

Warrington Borough Council

Green Belt Assessment

Addendum following Regulation 18
Consultation

Issue | 28 June 2017

This report takes into account the particular instructions and requirements of our client.




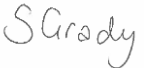


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Amended Parcel Assessments

1 Introduction

1. In January 2016, Ove Arup and Partners (Arup) was appointed by Warrington Borough Council (WBC) to undertake a Green Belt Assessment for the local authority area of Warrington designated by Green Belt. The Green Belt Assessment was published as part of the Warrington Local Plan Review statutory Regulation 18 Public Consultation in October 2016.
2. This report represents an addendum to the Green Belt Assessment (October 2016) in order to take into account a number of issues raised in the Regulation 18 consultation specifically relating to some minor amendments required to certain parcel assessments and also the implications resulting from the updated position of High Speed Rail 2 (HS2).
3. The HS2 route was not used as a General Area or parcel boundary in the Green Belt Assessment as paragraph 76 of the assessment explains that ‘only existing boundaries were used. Boundaries relating to proposed development or infrastructure were not used.’ The exception to this approach would be where the development in question is a committed scheme either in receipt of funding or with an identified safeguarded route. At the time of writing the Green Belt Assessment (January – October 2016), the HS2 route Phase 2b (West Midlands to Leeds and Manchester) which passes through Warrington had not been safeguarded by the Department for Transport and therefore the route was not used to define parcel or General Area boundaries.
4. The Department for Transport issued a safeguarding direction for the preferred Phase 2b route in November 2016. This means that the preferred route is protected from conflicting development). It is therefore now appropriate to use the proposed HS2 route in defining Green Belt boundaries. The Warburton to Bamfurlong leg of the Phase 2b route which passes Hollins Green, east Warrington and Culcheth is shown in Figure 1 below. The Pickmere to Warburton and Rostherne leg of the route which passes Lymm is also relevant and is shown in Figure 2 below. Both Figure 1 and Figure 2 indicate the form the route would take, for example, such as a cutting, viaduct or embankment.

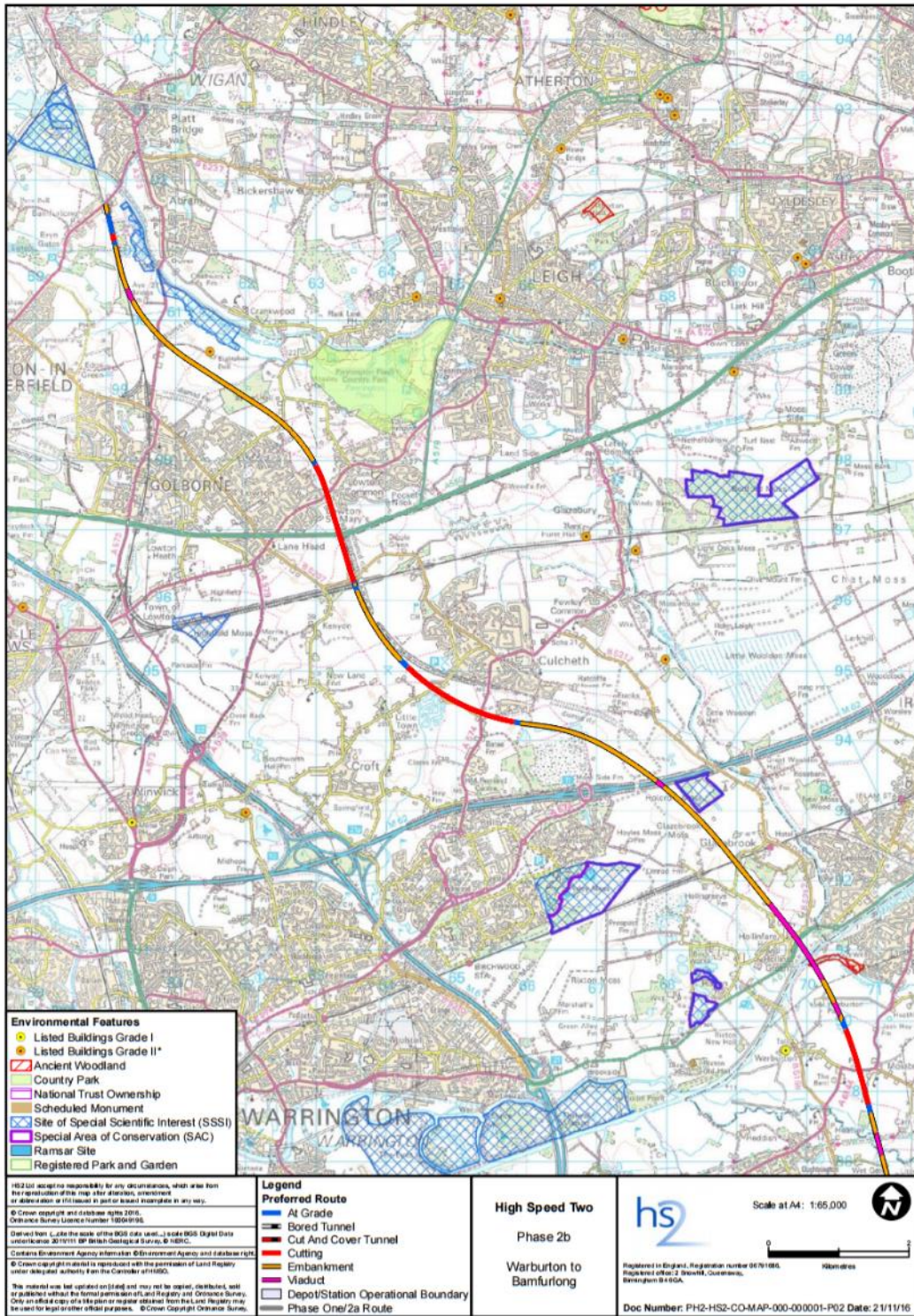


Figure 1. Map showing safeguarded Warburton to Bamfurlong route. Source: HS2 Phase 2b: Factsheet – Western Leg Line of Route (published January 2017) Website: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/581787/WL3_Warburton_to_Bamfurlong.pdf

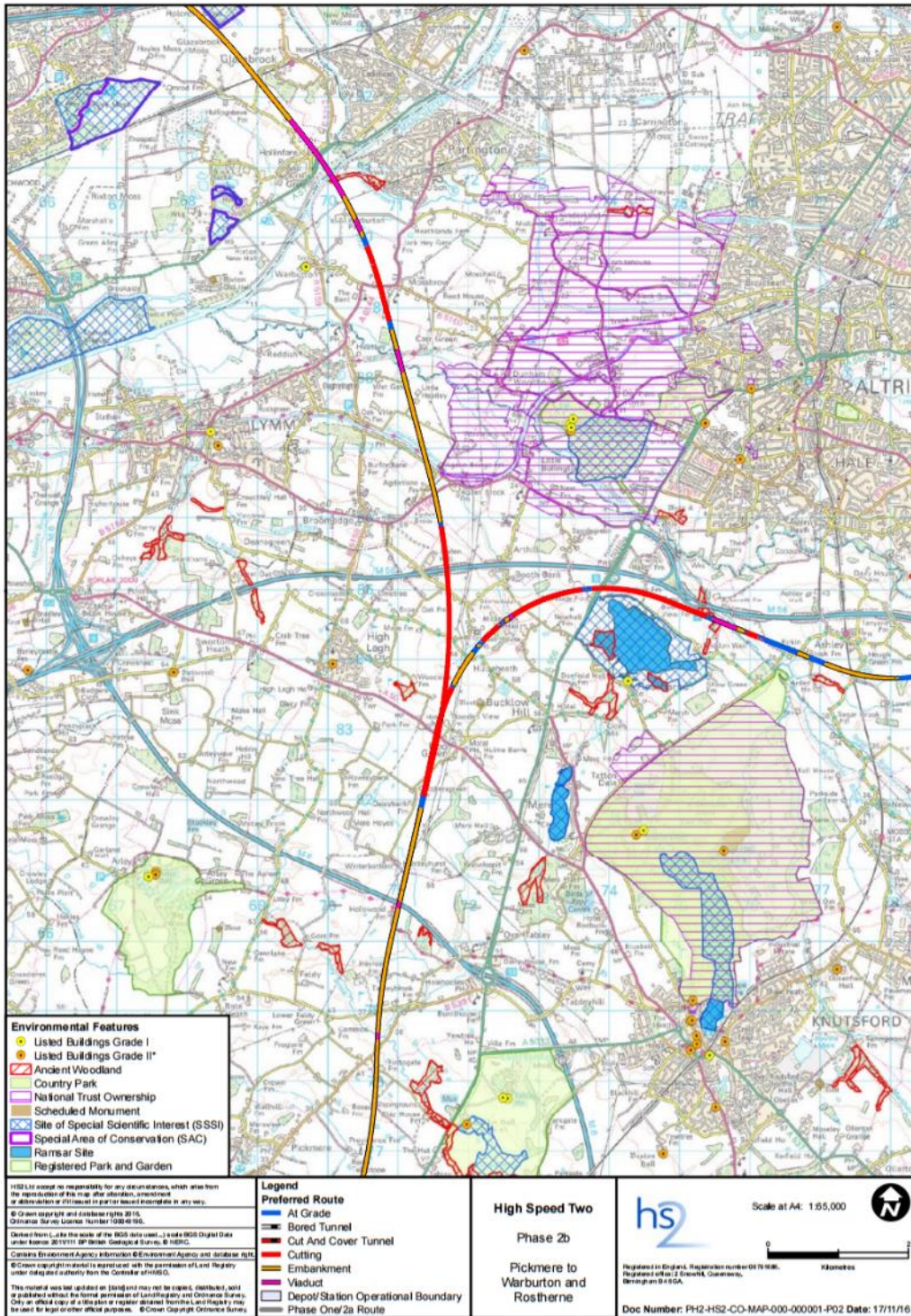


Figure 2. Map showing safeguarded Pickmere to Warburton and Rostherne route. Source: HS2 Phase 2b: Factsheet – Western Leg Line of Route (published January 2017). Website: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/581786/WL2_Pickmere_to_Warburton_and_Rostherne.pdf

5. The safeguarding direction to the route means that this land is protected from other development albeit the route is not finalised and will be refined in response to the consultation and parliamentary process. The parliamentary process in the form of a hybrid bill enables the Government to receive permission to build the new railway. This is a long process and the Phase 2b route hybrid bill is timetabled to receive Royal Assent in 2022 with train services expected to commence on the route in 2033.
6. In light of this safeguarding direction and given that the parliamentary bill for HS2 Phase 1 (London to West Midlands) received Royal Assent in February 2017 thus increasing the certainty of the entire scheme, it is considered important that the implications resulting from the HS2 route are reflected in the Green Belt Assessment. As set out in the boundary definition methodology of the Green Belt Assessment, railway lines represent durable boundaries thus these should be taken into account in the definition of General Areas and parcels.
7. This report provides a reassessment of the General Areas and parcels which are adjacent to or in close proximity to the safeguarded route. Figures 3 and 4 below show the safeguarded route in relation to the General Areas and parcels – safeguarded route is shown in pink.
8. As shown in Figure 3 the safeguarded route will have implications for the following General Areas: GA1, GA2, GA3, GA4, GA22, and GA23.

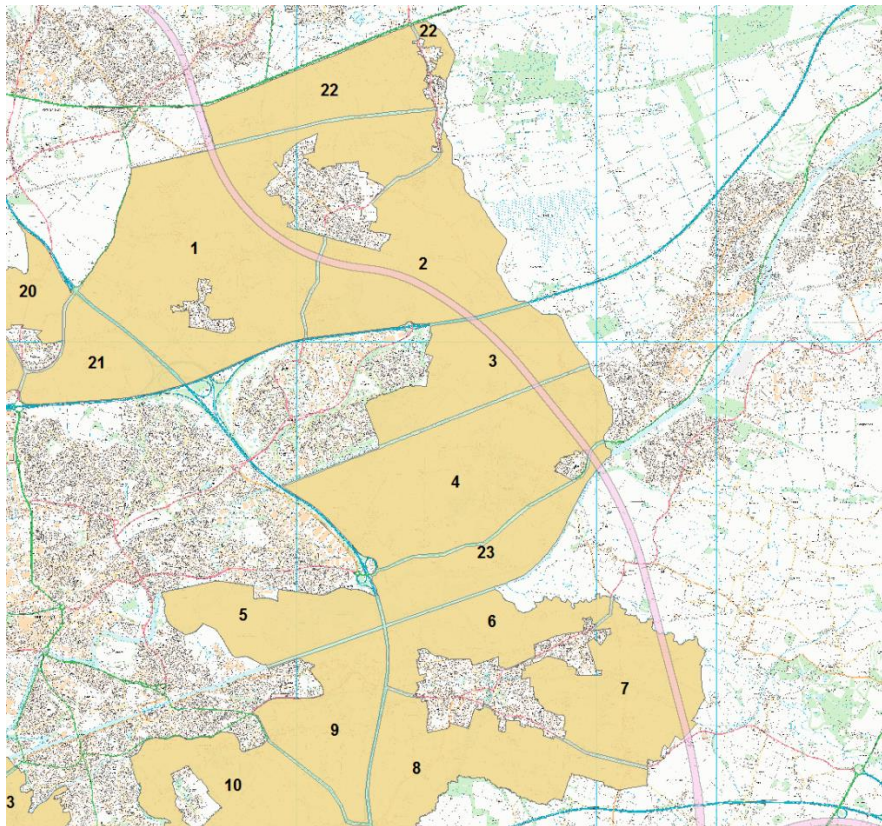


Figure 3. Map showing HS2 Phase 2b safeguarded route and Green Belt General Areas. Source: HS2 GIS dataset.

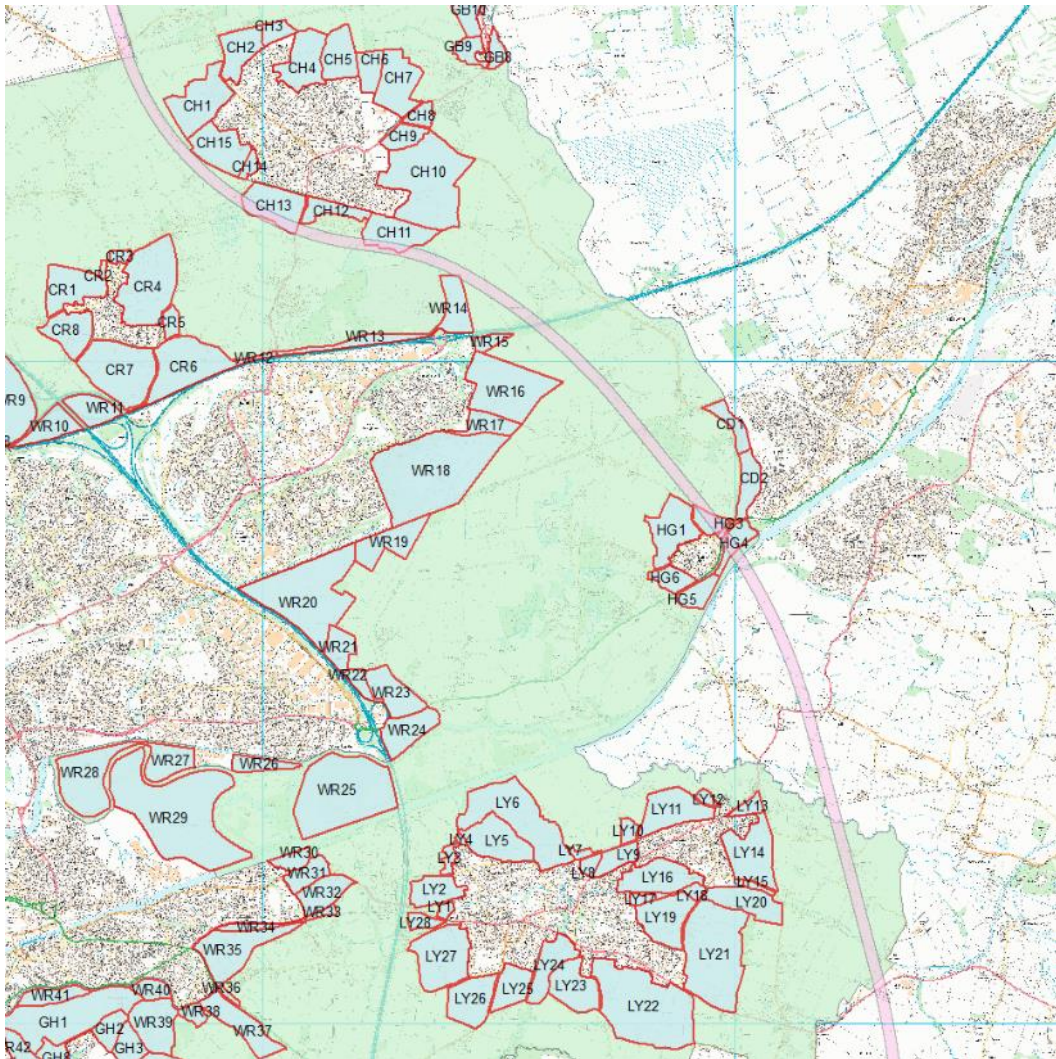


Figure 4. Map showing HS2 Phase 2b safeguarded route and Green Belt Parcels. Source: HS2 GIS dataset.

9. As shown in Figure 4, the safeguarded route may have implications for the following parcels which have all been reviewed as part of this addendum: CH1, CH11, CH12, CH13, CH14, CH15, WR14, HG2, HG3, and HG4. Of these, the following parcels will be directly affected and the HS2 route is likely to now form a boundary to these parcels: CH13 and CH11. HG2, HG3, and HG4 are unlikely to be directly affected given that the route goes on a viaduct at this point and would therefore not create a boundary directly on the ground.

2 Implications of HS2 for the Green Belt Assessment

2.1 Implications for the General Area Assessment

10. The detailed General Area Assessment table is provided at Appendix A. The table below provides a summary of the original assessment and any change to the assessment as a result of HS2. This corresponds to Figure 5 below which demonstrates how the safeguarded route for HS2 Phase 2b subdivides a number of the General Areas in two separate General Areas. The numbering of these General Areas has been retained however for the purposes of this addendum they have been referenced 'A' and 'B' in order to distinguish them (for example, General Area 1 becomes 1A and 1B). In the case of General Area 22, this is not subdivided by the safeguarded HS2 route and instead the route forms the western boundary to the General Area.

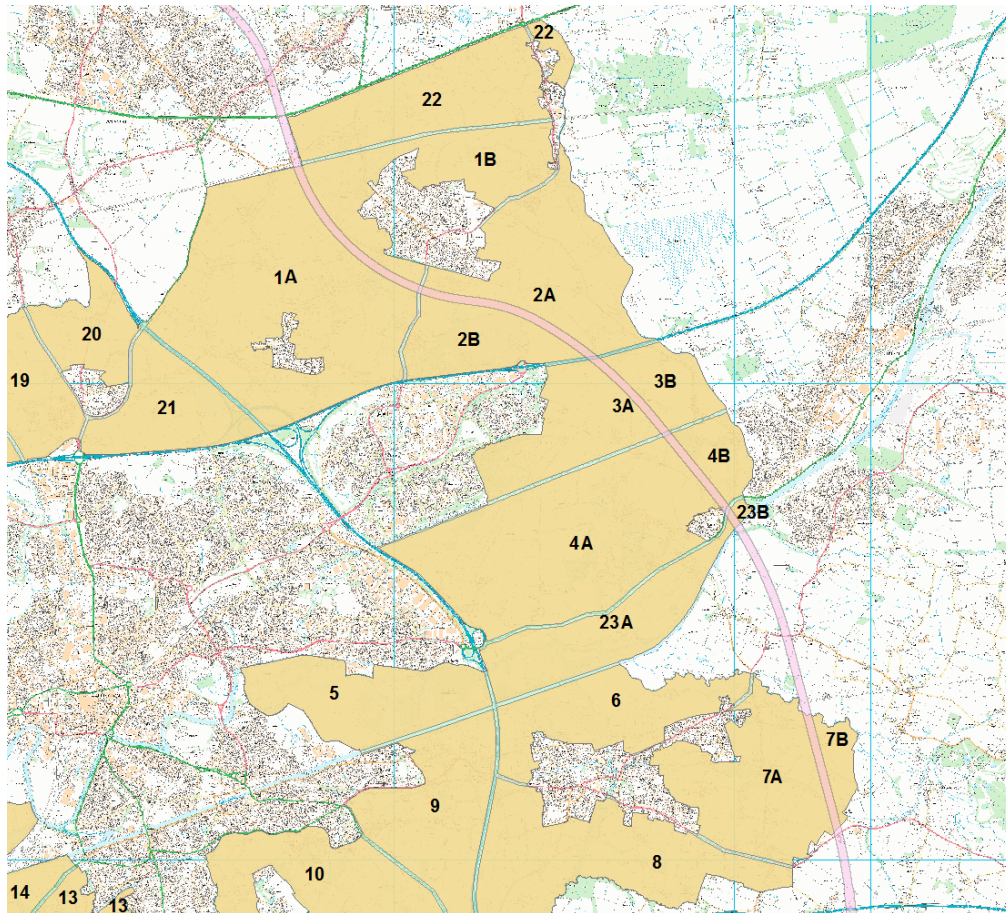


Figure 5. Map showing General Area references with HS2 route shown in pink

General Area Ref	Original Overall Assessment (October 2016)	New Overall Assessment as a result of HS2	Comments
1	Moderate contribution	1A Moderate contribution	The new assessment of General Area 1A remains as moderate as per General Area 1 however General Area 1B has been assessed as weak which represents a change.
		1B Weak contribution	
2	Moderate contribution	2A Moderate contribution	The new assessments of General Areas 2A and 2B remain as moderate as per General Area 2.
		2B Moderate contribution	
3	Strong contribution	3A Not reassessed	While the safeguarded route for HS2 Phase 2b passes through the General Area, it has been judged that General Areas 3A and 3B would be similar in character and could be merged. Therefore it is not necessary to reassess the General Area as the route would not significantly affect the assessment.
		3B Not reassessed	
4	Moderate contribution	4A Not reassessed	The safeguarded route for HS2 Phase 2b passes through the General Area however a large section of it will be on a viaduct as it passes Hollins Green. This would therefore not create a boundary which is directly on the ground and the details of the height of the viaduct are unknown at this stage. The section of the railway line that is not on a viaduct within the General Area would not create a full boundary between 4A and 4B and therefore the General Area has not been reassessed.
		4B Not reassessed	
7	Moderate contribution	7A Not reassessed	While the safeguarded route for HS2 Phase 2b passes through the General Area, it has been judged that General Areas 7A and 7B would be similar in character and could be merged. Therefore it is not necessary to reassess the General Area as the route would not significantly affect the assessment.
		7B Not reassessed	

General Area Ref	Original Overall Assessment (October 2016)	New Overall Assessment as a result of HS2	Comments
22	Moderate contribution	Moderate contribution	The General Area is not subdivided by the safeguarded route for HS2 Phase 2b however the route forms the western boundary to the General Area. The safeguarded route represents a durable boundary however the existing western boundary to the General Area was already durable thus the outcome of the assessment remains unchanged.
23	Strong contribution	23A Not reassessed	The safeguarded route for HS2 Phase 2b passes through the GA however it is on a viaduct as it passes Hollins Green. This would therefore not create a boundary which is directly on the ground and the details of the height of the viaduct are unknown at this stage. The GA has therefore not been reassessed.
		23B Not reassessed	

2.2 Implications for the Parcel Assessment

11. The detailed parcel assessments table is provided at Appendix B. The table below provides a summary of the original assessment and any change to the assessment as a result of the safeguarded route for HS2 Phase 2b. Figure 6 below shows the new parcel boundaries created as a result of the safeguarded HS2 route. Due to the form of the proposed route, some parcels boundaries remained unchanged despite the safeguarded route passing through them. These are shown in Figure 7 below and are explained in more detailed in the table below. The parcel references correspond to the original parcel references set out in the Green Belt Assessment as these remain unchanged.

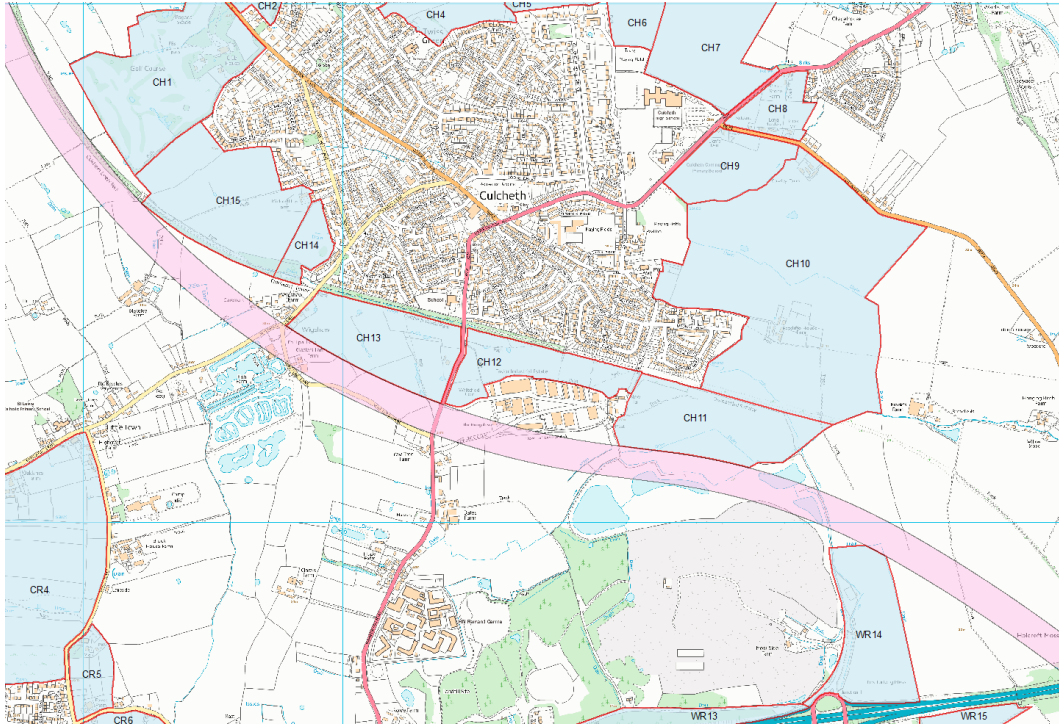


Figure 6. Map showing new parcel boundaries created by the safeguarded HS2 route (HS2 route shown in pink)

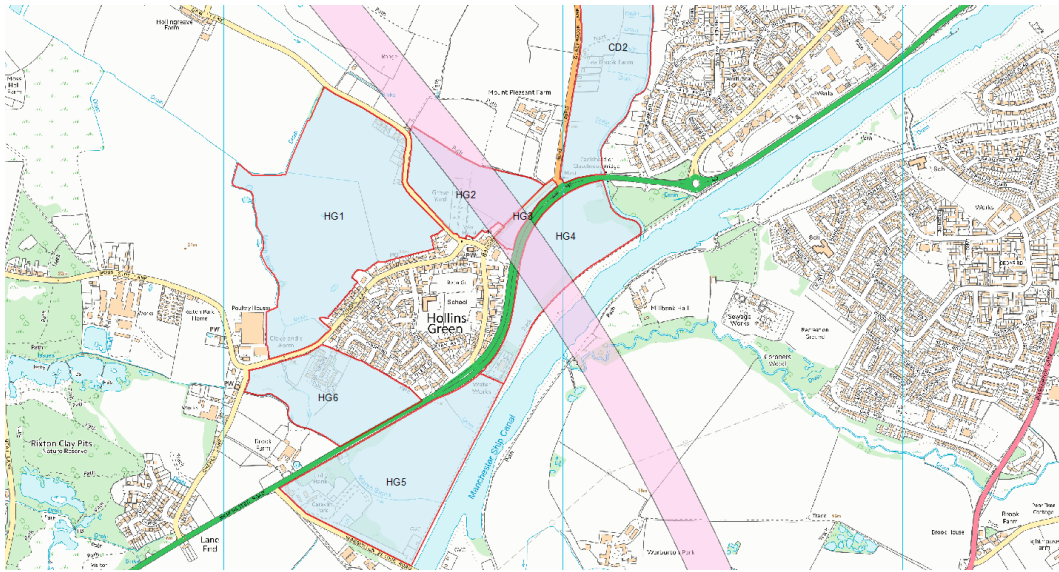


Figure 7. Map showing parcels which were unaffected by the safeguarded HS2 route due to the form of the route in these section (HS2 route shown in pink). See Figures 1 and 2 for details on the form of the route.

Parcel Ref	Original Overall Assessment (October 2016)	New Overall Assessment as a result of HS2	Comments
HG2	Strong contribution	Not reassessed	The safeguarded route for HS2 Phase 2b passes through the parcel however the railway line is proposed to be on a

Parcel Ref	Original Overall Assessment (October 2016)	New Overall Assessment as a result of HS2	Comments
			viaduct and would therefore not create a boundary which is directly on the ground. The parcel has therefore not been reassessed.
HG3	Weak contribution	Not reassessed	The safeguarded route for HS2 Phase 2b passes through the parcel however the railway line is proposed to be on a viaduct and would therefore not create a boundary which is directly on the ground. The parcel has therefore not been reassessed.
HG4	Moderate contribution	Not reassessed	The safeguarded route for HS2 Phase 2b passes through the parcel however the railway line is proposed to be on a viaduct and would therefore not create a boundary which is directly on the ground. The parcel has therefore not been reassessed.
WR14	Weak contribution	Weak contribution	The parcel has been reassessed in light of the safeguarded route for HS2 Phase 2b. See Appendix B for full assessment table.
CH1	Strong contribution	Moderate contribution	The parcel has been reassessed in light of the safeguarded route for HS2 Phase 2b. See Appendix B for full assessment table.
CH11	Strong contribution	Strong contribution	The parcel has been reassessed in light of the safeguarded route for HS2 Phase 2b. See Appendix B for full assessment table.
CH12	Strong contribution	Moderate contribution	The parcel has been reassessed in light of the safeguarded route for HS2 Phase 2b. See Appendix B for full assessment table.
CH13	Strong contribution	Moderate contribution	The parcel has been reassessed in light of the safeguarded route for HS2 Phase 2b. See Appendix B for full assessment table.

Parcel Ref	Original Overall Assessment (October 2016)	New Overall Assessment as a result of HS2	Comments
CH14	Weak contribution	Not reassessed	The safeguarded route for HS2 Phase 2b does not impact upon the assessment as the parcel is approximately 135m away from the route and it already has durable boundaries with the countryside.
CH15	Strong contribution	Moderate contribution	The parcel has been reassessed in light of the safeguarded route for HS2 Phase 2b. See Appendix B for full assessment table.

2.3 Summary

12. The General Area and parcel maps have all been reviewed to ascertain the effect of the safeguarded HS2 Phase 2b route on the assessments in relation to the creation of durable boundaries to General Areas or parcels. The form of the proposed route (e.g. cutting, viaduct, and embankment) has been taken into account in the reassessment of the General Areas and parcels (see Figures 1 and 2 for details on the form of the route). As such, whilst a number of General Areas and parcels have been reviewed, reassessment was not deemed necessary due to the railway line being proposed to pass on a viaduct in that location. This would mean that the route would not create a boundary which is directly on the ground. In particular, given that the height of the viaducts are unknown at this stage it has been assumed that they would not form an identifiable boundary to the General Area or parcel. The reassessment of the General Areas and parcels was undertaken via a desktop exercise only.
13. Only General Areas 1, 2 and 22 have been impacted by the safeguarded HS2 Phase 2b route. The only overall assessment to have changed as a result of the new assessment is General Area 1B which represents a new General Area.
14. Only parcels WR14, CH1, CH11, CH12, CH13, and CH15 have been impacted by the safeguarded HS2 Phase 2b route. The only overall assessments to have changed as a result of the reassessment are parcels CH1, CH12, CH13 and CH15.

3 General Amendments to Parcel Assessments

15. The following section sets out a number of minor amendments to parcel assessments which were identified as a result of the Regulation 18 consultation. In total, six parcel assessments have been amended. Five purpose assessments have changed and one parcel boundary has changed. This only results in five overall assessments changing. The full amended assessments for these parcels is provided in Appendix C.

Parcel Ref	Change Proposed by Arup in light of Regulation 18 Consultation comments	Does the Overall Assessment Change?	Arup Justification for Change
BW2	Change the overall assessment from strong contribution to moderate contribution	Yes – change to moderate contribution	The western boundary has been deemed to be the reason for applying professional judgement and raising the level of contribution to strong. Having further reviewed the parcel and the western boundary which is formed by a metalled road and lined by trees, this boundary could be considered to be fairly durable and thus the overall assessment should be moderate as the boundary could contain development and protect the openness of the Green Belt. Purpose 3 would still be assessed as a strong contribution given the level of openness of the parcel.
LY16	Change purpose 3 from strong contribution to moderate contribution.	Yes – change to weak contribution	The parcel has been assessed as strong for purpose 3. Having reviewed the assessment and the parcel, purpose 3 should be changed to moderate as the parcel is more connected to the settlement than the countryside and the assessment recognises that the parcel only has a strong to moderate degree of openness with moderate levels of vegetation.
LY21	Purpose 3: Amend typing error which refers to western boundary linking with the countryside. Amend reference to active farms	Yes – change to moderate contribution	The assessment for purpose 3 states that the western boundary links to the countryside when in fact it should say the eastern boundary. This is a typing error which should be amended. Reference to non-protected woodland in purpose 3 should be amended as the Helsdale

Parcel Ref	Change Proposed by Arup in light of Regulation 18 Consultation comments	Does the Overall Assessment Change?	Arup Justification for Change
	and non-protected woodland.		<p>Wood and Newhey's Plantation are TPO woodlands.</p> <p>Reference to active farms in purpose 3 should be amended to recognise that these are converted farm buildings in residential use. These residential uses increase the levels of built form within the parcel and therefore change the degree of openness to strong-moderate.</p> <p>The assessment of purpose 3 does not change as a small section of the eastern boundary is still non-durable however the overall assessment has changed to moderate as a result of the strong-moderate degree of openness and predominantly durable boundaries.</p>
HG5	Extend southern boundary of parcel further south to Warburton Bridge Road and reassess parcel	Yes - Parcel has been reassessed with the new boundary. Overall assessment is weak contribution	The parcel has been drawn to the nearest boundary however this boundary is less durable than Warburton Bridge Road which is located less than 150m to the south of the current boundary. Warburton Bridge Road represents a more durable boundary which should have been used in the first instance. The new boundary would not significantly alter the size of the parcel. Figure 8 below demonstrates the amended parcel boundary.
WR6	Change purpose 3 from strong contribution to moderate contribution.	Yes – change to weak contribution	The assessment for purpose 3 recognises that the parcel includes a private hospital and has approximately 20% built form. It also recognises that there are some areas of vegetation and overall the parcel has a moderate degree of openness. The parcel is only connected to the countryside along two boundaries. The parcel boundaries are also mostly durable except for the eastern boundary. Having reviewed the parcel and recognising that it is relatively surrounded by built development with mostly durable boundaries, purpose 3 should be changed to moderate contribution instead of strong contribution. Due to the overall assessment rules this means that the overall assessment

Parcel Ref	Change Proposed by Arup in light of Regulation 18 Consultation comments	Does the Overall Assessment Change?	Arup Justification for Change
			changes from moderate contribution to weak contribution.
WR65	Purpose 4 should be assessed as no contribution instead of moderate contribution	No – the overall will still be moderate contribution	Purpose 4 refers to the Walton Village Conservation Area in error. Only Warrington Town Centre and Lymm Conservation Areas are deemed to be relevant to the assessment. Purpose 4 should have been assessed as no contribution.

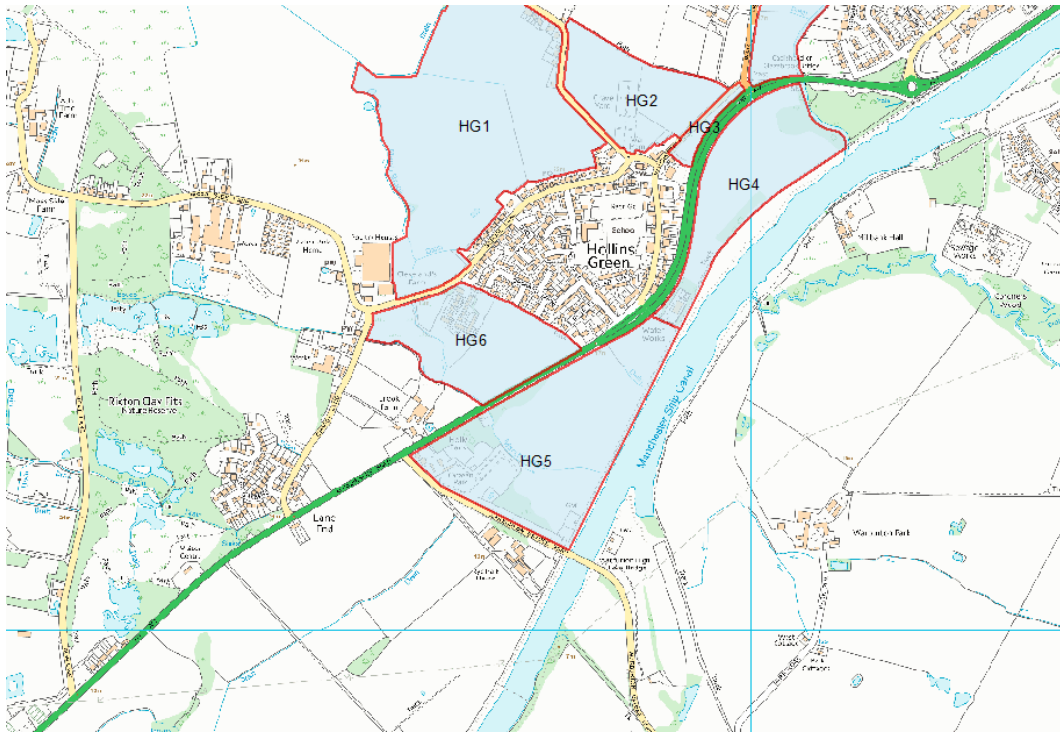


Figure 8. Map showing amended parcel HG5

Appendix A

**General Area Assessment taking
into account safeguarded route
for HS2 Phase 2b**

Reference	Purpose 1: to check the unrestricted sprawl of large built-up areas	Purpose 2: to prevent neighbouring towns merging into one another	Purpose 3: to assist in safeguarding the countryside from encroachment;	Purpose 4: to preserve the setting and special character of historic towns	Purpose 5: to assist in urban regeneration, by encouraging the recycling of derelict and other urban land	Justification for Assessment	Overall Assessment
1A	Moderate contribution: The M62 forms a durable boundary between the GA and the built up area along the southern boundary. This durable boundary could prevent sprawl. The GA is only connected to the built up area along this southern boundary. There is limited existing ribbon development along Mustard lane, Lady Lane, Dam Lane, Broseley Lane and Heath Lane and the GA has a role in preventing further ribbon development. Overall the GA makes a moderate contribution to checking unrestricted sprawl.	Moderate contribution: The GA forms a largely essential gap between the Warrington urban area and Culcheth, whereby a reduction in the gap would significantly reduce the distance between the towns however would not result in them merging. However, the northern section of the GA could be developed without reducing the gap between the towns. Overall the GA makes a moderate contribution to preventing towns from merging.	Moderate contribution: There are durable boundaries between the GA and the Warrington urban area. The boundaries between the GA and the inset settlement of Croft are not all durable consisting of the limits of development and would not prevent encroachment into the GA. The M6, Winwick Lane, the railway line to the north, Warrington Lane and the HS2 Phase 2b safeguarded route form durable boundaries between the GA and the countryside which could prevent encroachment beyond the GA if the GA were developed. The existing land uses consist predominantly of open countryside although include the washed over villages of Kenyon and New Lane End. The GA is connected to the open countryside along the northern, north western and eastern boundaries although includes inset settlements. Given that there are inset settlements encompassed by the GA and washed over villages, it therefore only supports a weak-moderate degree of openness as a whole. Overall the GA makes a moderate contribution to safeguarding from encroachment.	No contribution: Warrington is a historic town however the GA is not within 250m of any of the Town Centre Conservation Areas. The GA does not cross an important viewpoint of the Parish Church.	Moderate contribution: The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes a moderate contribution to this purpose.	The GA makes a moderate contribution to four and no contribution to one. The GA has therefore been judged to make a moderate overall contribution to the Green Belt. It makes a moderate contribution to preventing neighbouring towns from merging as it maintains a largely essential gap between the Warrington urban area and Culcheth. Although the boundaries between the GA and the inset settlement are weak, the M62 maintains a strong boundary between the Warrington urban area and the GA. Inset and washed over villages mean that the GA only supports a weak-moderate degree of openness. The GA does not contribute to preserving historic towns as it is not located near the historic area of Warrington.	Moderate contribution
1B	No contribution: The GA is not adjacent to the Warrington urban area and therefore does not contribute to this purpose	Weak contribution: The GA forms a less essential gap between Culcheth and the Warrington urban area, and Leigh and Lowton in the adjacent neighbouring authority of Wigan whereby a reduction in the gap would reduce the actual distance between the towns but would not result in them merging. Overall the GA makes a weak contribution to preventing towns from merging.	Moderate contribution: The boundaries between the GA and the settlements of Culcheth and Glazebury are not all durable and may not prevent encroachment into the GA. The Liverpool to Manchester railway line, the HS2 Phase 2b safeguarded route and Warrington Road form mostly durable boundaries between the GA and the countryside which could prevent further encroachment if the GA was developed. The existing land uses predominantly consist of open countryside although include part of the washed over village of Fowley Common. The GA is well connected to the countryside on all sides, however its south eastern boundary mainly connects to the inset settlement of Culcheth. The GA supports a strong to moderate degree of openness as it contains less than 10% built form, contains small areas of dense vegetation and supports few long line views of the	No contribution: Warrington is a historic town however the GA is not within 250m of any of the Town Centre Conservation Areas. The GA does not cross an important viewpoint of the Parish Church.	Moderate contribution: The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes a moderate contribution to this purpose.	The GA makes a moderate contribution to two purposes, a weak contribution to one and no contribution to two. The GA has therefore been judged to make a weak overall contribution to the Green Belt. It contributes moderately to safeguarding from encroachment due to its less durable boundaries with the inset settlements however it has durable boundaries with the countryside. It contributes moderately to encouraging urban regeneration. The GA makes no contribution to checking unrestricted sprawl, as it is not adjacent to the urban area, or preserving historic towns. It also makes a weak contribution to preventing towns from merging.	Weak contribution

			countryside. Overall the GA makes a moderate contribution to safeguarding from encroachment.				
2A	No contribution: The GA is not adjacent to the Warrington urban area and therefore does not contribute to this purpose	Moderate contribution: The GA forms a largely essential gap between Culcheth, the Warrington urban area and Cadishead in the adjacent neighbouring authority of Salford, whereby development of the GA would significantly reduce the gap between the towns without resulting in them merging. Overall the GA makes a moderate contribution to preventing neighbouring towns from merging.	Moderate contribution: The boundary between the GA and inset settlement of Culcheth consists of the limits of development which does not represent a durable boundary which would prevent encroachment. The Glaze Brook, Warrington Lane and the HS2 Phase 2b safeguarded route form durable boundaries between the GA and the open countryside which may be able to prevent encroachment beyond the GA if the GA were developed. The GA is well connected to the open countryside along the eastern and southern boundaries and part of the northern and western boundaries, although includes part of the inset settlement of Culcheth. The existing land use predominantly consists of open countryside, although includes part of the washed over village of Fowley Common in the north of the GA and the Taylor Business Park in the west. The GA supports a moderate degree of openness as it contains less than 20% built form and few areas of dense vegetation. Overall the GA makes a moderate contribution to safeguarding from encroachment.	No contribution: Warrington is a historic town however the GA is not within 250m of any of the Town Centre Conservation Areas. The GA does not cross an important viewpoint of the Parish Church.	Moderate contribution: The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes a moderate contribution to this purpose.	The GA makes a moderate contribution to three purposes and no contribution to two. The GA has therefore been judged to make a moderate overall contribution to the Green Belt. It contributes moderately to preventing neighbouring towns from merging and safeguarding from encroachment, as it maintains a largely essential gap between Culcheth, Warrington and Cadishead and has less durable boundaries with Culcheth. It also contributes moderately to assisting in urban regeneration. The GA does not contribute to checking unrestricted sprawl or preserving historic towns as it is not adjacent to the urban area and is not located near the historic area of Warrington.	Moderate contribution
2B	Moderate contribution: The M62 forms a durable boundary between the GA and the built up area along part of the southern boundary. The GA is only connected to the built up area along this boundary and this durable boundary could prevent sprawl. Overall the GA makes a moderate contribution to checking unrestricted sprawl.	Moderate contribution: The GA forms a largely essential gap between Culcheth and the Warrington urban area whereby development of the GA would significantly reduce the gap between the settlements without resulting in them merging. Overall the GA makes a moderate contribution to preventing neighbouring towns from merging.	Weak contribution: The boundary between the built up area and the GA is durable and could prevent encroachment. The boundaries between the GA and the open countryside are also durable and could prevent further encroachment if the GA was developed. These consist of Warrington Lane, the HS2 Phase 2b safeguarded route and the M6. The existing land use consists of a mix of open countryside, the former Risley landfill site and dense woodland in the south and HMP Risley in the west of the GA. There are also sparsely located farm buildings and residential development. The GA is well connected to the countryside to the north, west, east and south east. The GA supports a weak to moderate degree of openness as it contains less than 20% built form and areas of dense vegetation. Overall the GA makes a weak contribution to safeguarding the countryside from encroachment.	No contribution: Warrington is a historic town however the GA is not within 250m of any of the Town Centre Conservation Areas. The GA does not cross an important viewpoint of the Parish Church.	Moderate contribution: The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes a moderate contribution to this purpose.	The GA makes a moderate contribution to three purposes, a weak contribution to one and no contribution to one. The GA has therefore been judged to make a moderate overall contribution to the Green Belt. It contributes moderately to checking unrestricted sprawl and preventing towns from merging as it has durable boundaries with the Warrington urban area and forms a largely essential gap between Warrington and Culcheth. It also contributes moderately to assisting in urban regeneration. The GA makes a weak contribution to safeguarding the countryside from encroachment due to its completely durable boundaries and lack of openness, and does not contribute to preserving historic towns as it is not located near the historic area of Warrington.	Moderate contribution

22	<p>No contribution: The GA is not adjacent to the Warrington urban area and therefore does not contribute to this purpose</p>	<p>Moderate contribution: The GA forms a largely essential gap between Culcheth and Leigh and Lowton in the adjacent neighbouring authority of Wigan, whereby a reduction in the gap would significantly reduce the actual distance between the towns albeit would not result in them merging. Development in the western section of the GA would significantly reduce the gap between Lowton and Culcheth, while development in the eastern section of the GA would reduce the gap between Leigh and Culcheth. Overall the GA makes a moderate contribution to preventing towns from merging.</p>	<p>Strong contribution: The A580, Liverpool to Manchester railway line, the Glaze Brook river and the HS2 Phase 2b safeguarded route form durable boundaries between the GA and the countryside on three sides which could prevent encroachment beyond the GA if the GA was developed. The eastern section of the GA is connected to Glazebury. The rear gardens of residential properties represent a non-durable boundary which would not prevent encroachment. The GA's boundaries with the inset settlement of Glazebury are generally field boundaries which are not accompanied by other features, and are not durable and would not prevent encroachment. The GA is well connected to the open countryside along all three boundaries. The GA supports a strong degree of openness given it has less than 10% built form and low levels of vegetation. Overall the GA makes a strong contribution to safeguarding from encroachment.</p>	<p>No contribution: The GA is not adjacent to a historic town and does not cross an important viewpoint of the Parish Church</p>	<p>Moderate contribution: The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes a moderate contribution to this purpose.</p>	<p>The GA makes a strong contribution to one purpose, a moderate contribution to two and no contribution to two. Professional judgement has therefore been applied and the GA has been judged to make a moderate overall contribution to the Green Belt. While the GA is not adjacent to the urban area and therefore does not contribute to checking unrestricted sprawl, it is well connected to the open countryside and supports a strong degree of openness. While the GA's boundaries with the countryside are durable, its boundaries with Glazebury may not be able to prevent encroachment. Development of the GA would also significantly reduce the gap between Culcheth, Leigh and Lowton without resulting in them merging. The GA does not help to preserve any historic towns.</p>	<p>Moderate contribution</p>
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Appendix B

Parcel Assessment taking into account safeguarded route for HS2 Phase 2b

Reference	Purpose 1: to check the unrestricted sprawl of large built-up areas	Purpose 2: to prevent neighbouring towns merging into one another	Purpose 3: to assist in safeguarding the countryside from encroachment;	Purpose 4: to preserve the setting and special character of historic towns	Purpose 5: to assist in urban regeneration, by encouraging the recycling of derelict and other urban land	Justification for Assessment	Overall Assessment
WARRINGTON							
WR14	Weak contribution: The M62 forms a durable boundary between the parcel and the built up area. This is a permanent boundary that is durable enough to prevent sprawl into the parcel in the long term. The parcel is only connected to the urban area along this southern boundary and therefore the parcel is poorly connected to the built up area. Overall the parcel makes a weaker contribution to checking unrestricted sprawl.	Weak contribution: The parcel forms a less essential gap between the Warrington urban area and Culcheth. Development of the parcel would result in both the actual and perceived gap being reduced although it would not result in the towns merging. Overall, the parcel makes a weak contribution to preventing towns from merging.	Moderate contribution: The boundary between the parcel and the settlement is durable. The boundary is the M62 which could prevent encroachment into the parcel in the long term. The boundaries between the parcel and the countryside are generally less durable, except for the north eastern corner of the parcel which follows the safeguarded HS2 Phase 2b route. To the west is Birchwood Way which is durable however the northern and eastern boundaries are tree lined which are natural, non-durable boundaries that would not prevent encroachment beyond the parcel if the parcel were developed. The existing land use is agricultural. The parcel is well connected to the countryside along three boundaries. The parcel is flat with no built form and no vegetation and there are open long line views thus it supports a strong degree of openness. The parcel has beneficial uses as it provides access to the countryside. Overall, the parcel makes a moderate contribution to safeguarding from encroachment.	No contribution: Warrington is a historic town however the parcel is not within 250m of the Warrington Town Centre Conservation Areas. The parcel does not cross an important viewpoint of the Parish Church.	Moderate contribution: The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes a moderate contribution to this purpose.	The parcel makes a moderate contribution to two purposes, a weak contribution to two purposes and no contribution to one purpose. In line with the methodology, the parcel has been judged to make a weak overall contribution. The parcel makes a moderate contribution to safeguarding from encroachment as it supports a strong degree of openness and has non-durable boundaries between the parcel and the countryside but has durable boundaries between the parcel and the settlement. The parcel performs weakly in terms of preventing sprawl and preventing neighbouring towns from merging	Weak contribution
CULCHETH							
CHI	No contribution: The parcel is not adjacent to the Warrington urban area and therefore does not contribute to this purpose	Weak contribution: The parcel forms a less essential gap between Culcheth and Lowton which falls within the administrative authority of Wigan. Both the actual and perceived gap would be reduced although a gap would still be present and would not result in the towns merging. Overall, the parcel makes a weak contribution to preventing towns from merging.	Strong contribution: The boundaries between the parcel and the settlement are durable features consisting of Broseley Avenue and Broseley Lane which could prevent encroachment into the parcel although may not be permanently durable enough in the long term. The boundaries between the parcel and the countryside are less durable. To the north and west of the parcel there is a dense tree line which is a durable feature, to the south of the parcel is a path which is surrounded by dense tree line. These would not prevent encroachment beyond the parcel if the parcel were developed, however further encroachment to the west would be limited due to the durable safeguarded HS2 Phase 2b route running around 60 metres to the west of the parcel. The existing land use is a mix of open countryside and use as a golf course. The	No contribution: The parcel is not adjacent to a historic town. The parcel does not cross an important viewpoint of the Parish Church.	Moderate contribution: The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes a moderate contribution to this purpose.	The parcel makes a strong contribution to one purpose, a moderate contribution to one purpose, a weak contribution to two purposes. In line with the methodology, professional judgement has been applied to evaluate the overall contribution. The parcel has been judged to make a moderate overall contribution. The parcel supports a moderate degree of openness and there are durable boundaries between the parcel and the settlement. Whilst the boundaries between the parcel and the countryside are not all durable, encroachment is limited due to the presence of the safeguarded HS2 Phase 2b route running to the west of the parcel. This could contain development and prevent it from threatening the overall openness and permanence of the Green Belt.	Moderate contribution

			<p>parcel is well connected to the countryside on three boundaries. The parcel is predominantly flat however it undulates due to the nature of its use as a golf course. There is some built form within the parcel which is the Club house and the associated buildings. The parcel supports a moderate degree of openness as there is only a small amount of built form, dense vegetation and no long line views due to the vegetation and undulating topography. The parcel has beneficial uses as it provides access to the public and it provides opportunities for outdoor sport and recreation. Overall, the parcel makes a strong contribution to safeguarding from encroachment.</p>				
CH11	<p>No contribution: The parcel is not adjacent to the Warrington urban area and therefore does not contribute to this purpose</p>	<p>Moderate contribution: The parcel forms a largely essential gap between Culcheth and the Warrington urban area whereby development of the parcel would reduce the actual and perceived gap between the towns albeit would not result in the towns merging. Overall, the parcel makes a moderate contribution to preventing towns from merging.</p>	<p>Strong contribution: The boundary between the parcel and the settlement is made up of part of the northern boundary which is Culcheth Linear Park (the disused railway), a durable boundary which could prevent encroachment into the parcel in the long term. The boundaries between the parcel and the countryside are less durable. The western boundary is partly made up of New Hall Lane and the remainder of the boundary is a track. The eastern boundary is a tree lined field boundary. Overall these are not durable features and therefore they would not prevent encroachment beyond the parcel if the parcel were developed. The parcel's southern boundary is the safeguarded HS2 Phase 2b route, which would be durable enough to prevent encroachment to the south. The existing land use is open countryside. The parcel is well connected to the countryside along nearly all boundaries with the exception of part of the northern boundary. The parcel is flat, with no built form or vegetation and there are long line views and thus the parcel supports a strong degree of openness. Overall, the parcel makes a strong contribution to safeguarding from encroachment.</p>	<p>No contribution: The parcel is not adjacent to a historic town. The parcel does not cross an important viewpoint of the Parish Church.</p>	<p>Moderate contribution: The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes a moderate contribution to this purpose.</p>	<p>The parcel makes a strong contribution to one purpose, a moderate contribution to two purposes and no contribution to two purposes. In line with the methodology, professional judgement has been applied to evaluate the overall contribution. The parcel has been judged to make a strong overall contribution. The parcel supports a strong degree of openness and the boundaries between the parcel and the countryside are not durable to the west and east therefore the parcel has a strong role in safeguarding the countryside from encroachment. The parcel makes a moderate contribution to preventing towns from merging and to encouraging urban regeneration. The parcel therefore makes a strong contribution to fulfilling the fundamental aim of the Green Belt under paragraph 79 of the NPPF in protecting the openness of the Green Belt.</p>	<p>Strong contribution</p>
CH12	<p>No contribution: The parcel is not adjacent to the Warrington urban area and therefore does not contribute to this purpose</p>	<p>Moderate contribution: The parcel forms a largely essential gap between Culcheth and the Warrington urban area whereby development of the parcel would reduce the actual and perceived gap between the towns albeit</p>	<p>Strong contribution: The boundary between the parcel and the settlement is durable. The boundary consists of Culcheth linear park which is a disused railway line that could prevent encroachment into the parcel in the long</p>	<p>No contribution: The parcel is not adjacent to a historic town. The parcel does not cross an important viewpoint of the Parish Church.</p>	<p>Moderate contribution: The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes</p>	<p>The parcel makes a strong contribution to one purpose, a moderate contribution to two purposes and no contribution to two purposes. In line with the methodology, professional judgement has therefore been applied to evaluate</p>	<p>Moderate contribution</p>

		it would not result in the towns merging. Development of the parcel would close the gap between Culcheth and the Taylor Industrial Estate to the south. Overall, the parcel makes a moderate contribution to preventing towns from merging.	term. The boundaries between the parcel and the countryside are mixed. To the west is the A574 which is durable, and part of the eastern boundary is new Hall Lane which is durable. Both of these boundaries would be able to prevent encroachment beyond the parcel if the parcel were developed. However, the remainder of the eastern boundary is a track and the southern boundary is a dense tree line adjoining the Industrial Estate. These boundaries are not durable and therefore they would not prevent encroachment beyond the parcel if the parcel were developed. To the south of the industrial estate is the safeguarded HS2 Phase 2b route which represents a strong boundary which could prevent encroachment. The parcel has a mix of land uses and is used as both agricultural land and as open countryside. The parcel is well connected to the countryside on three boundaries albeit the Industrial Estate lies adjacent to the parcel. The parcel is flat, with no built form however there is an area of dense vegetation to the west. On the whole there are long line views and it supports a strong degree of openness. Overall, the parcel makes a strong contribution to safeguarding from encroachment.		a moderate contribution to this purpose.	the overall contribution. The parcel has been judged to make a moderate overall contribution. The parcel supports a strong degree of openness and the boundaries with the settlement are durable. Whilst not all of the boundaries with the countryside are durable, the safeguarded HS2 Phase 2b route passes close by to the south of the parcel. This represents a durable boundary which could contain development and prevent it from threatening the overall openness and permanence of the Green Belt. The parcel makes a moderate contribution to preventing towns from merging and to encouraging urban regeneration.	
CH13	No contribution: The parcel is not adjacent to the Warrington urban area and therefore does not contribute to this purpose	Moderate contribution: The parcel forms a largely essential gap between Culcheth and the Warrington urban area whereby development of the parcel would reduce the actual and perceived gap between the towns albeit would not result in the towns merging. Overall, the parcel makes a moderate contribution to preventing towns from merging.	Moderate contribution: The boundary between the parcel and the settlement is durable. The boundary consists of Culcheth linear park which is a disused railway line that could prevent encroachment into the parcel in the long term. The boundaries between the parcel and the countryside are also durable. These consist of the safeguarded HS2 Phase 2b route to the south, Wigshaw Lane to the west and the A574 to the east. The existing land use is agricultural with an associated farm house and one other house located within the parcel. The parcel is well connected to the countryside on three boundaries. The parcel is flat, with minimal built form, limited vegetation and open long line views and thus it strong degree of openness. Overall, the parcel makes a moderate contribution to safeguarding from encroachment.	No contribution: The parcel is not adjacent to a historic town. The parcel does not cross an important viewpoint of the Parish Church.	Moderate contribution: The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes a moderate contribution to this purpose.	The parcel makes a moderate contribution to three purposes and no contribution to two purposes. In line with the methodology, the parcel has therefore been judged to make a moderate overall contribution. While the parcel supports a strong degree of openness, it has durable boundaries with both the settlement and the countryside which could prevent encroachment. The parcel also makes a moderate contribution to preventing towns from merging and to encouraging urban regeneration.	Moderate contribution

<p>CH15</p>	<p>No contribution: The parcel is not adjacent to the Warrington urban area and therefore does not contribute to this purpose</p>	<p>No contribution: The parcel does not contribute to preventing towns from merging.</p>	<p>Strong contribution: The parcel only links to the settlement along the northern boundary. The boundary between the parcel and the settlement is non-durable and consists of the garden boundaries. This boundary could not prevent encroachment into the parcel in the long term. The boundaries between the parcel and the countryside are mixed. The southern boundary is Culcheth Linear Park which is a durable boundary. Beyond the southern boundary is the safeguarded HS2 Phase 2b route which represents a further durable boundary. The eastern boundary is a dense tree line and the western boundary consists of a path that is bordered by dense tree line, these boundaries are not durable and may not be able to prevent encroachment beyond the parcel if the parcel were developed. The existing land use is open countryside. The parcel is well connected to the countryside along three boundaries. The parcel is flat, with no built form and there is dense vegetation but open long line views are still present and thus the parcel supports a strong-moderate degree of openness. Overall, the parcel makes a strong contribution to safeguarding from encroachment.</p>	<p>No contribution: The parcel is not adjacent to a historic town. The parcel does not cross an important viewpoint of the Parish Church.</p>	<p>Moderate contribution: The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes a moderate contribution to this purpose.</p>	<p>The parcel makes a strong contribution to one purpose, a moderate contribution to one purpose, and no contribution to three purposes. In line with the methodology, professional judgement has been applied to evaluate the overall contribution. The parcel has been judged to make a moderate overall contribution. The parcel has a strong-moderate degree of openness, and there are some non-durable boundaries between the parcel and the countryside however the safeguarded HS2 Phase 2b route passes close to the south and west of the parcel. This durable boundary could contain development and prevent it from threatening the overall openness and permanence of the Green Belt. The parcel makes a moderate contribution to encouraging urban regeneration.</p>	<p>Moderate contribution</p>
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Appendix C

Amended Parcel Assessments

Parcel Ref	Purpose 1: to check the unrestricted sprawl of large built-up areas	Purpose 2: to prevent neighbouring towns merging into one another	Purpose 3: to assist in safeguarding the countryside from encroachment;	Purpose 4: to preserve the setting and special character of historic towns	Purpose 5: to assist in urban regeneration, by encouraging the recycling of derelict and other urban land	Justification for Assessment	Overall Assessment
BW2	No contribution: The parcel is not adjacent to the Warrington urban area and therefore does not contribute to this purpose	Weak contribution: The parcel forms a less essential gap between the Warrington urban area and St. Helens whereby development of the parcel would slightly reduce the actual gap but not the perceived gap between the towns. Overall, the parcel makes a weak contribution to preventing towns from merging.	Strong contribution: The boundary between the parcel and the settlement is a non-durable boundary to the south as it consists of dense tree line which may not be able to prevent encroachment into the parcel in the long term however the southern section of the eastern boundary is also between the parcel and the settlement and is Phipps Lane which is a durable boundary that would be able to prevent encroachment into the parcel in the long term. The boundaries between the parcel and the countryside are durable as there is the northern section of Phipps Lane to the east and Back Lane to the north which are durable boundaries that could prevent encroachment beyond the parcel if the parcel were developed. The western boundary is a metalled road which is lined by trees and is durable enough to prevent encroachment beyond the parcel if the parcel were developed. The existing land use is agricultural with some residential development to the north of the parcel. The parcel is well connected to the countryside along three boundaries. The parcel is flat, with 10% built form, low levels of vegetation and open long line views and thus supports a strong degree of openness. Overall, the parcel makes a strong contribution to protecting the countryside from encroachment.	No contribution: The parcel is not adjacent to a historic town. The parcel does not cross an important viewpoint of the Parish Church.	Moderate contribution: The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes a moderate contribution to this purpose.	The parcel makes a strong contribution to one purpose, a moderate contribution to one, a weak contribution to one, and no contribution to two. In line with the methodology, professional judgement has therefore been applied to evaluate the overall contribution. The parcel has been judged to make a moderate overall contribution as although it supports a strong degree of openness and the boundary between the parcel and the settlement is not completely durable, the boundaries with the countryside are all durable and could contain development and prevent it from threatening the overall openness and permanence of the Green Belt.	Moderate contribution
LY16	No contribution: The parcel is not adjacent to the Warrington urban area and therefore does not contribute to this purpose	No contribution: The parcel does not contribute to preventing towns from merging.	Moderate contribution: The parcel is well connected to the settlement on three sides along its northern, western and eastern boundaries. These predominantly consist of garden boundaries which would not be durable enough to prevent encroachment into the parcel. The parcel is connected to the countryside on one side. This consists of the Bridgewater Canal, which is durable enough to prevent encroachment beyond the parcel if the parcel was developed. The existing land use mainly consists of open countryside with moderate vegetation. There is also a mix of greenhouses used for agriculture and warehouses, with hedgerows separating the parcel into several sections. There is one residential property in the south western corner of the parcel and another in the north. The parcel supports some long line views looking south and overall supports a strong to moderate degree of openness. Overall the parcel makes a moderate contribution to safeguarding from encroachment due to the existing levels of built form and its durable boundary with the countryside.	Weak contribution: Lymm is a historic town. The parcel does not cross an important viewpoint of the Parish Church. The western edge of the parcel is located within the 250m buffer area around Lymm Conservation Area. The Conservation Area is separated from the Green Belt and from the parcel by three rows of modern residential development along Dairy Farm Court, Grasmere Road, and Mardale Crescent. Therefore the parcel makes a weak contribution to preserving the setting and special character of historic towns.	Moderate contribution: The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes a moderate contribution to this purpose.	The parcel makes a moderate contribution to two purposes, a weak contribution to one purpose, and no contribution to two purposes. In line with the methodology, the parcel has been judged to make a weak contribution. There is existing encroachment within the parcel and the parcel has a limited connection with the countryside along a durable boundary thus it makes a moderate contribution to safeguarding from encroachment. The parcel makes a moderate contribution to assisting in urban regeneration and a weak contribution to preserving the historic town.	Weak contribution

LY21	No contribution: The parcel is not adjacent to the Warrington urban area and therefore does not contribute to this purpose	No contribution: The parcel does not contribute to preventing towns from merging.	Strong contribution: The parcel is connected to the settlement along a section of its western boundary. This consists of Oughtrington Lane, which is a durable boundary which would be able to prevent encroachment into the parcel. The parcel is also connected to the settlement along garden boundaries in its south western corner, which constitute a less durable boundary. The parcel is well connected to the countryside by a mix of durable and non-durable boundaries. The northern boundary consists of protected woodland which is likely to be permanent and durable in the long term. The western boundary consists of Oughtrington Lane, which is also durable, as is Higher Lane along the southern boundary. The parcel's eastern boundary with the countryside consists partly of TPO protected woodland (Helsdale Wood and Newhey's Plantation) which are durable and partly of field boundaries (to the south), which are not durable and are unlikely to be able to prevent further encroachment if the parcel is developed. The existing land use mainly consists of open countryside. There are two residential properties (converted farm buildings) along Higher Lane and Lymm High School is situated in the west of the parcel. There is moderate vegetation forming internal hedgerow boundaries within the parcel. The parcel supports extremely long line views of the surrounding countryside however due to the levels of built form (less than 20%) it supports a strong-moderate degree of openness. Overall the parcel makes a strong contribution to safeguarding from encroachment due to the non-durable section of the eastern boundary.	No Contribution: Lymm is a historic town however the parcel is not within 250m of its Conservation Area. The parcel does not cross an important viewpoint of the Parish Church.	Moderate contribution: The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes a moderate contribution to this purpose.	The parcel makes a strong contribution to one purpose, a moderate contribution to one and no contribution to three. In line with the methodology, professional judgement has therefore been applied to evaluate the overall contribution. The parcel has been judged to make a moderate overall contribution. The parcel supports a strong-moderate degree of openness and although the southern section of the eastern boundary is not durable, the parcel's remaining boundaries with the countryside are all durable consisting of roads or protected woodland. These boundaries could contain development and prevent it from threatening the overall openness and permanence of the Green Belt.	Moderate contribution
HG5	No contribution: The parcel is not adjacent to the Warrington urban area and therefore does not contribute to this purpose	Weak contribution: The parcel forms a less essential gap between Cadishead (within the administrative authority of Salford) and the Warrington urban area whereby development of the parcel would slightly reduce the actual gap but not the perceived gap between the towns. Overall, the parcel makes a weak contribution to preventing towns from merging.	Moderate contribution: The parcel is poorly connected to the settlement along a short stretch of its north western boundary. This consists of Manchester Road and is durable. The parcel is well connected to the countryside. Manchester Ship Canal (to the east) and Manchester Road (to the west) form durable boundaries. The parcel's north eastern boundary consists of a made entrance road to the water works, which may not be able to prevent further encroachment beyond the parcel in the long term if the parcel was developed. The parcel's southern boundary consists of Warburton Bridge Road which is a durable boundary which could prevent encroachment beyond the parcel. The existing land use consists of open countryside in agricultural use to the north of the parcel, whilst to the south of the parcel is a caravan park which contains a large number of caravans, as well as green spaces and associated buildings e.g. shower blocks. There is also Rye Bank Farm located in the south-western corner of the parcel which houses an aquatics business. There is dense vegetation in this southern section of the parcel. The parcel contains less than 20% built form with low levels of vegetation overall	No contribution: The parcel is not adjacent to a historic town. The parcel does not cross an important viewpoint of the Parish Church.	Moderate contribution: The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes a moderate contribution to this purpose.	The parcel makes moderate contribution to two purposes, a weak contribution to one and no contribution to two. In line with the methodology, the parcel has been judged to make a weak overall contribution. The parcel supports a moderate degree of openness and it has durable boundaries with the settlement and predominantly durable boundaries with the countryside. The parcel makes a moderate contribution to assisting in urban regeneration and a weak contribution to preventing towns from merging.	Weak contribution

			and some long line views in places thus it supports a moderate degree of openness. Overall the parcel makes a moderate contribution to safeguarding from encroachment due to its moderate openness and predominately durable boundaries with the countryside.				
WR6	Weak contribution: The M62 forms a durable boundary between the parcel and the built up area. This is a permanent boundary that is durable enough to prevent sprawl into the parcel in the long term. The parcel is only connected to the urban area along this southern boundary. Overall the parcel makes a weak contribution to checking unrestricted sprawl.	Weak contribution: The parcel forms a less essential gap between Newton-le-Willows and the Warrington urban area whereby development of the parcel would slightly reduce the gap between the towns however would not result in them merging. Overall, the parcel makes a weak contribution to preventing towns from merging.	Moderate contribution: The boundary between the parcel and the settlement is the M62 to the south and the Winwick Link Road (A49) to the north with Winwick, both of which are durable boundaries and would prevent encroachment. The boundaries between the parcel and the countryside consist of the Winwick Link Road (A49) to the west which is durable and could prevent encroachment. To the east is a track and field boundaries which are not durable and would not prevent encroachment beyond the parcel if the parcel were developed. The existing land use consists of open countryside in agricultural use as well as a private hospital to the south of the parcel. The parcel is only connected to the countryside along two boundaries albeit to the west of the parcel across the A49 is a residential development within the Green Belt thus there is only open countryside along one side (to the east). The parcel is flat, with approximately 20% built form and some areas of vegetation concentrated around the hospital however the remainder of the parcel has long line views. The parcel supports a moderate degree of openness. Overall, the parcel makes a moderate contribution to protecting the countryside from encroachment due to the existing encroachment, its limited connection to the open countryside and the non-durable eastern boundary with the countryside.	No contribution: Warrington is a historic town however the parcel is not within 250m of the relevant Conservation Areas. The parcel does not cross an important viewpoint of the Parish Church.	Moderate contribution: The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes a moderate contribution to this purpose.	The parcel makes a moderate contribution to two purposes, a weak contribution to two, and no contribution to one. In line with the methodology, the parcel has been judged to make a weak overall contribution. The parcel has a limited connection with the open countryside along the eastern boundary. The parcel's boundaries are predominantly durable apart from the eastern boundary and there is existing encroachment within the parcel consisting of a private hospital thus the parcel makes a moderate contribution to safeguarding from encroachment. The parcel makes a moderate contribution in assisting in urban regeneration.	Weak contribution
WR65	Moderate contribution: The parcel is poorly connected to the settlement on two sides. The Manchester Ship Canal forms a durable boundary. The eastern boundary consists of a hedge and tree lined garden boundary which is not durable and may not be able to prevent sprawl into the parcel from the east. Overall the parcel makes a moderate contribution to checking unrestricted sprawl.	Moderate contribution: The parcel forms a largely essential gap between the Warrington urban area and Runcorn whereby development of the parcel would reduce the actual gap between the towns however would not result in them merging, although it would reduce the perception of the gap.. Overall, the parcel makes a moderate contribution to preventing towns from merging.	Strong contribution: The parcel is connected to the settlement on two sides. The Manchester Ship Canal forms a durable boundary. The eastern boundary consists of a hedge and tree lined garden boundary which is not durable. The parcel is well connected to the countryside. The West Coast Main Line, Chester Road, Bellhouse Lane and Runcorn Road are durable. The western section of Mill Lane is durable, although the eastern section is unmade and not durable in the long term. The existing land use is mainly open countryside. There are a small number of active farms and a dismantled railway. There is less than 10% built form and little vegetation except along boundaries. The parcel supports long line views and overall supports a strong degree of openness. Overall the parcel makes a strong contribution to safeguarding from encroachment due to its openness and its weak eastern boundary with the settlement.	No contribution: Warrington is a historic town however the parcel is not within 250m of the relevant Conservation Areas. The parcel does not cross an important viewpoint of the Parish Church.	Moderate contribution: The Mid Mersey Housing Market Area has 2.08% brownfield urban capacity for potential development, therefore the parcel makes a moderate contribution to this purpose.	The parcel makes a strong contribution to one purpose, a moderate contribution to three purposes, and no contribution to one. In line with the methodology, professional judgement has therefore been applied to evaluate the overall contribution. The parcel has been judged to make a moderate overall contribution as although it supports a strong degree of openness, there are mostly durable boundaries between the parcel and the settlement, except for the short eastern boundary. There are also mostly durable boundaries between the parcel and the countryside meaning that any encroachment resulting from development would be contained and would therefore not threaten the openness and permanence of the Green Belt.	Moderate contribution

