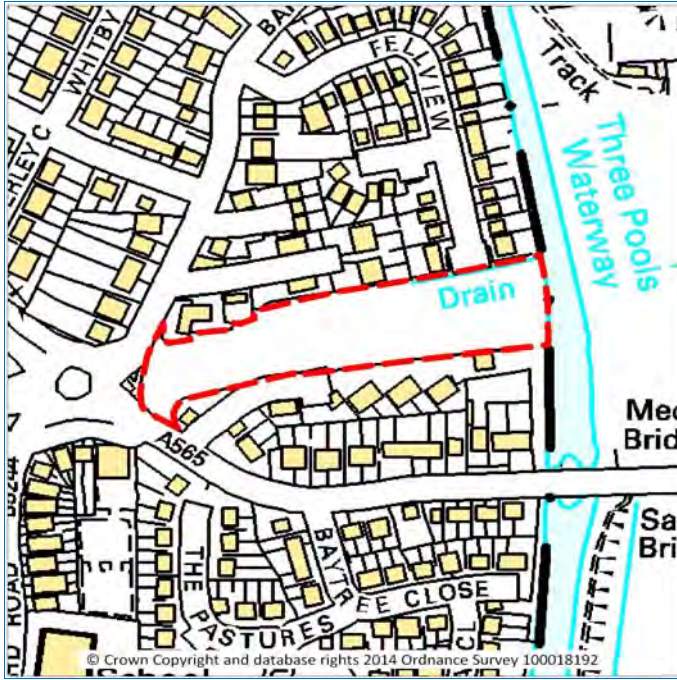


# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.01	Settlement Area	Southport	Policy ref (if applicable)	MN2.1	
SiteAddress	Bartons Close, Southport					
SiteType	Potential Housing Allocation				SiteArea(Ha)	1



## 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	100	% (<800m)	0	% (<1,200m)	0	% (>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?	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 the high affordable housing need in Southport.
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	Potential for water voles adjacent to Three Pools Waterway.
<b>2. HRA</b>	Screened Out	
<b>3. Flood Risk</b>	Minor Constraint	Entirely in Flood Zone 1. There is some risk of surface water flooding on parts of the site. A main river forms the eastern boundary. The site has some susceptibility to ground water flooding.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	No Constraint	No identified impacts on designated heritage assets
<b>6. Pollution</b>	No Constraint	No known issues
<b>7. Site Access</b>	Minor Constraint	All vehicular traffic should access the site via Fell View. A very limited number of houses could be accessed off Barton's Close. The opportunity exists to close Barton's Close to vehicular traffic at its junction with Water Lane in order to improve highway safety with access re-routed via the development site and Fell View. A safe vehicular access onto either Water Lane and Banks Road is unlikely to be achievable. Pedestrian access should be maintained to and from Water Lane.
<b>8. Network Capacity</b>	No 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.
<b>9. Accessibility Improvements</b>	N/A	Some modest off-site improvements to enhance pedestrian and cyclist accessibility will be required.
<b>10. BMV Agricultural Land</b>	No Constraint	Urban site not in agricultural use.
<b>11. Landscape</b>	No Constraint	Urban site - not assessed for landscape value.
<b>12. Ground Conditions</b>	Minor Constraint	Records show that the ground conditions consist predominantly of clay soils. Traditional foundations i.e. strip/reinforced strip foundations have been used on building developments in this location.
<b>13. Utility Infrastructure</b>	Minor Constraint	Waste water network upgrade might be required
<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	None	Not Applicable - urban site
2. To prevent towns merging into one-another	None	Not Applicable - urban site
3. To safeguard the countryside from encroachment	None	Not Applicable - urban site
4. To preserve the setting and special character of historic towns	None	Not Applicable - urban site
5. To assist urban regeneration	None	Not Applicable - urban site

### Delivery Considerations

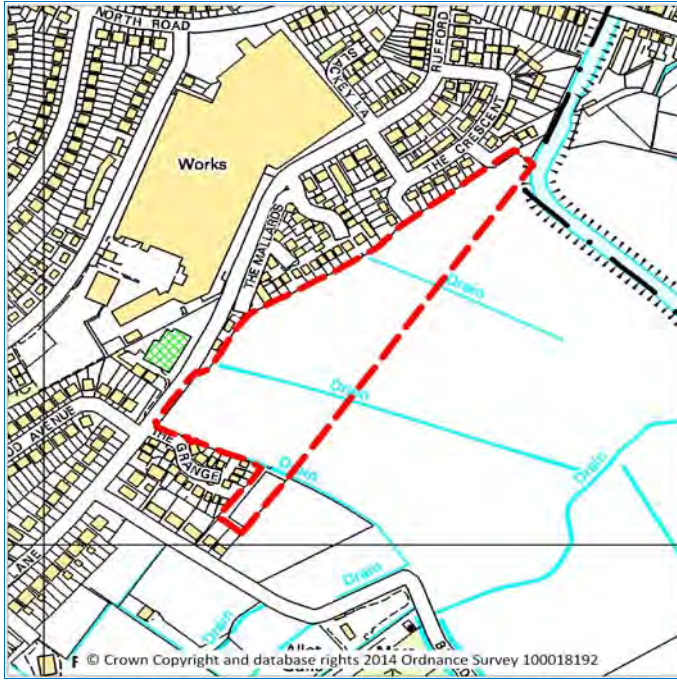
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	Council-owned site
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

### Conclusion

Site in the existing urban area and owned by Sefton Council. It is identified as being within a 'Primarily Residential Area' in the 2006 Sefton Unitary Development Plan where residential development is acceptable in principle. The site was historically earmarked for a new bypass, but this will no longer proceed. The site is relatively accessible to public transport and services and would contribute to meeting Southport's high affordable housing need. The site is appropriate to allocate for housing development in the Local Plan.

# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.02	Settlement Area	Southport	Policy ref (if applicable)	MN2.2
SiteAddress	Land at Bankfield Lane, Churchtown				
SiteType	Potential Housing Allocation			SiteArea(Ha)	4.7



## 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	100	% (<400m)	0	% (<800m)	0	% (>800m)
Primary School	68	% (<800m)	32	% (<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	0	% (<800m)	89	% (<1,200m)	11	% (>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 the high affordable housing need in Southport.
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	Site is designated as a Local Wildlife Site and mitigation / compensatory measures would be required. Potential for water voles on part of the site.
<b>2. HRA</b>	Screened Out	
<b>3. Flood Risk</b>	Minor Constraint	Approximately 40% of the site is within Flood Zone 2 (tidal flood risk). However, once existing flood defences are taken into account the site would not be at risk from a 1:1000 year event. There is a risk of surface water flooding on very small areas of the site. A number of ordinary water courses run through the site.
<b>4. Sequential Test</b>	Pass	Site is in Flood Zone 1 once existing flood defences are taken into account, as confirmed by the SFRA.
<b>5. Heritage</b>	Minor Constraint	Minor impact on the North Meols Conservation Area, Churchtown Conservation Area, and the listed buildings therein, by virtue of a limited increase in the sense of suburbanisation.
<b>6. Pollution</b>	No Constraint	No known issues
<b>7. Site Access</b>	Minor Constraint	A single point of vehicular access would be via an 'upgraded' Blundell Lane and would incorporate a right turn filter lane on Bankfield Lane.
<b>8. Network Capacity</b>	Moderate Constraint	In principle, this development could be accommodated upon the network, subject to a satisfactory Transport Assessment.  The cumulative effect of other potential developments within this area of the borough would need to be considered.  An assessment of the junction at Marshside Road and Cambridge Road would need to be included within the Transport Assessment.
<b>9. Accessibility Improvements</b>	N/A	Good permeability for pedestrians and cyclists would be expected from Three Pools/The Crescent and Bankfield Road. Some modest off-site improvements to enhance the accessibility of the site by sustainable travel modes are likely to be required.
<b>10. BMV Agricultural Land</b>	Minor Constraint	The entire site comprises grade 3a 'best and most versatile agricultural land' according to the Sefton Agricultural Land Study 2012.
<b>11. Landscape</b>	Moderate Constraint	Sensitive mitigation is required in order to help integrate the site with the surrounding open and large scale landscape character.
<b>12. Ground Conditions</b>	Moderate Constraint	Sub-strata is generally sand overlying peat layers, and new developments in this vicinity are on raft or piled foundations.
<b>13. Utility Infrastructure</b>	Minor Constraint	Waste water network upgrade might be required
<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 60% of the site adjoins the existing built up area. The development of this site would shorten the length of the existing Green Belt boundary.  The existing Green Belt boundary is weak (being largely back gardens of existing properties). The proposed boundary would not correspond to a strong geographical feature.
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 post-war suburban 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

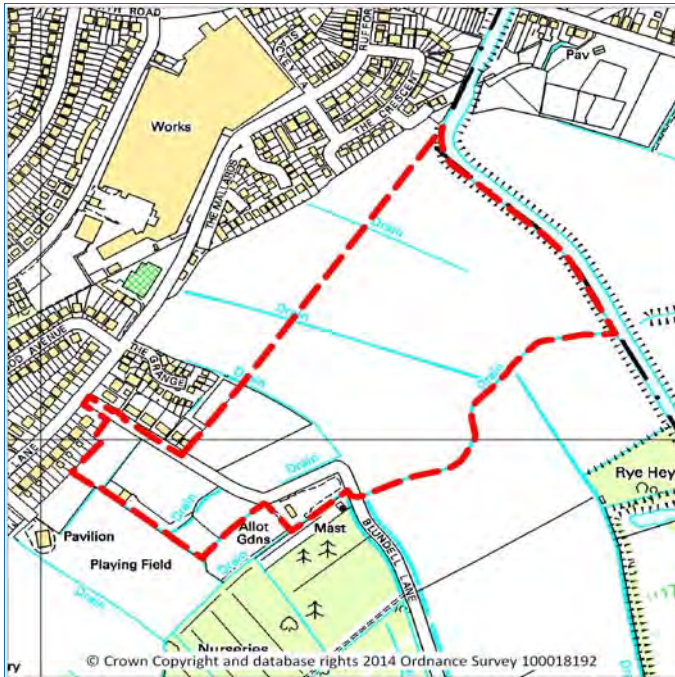
Land currently in the Green Belt. However the site is contained and would not significantly affect any Green Belt purpose. The site is relatively accessible to public transport and services, and would contribute to meeting Southport's high affordable housing need. The site is identified as a Local Wildlife Site, but there are opportunities for significant habitat creation and mitigation onsite, and on adjacent land in the same ownership. In addition, parts of the site are identified on the Environment Agency's flood maps as being within Flood Zones 2 and 3. However these maps take no account of existing flood defences - once these are factored in the entire site is in Flood Zone 1. There are no other significant constraints that apply to the site, and it is appropriate to allocate for housing 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	AS01	Settlement Area	Southport	Policy ref (if applicable)	MN2.2
SiteAddress	Land at Bankfield Lane, Churchtown (extension to proposed Local Plan allocation SR4.2)				
SiteType	Potential Housing Allocation			SiteArea(Ha)	15.5



## 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	84.6	% (<400m)	15.4	% (<800m)	0	% (>800m)
Primary School	22.7	% (<800m)	77.3	% (<1,200m)	0	% (>1,200m)
District Local Centres	86.5	% (<800m)	13.5	% (<1,200m)	0	% (>1,200m)
Neighbourhood Park	72.3	% (<600m)	27.7	% (<900m)	0	% (>900m)
GPs/Health Centres	0	% (<800m)	61.8	% (<1,200m)	38.2	% (>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 the high affordable housing need in Southport.
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	Site is designated as a Local Wildlife Site and mitigation / compensatory measures would be required. Potential for water voles on part of the site. There is scope for significant mitigation to address this issue, both onsite and on adjacent land in the same ownership.
<b>2. HRA</b>	Screened Out	
<b>3. Flood Risk</b>	Moderate Constraint	Approximately 20% of the site is in Flood Zone 3 and a further 60% of the site is within Flood Zone 2 (tidal flood risk). However, once existing flood defences are taken into account the site would not be at risk from a 1:1000 year event. There is a risk of surface water flooding on parts of the site. A number of ordinary water courses run through the site.
<b>4. Sequential Test</b>	Pass	Site is in Flood Zone 1 once existing flood defences are taken into account, as confirmed by the SFRA.
<b>5. Heritage</b>	Significant Constraint	<p>There would be a significant impact on the setting of grade II listed Meols Hall and North Meols Conservation Area arising from the proposed enlarged site if expanded beyond the houses on Blundells Lane. In the northern part of the site this impact would be less pronounced, but still greater than the impact of the smaller site (SR4.02).</p> <p>The site has some archaeological interest.</p>
<b>6. Pollution</b>	No Constraint	No known issues
<b>7. Site Access</b>	Moderate Constraint	A single point of vehicular access would be via an 'upgraded' Blundell Lane. However, whereas a right turn filter lane onto Bankfield Lane would be acceptable for the site identified at the Preferred Option stage, a light controlled junction would be required for the larger site.
<b>8. Network Capacity</b>	Moderate Constraint	<p>In principle, this development could be accommodated upon the network, subject to a satisfactory Transport Assessment.</p> <p>The cumulative effect of other potential developments within this area of the borough needs to be considered.</p> <p>An assessment of the junction at Marshside Road and Cambridge Road would need to be included within the Transport Assessment.</p>
<b>9. Accessibility Improvements</b>	N/A	Some modest off-site improvements to enhance the accessibility of the site by sustainable travel modes are likely to be required.
<b>10. BMV Agricultural Land</b>	Minor Constraint	The entire site comprises grade 3a agricultural land according to the Sefton Agricultural Land Study 2012, and is therefore classified as 'best and most versatile agricultural land'.
<b>11. Landscape</b>	Moderate Constraint	In order to provide a visual buffer to help mitigate potential views from the east, mitigation planting is recommended along the south eastern boundary of the site.
<b>12. Ground Conditions</b>	Moderate Constraint	Sub-strata is generally sand overlying peat layers, and new developments in this vicinity are on raft or piled foundations.
<b>13. Utility Infrastructure</b>	Minor Constraint	Waste water network upgrade might be required
<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 50% of the site adjoins the existing built up area.  The existing Green Belt boundary is weak (being largely back gardens of existing properties). The proposed north eastern boundary would correspond to Three Pools Waterway, and the south eastern boundary would comprise a drainage ditch. The proposed southern boundary would not correspond to a strong geographical feature.
2. To prevent towns merging into one-another	Minor	This site would not bring this part of Southport any closer to Banks (in West Lancashire)
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 post-war suburban 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 relatively contained and would not significantly affect any Green Belt purpose. The site is relatively accessible to public transport and services, and would contribute to meeting Southport's high affordable housing need. The site is identified as a Local Wildlife Site, but there are opportunities for significant habitat creation and mitigation onsite, and on adjacent land in the same ownership. In addition, parts of the site are identified on the Environment Agency's flood maps as being within Flood Zones 2 and 3. However these take no account of existing flood defences - once these are factored in the entire site is in Flood Zone 1. The southern and eastern parts of the site would significantly affect the setting of the grade II\* listed Meols Hall and the North Meols Conservation Area and these should be excluded from any allocation. The remainder of the site is appropriate to allocate for housing 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	AS28	Settlement Area	Southport	Policy ref (if applicable)	MN2.3	
SiteAddress	Phillip's Site, Balmoral Drive					
SiteType	Potential Housing Allocation				SiteArea(Ha)	6



## 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	100	% (<800m)	0	% (<1,200m)	0	% (>1,200m)
Neighbourhood Park	100	% (<600m)	0	% (<900m)	0	% (>900m)
GPs/Health Centres	3.3	% (<800m)	96.7	% (<1,200m)	0	% (>1,200m)

## Site specific / wider benefits

### Comments

Question	Yes/No	Comments
1. Would site involve redevelopment of Brownfield land?	Yes	Brownfield industrial site - part vacant, part occupied by commercial uses
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 high affordable housing need in Southport.
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	Some existing buildings have barn owl potential
<b>2. HRA</b>	Screened Out	
<b>3. Flood Risk</b>	Moderate Constraint	Approximately 20% of the site is in Flood Zone 3 and a further 70% of the site is within Flood Zone 2 (tidal flood risk). However, once existing flood defences are taken into account the site would not be at risk from a 1:1000 year event. There is a risk of surface water flooding on parts of the site.
<b>4. Sequential Test</b>	Pass	Site is in Flood Zone 1 once existing flood defences are taken into account, as confirmed by the SFRA.
<b>5. Heritage</b>	Minor Constraint	Site contains buildings of local heritage interest
<b>6. Pollution</b>	Moderate Constraint	Potential for contamination given historic uses.
<b>7. Site Access</b>	Minor Constraint	Access should be taken onto Balmoral Drive or North Road. There is an opportunity to create pedestrian linkages through the site between Balmoral Drive and Rufford Road / Bankfield Lane.
<b>8. Network Capacity</b>	Moderate Constraint	In principle, this development could be accommodated upon the network, subject to a satisfactory Transport Assessment.  The cumulative effect of other potential developments within this area of the borough would need to be considered.  An assessment of the junction at Marshside Road and Cambridge Road would need to be included within the Transport Assessment.
<b>9. Accessibility Improvements</b>	N/A	Good permeability for pedestrians and cyclists would be expected between Balmoral Drive and Rufford Road / Bankfield Lane. Some modest off-site improvements to enhance the accessibility of the site by sustainable travel modes are likely to be required.
<b>10. BMV Agricultural Land</b>	No Constraint	Urban site not in agricultural use.
<b>11. Landscape</b>	No Constraint	Urban site - not assessed for landscape value.
<b>12. Ground Conditions</b>	Moderate Constraint	Sub-strata is generally sand overlying peat layers, and new developments in this vicinity are on raft or piled foundations.
<b>13. Utility Infrastructure</b>	Minor Constraint	Waste water network upgrade might be required
<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	None	Not Applicable - urban site
2. To prevent towns merging into one-another	None	Not Applicable - urban site
3. To safeguard the countryside from encroachment	None	Not Applicable - urban site
4. To preserve the setting and special character of historic towns	None	Not Applicable - urban site
5. To assist urban regeneration	None	Not Applicable - urban site

### Delivery Considerations

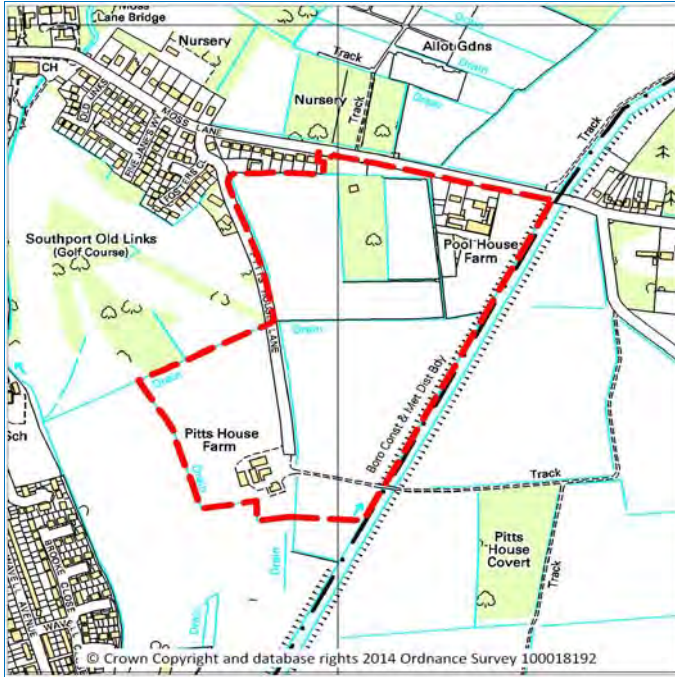
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	
2. Are there any known viability issues?	Yes	Potential for contamination given historic uses, which may require remediation. Demolition costs may be significant.
3. Are there any known issues that would delay development?	Yes	There are lease agreements affecting part of the site

### Conclusion

Site in the existing urban area and accessible to public transport and services. The site is brownfield and would contribute to meeting Southport's high affordable housing need. Parts of the site are identified on the Environment Agency's flood maps as being within Flood Zones 2 and 3. However these maps do not take account of existing flood defences - once these are factored in the entire site is in Flood Zone 1. There are no other significant constraints that apply to the site, and it is appropriate to allocate for housing in the Local Plan.

# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.03	Settlement Area	Southport	Policy ref (if applicable)	MN2.4
SiteAddress	Land at Moss Lane, Churchtown				
SiteType	Potential Housing Allocation			SiteArea(Ha)	19.7



## Proximity of the site to key services

### Proportion of Site (%) with:

	High accessibility	Medium accessibility	Low accessibility
Train Stations	0 % (<800m)	3.2 % (<1,200m)	96.8 % (>1,200m)
Frequent Bus Stops	0 % (<400m)	65.3 % (<800m)	34.7 % (>800m)
Primary School	99.2 % (<800m)	0.8 % (<1,200m)	0 % (>1,200m)
District Local Centres	52.1 % (<800m)	47.9 % (<1,200m)	0 % (>1,200m)
Neighbourhood Park	83.9 % (<600m)	16.1 % (<900m)	0 % (>900m)
GPs/Health Centres	0 % (<800m)	93.1 % (<1,200m)	6.9 % (>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 the high affordable housing need in Southport.
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	Potential for water voles adjacent to Three Pools Waterway.
<b>2. HRA</b>	Screened In	
<b>3. Flood Risk</b>	Moderate Constraint	Approximately 10% of the site is within Flood Zone 2, with a further 2% in Flood Zone 3 (in the north east corner of the site). However, once existing flood defences are taken into account the site would not be at risk from a 1:1000 year event. There is a risk of surface water flooding on various parts of the site. A number of ordinary water courses run through the site. Approximately one third of the site is identified as having susceptibility to ground water flooding.
<b>4. Sequential Test</b>	Pass	Entire site is in Flood Zone 1 once existing flood defences are taken into account, as confirmed by the SFRA.
<b>5. Heritage</b>	Minor Constraint	Minor impact on the North Meols Conservation Area and the listed buildings therein, by virtue of a limited increase in the sense of suburbanisation, especially in the north-eastern part of the site.
<b>6. Pollution</b>	No Constraint	No known issues
<b>7. Site Access</b>	Moderate Constraint	Satisfactory access to this site can be achieved, but will require major highways improvements to Moss Lane. There is scope to widen Moss Lane within the existing highway boundary. There is currently a poor level of accessibility for pedestrians. Footways on Moss Lane are narrow and the presence of the golf course restricts opportunities to provide any additional direct pedestrian links to the surrounding area.
<b>8. Network Capacity</b>	Moderate Constraint	The cumulative effect of the developments proposed would require an assessment including any proposals in West Lancashire. It is likely that substantial mitigation in the form of significant infrastructure improvements would be required.
<b>9. Accessibility Improvements</b>	N/A	There are limited opportunities to make the development permeable for pedestrians and cyclists. A substantial scheme of off-site improvements to enhance the accessibility of the site by sustainable travel modes is likely to be required.
<b>10. BMV Agricultural Land</b>	Minor Constraint	Approximately 90% of the site comprises grade 2 and 3a agricultural land and is therefore classified as 'best and most versatile agricultural land', according to the Sefton Agricultural Land Study 2012.
<b>11. Landscape</b>	Moderate Constraint	Mitigation in the form of provision of open space is recommended to ensure the site is integrated well into the surrounding landscape character.
<b>12. Ground Conditions</b>	Moderate Constraint	Sub-strata is generally sand overlying peat layers, and new developments in this vicinity are on raft or piled foundations.
<b>13. Utility Infrastructure</b>	Minor Constraint	Waste water network upgrade might be required
<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 10% of the site adjoins the existing built up area.  The existing Green Belt boundary is weak (largely defined by the rear of existing housing and open space). The proposed boundaries would be strong in part, being defined by Moss Lane and Three Pools Waterway. The release of this land would undermine the Green Belt function of land immediately to the west (the golf course).
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 modern development.
5. To assist urban regeneration		Unable to assess impact

### Delivery Considerations

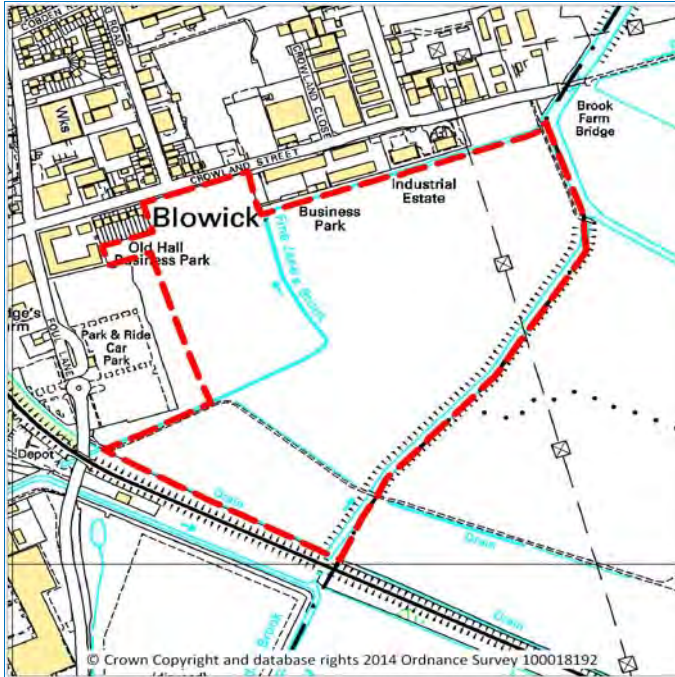
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for developm't?	Yes	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

### Conclusion

Land currently in the Green Belt. However, the site is relatively contained and its release would not significantly impact on any Green Belt purpose, albeit it would likely necessitate the removal of the adjacent golf course from the Green Belt. There are highways and accessibility constraints to this site that would require substantial mitigation. However, there is scope to widen Moss Lane within the existing highway boundary to achieve satisfactory access. The site would contribute to meeting Southport's high affordable housing need, and is appropriate for allocation for housing development in the Local Plan.

# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.04	Settlement Area	Southport	Policy ref (if applicable)	MN2.5
SiteAddress	Land at Crowland Street				
SiteType	Potential Housing Allocation			SiteArea(Ha)	22.2



## Proximity of the site to key services

### Proportion of Site (%) with:

	High accessibility	Medium accessibility	Low accessibility
Train Stations	2.8 % (<800m)	82.4 % (<1,200m)	14.8 % (>1,200m)
Frequent Bus Stops	96.3 % (<400m)	3.7 % (<800m)	0 % (>800m)
Primary School	0 % (<800m)	86.7 % (<1,200m)	13.3 % (>1,200m)
District Local Centres	8.9 % (<800m)	89 % (<1,200m)	2.1 % (>1,200m)
Neighbourhood Park	98.1 % (<600m)	1.9 % (<900m)	0 % (>900m)
GPs/Health Centres	0 % (<800m)	61.1 % (<1,200m)	38.9 % (>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?	Yes	Adjacent to an area within the 20% most deprived in the UK. Industrial Estate creates a poor environment. 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 the high affordable housing need in Southport.
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	Potential for water voles adjacent to Three Pools Waterway.
<b>2. HRA</b>	Screened In	
<b>3. Flood Risk</b>	Minor Constraint	Entirely in Flood Zone 1. There is a risk of surface water flooding on various parts of the site. Two main rivers cross the site, and a further main river forms the eastern boundary.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	No Constraint	No identified impacts on designated heritage assets
<b>6. Pollution</b>	Moderate Constraint	Parts of the site are adjacent to an existing industrial estate, housing, and a railway line. This would need to be considered in any scheme layout. Within 250m of a known land fill site.
<b>7. Site Access</b>	Moderate Constraint	The development should take all vehicular and pedestrian access via Foul Lane.
<b>8. Network Capacity</b>	Significant Constraint	There are specific concerns relating to the capacity of Norwood Road, Kew roundabout and a number of junctions in the vicinity.  The cumulative effect of the developments proposed would require an assessment including any proposals in West Lancashire. It is likely that substantial mitigation in the form of significant infrastructure improvements would be required.
<b>9. Accessibility Improvements</b>	N/A	Notwithstanding the Park and Ride facilities, a substantial scheme of off-site improvements to enhance accessibility by sustainable modes of transport is likely to be required.
<b>10. BMV Agricultural Land</b>	No Constraint	Approximately 90% of the site comprises grade 3b agricultural land, and is therefore not classified as 'best and most versatile agricultural land' according to the Sefton Agricultural Land Study 2012.
<b>11. Landscape</b>	Moderate Constraint	Mitigation in the form of provision of carefully designed proposals and the inclusion of generous open space provision are recommended to ensure the site is integrated well into the surrounding landscape character.
<b>12. Ground Conditions</b>	Moderate Constraint	Sub-strata is generally sand overlying peat layers, and new developments in this vicinity are on raft or piled foundations.
<b>13. Utility Infrastructure</b>	Minor Constraint	Waste water network upgrade might be required
<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 the rear of industrial premises and housing). The proposed boundary would be strong, being defined by the railway line and Three Pools Waterway.
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 industrial premises.
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?	Yes	Site is unlikely to be viable to deliver both housing and 10 ha of employment land as originally envisaged. The development of 100% housing would be viable however.
3. Are there any known issues that would delay development?	No	

## Conclusion

Land currently in the Green Belt. However the site is highly contained and its release would not significantly affect any Green Belt purpose. There are some highways and accessibility constraints to this site that would require mitigation, and access should be taken via Foul Lane to avoid conflicts with commercial traffic on Crowland Street. Buffering would likely be required between new dwellings and the adjacent industrial estate. There are no other significant constraints to development, and the site would contribute to meeting Southport's high affordable housing need. The site is appropriate for allocation for housing development in the Local Plan.

# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	S008	Settlement Area	Southport	Policy ref (if applicable)	MN2.5
SiteAddress	Kew Park and Ride, Southport				
SiteType	Potential Housing Allocation			SiteArea(Ha)	3.6



## Proximity of the site to key services

### Proportion of Site (%) with:

	High accessibility	Medium accessibility	Low accessibility
Train Stations	17.1 % (<800m)	82.9 % (<1,200m)	0 % (>1,200m)
Frequent Bus Stops	100 % (<400m)	0 % (<800m)	0 % (>800m)
Primary School	0 % (<800m)	100 % (<1,200m)	0 % (>1,200m)
District Local Centres	14.7 % (<800m)	85.3 % (<1,200m)	0 % (>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?	Yes	Brownfield site
2. Would the development provide new or improved Road / Rail infrastructure?	No	
3. Would the site offer any other specific benefit?	Yes	The site could facilitate access to the wider site to the east
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 the high affordable housing need in Southport.
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 present on part of the site
<b>2. HRA</b>	Screened Out	
<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 are within the site. Susceptible to ground water flooding.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	No Constraint	No identified impacts on designated heritage assets
<b>6. Pollution</b>	Minor Constraint	The site is adjacent to a railway line.
<b>7. Site Access</b>	Minor Constraint	The site should be accessed from Foul Lane.
<b>8. Network Capacity</b>	Moderate Constraint	<p>There are specific concerns relating to the capacity of Norwood Road, Kew roundabout and a number of junctions in the vicinity.</p> <p>The cumulative effect of the developments proposed would require an assessment including any proposals in West Lancashire. It is likely that substantial mitigation in the form of significant infrastructure improvements would be required.</p>
<b>9. Accessibility Improvements</b>	N/A	A scheme of off-site improvements to enhance accessibility by sustainable modes of transport is likely to be required.
<b>10. BMV Agricultural Land</b>	No Constraint	Urban site not in agricultural use.
<b>11. Landscape</b>	Not assessed	Not assessed in the Landscape Assessment, as the impact is likely to be similar to site SR4.04 (Land at Crowland Street)
<b>12. Ground Conditions</b>	Moderate Constraint	Sub-strata consists of significant peat layers, and new developments in this vicinity are generally on piled foundations. Potential gas and contamination issues as site within 250m of a known land fill site.
<b>13. Utility Infrastructure</b>	Minor Constraint	Waste water network upgrade might be required [as part of larger site SR4.04]
<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 50% of the site adjoins the existing built up area.  The existing Green Belt boundary is weak (largely the rear of industrial premises and housing). The proposed boundary would not correspond to a strong geographical feature. The site is adjacent to another potential allocation to the east.
2. To prevent towns merging into one-another	None	There would no impact on any existing gap between settlements.
3. To safeguard the countryside from encroachment	None	The site is in use as a park and ride facility.
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

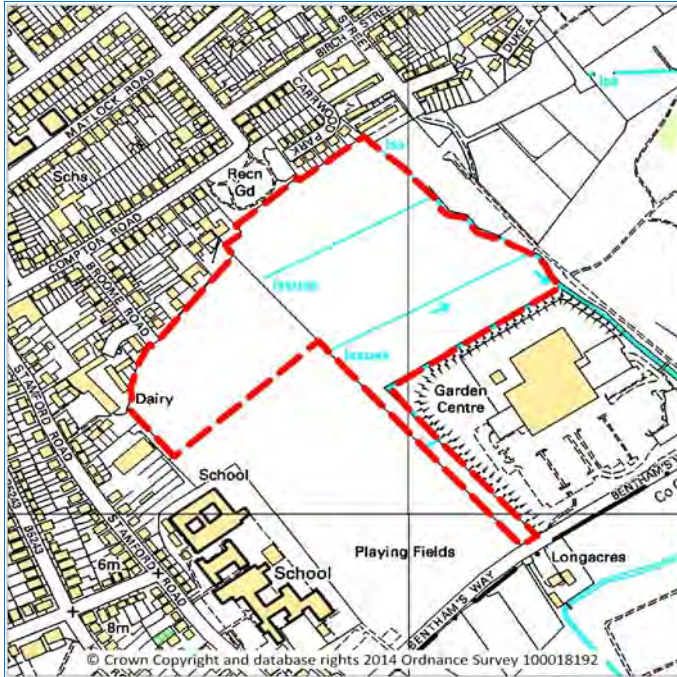
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

### Conclusion

Land currently in the Green Belt. However, when taken together with the adjacent site (SR4.04) the site is highly contained by strong physical boundaries and its release would not significantly affect any Green Belt purpose. The site is brownfield in part, is relatively accessible, and would contribute to meeting Southport's high affordable housing need. There are no significant constraints that apply to the site, and it is an appropriate housing allocation in the Local Plan.

# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.05	Settlement Area	Southport	Policy ref (if applicable)	MN2.6	
SiteAddress	Land adjacent to Dobbie's Garden Centre, Bentham's Way, Southport					
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)	93.0 % (<1,200m)	7.0 % (>1,200m)
Frequent Bus Stops	77.1 % (<400m)	22.9 % (<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	44.7 % (<800m)	55.3 % (<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 the high affordable housing need in Southport.
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 water voles along the drain on the site's eastern boundary. Invasive species recorded on the site.
<b>2. HRA</b>	Screened Out	
<b>3. Flood Risk</b>	Moderate Constraint	Entirely in Flood Zone 1. There is a high risk of surface water flooding to the south of the site. Part of the site is susceptible to ground water flooding. Two ordinary water courses cross the site, and a further ordinary water course forms the southern boundary.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	No Constraint	No identified impacts on designated heritage assets
<b>6. Pollution</b>	No Constraint	No known issues
<b>7. Site Access</b>	Minor Constraint	A Transport Assessment will need to consider any potential connectivity between the existing Dobbies Garden Centre. A new junction, possibly signalised, will need to be formed at Bentham's Way together with a 9.5m wide access road to serve the development site. This will consist of 2 x 2.0m footways and a 5.5m wide carriageway. No significant vehicular access should be taken from Broome Road, although pedestrian links will be required through the site.
<b>8. Network Capacity</b>	Moderate Constraint	This development would be subject to a Transport Assessment to assess whether the level of traffic could be accommodated on the surrounding network. The Transport Assessment would need to take account of committed development in the wider area.
<b>9. Accessibility Improvements</b>	N/A	A modest scheme of off-site improvements to enhance the accessibility of the site by sustainable travel modes is likely to be required.
<b>10. BMV Agricultural Land</b>	No Constraint	Urban greenfield site not in agricultural use.
<b>11. Landscape</b>	No Constraint	Urban site - not assessed for landscape value.
<b>12. Ground Conditions</b>	Moderate Constraint	Sub-strata is generally sand overlying varying depths of peat, and new developments in this vicinity are on piled foundations.
<b>13. Utility Infrastructure</b>	Minor Constraint	Waste water network upgrade might be required
<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	None	Not Applicable - urban site
2. To prevent towns merging into one-another	None	Not Applicable - urban site
3. To safeguard the countryside from encroachment	None	Not Applicable - urban site
4. To preserve the setting and special character of historic towns	None	Not Applicable - urban site
5. To assist urban regeneration	None	Not Applicable - urban site

### 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	

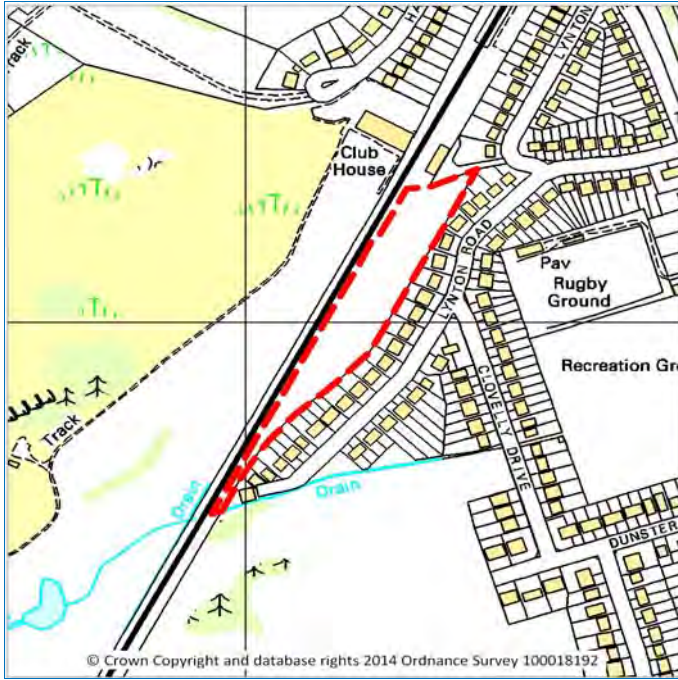
### Conclusion

Site in the existing urban area and owned by Sefton Council. The site is relatively accessible, and would contribute to meeting Southport's high affordable housing need. Surface water flood risk and ecological mitigation would be required. There are no significant constraints that apply to the site, and it is an appropriate housing allocation in the Local Plan.



# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	AS02	Settlement Area	Southport	Policy ref (if applicable)	MN2.7
SiteAddress	Land West of Lynton Road, Birkdale				
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	100 % (<800m)	0 % (<1,200m)	0 % (>1,200m)
Frequent Bus Stops	73.5 % (<400m)	26.5 % (<800m)	0 % (>800m)
Primary School	0 % (<800m)	100 % (<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	0 % (<800m)	100 % (<1,200m)	0 % (>1,200m)

## Site specific / wider benefits

### Comments

1. Would site involve redevelopment of Brownfield land?	Yes	Part of the site is brownfield land
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 the high affordable housing need in Southport.
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	Site is designated as a Local Wildlife Site and mitigation / compensatory measures would be required. The railway acts as a wildlife corridor. There is scope for on-site mitigation to address this issue.
<b>2. HRA</b>	Screened Out	
<b>3. Flood Risk</b>	Minor Constraint	Entirely within Flood Zone 1. Part of the site is subject to surface water flood risk.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	No Constraint	No identified impacts on designated heritage assets
<b>6. Pollution</b>	Minor Constraint	Adjacent to a railway line.
<b>7. Site Access</b>	Moderate Constraint	Satisfactory access can be achieved from Lynton Road.
<b>8. Network Capacity</b>	Minor Constraint	In principle, development would be acceptable, subject to a satisfactory Transport Statement. Development would have a negligible impact on capacity. A financial contribution would be required to improve the Lynton Drive / Waterloo Road junction.
<b>9. Accessibility Improvements</b>	N/A	Some modest off-site improvements to enhance the accessibility of the site by sustainable travel modes are likely to be required.
<b>10. BMV Agricultural Land</b>	No Constraint	Urban site not in agricultural use.
<b>11. Landscape</b>	Minor Constraint	Mitigation in the form of hedgerow boundaries are recommended to ensure the site is integrated well into the surrounding landscape character.
<b>12. Ground Conditions</b>	Minor Constraint	Sub-strata is generally known to be sand, and new developments in the vicinity built on standard strip foundations. Potential contamination issue as site is in close proximity to former railway sheds.
<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	None	The Green Belt currently has a weak boundary (back gardens of existing properties). The new boundary would be strong, being formed by the Liverpool - Southport railway.  Approximately 60% of the site abuts the existing urban area.
2. To prevent towns merging into one-another	None	There would no impact on any existing gap between settlements.
3. To safeguard the countryside from encroachment	None	Open undeveloped land
4. To preserve the setting and special character of historic towns	None	The site is adjacent to mostly 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 highly contained by strong physical boundaries and its release would not significantly affect any Green Belt purpose. The site is identified as a Local Wildlife Site, but there are opportunities for significant onsite habitat enhancements to the wildlife corridor along the railway line. The site is relatively accessible to public transport and services, and would contribute to meeting Southport's high affordable housing need. Previous access concerns have now been resolved. There are no other significant constraints that apply, and the site is appropriate for allocation for housing development in the Local Plan.

# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.06	Settlement Area	Southport	Policy ref (if applicable)	MN2.8
SiteAddress	Former Ainsdale Hope School, Ainsdale				
SiteType	Potential Housing Allocation			SiteArea(Ha)	9.2



## Proximity of the site to key services

### Proportion of Site (%) with:

	High accessibility	Medium accessibility	Low accessibility
Train Stations	55.3 % (<800m)	44.7 % (<1,200m)	0 % (>1,200m)
Frequent Bus Stops	0 % (<400m)	96.9 % (<800m)	3.1 % (>800m)
Primary School	0 % (<800m)	67.4 % (<1,200m)	32.6 % (>1,200m)
District Local Centres	95.8 % (<800m)	4.2 % (<1,200m)	0 % (>1,200m)
Neighbourhood Park	100 % (<600m)	0 % (<900m)	0 % (>900m)
GPs/Health Centres	81.7 % (<800m)	18.3 % (<1,200m)	0 % (>1,200m)

## Site specific / wider benefits

### Comments

1. Would site involve redevelopment of Brownfield land?	Yes	Partially brownfield land- former school buildings and hard standing.
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 the high affordable housing need in Southport.
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	Site is adjacent to internationally important nature sites.
<b>2. HRA</b>	Screened In	
<b>3. Flood Risk</b>	Minor Constraint	Entirely in Flood Zone 1, but with 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>	No Constraint	No identified impacts on designated heritage assets
<b>6. Pollution</b>	No Constraint	No known issues
<b>7. Site Access</b>	No Constraint	There are two potential points of vehicular and pedestrian access, Sandringham Road and Harewood Avenue. Both of these could be used to serve all or part of the site. It would also be possible to link these two roads through the site.
<b>8. Network Capacity</b>	Minor Constraint	Development is likely to raise similar issues to the previous use as a school.  It is not considered that there will be an issue in terms of capacity however, this would be subject to a satisfactory Transport Assessment.
<b>9. Accessibility Improvements</b>	N/A	A modest scheme of off-site improvements to enhance the accessibility of the site by sustainable travel modes is likely to be required.
<b>10. BMV Agricultural Land</b>	No Constraint	Urban greenfield site not in agricultural use.
<b>11. Landscape</b>	Minor Constraint	Mitigation in the form of provision of open space, intermittent tree planting and some hedgerow planting to the perimeter of the site is recommended to ensure the site is integrated well into the surrounding landscape character.
<b>12. Ground Conditions</b>	Moderate Constraint	Sub-strata is generally sand overlying peat layers, and new developments in this vicinity are on raft or piled foundations. Naturally occurring methane from the peat has resulted in the existing school building being constructed on stilts.
<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 the rear of housing). The proposed boundary would be strong, being defined by the railway line and the adjacent internationally important nature sites. Whilst the latter are not a clearly defined physical boundary on the ground, the strength of the protections afforded to these sites effectively prevents any further outwards encroachment.
2. To prevent towns merging into one-another	None	There would no impact on any existing gap between settlements.
3. To safeguard the countryside from encroachment	Moderate	The majority of the site contains former playing fields
4. To preserve the setting and special character of historic towns	None	The site is adjacent to post and inter-war development
5. To assist urban regeneration		Unable to assess impact

## Delivery Considerations

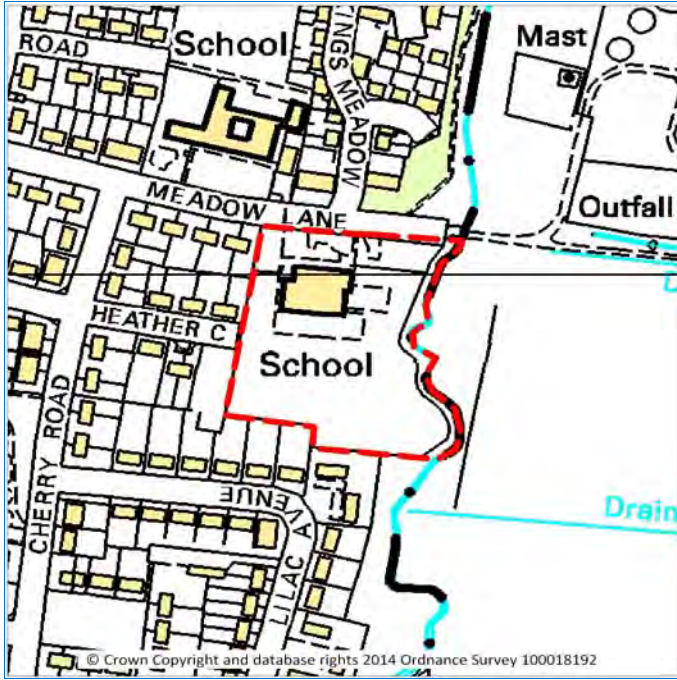
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	Council-owned site
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

## Conclusion

Land currently in Green Belt. However, the site is well contained and its release would not significantly impact on any Green Belt purpose. There is good accessibility to Ainsdale centre and train station. Adjacent to internationally important nature sites, which would need to be carefully considered at the application stage. There are no other significant constraints to development, and the site would contribute to meeting Southport's high affordable housing need. The site is appropriate to allocate for housing development in the Local Plan.

# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.07	Settlement Area	Southport	Policy ref (if applicable)	MN2.9
SiteAddress	St John Stone RC Primary				
SiteType	Potential Housing Allocation			SiteArea(Ha)	1.3



## 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	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?	Yes	Partially brownfield land- former school buildings and hard standing.
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 the high affordable housing need in Southport.
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	Potential for water voles adjacent to Sandy Brook Drain.
<b>2. HRA</b>	Screened In	
<b>3. Flood Risk</b>	Minor Constraint	Entirely in Flood Zone 1, but with some surface water flood risk and susceptibility to ground water flooding. A main river forms the eastern boundary to the site.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	No Constraint	No identified impacts on designated heritage assets
<b>6. Pollution</b>	No Constraint	No known issues
<b>7. Site Access</b>	No Constraint	No issues. A standard priority junction and access road off Meadow Lane would serve the majority of dwellings. Some dwellings could have direct frontage onto Meadow Lane.
<b>8. Network Capacity</b>	No Constraint	Traffic generation likely to be considerably less than the previous use as a school.  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.
<b>9. Accessibility Improvements</b>	N/A	A modest scheme of off-site improvements to enhance accessibility by sustainable travel modes is likely to be required.
<b>10. BMV Agricultural Land</b>	No Constraint	Urban greenfield site not in agricultural use.
<b>11. Landscape</b>	No Constraint	Urban site - not assessed for landscape value.
<b>12. Ground Conditions</b>	Moderate Constraint	Sub-strata is generally sand overlying peat layers, and new developments in this vicinity are on 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	None	Not Applicable - urban site
2. To prevent towns merging into one-another	None	Not Applicable - urban site
3. To safeguard the countryside from encroachment	None	Not Applicable - urban site
4. To preserve the setting and special character of historic towns	None	Not Applicable - urban site
5. To assist urban regeneration	None	Not Applicable - urban site

### Delivery Considerations

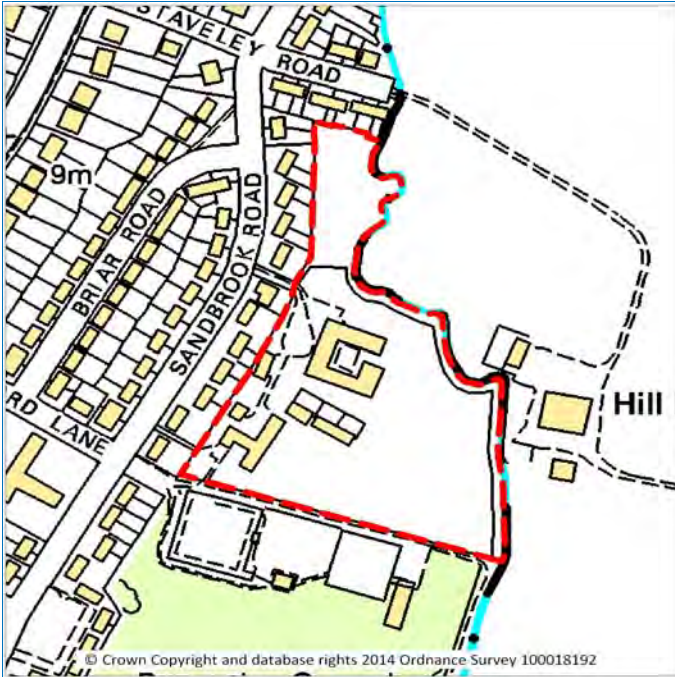
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	Part Council-owned site
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

### Conclusion

Site in the existing urban area and part owned by Sefton Council. The site is accessible to public transport and services, and would contribute to meeting Southport's high affordable housing need. There are no significant constraints to development, and the site is appropriate to allocate for housing development in the Local Plan.

# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.08	Settlement Area	Southport	Policy ref (if applicable)	MN2.10	
SiteAddress	Meadows ATC, Sandbrook Lane, Ainsdale					
SiteType	Potential Housing Allocation				SiteArea(Ha)	2



## Proximity of the site to key services

### Proportion of Site (%) with:

	High accessibility	Medium accessibility	Low accessibility
Train Stations	1.1 % (<800m)	98.9 % (<1,200m)	0 % (>1,200m)
Frequent Bus Stops	100 % (<400m)	0 % (<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?	Yes	Partially brownfield land- former school buildings and hard standing.
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 the high affordable housing need in Southport.
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	Potential for water voles adjacent to Sandy Brook Drain.
<b>2. HRA</b>	Screened In	
<b>3. Flood Risk</b>	Minor Constraint	Entirely in Flood Zone 1, but with some surface water flood risk and susceptibility to ground water flooding. A main river forms the eastern boundary to the site.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	No Constraint	No identified impacts on designated heritage assets
<b>6. Pollution</b>	Minor Constraint	Close to a small sewage works
<b>7. Site Access</b>	Minor Constraint	<p>The existing vehicular access would need to be widened to accommodate a 5.5m wide carriageway and 2 x 2.0m wide footways. This can be achieved by the demolition of two bungalows in Council ownership.</p> <p>There is an existing separate pedestrian access towards the south-west corner of the site (between 173 &amp; 177 Sandbrook Road) which should be retained and improved in order to make the site permeable and improve accessibility for pedestrians.</p>
<b>8. Network Capacity</b>	Minor Constraint	The Transport Assessment should assess the cumulative impact of all developments in the Ainsdale area.
<b>9. Accessibility Improvements</b>	N/A	A modest scheme of off-site improvements to enhance the accessibility of the site by sustainable travel modes is likely to be required.
<b>10. BMV Agricultural Land</b>	No Constraint	Urban greenfield site not in agricultural use.
<b>11. Landscape</b>	No Constraint	Urban site - not assessed for landscape value.
<b>12. Ground Conditions</b>	Moderate Constraint	Sub-strata is generally sand overlying peat layers, and new developments in this vicinity are on raft or 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	None	Not Applicable - urban site
2. To prevent towns merging into one-another	None	Not Applicable - urban site
3. To safeguard the countryside from encroachment	None	Not Applicable - urban site
4. To preserve the setting and special character of historic towns	None	Not Applicable - urban site
5. To assist urban regeneration	None	Not Applicable - urban site

### Delivery Considerations

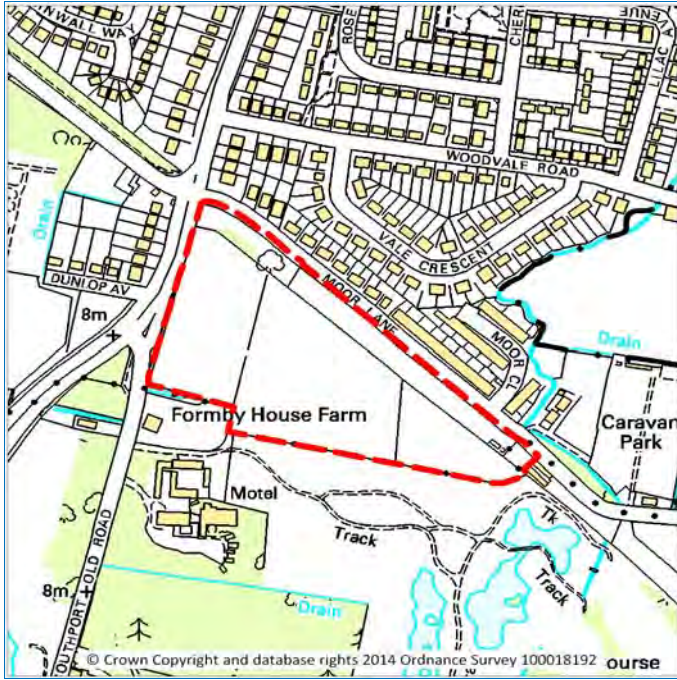
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	Council-owned site. Part of the site is likely to be retained for operational purposes - this will reduce the developable area. The remainder of the site is available for development.
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

### Conclusion

Site in the existing urban area and part owned by Sefton Council. The site is highly accessible to public transport and services, and would contribute to meeting Southport's high affordable housing need. The Council owns two properties fronting onto Sandbrook Road which could be demolished to facilitate access into the site. There are no significant constraints to development, and the site is appropriate to allocate for housing development in the Local Plan.

# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.10	Settlement Area	Southport	Policy ref (if applicable)	MN2.11
SiteAddress	Land south of Moor Lane, Ainsdale				
SiteType	Potential Housing Allocation			SiteArea(Ha)	5.2



## 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	55.1 % (<800m)	44.9 % (<1,200m)	0 % (>1,200m)
Neighbourhood Park	7.5 % (<600m)	92.5 % (<900m)	0 % (>900m)
GPs/Health Centres	18.7 % (<800m)	81.3 % (<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 the high affordable housing need in Southport.
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	Some potential for protected species on part of the site.
<b>2. HRA</b>	Screened Out	
<b>3. Flood Risk</b>	Minor Constraint	Entirely in Flood Zone 1, but with some surface water flood risk and susceptibility to ground water flooding. An ordinary watercourse forms part of the southern boundary.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	Significant Constraint	Formby House Farm (a grade II listed building) is located adjacent to the site's SW corner. The site provides a contextual setting to the listed building to the south. This could limit the proportion of the site that could be acceptably developed.
<b>6. Pollution</b>	No Constraint	No known issues
<b>7. Site Access</b>	Moderate Constraint	Mitigation measures relating to the alignment and widening of Moor Lane, and the junction with A565, would likely be required.
<b>8. Network Capacity</b>	Moderate Constraint	A Transport Assessment would be required to assess the cumulative impacts of future development on the capacity at the junction with Formby Bypass and the Coastal Road. There may be a requirement for carriageway widening at the junction.  The cumulative effect of development proposals including any in West Lancashire is required. Substantial mitigation in the form of significant infrastructure improvements will be required.
<b>9. Accessibility Improvements</b>	N/A	A footpath would be required on the south side of Moor Lane as part of a modest package of improvements. At least one bus stop would need to be upgraded.
<b>10. BMV Agricultural Land</b>	No Constraint	The entire site comprises grade 3b agricultural land, and is therefore not classified as 'best and most versatile agricultural land' according to the Sefton Agricultural Land Study 2012.
<b>11. Landscape</b>	Minor Constraint	Mitigation in the form of hedgerow boundaries and provision of open space is recommended to ensure the site is integrated well into the surrounding landscape character.
<b>12. Ground Conditions</b>	Moderate Constraint	Sub-strata is generally sand overlying peat layers, and new developments in this vicinity are on piled foundations.
<b>13. Utility Infrastructure</b>	Minor Constraint	Waste water network upgrade might be required
<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 moderately strong (Moor Lane). The proposed boundary would not correspond to a strong geographical feature.
2. To prevent towns merging into one-another	Moderate	The site would narrow the gap between Ainsdale and Formby by about 10%, at its narrowest point. However, a significant gap would remain.
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 post-war development
5. To assist urban regeneration		Unable to assess impact

### Delivery Considerations

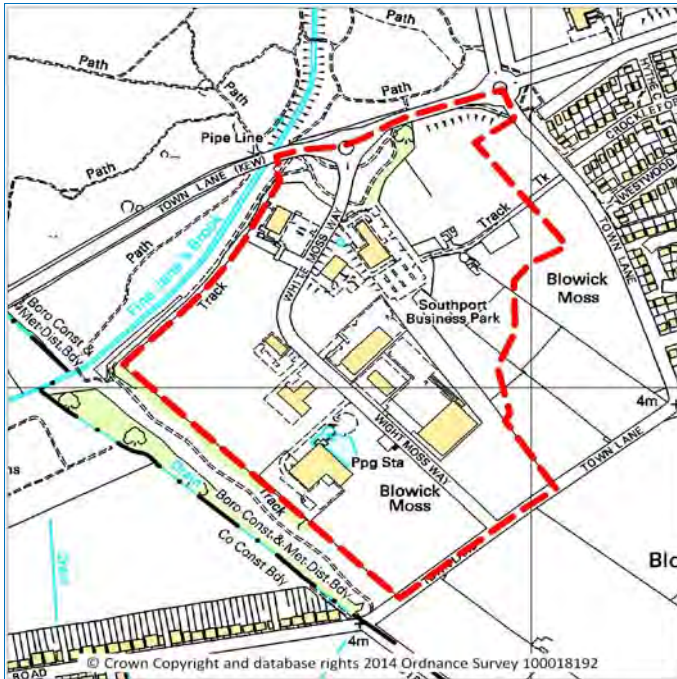
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

### Conclusion

Land currently in the Green Belt. The site is relatively contained and would not significantly affect any Green Belt purpose. The site would contribute to meeting Southport's high affordable housing need. There are highways and accessibility constraints to this site that would require mitigation. The southern and western parts of the site would significantly affect the setting of the grade II listed Formby House Farm and these should be excluded from any allocation. The remainder of the site is appropriate to allocate for housing in the Local Plan.

# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR5.2A	Settlement Area	Southport	Policy ref (if applicable)	MN2.50
SiteAddress	Southport Business Park and its Extension				
SiteType	Potential Employment Allocation			SiteArea(Ha)	19.2



## 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	66	% (<800m)	34	% (<1,200m)	0	% (>1,200m)
District Local Centres	83.3	% (<800m)	16.7	% (<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?	Yes	Site constitutes brownfield land
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?	Yes	The site would help to meet North Sefton's employment land needs



## Constraints to Development

<b>Constraint</b>	<b>Constraint severity</b>	<b>Constraint description</b>
<b>1. Ecology</b>	Minor Constraint	Site has some grassland 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. Susceptible to ground water flooding.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	No Constraint	No identified impacts on designated heritage assets
<b>6. Pollution</b>	Moderate Constraint	On the site of a former landfill site.
<b>7. Site Access</b>	No Constraint	Access to the Business Park is already in place
<b>8. Network Capacity</b>	Moderate Constraint	This development of the parts of the site without planning permission would be subject to a Transport Assessment to assess whether the level of traffic could be accommodated on the surrounding network, taking account of committed development in the area.
<b>9. Accessibility Improvements</b>	N/A	The majority of the site benefits from planning permission
<b>10. BMV Agricultural Land</b>	No Constraint	Urban site not in agricultural use.
<b>11. Landscape</b>	No Constraint	Urban site - not assessed for landscape value.
<b>12. Ground Conditions</b>	Moderate Constraint	Poor ground conditions in this area, piling usually required for most building projects
<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	None	Not Applicable - urban site
2. To prevent towns merging into one-another	None	Not Applicable - urban site
3. To safeguard the countryside from encroachment	None	Not Applicable - urban site
4. To preserve the setting and special character of historic towns	None	Not Applicable - urban site
5. To assist urban regeneration	None	Not Applicable - urban site

### 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

Brownfield site in the urban area that is relatively accessible to public transport and services. This is the only dedicated business park in Southport and has the potential to deliver a significant number of jobs. There are no significant constraints to development, and the site is appropriate to allocate for employment development in the Local Plan.