

# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.17	Settlement Area	Crosby & Hightown	Policy ref (if applicable)	MN2.20	
SiteAddress	Land at Elmcroft Lane, Hightown					
SiteType	Potential Housing Allocation				SiteArea(Ha)	1.2



## Proximity of the site to key services

### Proportion of Site (%) with:

	High accessibility	Medium accessibility	Low accessibility
Train Stations	100 % (<800m)	0 % (<1,200m)	0 % (>1,200m)
Frequent Bus Stops	100 % (<400m)	0 % (<800m)	0 % (>800m)
Primary School	0 % (<800m)	0 % (<1,200m)	100 % (>1,200m)
District Local Centres	0 % (<800m)	0 % (<1,200m)	100 % (>1,200m)
Neighbourhood Park	100 % (<600m)	0 % (<900m)	0 % (>900m)
GPs/Health Centres	0 % (<800m)	55.1 % (<1,200m)	44.9 % (>1,200m)

## Site specific / wider benefits

### Comments

1. Would site involve redevelopment of Brownfield land?	No	
2. Would the development provide new or improved Road / Rail infrastructure?	No	
3. Would the site offer any other specific benefit?	No	
4. Would the site contribute to the wider regeneration of a deprived area?	No	
5. Would the site create jobs in an area of high unemployment?	No	
6. Would the site provide affordable housing in an area of high need?	Yes	Would contribute to meeting affordable housing need in Hightown.
7. Would the site meet any other wider need or provide other benefits?	No	

## Constraints to Development

Constraint	Constraint severity	Constraint description
<b>1. Ecology</b>	Minor Constraint	Site is partially wooded.
<b>2. HRA</b>	Screened Out	
<b>3. Flood Risk</b>	Minor Constraint	Entirely in Flood Zone 1. Some surface water flood risk and susceptibility to ground water flooding.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	Minor Constraint	Rose Cottage (a grade II listed building) is approximately 200m to the north east. Part of the site may have archaeological interest.
<b>6. Pollution</b>	No Constraint	No known issues
<b>7. Site Access</b>	Moderate Constraint	Vehicular and pedestrian access will need to be taken from Elmcroft Lane. Slight modifications would be needed to the highway layout. There is little scope to provide any alternative / additional points of access for either vehicles or pedestrians.
<b>8. Network Capacity</b>	Minor Constraint	It is not considered that there will be an issue in terms of capacity given the level of housing proposed however, this would be subject to a satisfactory Transport Statement. There is likely to be a need for a potential parking scheme (waiting restrictions) on Elmcroft Lane and Sandy Lane required to ensure safe access - due to the significant demand for on-street car parking associated with the sporting activities at the nearby playing fields on Sandy Lane.
<b>9. Accessibility Improvements</b>	N/A	A modest package of improvements will be required in order to improve the accessibility by sustainable modes of transport.
<b>10. BMV Agricultural Land</b>	No Constraint	No part of the site is 'best and most versatile agricultural land' according to the Sefton Agricultural Land Study 2012.
<b>11. Landscape</b>	Minor Constraint	Subject to suitable mitigation including open space, tree and hedgerow planting, which should provide a suitable framework to allow any development proposals to tie in with the surrounding landscape structure.
<b>12. Ground Conditions</b>	Moderate Constraint	Sub-strata mixed with sand and peat layers - existing local known developments on raft to piled foundations.
<b>13. Utility Infrastructure</b>	No Constraint	No known issues
<b>14. Other Constraint</b>	Moderate Constraint	Significant tree coverage on part of the site.

## Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Minor	Approximately 50% of the site adjoins the existing built up area.  The existing Green Belt boundary is weak (largely residential gardens). The proposed boundary would be weak (corresponding to field boundaries).
2. To prevent towns merging into one-another	None	There would no impact on an existing narrow gap between settlements.
3. To safeguard the countryside from encroachment	Moderate	The land is currently used for equestrian purposes
4. To preserve the setting and special character of historic towns	None	The site is adjacent to inter and post-war development
5. To assist urban regeneration		Unable to assess impact

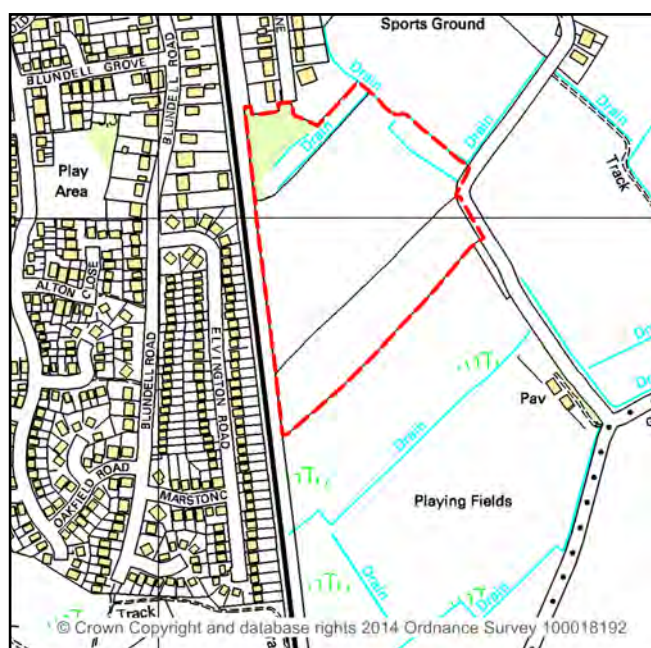
## Delivery Considerations

Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

## Conclusion

Land currently in the Green Belt. The site is not particularly well contained by strong physical boundaries. The site is relatively accessible to public transport and services, and would contribute to meeting Crosby and Hightown's affordable housing need. The site is not subject to any significant constraints. There is currently tree coverage on part of the site, and this would need to be taken into account in the development of the site. A larger area is being promoted for development by the owner. The larger site is appropriate to allocate for housing development in the Local Plan.

For clarity, the following site area is proposed to be allocated in the Publication draft Local Plan:



# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	S068	Settlement Area	Crosby & Hightown	Policy ref (if applicable)	
SiteAddress	Land South East of Hightown				
SiteType	Potential Housing Allocation			SiteArea(Ha)	11.9



## Proximity of the site to key services

	Proportion of Site (%) with:					
	High accessibility		Medium accessibility		Low accessibility	
Train Stations	54.2 %	(<800m)	45.8 %	(<1,200m)	0 %	(>1,200m)
Frequent Bus Stops	84.2 %	(<400m)	15.8 %	(<800m)	0 %	(>800m)
Primary School	29.1 %	(<800m)	70.9 %	(<1,200m)	0 %	(>1,200m)
District Local Centres	0 %	(<800m)	0 %	(<1,200m)	100 %	(>1,200m)
Neighbourhood Park	100 %	(<600m)	0 %	(<900m)	0 %	(>900m)
GPs/Health Centres	0 %	(<800m)	24.9 %	(<1,200m)	75.1 %	(>1,200m)

## Site specific / wider benefits

### Comments

1. Would site involve redevelopment of Brownfield land?	No	
2. Would the development provide new or improved Road / Rail infrastructure?	No	
3. Would the site offer any other specific benefit?	No	
4. Would the site contribute to the wider regeneration of a deprived area?	No	
5. Would the site create jobs in an area of high unemployment?	No	
6. Would the site provide affordable housing in an area of high need?	Yes	Would contribute to meeting affordable housing need in Hightown.
7. Would the site meet any other wider need or provide other benefits?	No	

## Constraints to Development

Constraint	Constraint severity	Constraint description
<b>1. Ecology</b>	Moderate Constraint	Potential for wintering birds, water voles, and other protected species on part of the site. Royal Fern is present on part of the site.
<b>2. HRA</b>	Screened In	
<b>3. Flood Risk</b>	Minor Constraint	Entirely in Flood Zone 1. Parts of the site are at risk of surface water flooding. Ordinary watercourses cross the site. Susceptible to ground water flooding.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	Minor Constraint	Part of the site impacts on the setting of Rose Cottage (grade II listed). The site may also have archaeological interest.
<b>6. Pollution</b>	Minor Constraint	Part of the site is adjacent to a railway line.
<b>7. Site Access</b>	Moderate Constraint	Vehicular and pedestrian access would need to be taken from Sandy Lane and Elmcroft Lane and would require some slight modifications to the highway layout. There is little scope to provide any alternative/additional points of access either for vehicles or pedestrians.
<b>8. Network Capacity</b>	Severe Constraint	A Transport Assessment would be required. Significant concerns regarding the North End Lane, Alt Road and Moss Lane junction. Cumulative impact with other sites in Hightown would need to be modelled and may require substantial infrastructure improvements.
<b>9. Accessibility Improvements</b>	N/A	A significant package of improvements would be required in order to improve the accessibility by sustainable travel choices. There is also a need to widen a section of Sandy Lane and incorporate a new pedestrian footway across the site frontage.
<b>10. BMV Agricultural Land</b>	No Constraint	No part of the site is 'best and most versatile' agricultural land according to the Sefton Agricultural Land Study 2012.
<b>11. Landscape</b>	Minor Constraint	Subject to suitable mitigation including open space, tree and hedgerow planting, which should provide a suitable framework to allow any development proposals to tie in with the surrounding landscape structure.
<b>12. Ground Conditions</b>	Moderate Constraint	Sub-strata generally of peat with local developments built on raft or pile construction.
<b>13. Utility Infrastructure</b>	Minor Constraint	May need some upsizing or extending of the network.
<b>14. Other Constraint</b>	Minor Constraint	Partial tree coverage on site

## Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Significant	Approximately 40% of the site adjoins the existing built up area.  The existing Green Belt boundary is mainly strong (the railway), albeit weak in part (residential gardens). The proposed boundary would not correspond to a strong geographical feature.
2. To prevent towns merging into one-another	Minor	The site would bring this part of Hightown slightly closer to Crosby. It would become equally narrow to the current narrowest point between the two settlements.
3. To safeguard the countryside from encroachment	Moderate	The site is in agricultural use.
4. To preserve the setting and special character of historic towns	None	The site is adjacent to mainly post and inter-war development.
5. To assist urban regeneration		Unable to assess impact

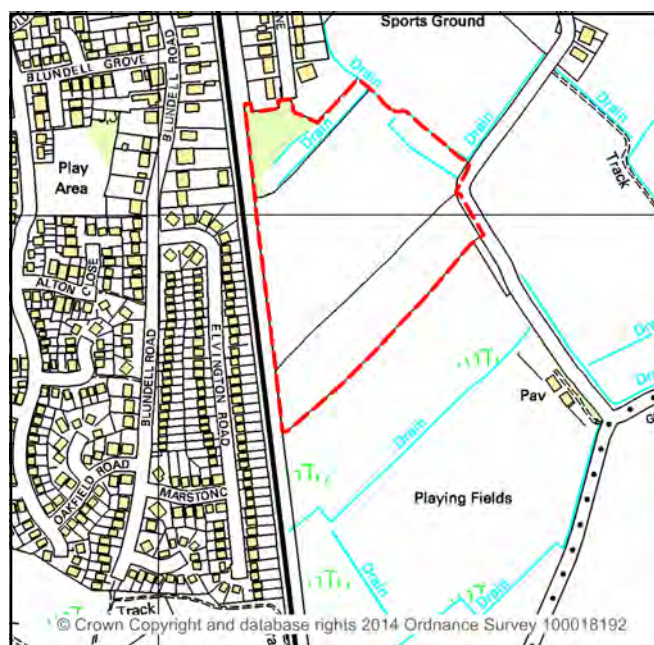
## Delivery Considerations

Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Part	The owner is promoting part of this site for development
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

## Conclusion

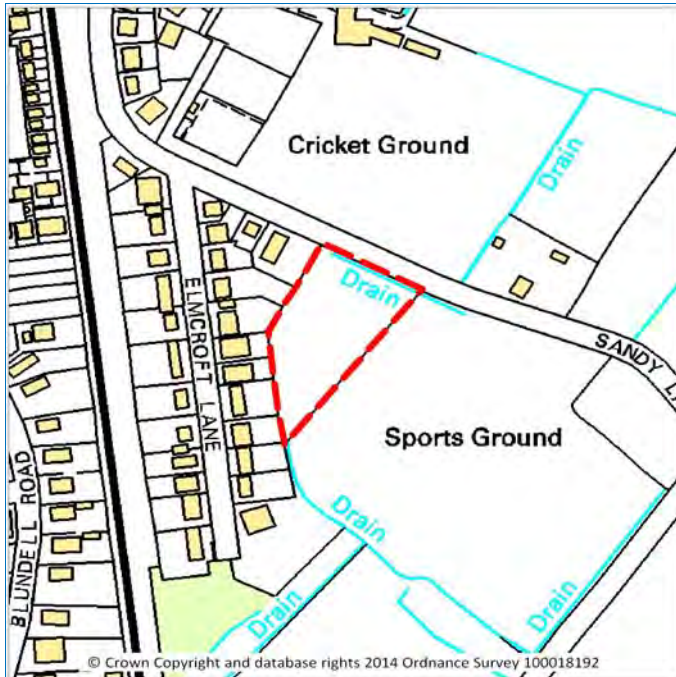
Land currently in the Green Belt. The site is not well contained by strong physical boundaries. By virtue of its size, the site would also have a severe impact on the local highways network. The site is relatively accessible to public transport and services, and would contribute to meeting Crosby and Hightown's affordable housing need. A smaller area is being promoted for development by the owner, and at this scale the highways impacts would be acceptable. Part of the site is appropriate to allocate for housing development in the Local Plan.

For clarity, the following site area is proposed to be allocated in the Publication draft Local Plan:



# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.18	Settlement Area	Crosby & Hightown	Policy ref (if applicable)	MN2.21	
SiteAddress	Land at Sandy Lane, Hightown					
SiteType	Potential Housing Allocation				SiteArea(Ha)	0.7



## Proximity of the site to key services

	Proportion of Site (%) with:					
	High accessibility		Medium accessibility		Low accessibility	
Train Stations	100 %	(<800m)	0 %	(<1,200m)	0 %	(>1,200m)
Frequent Bus Stops	100 %	(<400m)	0 %	(<800m)	0 %	(>800m)
Primary School	0 %	(<800m)	0 %	(<1,200m)	100 %	(>1,200m)
District Local Centres	0 %	(<800m)	0 %	(<1,200m)	100 %	(>1,200m)
Neighbourhood Park	100 %	(<600m)	0 %	(<900m)	0 %	(>900m)
GPs/Health Centres	0 %	(<800m)	100 %	(<1,200m)	0 %	(>1,200m)

## Site specific / wider benefits

### Comments

1. Would site involve redevelopment of Brownfield land?	No	
2. Would the development provide new or improved Road / Rail infrastructure?	No	
3. Would the site offer any other specific benefit?	No	
4. Would the site contribute to the wider regeneration of a deprived area?	No	
5. Would the site create jobs in an area of high unemployment?	No	
6. Would the site provide affordable housing in an area of high need?	Yes	Would contribute to meeting affordable housing need in Hightown.
7. Would the site meet any other wider need or provide other benefits?	No	

## Constraints to Development

Constraint	Constraint severity	Constraint description
<b>1. Ecology</b>	No Constraint	No known ecological constraints
<b>2. HRA</b>	Screened Out	
<b>3. Flood Risk</b>	No Constraint	Entirely in Flood Zone 1.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	Minor Constraint	Rose Cottage (a grade II listed building) is approximately 60m to the east. The majority of the site provides a contextual rural setting to the listed building.
<b>6. Pollution</b>	No Constraint	No known issues
<b>7. Site Access</b>	Moderate Constraint	Vehicular and pedestrian access will need to be taken from Sandy Lane and will require some slight modifications to the highway layout. There is little scope to provide any alternative/additional points of access either for vehicles or pedestrians. There is also a need to widen a section of Sandy Lane and incorporate a new pedestrian footway across the site frontage.
<b>8. Network Capacity</b>	Minor Constraint	It is not considered that there will be an issue in terms of capacity given the level of housing proposed however, this would be subject to a satisfactory Transport Statement. There is likely to be a need for a potential parking scheme (waiting restrictions) on Elmcroft Lane and Sandy Lane required to ensure safe access - due to the significant demand for on-street car parking associated with the sporting activities at the nearby playing fields on Sandy Lane.
<b>9. Accessibility Improvements</b>	N/A	A modest package of improvements will be required in order to improve the accessibility by sustainable travel choices.
<b>10. BMV Agricultural Land</b>	No Constraint	The site is not 'best and most versatile agricultural land', according to the 'provisional agricultural land classification' (Natural England 2011). This classification may not be accurate at the site specific level.
<b>11. Landscape</b>	Minor Constraint	Subject to suitable mitigation including open space, tree and hedgerow planting, which should provide a suitable framework to allow any development proposals to tie in with the surrounding landscape structure.
<b>12. Ground Conditions</b>	Moderate Constraint	Sub-strata mixed with sand and peat layers - existing local known developments on raft to piled foundations.
<b>13. Utility Infrastructure</b>	No Constraint	No known issues
<b>14. Other Constraint</b>	No Constraint	No known other issues



### Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Minor	Approximately 50% of the site adjoins the existing built up area.  The existing Green Belt boundary is weak (largely residential gardens). The proposed boundary would be weak (the boundary between the existing paddock and sports field).
2. To prevent towns merging into one-another	None	There would no impact on an existing narrow gap between settlements.
3. To safeguard the countryside from encroachment	Moderate	The land is mostly covered in trees
4. To preserve the setting and special character of historic towns	None	The site is adjacent to inter and post-war development
5. To assist urban regeneration		Unable to assess impact

### Delivery Considerations

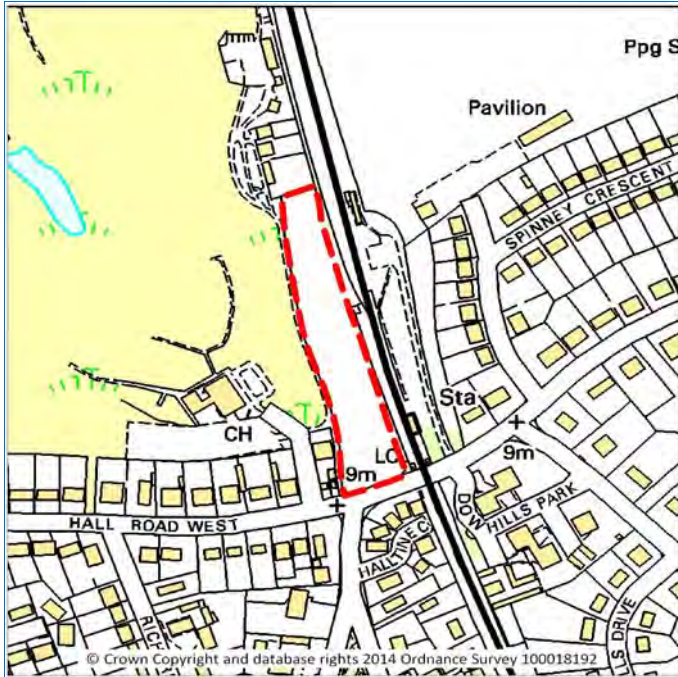
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

### Conclusion

Land currently in the Green Belt. The site is not particularly well contained by strong physical boundaries. The site is relatively accessible to public transport and services, and would contribute to meeting Crosby and Hightown's affordable housing need. The site is not subject to any significant constraints and is appropriate to allocate for housing development in the Local Plan.

# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.19	Settlement Area	Crosby & Hightown	Policy ref (if applicable)	MN2.22
SiteAddress	Land at Hall Road West, Crosby				
SiteType	Potential Housing Allocation			SiteArea(Ha)	1.1



## Proximity of the site to key services

### Proportion of Site (%) with:

	High accessibility	Medium accessibility	Low accessibility
Train Stations	100 % (<800m)	0 % (<1,200m)	0 % (>1,200m)
Frequent Bus Stops	100 % (<400m)	0 % (<800m)	0 % (>800m)
Primary School	0 % (<800m)	3.7 % (<1,200m)	96.3 % (>1,200m)
District Local Centres	0 % (<800m)	0 % (<1,200m)	100 % (>1,200m)
Neighbourhood Park	100 % (<600m)	0 % (<900m)	0 % (>900m)
GPs/Health Centres	0 % (<800m)	0 % (<1,200m)	100 % (>1,200m)

## Site specific / wider benefits

### Comments

1. Would site involve redevelopment of Brownfield land?	Yes	Brownfield land - former railway buildings.
2. Would the development provide new or improved Road / Rail infrastructure?	No	
3. Would the site offer any other specific benefit?	No	
4. Would the site contribute to the wider regeneration of a deprived area?	No	
5. Would the site create jobs in an area of high unemployment?	No	
6. Would the site provide affordable housing in an area of high need?	No	
7. Would the site meet any other wider need or provide other benefits?	No	

## Constraints to Development

<b>Constraint</b>	<b>Constraint severity</b>	<b>Constraint description</b>
<b>1. Ecology</b>	Minor Constraint	Site is adjacent to internationally important nature sites.
<b>2. HRA</b>	Screened Out	
<b>3. Flood Risk</b>	Minor Constraint	Entirely in Flood Zone 1. Some surface water flood risk and susceptibility to ground water flooding.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	Minor Constraint	The southern part of the site is close to Blundellsands Park Conservation Area. This would need to be reflected in the eventual design of the scheme.
<b>6. Pollution</b>	Minor Constraint	Site is adjacent to a railway line.
<b>7. Site Access</b>	No Constraint	The access should be positioned as far as possible from the level crossing. A modest package of accessibility improvements to footpaths required.
<b>8. Network Capacity</b>	No Constraint	There are no network issues. This site occupies an accessible location adjacent to a railway station.
<b>9. Accessibility Improvements</b>	N/A	A modest package of improvements may be required, including some signage warning of the level crossing may also be required.
<b>10. BMV Agricultural Land</b>	No Constraint	Urban site not in agricultural use.
<b>11. Landscape</b>	Minor Constraint	Given the current localised urban influenced character of the landscape, and the adjacent residential development to the north of the site, suitable mitigation should include hedgerow boundaries and open space provision within any development proposals.
<b>12. Ground Conditions</b>	Moderate Constraint	Site of former railway yard and goods sheds so some risk of contamination. Probability of design foundations being required.
<b>13. Utility Infrastructure</b>	No Constraint	No known issues
<b>14. Other Constraint</b>	No Constraint	No known other issues

## Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Minor	Approximately 50% of the site adjoins the existing built up area.  The existing Green Belt boundary is strong in part (the railway). The proposed boundary would not correspond to a strong geographical feature.
2. To prevent towns merging into one-another	Minor	The site would bring this part of Crosby slightly closer to Hightown. However, this would not be at the narrowest point of the gap.
3. To safeguard the countryside from encroachment	None	Brownfield site
4. To preserve the setting and special character of historic towns	None	The site is adjacent to inter and post-war development
5. To assist urban regeneration		Unable to assess impact

## Delivery Considerations

Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

## Conclusion

Land currently in the Green Belt. The site is well contained by the existing urban area and would not significantly affect any Green Belt purpose. The site is accessible to public transport and services and was previously occupied by railway buildings. The site is not subject to any significant constraints and is appropriate to allocate for housing development in the Local Plan.

# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.20	Settlement Area	Crosby & Hightown	Policy ref (if applicable)	MN2.23
SiteAddress	Land at Southport Old Road, Thornton				
SiteType	Potential Housing Allocation			SiteArea(Ha)	3.9



## Proximity of the site to key services

### Proportion of Site (%) with:

	High accessibility		Medium accessibility		Low accessibility	
Train Stations	0 %	(<800m)	0 %	(<1,200m)	100 %	(>1,200m)
Frequent Bus Stops	100 %	(<400m)	0 %	(<800m)	0 %	(>800m)
Primary School	44.5 %	(<800m)	55.5 %	(<1,200m)	0 %	(>1,200m)
District Local Centres	100 %	(<800m)	0 %	(<1,200m)	0 %	(>1,200m)
Neighbourhood Park	100 %	(<600m)	0 %	(<900m)	0 %	(>900m)
GPs/Health Centres	26.8 %	(<800m)	73.2 %	(<1,200m)	0 %	(>1,200m)

## Site specific / wider benefits

### Comments

1. Would site involve redevelopment of Brownfield land?	No	
2. Would the development provide new or improved Road / Rail infrastructure?	No	
3. Would the site offer any other specific benefit?	No	
4. Would the site contribute to the wider regeneration of a deprived area?	No	
5. Would the site create jobs in an area of high unemployment?	No	
6. Would the site provide affordable housing in an area of high need?	Yes	Would contribute to meeting affordable housing need in Crosby.
7. Would the site meet any other wider need or provide other benefits?	No	

## Constraints to Development

Constraint	Constraint severity	Constraint description
<b>1. Ecology</b>	Minor Constraint	Currently a habitat for farmland birds. However once the new road is constructed it will enclose the land and diminish its habitat value.
<b>2. HRA</b>	Screened In	
<b>3. Flood Risk</b>	Minor Constraint	Entirely in Flood Zone 1. Some surface water flood risk. An ordinary watercourse is within site.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	Minor Constraint	Minor encroachment on the settings of Homer Green, Lunt, and Ince Blundell Hall Conservation Areas and other designated heritage impact.
<b>6. Pollution</b>	Moderate Constraint	Part of the site is adjacent to the proposed route of Broom's Cross Road. This would need to be considered in any scheme layout.
<b>7. Site Access</b>	Moderate Constraint	Access to the site should be combined with that to SR4.21 (land east of the Park View (A565) extension). A 4 arm signalised junction or roundabout would be required.
<b>8. Network Capacity</b>	Moderate Constraint	The cumulative impact of this development and SR4.21 and SR4.22 would need to be assessed together. There are some concerns regarding the capacity of the Moor Lane / Edge Lane junction. The construction of Broom's Cross Road (A5758) will improve local capacity in the area.
<b>9. Accessibility Improvements</b>	N/A	Opportunities to enhance access to public transport would need to be provided by the developer subject to the outcome of the Transport Assessment. This would also need to cater for pedestrians and cyclists. Consideration should be given to the introduction of a linked pedestrian / cycle route through any proposed development sites in Thornton (including sites SR4.20 – SR4.25) linking all the Thornton sites to the Rimrose Valley, adjacent to Broom's Cross Road and linking in with existing public footpaths and bridleways.
<b>10. BMV Agricultural Land</b>	Minor Constraint	The entire site comprises 'best and most versatile agricultural land' (a mix of grades 2 and 3a) according to the Sefton Agricultural Land Study 2012.
<b>11. Landscape</b>	Moderate Constraint	Mitigation planting including hedgerows, intermittent tree planting and carefully designed proposals including open space provision will be required in this location to ensure that the site contributes in a positive way to the surrounding character.
<b>12. Ground Conditions</b>	Moderate Constraint	Sub-strata is generally clay or sandy clay. Local developments on piled or raft foundations
<b>13. Utility Infrastructure</b>	No Constraint	No known issues
<b>14. Other Constraint</b>	No Constraint	No known other issues

### Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Minor	Approximately 40% of the site adjoins the existing built up area.  The existing Green Belt boundary is strong (Southport Rd). The proposed boundary (Broom's Cross Road) would be equally strong.
2. To prevent towns merging into one-another	None	There would no impact on an existing narrow gap between settlements.
3. To safeguard the countryside from encroachment	Moderate	The site is in agricultural use.
4. To preserve the setting and special character of historic towns	None	The site is adjacent to mostly inter and post-war development
5. To assist urban regeneration		Unable to assess impact

### Delivery Considerations

Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	Council-owned site
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

### Conclusion

Land currently in the Green Belt. However the site is highly contained by strong physical boundaries and would not significantly affect any Green Belt purpose. There are some highways and accessibility constraints to this site that would require mitigation. There are no significant constraints that apply to the site, which would help to meet Crosby's affordable housing need. The site is appropriate to allocate for housing development in the Local Plan.

# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.21	Settlement Area	Crosby & Hightown	Policy ref (if applicable)	MN2.24
SiteAddress	Land West of Holgate				
SiteType	Potential Housing Allocation			SiteArea(Ha)	6.9



## Proximity of the site to key services

### Proportion of Site (%) with:

	High accessibility	Medium accessibility	Low accessibility
Train Stations	0 % (<800m)	0 % (<1,200m)	100 % (>1,200m)
Frequent Bus Stops	88.4 % (<400m)	11.6 % (<800m)	0 % (>800m)
Primary School	95.8 % (<800m)	4.2 % (<1,200m)	0 % (>1,200m)
District Local Centres	100 % (<800m)	0 % (<1,200m)	0 % (>1,200m)
Neighbourhood Park	100 % (<600m)	0 % (<900m)	0 % (>900m)
GPs/Health Centres	87.8 % (<800m)	12.2 % (<1,200m)	0 % (>1,200m)

## Site specific / wider benefits

### Comments

1. Would site involve redevelopment of Brownfield land?	No	
2. Would the development provide new or improved Road / Rail infrastructure?	No	
3. Would the site offer any other specific benefit?	No	
4. Would the site contribute to the wider regeneration of a deprived area?	No	
5. Would the site create jobs in an area of high unemployment?	No	
6. Would the site provide affordable housing in an area of high need?	Yes	Would contribute to meeting affordable housing need in Crosby.
7. Would the site meet any other wider need or provide other benefits?	No	



## Constraints to Development

Constraint	Constraint severity	Constraint description
<b>1. Ecology</b>	Minor Constraint	Currently a habitat for farmland birds. However once Broom's Cross Road is constructed it will enclose the land and diminish its habitat value.
<b>2. HRA</b>	Screened In	
<b>3. Flood Risk</b>	Minor Constraint	Entirely in Flood Zone 1. Some surface water flood risk. An ordinary watercourse is within site.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	Moderate Constraint	<p>Mediaeval tofts are located along the eastern boundary. Orchard House also has archaeological interest. The site is in proximity to Brooms Cross (a scheduled Ancient Monument and grade II Listed Building), and will affect its setting including impacts on mediaeval lanes.</p> <p>Minor encroachment on the settings of Homer Green, Lunt, and Ince Blundell Hall Conservation Areas and other designated heritage impact.</p>
<b>6. Pollution</b>	Moderate Constraint	Part of the site is adjacent to the proposed route of Broom's Cross Road. This would need to be considered in any scheme layout.
<b>7. Site Access</b>	Moderate Constraint	Access should be located at a single junction with the access to SR4.20 (land at Southport Old Road). Development of this site should provide access to SR4.22 (land east of Holgate), enabling Holgate to be closed off once development has taken place.
<b>8. Network Capacity</b>	Moderate Constraint	The cumulative impact of this development and SR4.20 and SR4.22 would need to be assessed together. There are some concerns regarding the capacity of the Moor Lane / Edge Lane junction. The construction of Broom's Cross Road (A5758) will improve local capacity in the area.
<b>9. Accessibility Improvements</b>	N/A	Opportunities to enhance access to public transport would need to be provided by the developer subject to the outcome of the Transport Assessment. This would also need to cater for pedestrians and cyclists. Consideration should be given to the introduction of a linked pedestrian / cycle route through the proposed development sites in Thornton (Local Plan Preferred Options sites 4.20 – 4.25) linking all the Thornton sites to the Rimrose Valley, adjacent to Broom's Cross Road (A5758) and linking in with existing public footpaths and bridleways.
<b>10. BMV Agricultural Land</b>	Minor Constraint	The entire site comprises 'best and most versatile agricultural land' (a mix of grades 2 and 3a) according to the Sefton Agricultural Land Study 2012.
<b>11. Landscape</b>	Moderate Constraint	Mitigation planting including hedgerows, intermittent tree planting and carefully designed proposals including open space provision will be required in this location to ensure that the site contributes in a positive way to the surrounding character.
<b>12. Ground Conditions</b>	Moderate Constraint	Sub-strata is generally clay or sandy clay. Local developments on piled or raft foundations
<b>13. Utility Infrastructure</b>	No Constraint	No known issues
<b>14. Other Constraint</b>	No Constraint	No known other issues

### Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Minor	Approximately 30% of the site adjoins the existing built up area.  The existing Green Belt boundary is weak (largely residential gardens). The proposed boundary (Broom's Cross Road) would be strong.
2. To prevent towns merging into one-another	None	There would no impact on an existing narrow gap between settlements.
3. To safeguard the countryside from encroachment	Moderate	The site is in mainly agricultural use.
4. To preserve the setting and special character of historic towns	None	The site is adjacent to a mix of post-war and turn-of-the-century development
5. To assist urban regeneration		Unable to assess impact

### Delivery Considerations

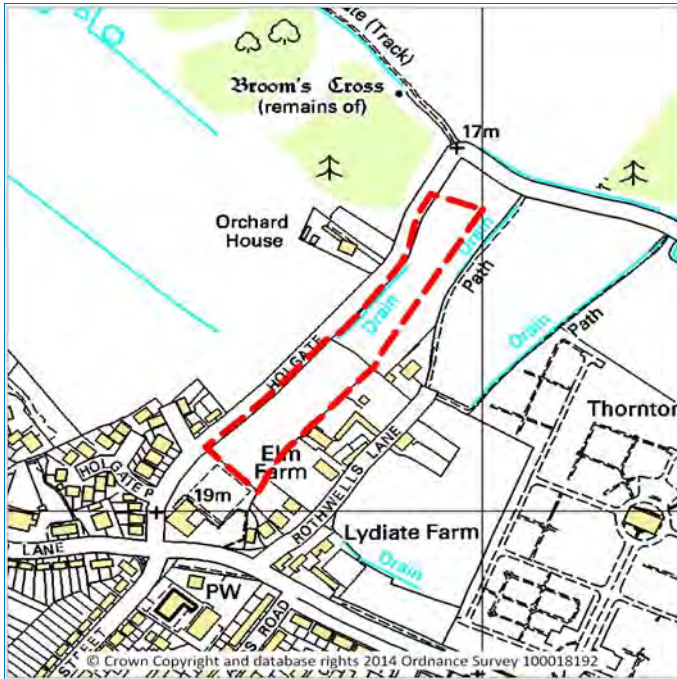
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	A partly Council-owned site
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

### Conclusion

Land currently in the Green Belt. However the site is highly contained by strong physical boundaries and would not significantly affect any Green Belt purpose. There are some highways and accessibility constraints to this site that would require mitigation. There are no significant constraints that apply to the site, which would help to meet Crosby's affordable housing need. The site is appropriate to allocate for housing development in the Local Plan.

# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.22	Settlement Area	Crosby & Hightown	Policy ref (if applicable)	MN2.24
SiteAddress	Land East of Holgate				
SiteType	Potential Housing Allocation			SiteArea(Ha)	1.5



## Proximity of the site to key services

### Proportion of Site (%) with:

	High accessibility		Medium accessibility		Low accessibility	
Train Stations	0	% (<800m)	0	% (<1,200m)	100	% (>1,200m)
Frequent Bus Stops	77.6	% (<400m)	22.4	% (<800m)	0	% (>800m)
Primary School	100	% (<800m)	0	% (<1,200m)	0	% (>1,200m)
District Local Centres	100	% (<800m)	0	% (<1,200m)	0	% (>1,200m)
Neighbourhood Park	100	% (<600m)	0	% (<900m)	0	% (>900m)
GPs/Health Centres	100	% (<800m)	0	% (<1,200m)	0	% (>1,200m)

## Site specific / wider benefits

### Comments

1. Would site involve redevelopment of Brownfield land?	No	
2. Would the development provide new or improved Road / Rail infrastructure?	No	
3. Would the site offer any other specific benefit?	No	
4. Would the site contribute to the wider regeneration of a deprived area?	No	
5. Would the site create jobs in an area of high unemployment?	No	
6. Would the site provide affordable housing in an area of high need?	Yes	Would contribute to meeting affordable housing need in Crosby.
7. Would the site meet any other wider need or provide other benefits?	No	

## Constraints to Development

Constraint	Constraint severity	Constraint description
<b>1. Ecology</b>	Minor Constraint	Currently a habitat for farmland birds. However once Broom's Cross Road is constructed it will enclose the land and diminish its habitat value.
<b>2. HRA</b>	Screened Out	
<b>3. Flood Risk</b>	Minor Constraint	Entirely in Flood Zone 1. Some surface water flood risk. Ordinary watercourses are within site.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	Moderate Constraint	<p>The site is in proximity to Brooms Cross (a scheduled Ancient Monument and grade II Listed Building), and will affect its setting including impacts on mediaeval lanes. The whole of the site contains mediaeval tofts.</p> <p>Minor encroachment on the settings of Homer Green, Lunt, and Ince Blundell Hall Conservation Areas and other designated heritage impact.</p>
<b>6. Pollution</b>	Minor Constraint	A small part of the site is adjacent to the Broom's Cross Road. This would need to be considered in any scheme layout.
<b>7. Site Access</b>	Moderate Constraint	Vehicular access from Holgate would not be possible without significant improvements. It would be preferable if the site was served through the adjacent sites SR4.21 (Land west of Holgate), and Holgate was closed to vehicular traffic.
<b>8. Network Capacity</b>	Moderate Constraint	The cumulative impact of this development and SR4.20 and SR4.21 needs to be assessed together. There are some concerns regarding the capacity of the Moor Lane / Edge Lane junction. The construction of Broom's Cross Road (A5758) will improve local capacity in the area.
<b>9. Accessibility Improvements</b>	N/A	<p>There are connections for cycling and walking so only a modest scheme of improvements is likely to be required. However, opportunities to enhance access to public transport would need to be considered.</p> <p>Consideration should be given to the introduction of a linked pedestrian / cycle route through the proposed developments within the Local Plan Preferred Option (sites SR4.20 – SR4.25) linking all the Thornton sites to the Rimrose Valley, adjacent to Broom's Cross Road (A5758) and linking in with existing public footpaths and bridleways.</p>
<b>10. BMV Agricultural Land</b>	Minor Constraint	The entire site comprises 'best and most versatile agricultural land' (a mix of grades 2 and 3a) according to the Sefton Agricultural Land Study 2012.
<b>11. Landscape</b>	Moderate Constraint	Mitigation planting including hedgerows, intermittent tree planting and carefully designed proposals including open space provision will be required in this location to ensure that the site contributes in a positive way to the surrounding character.
<b>12. Ground Conditions</b>	Moderate Constraint	Sub-strata is generally clay or sandy clay. Local developments on piled or raft foundations
<b>13. Utility Infrastructure</b>	No Constraint	No known issues
<b>14. Other Constraint</b>	No Constraint	No known other issues

### Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Minor	Approximately 30% of the site adjoins the existing built up area.  The existing Green Belt boundary is weak (largely residential gardens). The proposed boundary (Broom's Cross Road) would be strong.
2. To prevent towns merging into one-another	None	There would no impact on an existing narrow gap between settlements.
3. To safeguard the countryside from encroachment	Moderate	The site is in mainly agricultural use.
4. To preserve the setting and special character of historic towns	None	The site is adjacent to a mostly Victorian development
5. To assist urban regeneration		Unable to assess impact

### Delivery Considerations

Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	The northern part of the site is in Council ownership. The southern part of the site is in a separate ownership, and has not been promoted for development.
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

### Conclusion

Land currently in the Green Belt. However the site is highly contained by strong physical boundaries and would not significantly affect any Green Belt purpose. There are some highways and accessibility constraints to this site that would require mitigation. There are no significant constraints that apply to the site, which would help to meet Crosby's affordable housing need. The site is appropriate to allocate for housing development in the Local Plan.

# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.23	Settlement Area	Crosby & Hightown	Policy ref (if applicable)	MN2.25	
SiteAddress	Land at Lydiate Lane, Thornton					
SiteType	Potential Housing Allocation				SiteArea(Ha)	9



## Proximity of the site to key services

	Proportion of Site (%) with:					
	High accessibility		Medium accessibility		Low accessibility	
Train Stations	0	% (<800m)	0	% (<1,200m)	100	% (>1,200m)
Frequent Bus Stops	97	% (<400m)	3	% (<800m)	0	% (>800m)
Primary School	79.3	% (<800m)	20.7	% (<1,200m)	0	% (>1,200m)
District Local Centres	0	% (<800m)	100	% (<1,200m)	0	% (>1,200m)
Neighbourhood Park	100	% (<600m)	0	% (<900m)	0	% (>900m)
GPs/Health Centres	100	% (<800m)	0	% (<1,200m)	0	% (>1,200m)

## Site specific / wider benefits

### Comments

1. Would site involve redevelopment of Brownfield land?	No	
2. Would the development provide new or improved Road / Rail infrastructure?	No	
3. Would the site offer any other specific benefit?	No	
4. Would the site contribute to the wider regeneration of a deprived area?	Yes	Adjacent to an area within the 20% most deprived in the UK. Has the potential to contribute to the regeneration of the area.
5. Would the site create jobs in an area of high unemployment?	No	
6. Would the site provide affordable housing in an area of high need?	Yes	Would contribute to meeting affordable housing need in Crosby.
7. Would the site meet any other wider need or provide other benefits?	No	

## Constraints to Development

Constraint	Constraint severity	Constraint description
<b>1. Ecology</b>	Minor Constraint	Currently a habitat for farmland birds. However once Broom's Cross Road is constructed it will enclose the land and diminish its habitat value. Adjacent to ponds to the north.
<b>2. HRA</b>	Screened Out	
<b>3. Flood Risk</b>	Minor Constraint	Entirely in Flood Zone 1. Some surface water flood risk. An ordinary watercourse crosses the site.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	Moderate Constraint	Minor encroachment on the settings of Lunt and Sefton village Conservation Areas including St Helen's church (Grade 1).
<b>6. Pollution</b>	Moderate Constraint	Part of the site is adjacent to the proposed route of Broom's Cross Road. This would need to be considered in any scheme layout.
<b>7. Site Access</b>	Moderate Constraint	Ideally, access should be combined junction with site SR4.24 (land south of Runnell's Lane). Development is likely to improve the alignment of Lydiate Lane to address the accident record in this location.
<b>8. Network Capacity</b>	Moderate Constraint	There are some concerns about the capacity of Lydiate Lane near Buckley Hill Lane. A new 4-arm signalised junction to serve this site and the site to the south (SR4.24) would be required. The construction of Broom's Cross Road (A5758) will improve local capacity in the area.
<b>9. Accessibility Improvements</b>	N/A	<p>Pedestrian and cycling permeability and connectivity would need to be improved.</p> <p>Consideration should be given to the introduction of a linked pedestrian / cycle route through the proposed developments within the Local Plan Preferred Option (sites SR4.20 – SR4.25) linking all the Thornton sites to the Rimrose Valley, adjacent to Broom's Cross Road (A5758) and linking in with existing public footpaths and bridleways. Existing bridleway Sefton 11 is located on the site's western boundary; this should be retained.</p>
<b>10. BMV Agricultural Land</b>	Minor Constraint	The entire site comprises 'best and most versatile agricultural land' (a mix of grades 2 and 3a) according to the Sefton Agricultural Land Study 2012.
<b>11. Landscape</b>	Moderate Constraint	Mitigation planting including hedgerows, intermittent tree planting and carefully designed proposals including open space provision will be required in this location to ensure that the site contributes in a positive way to the surrounding character.
<b>12. Ground Conditions</b>	Minor Constraint	No developments in area but would suggest that in all likelihood the substrata will be either sand or clay. Traditional foundations (strip or reinforced strip) are likely to be acceptable on this site.
<b>13. Utility Infrastructure</b>	No Constraint	No known issues
<b>14. Other Constraint</b>	No Constraint	No known other issues

### Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Moderate	Approximately 20% of the site adjoins the existing built up area.  The existing Green Belt boundary is strong (Lydiate Rd). The proposed boundary (Broom's Cross Road, the A5758) would be equally strong to the north, however the eastern boundary would not correspond to a strong geographical feature. The site is adjacent to another potential allocation to the south.
2. To prevent towns merging into one-another	Significant	Part of the site projects out into the upper Rimrose Valley – a narrow gap between Thornton and Netherton. However, this would not be at the narrowest point in the gap between the settlements.
3. To safeguard the countryside from encroachment	Moderate	The site is currently used for agriculture
4. To preserve the setting and special character of historic towns	None	The site is adjacent to mostly inter and post-war development
5. To assist urban regeneration		Unable to assess impact

### Delivery Considerations

Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for developm't?	Yes	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

### Conclusion

Land currently in the Green Belt. However the site is mostly well contained by strong physical boundaries. Located at one end of a narrow Green Belt gap between Thornton and Netherton - the Rimrose Valley - which is narrow along its length and is narrower in other parts than here. There are some highways and accessibility constraints to this site that would require mitigation. There are no other significant constraints that apply to the site, which would help to meet Crosby's affordable housing need. The site is appropriate to allocate for housing development in the Local Plan.



# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	AS27	Settlement Area	Crosby & Hightown	Policy ref (if applicable)	MN2.25
SiteAddress	Land at Lydiate Lane, Thornton, (extension to proposed Local Plan allocation SR4.23)				
SiteType	Potential Housing Allocation			SiteArea(Ha)	11.7



## Proximity of the site to key services

	Proportion of Site (%) with:					
	High accessibility		Medium accessibility		Low accessibility	
Train Stations	0 %	(<800m)	0 %	(<1,200m)	100 %	(>1,200m)
Frequent Bus Stops	31.1 %	(<400m)	68.9 %	(<800m)	0 %	(>800m)
Primary School	11.8 %	(<800m)	88.2 %	(<1,200m)	0 %	(>1,200m)
District Local Centres	0 %	(<800m)	67.2 %	(<1,200m)	32.8 %	(>1,200m)
Neighbourhood Park	100 %	(<600m)	0 %	(<900m)	0 %	(>900m)
GPs/Health Centres	92.4 %	(<800m)	7.6 %	(<1,200m)	0 %	(>1,200m)

## Site specific / wider benefits

### Comments

1. Would site involve redevelopment of Brownfield land?	No	
2. Would the development provide new or improved Road / Rail infrastructure?	No	
3. Would the site offer any other specific benefit?	No	
4. Would the site contribute to the wider regeneration of a deprived area?	Yes	Adjacent to an area within the 20% most deprived in the UK. Has the potential to contribute to the regeneration of the area.
5. Would the site create jobs in an area of high unemployment?	No	
6. Would the site provide affordable housing in an area of high need?	Yes	Would contribute to meeting affordable housing need in Crosby.
7. Would the site meet any other wider need or provide other benefits?	No	

## Constraints to Development

Constraint	Constraint severity	Constraint description
<b>1. Ecology</b>	Minor Constraint	Currently a habitat for farmland birds. However once Broom's Cross Road is constructed it will enclose the land and diminish its habitat value. Adjacent to ponds to the north.
<b>2. HRA</b>	Screened Out	
<b>3. Flood Risk</b>	Minor Constraint	Entirely in Flood Zone 1. Some surface water flood risk. An ordinary watercourse crosses the site.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	Moderate Constraint	Minor encroachment on the settings of Lunt and Sefton village Conservation Areas including St Helen's church (grade 1 listed). The impact of Brooms Cross Road will have an unclear impact at present.
<b>6. Pollution</b>	Moderate Constraint	Part of the site is adjacent to the proposed route of Broom's Cross Road. This would need to be considered in any scheme layout.
<b>7. Site Access</b>	Moderate Constraint	A combined four-arm signalised junction to provide access to this site and the site to the north east of Lydiate Lane (SR4.23) is required. This should be accompanied by a reduction in the speed limit on Lydiate Lane.  Access should also be provided in conjunction with the site to the south east (Runnell's Lane SR4.24) on the opposite side of Lydiate Lane.
<b>8. Network Capacity</b>	Moderate Constraint	A Transport Assessment is required to assess the cumulative impacts of all the Thornton sites. The construction of Broom's Cross Road will improve capacity in the area.
<b>9. Accessibility Improvements</b>	N/A	A modest scheme of improvements for cyclists, pedestrians and public transport is likely to be required.  Consideration should be given to the introduction of a linked pedestrian / cycle route with any adjacent sites.
<b>10. BMV Agricultural Land</b>	Minor Constraint	The entire site comprises 'best and most versatile agricultural land' (a mix of grades 2 and 3a) according to the Sefton Agricultural Land Study 2012.
<b>11. Landscape</b>	Moderate Constraint	Mitigation planting including hedgerows, intermittent tree planting and carefully designed proposals including open space provision will be required in this location to ensure that the site contributes in a positive way to the surrounding character.
<b>12. Ground Conditions</b>	Minor Constraint	No developments in area but would suggest that in all likelihood the substrata will be either sand or clay. Traditional foundations (strip or reinforced strip) are likely to be acceptable on this site.
<b>13. Utility Infrastructure</b>	No Constraint	No known issues
<b>14. Other Constraint</b>	No Constraint	No known other issues

### Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Moderate	Approximately 20% of the site adjoins the existing built up area.  The existing Green Belt boundary is strong (Lydiate Lane). The proposed boundary (Broom's Cross Road, the A5758) would be equally strong to the north, however the eastern boundary would not correspond to a strong geographical feature. The site is adjacent to another potential allocation to the south east (SR4.24).
2. To prevent towns merging into one-another	Significant	Part of the site projects out into the upper Rimrose Valley – a narrow gap between Thornton and Netherton. However, this would not be at the narrowest point in the gap between the settlements.
3. To safeguard the countryside from encroachment	Moderate	The site is in agricultural use.
4. To preserve the setting and special character of historic towns	None	The site is adjacent to mainly post and inter-war development.
5. To assist urban regeneration		Unable to assess impact

### Delivery Considerations

Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for developm't?	Yes	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

### Conclusion

Land currently in the Green Belt. However the site is mostly well contained by strong physical boundaries. Located at one end of a narrow Green Belt gap between Thornton and Netherton - the Rimrose Valley - which is narrow along its length and is narrower in other parts than here. There are some highways and accessibility constraints to this site that would require mitigation. Moderate landscape and heritage constraints also apply, albeit these impacts will be lessened once the link road is completed. There are no other significant constraints that apply to the site, which would help to meet Crosby's affordable housing need. The site is appropriate to allocate for housing development in the Local Plan.

# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.25	Settlement Area	Crosby & Hightown	Policy ref (if applicable)	MN2.26
SiteAddress	Land south of Runnell's Lane, Thornton				
SiteType	Potential Housing Allocation			SiteArea(Ha)	5.3



## Proximity of the site to key services

	Proportion of Site (%) with:					
	High accessibility		Medium accessibility		Low accessibility	
Train Stations	0	% (<800m)	0	% (<1,200m)	100	% (>1,200m)
Frequent Bus Stops	100	% (<400m)	0	% (<800m)	0	% (>800m)
Primary School	100	% (<800m)	0	% (<1,200m)	0	% (>1,200m)
District Local Centres	21.5	% (<800m)	78.5	% (<1,200m)	0	% (>1,200m)
Neighbourhood Park	100	% (<600m)	0	% (<900m)	0	% (>900m)
GPs/Health Centres	100	% (<800m)	0	% (<1,200m)	0	% (>1,200m)

## Site specific / wider benefits

### Comments

1. Would site involve redevelopment of Brownfield land?	No	
2. Would the development provide new or improved Road / Rail infrastructure?	No	
3. Would the site offer any other specific benefit?	No	
4. Would the site contribute to the wider regeneration of a deprived area?	Yes	Adjacent to an area within the 20% most deprived in the UK. Has the potential to contribute to the regeneration of the area.
5. Would the site create jobs in an area of high unemployment?	No	
6. Would the site provide affordable housing in an area of high need?	Yes	Would contribute to meeting affordable housing need in Crosby.
7. Would the site meet any other wider need or provide other benefits?	No	

## Constraints to Development

Constraint	Constraint severity	Constraint description
<b>1. Ecology</b>	Minor Constraint	Invasive species recorded on this site.
<b>2. HRA</b>	Screened Out	
<b>3. Flood Risk</b>	Minor Constraint	Entirely in Flood Zone 1. Some surface water flood risk.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	Moderate Constraint	Adjacent to a site that contains a grade II listed building. The heritage assessment for Tanhouse Farm concludes that this site some sensitivity in terms of the impact on the setting of Tanhouse Farm. There is also some archaeological impact to the north of the site.
<b>6. Pollution</b>	No Constraint	No known issues
<b>7. Site Access</b>	Moderate Constraint	A combined four-arm signalised junction to provide access to this site and the site to the north east of Lydiate Lane (SR4.23) would be required. This should be accompanied by a reduction in the speed limit on Lydiate Lane.
<b>8. Network Capacity</b>	Moderate Constraint	A Transport Assessment would be required to assess the cumulative impacts of all the Thornton sites. The construction of Broom's Cross Road (A5758) will improve local capacity in the area.
<b>9. Accessibility Improvements</b>	N/A	A modest scheme of improvements for cyclists, pedestrians and public transport is likely to be required.  Consideration should be given to the introduction of a linked pedestrian / cycle route through the proposed developments within the Local Plan (Preferred Option references SR4.20 – SR4.25).
<b>10. BMV Agricultural Land</b>	Minor Constraint	Part of the site comprises 'best and most versatile agricultural land' (a mix of grades 1 and 2) according to the Sefton Agricultural Land Study 2012.
<b>11. Landscape</b>	Minor Constraint	Mitigation planting including hedgerows, intermittent tree planting and carefully designed proposals including open space provision will be required in this location to ensure that the site contributes in a positive way to the surrounding character.
<b>12. Ground Conditions</b>	Minor Constraint	No developments in area but would suggest that in all likelihood the sub-strata will be either sand or clay. Traditional strip / reinforced strip foundations are likely to be suitable.
<b>13. Utility Infrastructure</b>	No Constraint	No known issues
<b>14. Other Constraint</b>	No Constraint	No known other issues

## Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Moderate	Approximately 30% of the site adjoins the existing built up area.  The existing Green Belt boundary is weak (largely residential gardens). The proposed boundary would not correspond to a strong geographical feature. The site is adjacent to other potential allocations to the south and north.
2. To prevent towns merging into one-another	Significant	The site projects out into the Rimrose Valley – a narrow gap between Thornton and Netherton. However, this would not be at the narrowest point in the gap between the settlements.
3. To safeguard the countryside from encroachment	Moderate	The site is in agricultural use.
4. To preserve the setting and special character of historic towns	None	The site is adjacent to mostly inter and post-war development
5. To assist urban regeneration		Unable to assess impact

## Delivery Considerations

Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

## Conclusion

Land currently in the Green Belt. The site is poorly contained and is located in the Rimrose Valley - a narrow Green Belt gap between Thornton and Netherton - which is narrow along its length and is narrower in other parts than here. There are some highways and accessibility constraints to this site that would require mitigation. There are no other significant constraints that apply to the site, which would help to meet Crosby's affordable housing need. The site is appropriate to allocate for housing development in the Local Plan.