</td>
</tr>
</tbody>
</table>

**Conclusion:** Site has been identified as within the Green Belt, exceptional circumstances will need to be demonstrated if this is to be changed.
Physical Constraints

Flood Risk . . . . . . . . . . . . . . . . . . . . . . . . . This site is located within Flood Zone 1 - little or no risk.

Ground Conditions . . . . . . . . . . . . . . . . . . . 3% of the site is Potentially Contaminated Land, 100% of the site is Agricultural Land

Heritage . . . . . . . . . . . . . . . . . . . . . . . . . . Listed Building within Site Boundary, Site Boundary within Conservation Area

Habitats . . . . . . . . . . . . . . . . . . . . . . . . . . No habitats have been identified within this site.

Landscape . . . . . . . . . . . . . . . . . . . . . . . . . . Landscape Character Area, UDP Important Landscape Features

Townscape . . . . . . . . . . . . . . . . . . . . . . . . . . Site is adjacent to the village of Hale and is partially developed for farm uses.

Pollution . . . . . . . . . . . . . . . . . . . . . . . . . . No pollution constraints have been identified.

Infrastructure . . . . . . . . . . . . . . . . . . . . . . . . No known infrastructure constraints.

Other Information . . . . . . . . . . . . . . . . . . . . . No other physical constraints identified at this time.

Mitigation . . . . . . . . . . . . . . . . . . . . . . . . . . Consideration should be given to the ability to improve the LCAs. The heritage value of the site should be conserved and where possible enhanced. Consideration should be given to the setting of the Listed Building. Consultation with the Contaminated Land Officer would be required to ensure that any contamination is identified and mediated as appropriate. Consideration should be given to the need to protect best and most versatile agricultural land.

Conclusion . . . . . . . . . . . . . . . . . . . . . . . . . . This site is subject to physical constraints considered to be minor. Therefore it is considered that this site may be suitable for development, if each of the physical constraints identified is addressed.

Connectivity

Walking . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . Footpath on Hale Road

Cycling . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . Restricted access from Church Road

Train . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . Halewood Rail Station (3485m away). Site is not considered to be within walking distance of either Widnes, Hough Green, Rainhill or Halewood Train Stations.

Bus . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . Aran Close (44m away)

Road . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . Site is partially adjacent to Hale Road and has access to serve existing development.

Waterways . . . . . . . . . . . . . . . . . . . . . . . . . . There are no waterways in close proximity.

Site Access . . . . . . . . . . . . . . . . . . . . . . . . . . Access into the site would need to be created and agreed with the Council’s Highways Team.

ICT . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . General Broadband and Fibre Optic

Conclusion . . . . . . . . . . . . . . . . . . . . . . . . . . This site is considered to have satisfactory connectivity. However it is likely, dependent on the use proposed, that any development of this site would require improvements to the connectivity.

Infrastructure

Water and Sewerage . . . . . . . . . . . . . . . . . . . . . . . To be determined in consultation with UU.

Education . . . . . . . . . . . . . . . . . . . . . . . . . . . . . Primary and Secondary School capacity to be determined in consultation with Education Team.

Health . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . To be determined in consultation with the Clinical Commissioning Group (CCG).

Community . . . . . . . . . . . . . . . . . . . . . . . . . . Hale Village Hall is located on High Street and provides community infrastructure for the village.

Open Space . . . . . . . . . . . . . . . . . . . . . . . . . . Hale Park

Other . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . No other infrastructure has been identified at this time.

Conclusion . . . . . . . . . . . . . . . . . . . . . . . . . . Infrastructure capacity, supply and demand to be determined following consultation with providers.
Accessibility

**Convenience Store** . . . . . . Ivy Farm Court is the closest Local Centre.

**Distance to (m)** 206  **Quality of Route** . . . Ivy Farm Court local centre can be accessed through the village of Hale.

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**Town Centre** . . . . . . The closest town or district centre is at Runcorn Old Town.

**Distance to (m)** 4300  **Quality of Route** . . . The closest town or district centre is in excess of 2km from the site and is therefore not considered accessible.

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**Primary School** . . . . . . The closest primary school is Hale Church of England Voluntary Controlled Primary School.

**Distance to (m)** 310  **Quality of Route** . . . Hale Church of England Voluntary Controlled Primary School can be accessed through the village of Hale.

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**Secondary School** . . . . . . The closest secondary school is Parklands High School.

**Distance to (m)** 2170  **Quality of Route** . . . The closest Secondary School is in excess of 2km and is therefore not considered accessible from this site.

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**Employment Site** . . . . . . Halebank Industrial Estate is the closest employment area.

**Distance to (m)** 2680  **Quality of Route** . . . Halebank Industrial Estate is located more than 2km from the site and is not considered easily accessible.

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**Quality of Site** . . . . . . Halebank Industrial Estate is a large industrial area, primarily comprising self-contained sites, and a large single occupied site. It is considered a key employment site, primarily geared towards local businesses.

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**GP Surgery** . . . . . . Hale Village Surgery

**Distance to (m)** 236  **Quality of Route** . . . Hale Village Surgery can be accessed through the village of Hale.

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**Open Space** . . . . . . Hale Park

**Distance to (m)** 112  **Quality of Route** . . . Hale Park can be accessed through the village of Hale.

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**Other facilities and Amenities**  No other facilities, services or amenities have been identified which may contribute to the accessibility of this site.

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**Conclusion** . . . . . . The site is considered to have good accessibility to services and facilities, however some improvement may be required dependent on the development proposed.

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Green Belt Report

**Summary Conclusion** . . . . Limited contribution to GB purposes

**GB Conclusion** . . . . . . This parcel makes a limited contribution to the purposes of including land within the Green Belt. It is adjacent to the urban area, but with less than 50% of the boundary adjacent to development and is considered to be partially contained. This parcel lies to the south of Hale, development of this site would have a limited impact on the gap between Widnes and Liverpool given its proximity to Hale and surrounding development. Gap Distance to Widnes = 1746.68m. Gap Distance to Surrounding Settlements = 1229.75m. Gap Distance to Hale OR Cronton=1.77m. It is considered to have a limited impact on the resultant gap between settlements. It is in a countryside use that is considered appropriate in the Green Belt. It has some visual encroachment with views at certain points of the site overlooked by development. There are a number of restrictive constraints identified for this site. Consideration would need to be given to the heritage value of the setting of a nearby Grade II Listed Building; the Landscape Value; the proximity to the Mersey Gateway Ramsar; and to the protection of best and most versatile agricultural land.
Sustainability Appraisal

**SA Report**
Further assessment and appraisal of the Sustainability of the site will be undertaken as the Site Assessments and Local Plan progress.

**SA Summary**
It is considered that overall the development of this site is likely to have a negligible impact on the sustainability of the Borough.

The development of this site is unlikely to impact on the biodiversity in Halton. The development of this site is unlikely to impact on the water quality and resources of the Borough. The development of this site has the potential to impact on the availability of soil and land resources in the Borough and will lead to the loss of a greenfield agricultural site. This site is located within Flood Zone 1 with little or no risk to development. There are heritage assets within this site, and the potential for a development in this area to impact on the asset or its setting will need to be taken into consideration. This site is identified as a Landscape Character Area and as such its development has the potential to impact on the landscape of the Borough.

The development of this site is expected to have a limited impact on social inclusion. Social inclusion could be improved through enhanced opportunities to access education, health care and services, and through the appropriate design of development to reduce crime, increase safety, improve image and enhance well-being. It is considered that the development of this site could contribute to the physical and mental health and well-being of the community.

It is considered that this site would have a negligible or limited impact on the local economy or employment. The development of this site could contribute to the range of good quality housing in Halton.

In order to encourage the use of sustainable transport in the Borough, the connectivity of this site would need to be improved, if the site were to be developed. The development of this site is likely to have a negligible impact on air quality. This site is not located within an AQMA. It can be accessed by some forms of sustainable transport and may lead to some private car journeys being replaced.

**Deliverability**

**Suitability**
This site is considered to make a moderate limited contribution to the purposes of the Green Belt, it is considered that part of the site may be suitable for residential development if required and if the appropriate exceptional circumstances can be shown.

**Availability**
Site is considered available, as it has been submitted through the call for sites process.

**Viability**
To be determined

**Summary and Recommendations**

**SUMMARY**
This site is considered to be subject to minor physical constraints, have satisfactory connectivity and good accessibility. The site is identified as within the Green Belt and is considered to make a limited contribution to Green Belt purposes.

**Recommendations**
It is considered that this site may be appropriate for residential allocation as an extension to the village of Hale.

The Green Belt Study identifies this site as making a limited contribution to the Green Belt purposes.

Consideration would also need to be given to the constraints identified.