

Formby & Little Altcar

**Neighbourhood Development Plan
2012 to 2030**



FOREWORD

Formby is a great town with a unique heritage and a dynamic future. Its uniqueness is due in part to its open areas of natural beauty, unrivalled coastal dunes and its local heritage. Investment and change in the years ahead will only be worthwhile if it makes a real difference to the lives of local people and the future of its community.¹

The Formby and Little Altcar Neighbourhood Development Plan, [NDP] has been produced jointly by the Parish Councils of Formby and Little Altcar, starting back in September 2013. The Parish Councils wanted the people of Formby and Little Altcar to have a say in all aspects of the future of the town; addressing the issues surrounding housing, infrastructure, health and wellbeing, the environment, and include natural/heritage assets. However, most importantly, it wanted local people to decide what they wanted in their community.

The NDP sets out a vision for the area that reflects the thoughts and feelings of local people with a real interest in their community. It sets out objectives on key themes such as housing, employment, green space, moving around and community facilities and builds on current and future planned activities. The Parish Councils are committed to developing and strengthening contacts with the groups that have evolved because of the NDP process. We believe that by working together to implement the NDP it will make Formby an even better place to live, work and enjoy.

We have had to ensure that our NDP is consistent, where appropriate, with the Sefton Local Plan², the 2012 National Planning Policy Framework, subsequent updates, and guidance notes. Following scrutiny by an examiner and once approved by the community in a referendum, the NDP becomes a legal document and is accepted by Sefton MBC to become part of the Development Plan for Formby and Little Altcar.

The NDP will direct future development in Formby and Little Altcar to meet the changing needs of the community over the next 15 years or so. It indicates where and when development should take place, and what additional community facilities we will require because of it. We believe that the Plan addresses all of the key issues facing Formby and Little Altcar in successfully completing this phase of growth in the town's long history. It also ensures that new housing development is contained within a sensible development boundary.

The NDP provides for homes suited to those in later life, growing families, those seeking low cost starter homes and ensures that sufficient accessible public open green space and parks are allocated within new developments. There is a provision to review the plan every five years so that we can reflect changing needs over time.

My heartfelt thanks go to all those who have worked so hard to bring the NDP together and to the whole community for the positive response you have shown.

ClIr Maria Bennett

Chair of Formby and Little Altcar Neighbourhood Development Plan Steering Group

¹ Producing the NDP has been extremely difficult taking into account the various constraints on the land and concerns of local people. Unfortunately, the Planning system, in its current form, is unable to take an holistic approach when addressing flooding and flood risk to the community. As the NDP has not allocated any land, but works with land already allocated via the Sefton Local Plan, we reserve our right to object to any application that does not demonstrate that it has fully addressed the flooding issues. The evidence base and flood management section of the NDP demonstrates beyond any doubt that the community is determined to do something meaningful with regards to addressing the very real ongoing risk of flooding in Formby.

² It should be noted that any land which is not allocated in, in the future, within the NDP will not be supported for development.



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SECTION 1

Introduction



1.1 INTRODUCTION

1.1.1 The Formby and Little Altcar Neighbourhood Development Plan (NDP) is a new type of planning document. It is part of the Government's new approach to planning, which aims to give local people more say about what goes on in their area. This is set out in the 'Localism Act' that came into force in April 2011.

1.1.2 In March 2013, Formby & Little Altcar Parish Councils submitted an application to Sefton Council to have Formby and Little Altcar Parishes designated as a NDP Area. Following public consultation on the proposed designation area by Sefton Council, Formby and Little Altcar Parish Councils determined to work jointly to prepare a NDP for the whole of the Formby area. This was approved by Sefton's Cabinet in September 2013. The Designated NDP Area is shown in [Map 1 - Page 6]. [Map 2 - Page 6 shows the Parishes within the NDP Area]

1.1.3 A Steering Group comprising of Parish Councillors from the 2 Parishes, was established in November 2013 with the initial aim to widen membership of the group to include a mix of local residents and representatives of business and community organisations. With this in mind, some early promotional and engagement activity was organised to raise awareness of the proposed NDP and to attract further membership of the group. This included:

- Press coverage in the local press
- Launch of a new bespoke Parish Council website, incorporating a dedicated section for the NDP.
- Direct mailing to known local groups and individuals active in the community.
- Invitations to a first, "launch" type Steering Group meeting in Jan 2014.

1.1.4 The Local Planning Authority, through the Sefton Local Plan, addresses strategic planning issues, such as the proposed housing numbers for Formby and possible changes to the Green Belt boundary. However, we will also be addressing the housing figures, employment and economic growth for Formby through the NDP process.

1.1.5 Sefton Council is the lead Authority for the Habitats Directive (Guidance on competent authority coordination under the Habitats Regulation 2012) and paragraph 028 ID 11-028-20150209 of the PPG (Practical Planning Guidance). Hence in the first instance, Sefton is responsible for determining whether the NDP requires a Strategic Environmental Assessment (SEA).

1.1.6 Given the fact that the NDP does not propose to allocate sites that have not already been brought forward by Sefton's Local Plan and all environmental effects have been considered and dealt with by the sustainability appraisal of the Local Plan along with modified Habitats Regulations Assessments (HRA's) and proposed mitigation which form part of the shared evidence base. Sefton has confirmed that a SEA is not required for the Formby and Little Altcar NDP.

1.1.7 The NDP provides a vision for the future of the town, and sets out clear planning policies to realise this vision. These policies accord with higher level planning policy, as required by the Localism Act.

1.1.8 The Plan has been developed through extensive consultation with the people of Formby and Little Altcar and others with an interest in the town. Details of the consultation have been recorded in a series of reports that are available to download from Formby Parish Council's website www.formbyparishcouncil.org.uk or are available at Formby Library.

1.1.9 A Consultation Statement provides an overview of the consultation, demonstrating that it fully accords with the requirements of the Localism Act. This consultation has included meeting the requirements of Regulation 14 of the Neighbourhood Planning (General) Regulations 2012. The Plan has been amended where appropriate in response to consultation comments.

1.1.10 Formby and Little Altcar NDP is prepared using the National Planning Policy Framework (NPPF) which states:

"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development" [para. 14].

Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes and neighbourhood forums can use neighbourhood planning to:

- *set planning policies through neighbourhood plans to determine decisions on planning applications; and;*
- *grant planning permission through Neighbourhood Development Orders and Community Right to Build Orders for specific development which complies with the order. [para. 183]*

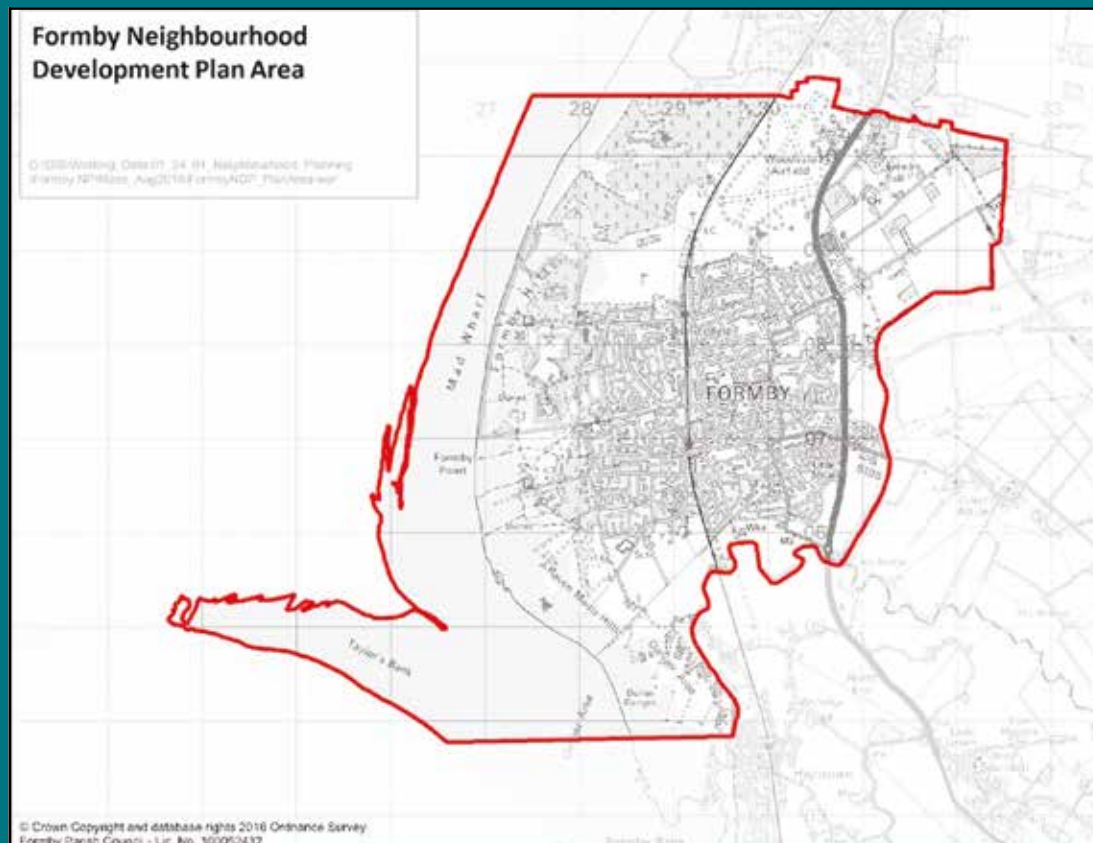
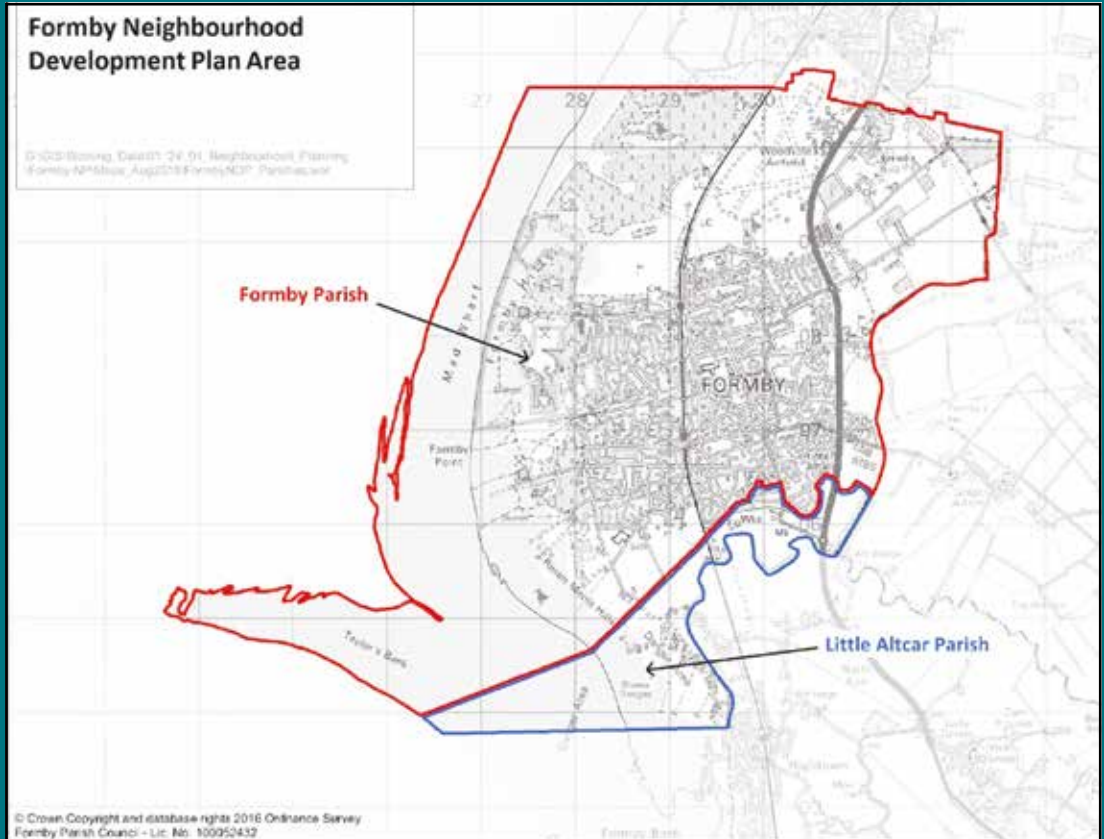
Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area. Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan. To facilitate this, local planning authorities should set out clearly their strategic policies for the area and ensure that an up-to-date Local Plan is in place as quickly as possible. Neighbourhood plans should reflect these policies and neighbourhoods should plan positively to support them.

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Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies [para.184]. Outside these strategic elements, neighbourhood plans will be able to shape and direct sustainable development in their area. Once a neighbourhood plan has demonstrated its general conformity with

the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict. Local planning authorities should avoid duplicating planning processes for non-strategic policies where a neighbourhood plan is in preparation [para.185]”.

Map 1 - Formby and Little Altcar Neighbourhood Plan Area



Map 2 - Formby and Little Altcar Neighbourhood Plan Area relating to Parishes

1.2 HOW THE NEIGHBOURHOOD PLAN FITS INTO THE PLANNING SYSTEM

1.2.1 Although the Government's intention is for local people to decide what goes on in their towns, the Localism Act sets out some important laws. One of these is that all NDP's must have regard to national planning policy. That is, NDP's must be in line with the NPPF and local policy and therefore should contribute towards achieving sustainable development.

1.2.2 NDP's must not breach and should be otherwise compatible with European Regulations on strategic environmental assessment and habitat regulations.

1.2.3 The Formby & Little Altcar NDP does not require a SEA. Natural England responded to a screening request from Sefton Council and confirmed that the amended NDP addresses and alleviates their previous concerns as this NDP was not allocating any land and is in accordance with the EU Directive 2001/42 on Strategic Environmental Assessment to ensure that its policies do not breach and are otherwise compatible with European obligations.

1.2.4 In doing so, the Formby & Little Altcar NDP has sought to demonstrate that its policies contribute to achieving sustainable development, as required by Regulation 15 of the 2012 Regulations and by Section 4B (6) and 8 of the Town and Country Planning Act 1990.

1.2.5 The NDP can give local people the power to decide "where" new housing and employment should go, and how the town centre should change however, this plan does not allocate land for housing or employment but works with the various site allocations in the Sefton Local Plan which has been through a public inquiry.

1.3 WHAT IS THE NEIGHBOURHOOD PLAN

1.3.1 Although deciding where new housing developments and new employment opportunities should go is important, the NDP process is much more than this. The NDP looks at the town as a whole, considers a wide range of issues that may impact on its future and enable the community to influence:

- the scale and design of new development
- that all new housing developments where more than 50 dwellings, should provide for new open public green space
- consider infrastructure to include traffic and transport issues and road safety
- how new retail should support the town centre

- ensure there is access to school places, health facilities, shops, employment and community services

- whether new community facilities are needed and where they should go

- to address the current tourism we have and how this should be developed in the future

- support existing and new business whilst maintaining the character of the town [the village]

- encourage healthy activities such as walking and cycling

1.3.2 The environment and heritage assets are very important aspects of the NDP with the additional aim of protecting and improving green spaces in and around Formby and Little Altcar, protecting greenbelt where possible and protecting all woodland and accessible open spaces.

1.4 HOW THIS PLAN IS ORGANISED

1.4.1 This Plan is divided into various sections to include:

Section 2: Introduction to Formby and Little Altcar which sets out:

2.1 The History of Formby

2.2 Tourism and Wildlife

2.3 Key facts for Formby & Little Altcar

2.4 Biodiversity

2.5 Heritage

2.6 Grade II Listed Buildings

2.7 Listed Buildings in Formby & Little Altcar

2.8 Locally Listed Heritage

Section 3: A Vision for Formby & Little Altcar which sets out:

3.1 Formby Today

3.2 Constraints of Formby

3.3 Issues that have influenced the vision

3.4 Vision Statement and Core Objectives.

Section 4: Neighbourhood Development Plan Policies which sets out:

4.1 Policies to support the overall vision.

Section 5: Developers working with the Community which sets out:

5.1 Expectations/requirements from developers.

Appendix A: Summary of Consultation Questionnaires

Appendix B: Glossary

Appendix C: Evidence Based Summary

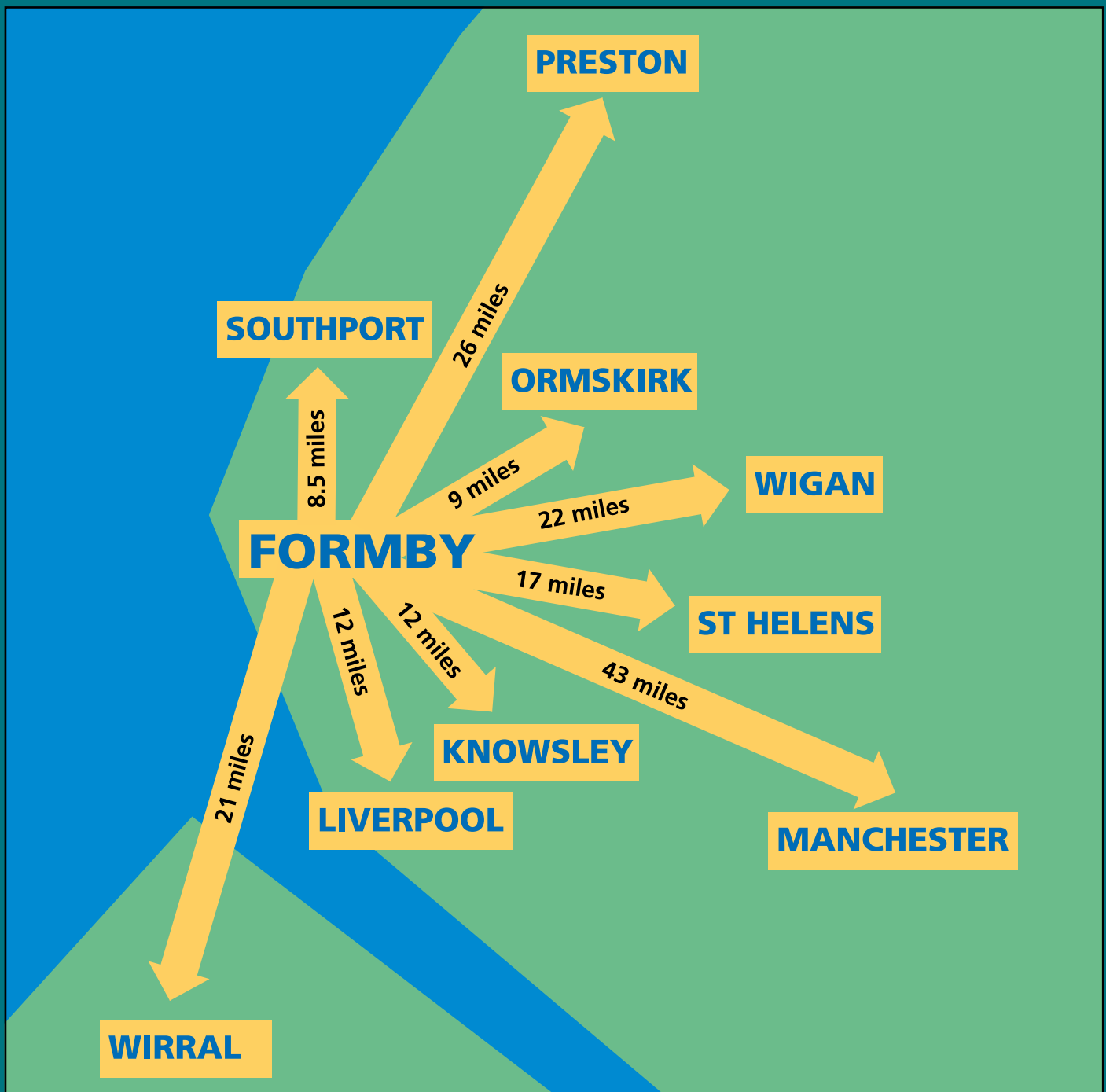
SECTION 1 Introduction

- 1.4.2 This entire document forms the NDP for Formby and Little Altcar. Policies are contained in Section 4.
- 1.4.3 There is a large amount of background information that has helped in producing the NDP [known as the 'Evidence Base']. A summary document [Formby Neighbourhood Development Plan: Evidence Base Summary] is available at Appendix C. This provides an overview of key parts of the Evidence Base.
- 1.4.4 Understanding Formby and Little Altcar is the starting point for producing a good NDP.

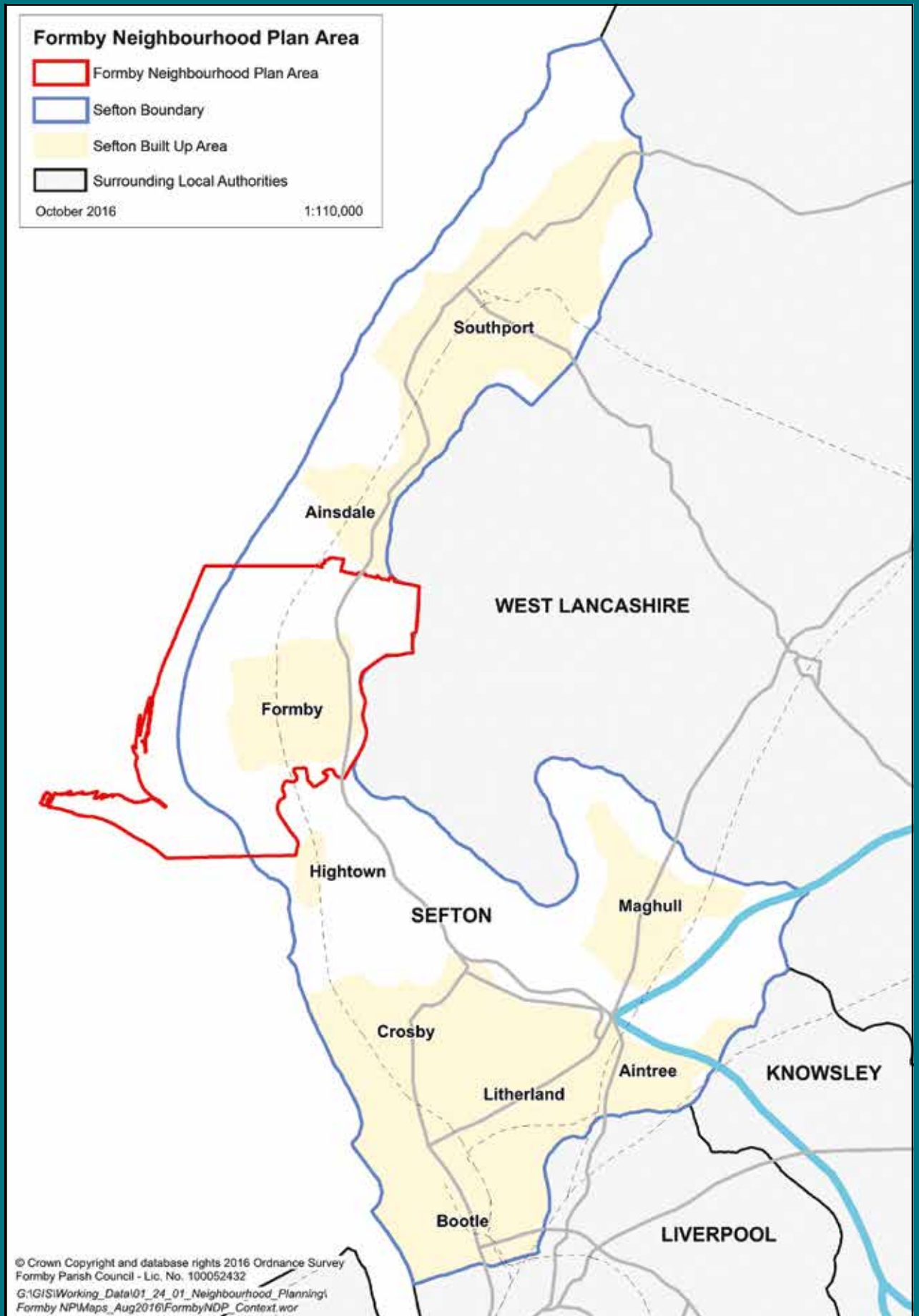
This is because the Formby & Little Altcar NDP gives residents the opportunity of influencing how the town's future should look like including addressing the problems the Town might have to face with the ability to consider the solutions that could be used in helping to make the most of what is and could become made available.

- 1.4.5 Fig 1 [below] shows Formby and Little Altcar in relation to other towns and cities nearby.
- 1.4.6 Map 3 [page 9] shows the area of Sefton and highlights where Formby is in respect of the whole of the Sefton area.

Fig 1 - Location of Formby and Little Altcar in relation to other towns and cities



Map 3 - Formby and Little Altcar in relation to other areas within Sefton Borough



SECTION 2

Introduction to Formby and Little Altcar



2.1 HISTORY OF FORMBY

- 2.1.1 First evidence** of human activity in this area can be traced back some 3,500 to 4,000 years which was evidenced when footprints of Neolithic and early Bronze Age communities were discovered, in layers of mud and sediments after sand on Formby Beach had been eroded. Today, the Parish of Formby is made up of several very small villages that expanded over the mid to late 1900's and merged into one, with some areas in its jurisdiction maintaining its name and character such as Freshfield, whereas Little Altcar has retained its distinctive character as a Parish in its own right. Formby and Little Altcar is considered to be one of the oldest settlements in Merseyside and thought to have been founded during the Viking era.
- 2.1.2 Interestingly** the vast majority of the oldest buildings within the area are found in the Freshfield half of the village. The other historic part of the areas rich history is, sadly, being eroded and lost very quickly into the Irish Sea including the world's first ever lifeboat station.
- 2.1.3 The first people** to take land and trade here were seafaring Vikings who established settlements along the North West Coast, benefiting from easy access to the sea via local rivers and estuaries such as the Mersey and River Alt during the early 10th century.
- 2.1.4 Formby village and Little Altcar** are within the Borough of Sefton, Merseyside. The Parishes fall between Liverpool and Southport on the North West Coast. Its coastal rural location and proximity to major transport networks make it a very desirable place to live. Consequently, finding building land is very difficult as its boundaries are set and held in place by both green belt and the coastline as well as various nature reserves, Sites of Special Scientific Interest (SSSIs) and Ramsar sites.
- 2.1.5 The Parishes** are bounded to the West by the sea. Extensive high sand dunes, covered with a luxuriant growth of creeping willows and star grass, bound the beach with the latter being systematically planted to keep the sand from drifting away. Wildlife thrives on these dunes, with rabbits, foxes, sand lizards and natterjack toads regularly being seen. A significant part of the coastal area is strictly protected and conserved by The National Trust who manage the land and restrict access in some places.
- 2.1.6 The sand dunes** afford shelter from the sea winds for what were the 3 villages of Formby, Formby-by-the-Sea, and Freshfield, which now come under Formby Parish and to the south of Formby lies Little Altcar. The whole area consists of flat, sandy land, surrounded by fields intersected by ditches, where rye, wheat, potatoes and a variety of market produce flourish, including fields of asparagus: - a specialty of the district. Fishing for shrimps and raking the sands for cockles affords employment to some of the inhabitants. Formby sand dunes are famous to local botanists as the habitat of several uncommon and characteristic wild plants, including the Wintergreen, *Pyrola rotundifolia*, and other maritime varieties.
- 2.1.7 Historically Formby and Little Altcar** fell under the jurisdiction of Lancashire and some of the earliest records of the communities and place names can be found in the Domesday Book of 1086 AD. Formby (Fornbebi), Little Altcar (Part of Altcar) and Raven Moels (Moels) are listed noting that the Tenant in Chief at the time was Roger of Poitou. Formby's early recorded industrial activity points to cockle raking, and shrimp fishing (in addition to arable ventures) which continued into the 19th century.
- 2.1.8 Parts of the surrounding coastal area** have in recent years become a popular tourist destination, especially during the summer months, with day trippers attracted to its beaches, sand dunes, and wildlife.
- 2.1.9 Erosion of sand** on Formby's beach has revealed layers of mud and sediment that had been laid down and covered in the late Neolithic/early Bronze Age, approximately 3,500 - 4,000 years ago. These sediments often contain the footprints of humans and animals (most commonly aurochs) from that period.
- 2.1.10 The common** place-name ending "-by" is from the Scandinavian "byr" meaning homestead, settlement or village. The name of Formby was originally spelt Fornbebi and means "settlement belonging to Forni".
- 2.1.11 It is believed** that the first wave of Norse Vikings settling in the region took place around 902 AD, following their expulsion from Dublin. After their return to Ireland in 917 AD further settlements and trading across the sea and navigation in land would have become common place across the North West of England. Tradition says that the Viking invaders originally failed to defeat the native Anglo-Saxons on the coast of Formby, so they sailed inland, up the River Alt, and attacked from the rear. Dangus Lane, on the east side of the village, which is sometimes called Danesgate Land, has been connected to this incursion by local traditions.

2.1.12 Formby beach is also the location of the first lifeboat station in the UK, which was established in 1776 by William Hutchinson, Dock Master for the Liverpool Common Council. It was the first lifeboat station in the United Kingdom, and possibly the world, and was created following a disaster in which eighteen ships became stranded at the mouth of the Mersey and 75 people drowned. Brick foundation of the lifeboat station building can still be seen on the beach. The last launch took place in 1916 and remarkably a film of the event still survives.

2.1.13 Formby is home to RAF Woodvale, a small RAF station on the outskirts of the town. The airfield opened in 1941 and is an ex WW2 fighter station with three active runways, the main runway being a mile in length. Today it is used by RAF for light aircraft and fighter training, as well as a few civilian aircraft. The station was also home to Merseyside Police's helicopter, known as 'Mike One'. The RAF Station was the home of the last ever operational service of the British legend, the Spitfire. The last Spitfire to fly from here, with military markings in Britain on an operational mission took off in 1957.

2.1.14 Formby had been an Urban District Council within the administrative county of Lancashire until the Local Government Act (1972) was implemented on April 1st 1974. Following the reorganisation Formby became part of the Metropolitan Borough of Sefton, in Merseyside.

2.1.15 Formby is a coastal town roughly 7 sq miles (17 km) situated on the west of a large flat area of land called the West Lancashire Coastal Plain with parts 1.5 feet (0.5 metres) below sea level at its lowest point. Formby's highest point is within the sand dunes that separate the Irish Sea from the settlement. The River Alt runs in to the Irish Sea just south of Formby at Hightown.

2.1.16 Formby with a coast line and sand dunes to the West is rurally landlocked: land between Formby and the areas of Southport, Ormskirk and Liverpool is green belt land and is used for arable agricultural purposes. Areas around the urban fringe are drained by irrigation ditches with open areas becoming boggy during winter months.

2.1.17 Formby is in a temperate climate zone, with mild winters and warm summers. Formby's biggest threat is global warming as the town is built on a flood plain, being situated next to the coast and being below sea level.

2.2 TOURISM AND WILDLIFE

2.2.1 Formby has a significant tourist industry most notably between the warmer months of May and September. In particular it is popular with day trippers from Liverpool and other industrial towns in Merseyside and West Lancashire.



Formby Beach

2.2.2 Formby is famous for many things including its long white sandy beach which tourists flock to in the summer months.

2.2.3 To the west of the town lay the pinewoods and sand dunes. The whole of the coastline here is managed as a Special Area of Conservation (SAC) for its important wildlife reserves by the National Trust.

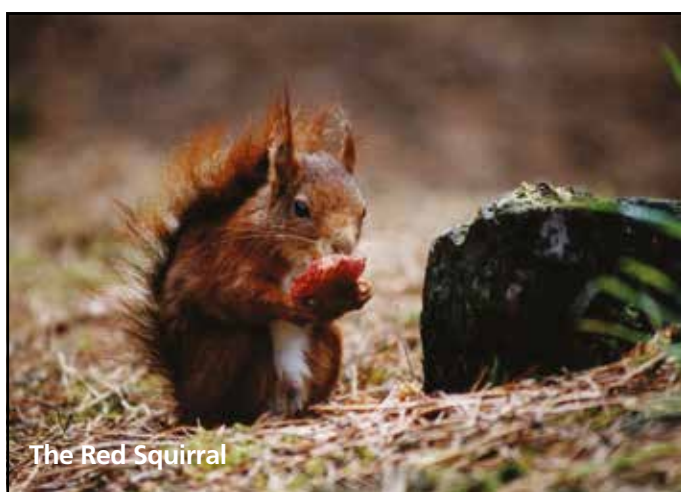


The Pinewoods

2.2.4 The Pinewoods at Victoria Road has been established as a National Trust reserve for the red squirrel, listed on the endangered species list. Formby is one of several sites in Britain where the red squirrel can still be found.



National Trust Reserve



The Red Squirrel

2.2.5 Formby is also famous for the presence of natterjack toads and is only one of a few sites in England where they will breed. During the evening the male's distinctive song can be heard and is known locally as the 'Bootle Organ'. In Spring the males gather at the edge of shallow pools, in the dune slacks, and sing to attract a mate. The Sefton Coast and Countryside Service work to protect these pools from growing over so that they are ready each spring for this annual event.



The Natterjack Toad

2.2.6 Locally grown Formby Asparagus is celebrated near and far with Chef's and gourmets alike lauding its praises. Once the season starts and the first of Formby's new season crop is on the market, the 'Twitter-sphere' is always busy with links and references. The environment helps to produce a uniquely sweet flavour in the freshly cut asparagus due to the combination of the climate, soil type and the water availability. The very high water table reduces the need to irrigate, and the pure sand is the perfect medium for growing asparagus.



2.3 KEY FACTS FOR FORMBY AND LITTLE ALT CAR¹

2.3.1 The following statistics are drawn from a variety of sources, most especially the 2011 Census, Sefton's Formby Ward Profile, April 2015 by Sefton Business Intelligence & Performance Team and Sefton's 2014 Strategic Housing Market Assessment November 2014.

2.3.2 DEMOGRAPHICS

- 23,329 population (52% female) 2011
Formby's population has fallen by between 4-5% since 2001. The 2013 interim population figure suggest this trend has continued.
- Density is 9.5 people per hectare (4.1, England) at 2011.
- 13,488 working age adult, 58% (66% England) at 2011.
- 3,756 children under 16, 16% (18% England) at 2011.
- 6,085 older people over 65, 26% (16% England) at 2011.
- Some 854 residents were not born in UK whilst 96% of Formby's residents are White

¹ Key facts for Formby and Little Altcar [evidence base EBQ1]

British (80% UK) and 31 non UK born residents arrived in Formby since 2001(2011 census).

- 10,712 economically active residents 46%, (70% England) at 2011.
- 1,626 self-employed 15% (14% England) at 2011.
- 637 working mainly from home 6% of Economically Active (5% England).

According to the NOMIS Data for Formby Township² from May 2014 there are 1,050 working age people residing in the Formby Township claiming benefits.

This equates to 8% of the townships working aged residents, this is half the rate in Sefton and the North West (17% and 16%) and lower than the rate in England (13%).

One in 5 of all Job Seekers Allowance (JSA) benefits claimants in the Township are aged between 18-24 year olds, a reduction of 69% (65 to 20) between January 2014 and 2015.

2.3.3 HOUSEHOLDS

- 9,415 households at 2011.
- 753 lone parent households 8% (12% England) at 2011.
- 1692 single pensioner households 17% (12% England) at 2011.

The DCLG divides England into Lower Super Output Areas (LSOA) and collects data relating to deprivation using Indices of Multiple Deprivation (IMD). There are broadly 16 areas relating to the Neighbourhood Plan.

Formby residents live in some of the least deprived areas nationally. A new set of data relating to 2015 is due to be published soon.

2.3.4 CHILDREN OF LOW INCOME FAMILIES

Children of Low-Income Families is defined as: Children living in families in receipt of either out of work, or tax credits whose reported income is less than 60 per cent of the median income or in receipt of Income Support (IS) or (Income-Based) JSA, divided by the total number of children in the area (determined by Child Benefit data) and is a proxy measure for child poverty.

As with other forms of deprivation, some of the least affected areas for low income families within Sefton are within the Formby with 6.7% (18% England)³ of children coming from low income families.

2.3.5 INCOME DEPRIVATION AFFECTING OLDER PEOPLE

The Neighbourhood Plan area is made up of sixteen LSOA's, none of which are within the top 20% of deprived areas within Sefton. Formby has some of the least deprived areas in Sefton.

2.3.6 HOMES

In terms of housing Formby is characterised by having a high percentage of detached housing relative to England as a whole. Given the qualitative difference in housing in Formby compared to the average for the rest of Sefton it is perhaps not surprising that house prices tend to be higher.

The method of tenure is dominated by owner occupation. Owned outright 51% (48% England) 2011.

The rental sector is comparatively small in Formby but is likely to be more important in the future. Social rented Housing was 3% (18% England) in 2011. Private Rental was 6% (17% England) in 2011.

2.3.7 COUNCIL TAX

The Council Tax band data for 2011 shows the contribution that Formby makes to Sefton's Council Tax Yield.

Band	Formby (%)	Sefton (%)	England
F-H	18.2	5.5	9.1
E	18.1	6.5	9.4
D	25.2	11.8	15.3
C	30.8	24	21.8
B	5.3	21.2	19.6
A	2.3	31	24.8

2.3.8 TRANSPORT

- 1235 households with no car 13% (26% England) at 2011.
- 4241 households with 2 or more cars 43% (32% England) at 2011
- Approximately 60% of working residents commute out of Formby to Work.
- There are approximately 1,600 registered blue badge holders in Formby and Little Altcar.
- In general, economically active residents overwhelmingly use the car/van to travel to work 78% (62% England), train/bus 18% (12% England), cycle/walk 2% (11% England & bicycle 2% (walk 3% England) at 2011.
- Formby has 2 fully subscribed Secondary Schools and 7 primary schools.

² This includes a small number of residents who are in Ince Blundell which is not part of the Neighbourhood Plan

³ Source: HMRC – August 2012

2.3.9 HEALTH

- According to the Census 2011, general health within Formby is higher than the rest of the borough, with 81% (19,444) of residents describing their general health as either good or very good, compared to 78% in Sefton.
- 79% in the North West and 81% across the nation as a whole.
- Life Expectancy Males 80.2 (78.9 England) at 2011.
- Life Expectancy Females 85.7 (82.8 England) at 2011.
- 13% (3,145) of Formby residents are providing unpaid care, this is similar to the rate in Sefton as a whole (13%), however higher than the rate in the North West (11%) and England (10%). 3% of residents provide over 50 hours unpaid care which is similar to the Sefton rate.

2.3.10 THE LABOUR FORCE

Formby has some of the best educated residents in England. Both the two secondary schools and the 7 primary schools achieve results above the national average.

Formby's workforce is dominated by managerial, technical and professional workers.

2.3.11 ECONOMY

At present Formby has one Business Park at Stephenson Way which is home to over 40 businesses engaged in a variety of activities including building and construction, light manufacturing, car repairs, wholesale and some retail. There is also a small business park on Liverpool Road, known as the Mayflower Estate. We have smaller business units/office space in and around Formby based at Cross Green, Duke Street Church Road and Piercefield Road.

2.4 BIODIVERSITY

"Nowhere in the whole of the county is the work of the builder, year by year, becoming more apparent, so the writer has thought that a comprehensive list of the identified species which have occurred in the Formby district will not be out of place, if only as a record to be referred to when "there was no more country." Greenfields and acres of muddy plough-land are gradually moving further and further away, as what was once the little village of Formby grows and grows into what will soon be a town of considerable importance" (Notes on the Bird Life of Formby, John Wrigley, 1892).

2.4.1 Formby has since become a settlement of considerable importance, yet at the same time residents have largely retained their connection

to the natural setting within which the town resides. When surveyed for the Neighbourhood Plan residents responded strongly in support of the statement that any development must "Avoid damage to wildlife". Furthermore, when asked "how important natural amenities were including wildlife and coastline" to the quality of life in Formby, 97% said it was important or very important.

2.4.2 Formby & Little Altcar Parish Councils have a duty to conserve biodiversity under the Natural Environment and Rural Communities (NERC) Act 2006. Government Guidance on the NERC Act includes recommendations to identify local sites of importance for biodiversity and to protect and enhance biodiversity within the management of local authority land holdings.

2.4.3 Most of the Neighbourhood Plan area sits within the third tier of the Site of Special Scientific Interest (SSSI) Impact Risk Zone, there are 6 conservation sites of local, national and international importance:

- Ribble and Alt Estuary Ramsar Site.
- Ainsdale Sand Dunes National Nature Reserve (SSSI).
- National Trust Formby (SSSI).
- Lancashire Wildlife Trust Dune Heath (SSSI).
- Cabin Hill National Nature Reserve (SSSI).
- Ravenmeols Hills Local Nature Reserve (SSSI).

2.4.4 In addition to these statutory designated sites the land surrounding Formby provides many important habitats and green corridors that contribute significantly to our local biodiversity. Conservation of species and habitats can give a boost to local tourism, improve the image of an area, provide environments for recreation, leisure and education and also create new employment opportunities.

2.4.5 The National Planning Policy Framework makes it clear that pursuing sustainable development included moving from a net loss of Biodiversity to achieving net gains for nature.

2.4.6 Since 1994, Local Biodiversity Action Plans (LBAPs) have been created by Local Biodiversity Partnerships. The North Merseyside Biodiversity Action Plan was last updated in 2012, it focuses on local priorities and also implements national biodiversity targets. Habitat and Species Action Plans were devised to address concerns over priority species. Poor land management and change in land usage being of upmost concern. Field Boundaries, hedgerows, hedge-banks, drains, buffer strips and ditches contain a large proportion of the biodiversity in arable landscapes. Hedgerows and field margins

provide crucial habitats for a range of farmland species. Key species include: Corn Bunting, Reed Bunting, Tree Sparrow, Grey Partridge, Barn Owl, Song Thrush, Yellow Hammer, Linnet, Great Crested Newt, Bats, Small Mammals, Brown Hare, Water Vole and Purple Rampion-fumitory. Even species-poor hedgerows provide important feeding and breeding sites for birds and foraging sites for bats.⁴

2.4.7 Development risks harming biodiversity through loss of habitat, inappropriate or insensitive management of land, drainage ditches, dredging and bankside maintenance as well as the loss of ditches to culverts. Urbanisation increases potential for pollutants to enter the ecosystem, threatening habitat decline.

2.4.8 The National Planning Policy Framework (NPPF) Paragraph 117 sets out how “to minimise impacts on biodiversity and geodiversity, to promote the preservation, restoration and recreation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national and local targets”.

2.4.9 National Planning Policy Guidance (NPPG) on Biodiversity and Ecosystems paragraph 016 states that “information on biodiversity impacts and opportunities should inform all stages of development including site selection, design (including any pre-application consultation) as well as the application itself”. This is reflected in NPPF paragraph 114 where it says “Local Planning Authorities should set out a strategic approach in their Local Plans planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure”.

2.4.10 Formby and Little Altcar NDP will seek to maximise biodiversity through green infrastructure and the integration of existing features into new development. It will do this by seeking opportunities to improve upon existing infrastructure and actively promoting new elements through the Planning process including:

- a) Recreational green spaces supporting “Creative Conservation” making new spaces for wildlife to develop and flourish.
- b) Verges and Buffer Zones promoting landscape buffer strips and enhancing new and existing verges through good management and appropriate planting to encourage wildlife corridors strengthening local ecological frameworks.

- c) Gardens and Allotments by encouraging their strategic role in sustaining wildlife corridors, and promoting the part they can play as an urban refuge for wildlife.
- d) Street trees, bushes and shelter belts supporting urban tree planting and encouraging good maintenance following the Mersey Forest urban trees Action Plan and the role that green streets can play in biodiversity.
- e) Green roofs and built structures which can, in addition to providing wildlife habitats, reduce storm water runoff. Encouraging smaller adjustments to building design can considerably increase its value to wildlife, such as bat and swift bricks.

2.4.11 Biodiversity and Climate Change

“Green infrastructure can help urban, rural and coastal communities mitigate the risk of climate change” (NPPG Biodiversity and Ecosystems paragraph 30).

There has been a trend in Formby and Little Altcar towards more frequent and prolonged spells of surface water flooding. Increasingly severe incidences have been experienced throughout the UK. In the past Formby has positively drained moving water quickly away so that land could be used for agriculture and housing.

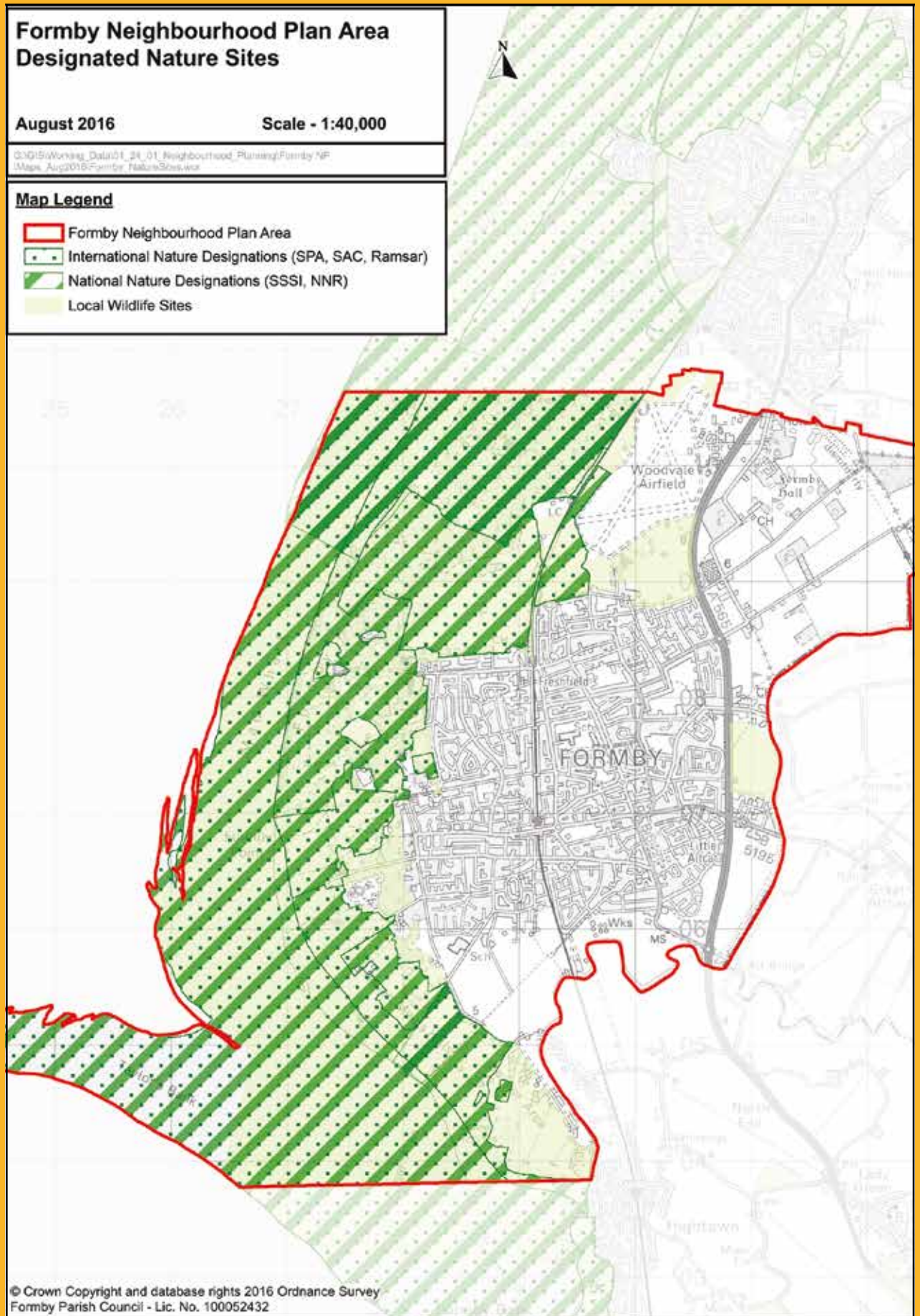
Recently there has been a U-turn in how surface water is to be managed from positive drainage to onsite storage slowing the progress of water to its final destination.

This strategy could accelerate the effects of climate change as mimicking a more natural drainage system could restore historic habitats such as marsh and wetlands. The Neighbourhood Plan should maximise opportunities to use green infrastructure to assist in contributing to surface and groundwater management. Green infrastructure elements above, such as tree planting, green roofs and buffer strips may assist in managing this change. Wildlife corridors will help to mitigate the effect of habitat change.

Map 4 on page 17 shows the various sites which surround Formby and Little Altcar.

⁴ Rebecca Jackson-Pitt, North Merseyside Biodiversity Action Plan Field Boundaries

Map 4 - Designated Nature Sites



2.5 HERITAGE

2.5.1 Formby Civic Society have been invited to assist with regard to the built and natural heritage assets of Formby, with particular attention to the former. Over and above the obvious value of protecting the Green Lane Conservation Area and its listed buildings the NDP will be looking at the quality of the wider built environment and townscape more generally.

2.5.2 The underlining brief will be:

'To ensure we can protect what we've got and outline what we expect of the future. To include consideration of the appearance of buildings and ensuring the character of Formby and Little Altcar'.

2.5.3 This would therefore include the surviving listed houses, farm buildings and cottages, in Formby and Little Altcar as well as Cross Green, formerly the heritage centre of Formby, the site of the original village green, site of the annual village fair, overlooked by an old thatched ale-house and the site of the village cross, the stocks, and a small 'lock-up'.

2.5.4 Other buildings (or groups of), of architectural or historical interest including (the unlisted), Freshfield House, the Old Post Office, Victoria Hall, Gild Hall, the Churches (St Peters, St Lukes, Our Ladies, Holy Trinity), and other older Pubs such as the Grapes, Cross House, Bay Horse and Freshfield (2 of which were once hotels).

2.5.5 The present-day Village Centre, Brows Lane, Chapel Lane and School Lane holds special importance for the community. Its development from the mid-19th century (as recorded on the Tithe Map of 1845) to its present day has provided a hub for Formby life, its community and business.

Its importance has been recognised by the Parish Council and believes future development must be carefully managed. Whilst Formby's architecture may not be exceptional, it does reveal an interesting tale of the transition from rural village to becoming the heart of an important Merseyside community.

2.5.6 In its transition, from a purely rural community to a modern suburb, the story of changing housing styles from traditional vernacular thatched cottages through to Victorian/Edwardian houses, together with many 'vernacular revival' examples has added architectural interest and value to the township which in turn needs to be respected and preserved as far as possible.

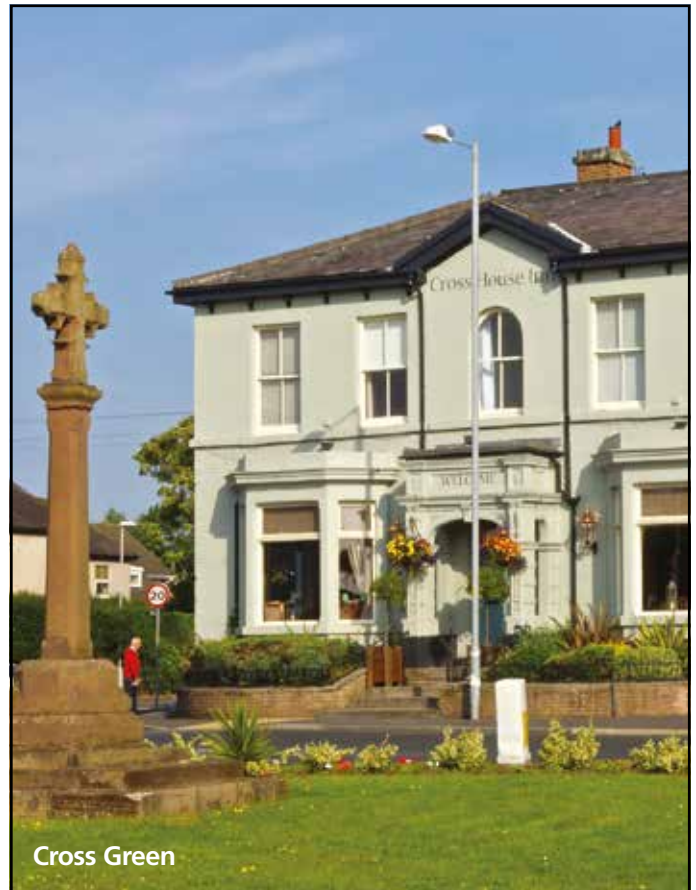
2.5.7 There are also many surviving 'structures of historical interest' in Formby. Many have been unlisted in the past, but now are being recorded with the hope of having them preserved (unlike the old Lifeboat Station) for future generations.

2.5.8 Beneficial and health giving open spaces including Bills Lane, Dune Heath, Paradise Lane 'Conservation Corner', need to be protected, along with open-air recreational facilities such as the Cricket Club Ground, Formby Golf Club, the 'Tin-Tab' (Timms Lane, Freshfield Bowling Club) and what remains of the manorial properties at Formby Hall and Formby House, now the 'Sparrow Hawk' Pub.

2.5.9 The remaining scattering of surviving farm-houses should not be forgotten as they represent Formby's rural past.

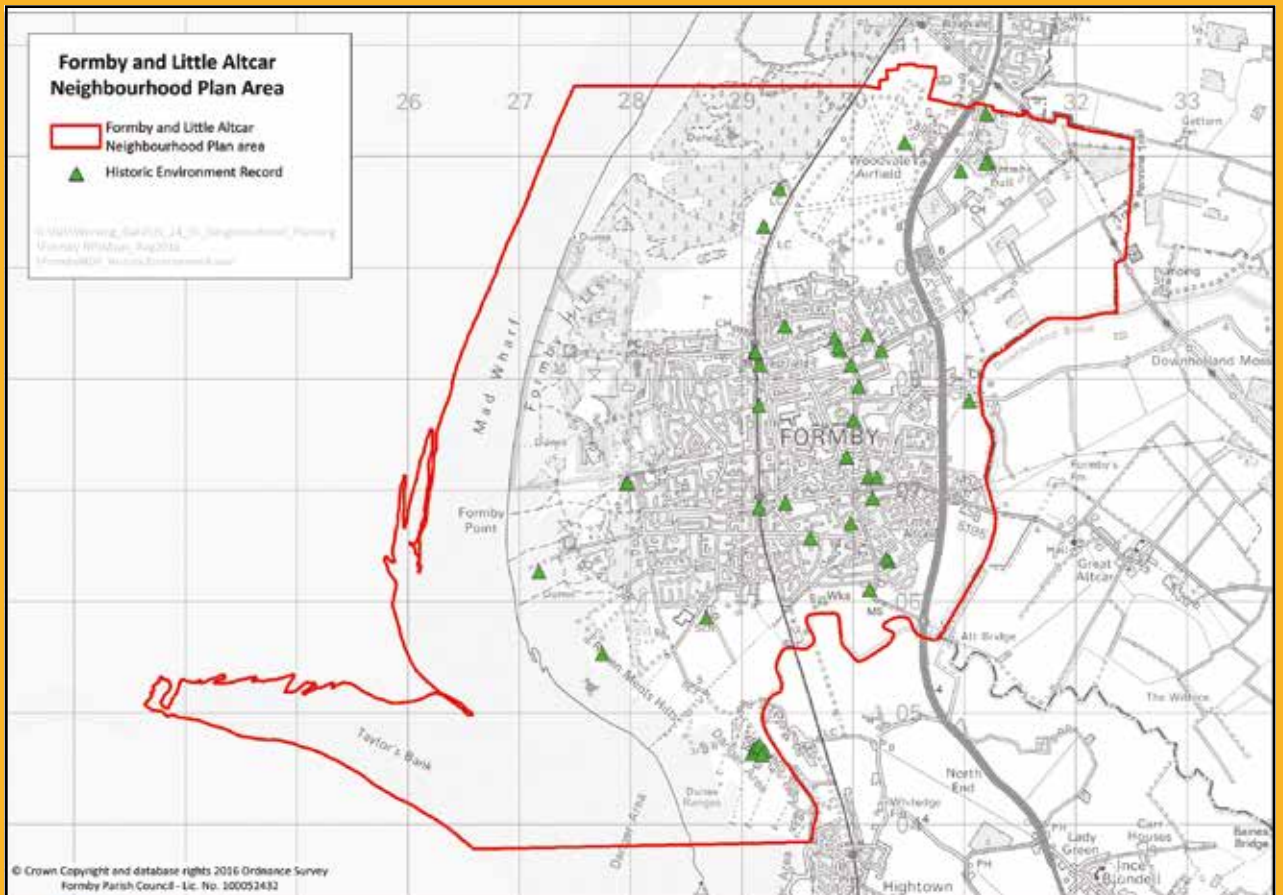
2.5.10 The older network of roads and lanes have in themselves historic, as well as amenity value. Victoria Road, for example, is one of Formby's oldest roads providing only access into the National Trust site, Squirrel Reserve and Asparagus Trail.

2.5.11 Maps 5 and 6 on page 19 show the Historic Environment and Conservation/Listed Buildings within Formby and Little Altcar.

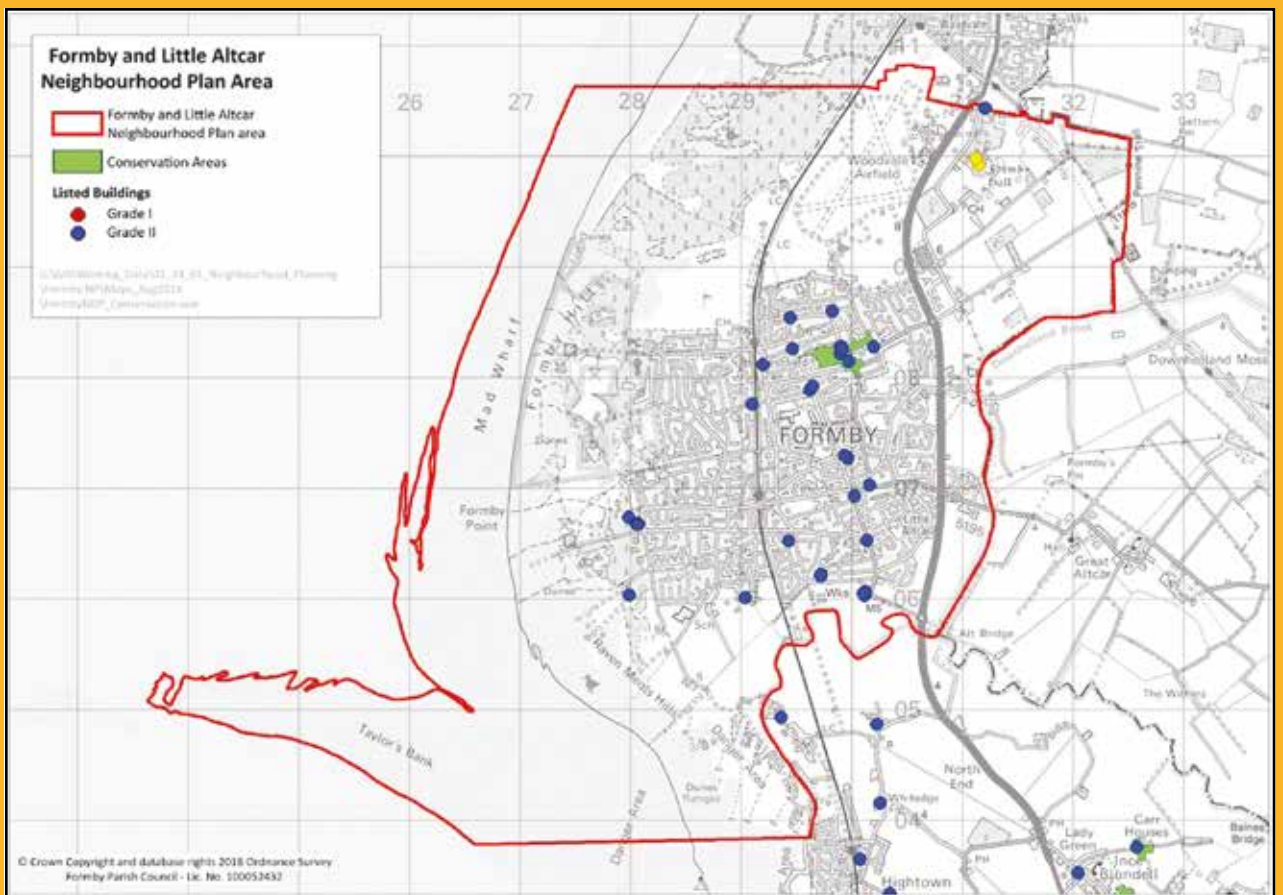


Cross Green

Map 5 - Formby & Little Altcar Neighbourhood Plan Area Historic Environment Record Map



Map 6 - Formby & Little Altcar Neighbourhood Plan Area Conservation Area Record Map



2.6 GRADE II LISTED BUILDINGS A BRIEF DESCRIPTION OF A FEW

2.6.1 TOWER HOUSE is one of the oldest properties in Formby according to various sources. The history of the property goes back to the 13th century when it was a Grange, belonging successively to Whalley Abbey and the Abbots of Stanlawe. According to an old legend, the Reverend Thomas Woodfall, Vicar of Formby, took over the Grange in 1563 and described it in his diary as 'an ancient building, old and ruiness'. The property continued to be a small farmhouse with adjacent farm buildings until it was acquired towards the end of the 19th century by a local surveyor, Mr Adkinson, who then sold off Tower House and built what is now Tower Grange at the western end of the property. Tower House itself was subsequently extended but the older rooms are apparently part of the old farm house.

2.6.2 ST LUKE'S is located to the west of the town of Formby, and is surrounded by pine trees. The Church was designated as a Grade II listed building in 1966.



Tower House



St Luke's



St Luke's



Tower Grange

Little is known of the early church building but the presence of a 12th-century font is evidence that the Church stands on an ancient site. The original building was destroyed in a sandstorm during 1739.

The idea for rebuilding came in the 1840s from Rev Miles Formby, former vicar of St Thomas, Melling. He died in 1849, but the building was continued by his older brother Dr Richard Formby, who owned and donated the land. The money for the work was given by Miles' widow and his sister, Mary. The Church was dedicated to Saint Luke, the patron saint of doctors.

It was designed by the Liverpool architect William Culshaw. At this time only the nave and porch were completed and these were consecrated by the Rt Revd John Graham, Bishop of Chester on the 14th December 1854. The chancel and transepts were added in 1897, and paid for by Caroline, daughter of Dr Richard Formby.

Beautiful stained glass adorns the church including windows that depict local flowers.

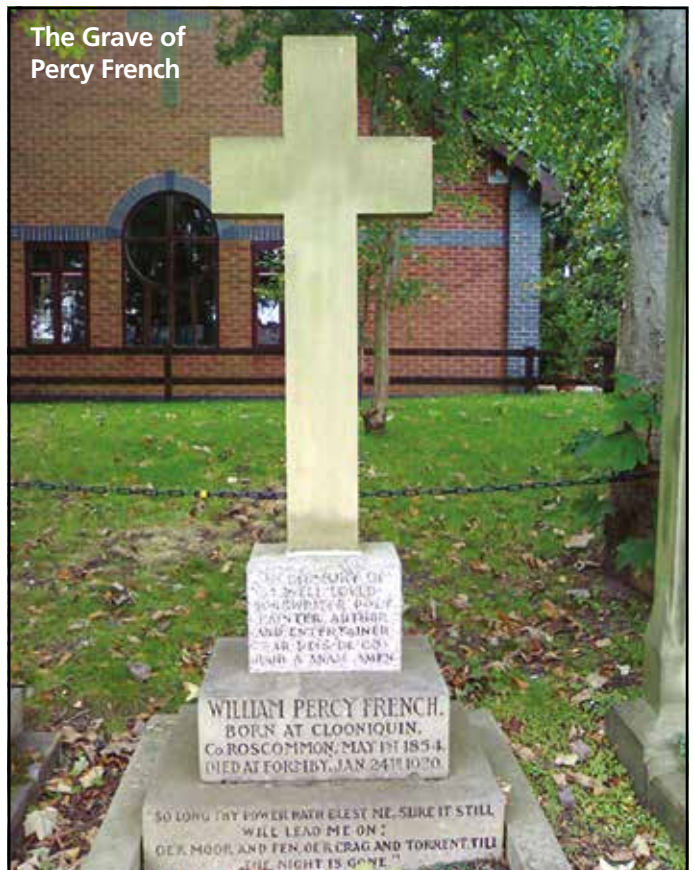


The inscriptions in the west wall windows are medical in keeping with Richard Formby profession. He was an eminent doctor and a pioneer of anaesthetics in the 1830's. The pews are original and are numbered because people at that time could pay to reserve a seat.



The God Stone

Memorials around the walls testify to the sacrifices made by village families and the Formby family in two World Wars. In the porch lies the gravestone of Richard Formby, the Armour Bearer to Henry IV, who died in 1407. He is buried in York Minster but Dr Richard Formby provided a facsimile gravestone and was allowed to bring the original gravestone, damaged in a fire in 1840, to St. Luke's.



The Grave of Percy French

The grave of Percy French, the famous Irish entertainer and artist, is also buried in the Churchyard. The oldest known grave here dates from 1666 although there is a mysterious stone in the Graveyard that is referred to as the "God stone" which could be much older than that.

Also within the churchyard are the old Village Stocks.



The Village Stocks

2.7 LISTED BUILDINGS IN FORMBY AND LITTLE ALT CAR

2.7.1 There are 26 statutory Listed Buildings¹ in Formby and 5 Listed Buildings in Little Altcar². These are as follows:

Grade	Criteria
II	Particularly important buildings of more than special interest
II	Buildings of national importance and special interest

LISTED BUILDINGS IN FORMBY

1	Church of St Peter, Green Lane
2	Old Parsonage, Green Lane
3	Kew Farmhouse, Kew Road
4	White Cottage, 5 Massams Lane
5	Old Village Stocks approx. 30m South of Porch of St Luke's Church
6	Cross approx. 30 m. south of chapel of 19.07.66 St. Luke's Church
7	Former Convent of Our Lady, School Lane
8	1 Southport Road
9	Dean's Cottage, Park Avenue
10	Garswood, 8 Barkfield Lane
11	Stone Cross in centre of roundabout, Cross Green
12	May Cottage, 15A Green Lane
13	Sandhills Cottages, Albert Road
14	2 Church Road
15	21 Green Lane
16	Othello Restaurant, Othello Lane
17	Dovecote and adjacent walls approx. 57m to north of Formby Hall, Southport Old Road
18	Corner Cottage, Lintion Cottage, 2 Timms Lane
19	Tower House and Tower Grange, Grange Lane
20	62 Gores Lane
21	Sundial approx. 5.5m south of Church of St Peter
22	Old Spanker's Cottage, 38 Liverpool Road
23	Church of St Luke, St Luke's Church Road
24	Godstone approx. 53m south of St Luke's Church
25	Formby Hall, Southport Old Road
26	Gores Lane, White Cottage

LISTED BUILDINGS IN LITTLE ALT CAR

1	Hoggshill Farmhouse, 11 Hoggshill Lane
2	Lovelady's Farmhouse, Liverpool Road
3	Stables to North of Lovelady's Farmhouse
4	Pump and trough to South of Hoggshill Farmhouse
5	Barn to North West of Lovelady's Farmhouse

¹ <https://historicengland.org.uk/listing/the-list/results?searchType=NHLE%20Simple&search=formby&page=2&filterOption=&facetValues=&pageId=20973&searchResultsPerPage=20>

² <https://historicengland.org.uk/listing/the-list/results?searchType=NHLE%20Simple&search=little%20altcar&page=&filterOption=&facetValues=&pageId=20973&searchResultsPerPage=20>

2.8 LOCALLY LISTED HERITAGE

1. Navigation Beacon, end of Lifeboat Road (272063)
2. Navigation Beacon, "Crosby" Beacon (269063)
3. Tide Pole (upper)
4. Tide Pole (lower)
5. Cast iron boundary marker, Wicks Lane path, opposite Larkhill Farm (282072)
6. Cast iron boundary marker, Wicks Lane path, near Wicks Wood (274071)
7. Cast iron boundary marker, in inter-tidal zone
8. Milestone, Ince Blundell (303059)
9. World War 2, ROC observation post remains (277740553)
10. "Cold War", ROC nuclear monitoring post remains (27740533)
11. World War 2 military rifle range (278058)
12. Ridge and furrow, Victoria Road (277080)
13. Firwood, St Luke's (now demolished)
14. Stone Mounting Block, The Grapes Hotel
15. RAF Woodvale Control Tower, SD307102
16. Woodvale - Operations Room; Map Ref SD317098
17. Bellman Hanger; SD 306102
18. Former WAAF Mess, (now used as a farm building)
19. Artillery Pillbox, SD308056
20. Site of another Pill-box of a different type was situated on the dunes overlooking the sea at the end of Victoria Road
21. Harington Barracks. Site (Guardroom at SD284077)
22. Harington Barracks Firing Range, (pistols and rifles), SD 27610575
23. Stella Maris, SD 2800538. House built in 1905, demolished in 1954, was intended to be a Hotel, on the Formby promenade (still existing under the dunes)
24. 'Starfish' Control Bunker (still standing) SD283054, at Range Lane
25. Royal Observer Corps posts SD 27742 05537; site was originally a Royal Naval observation post and during WW2 used as an aircraft observation post
26. The adjacent ROC Nuclear Monitoring Post was built in 1962
27. Milestone SD 301074, Church Rd. Formby 28. Old Milestone SD 303059, Liverpool Rd, Little Altcar
29. Old Post Office & Telephone Exchange SD296072, Brows Lane, Formby
30. Promenade, SD 27412 – 05797- 27576-05565
31. SD 27465-05802; site of former residential home, shown on 19/8 ordnance survey 25 inch map as Stella Maris home. A radar station during World War II.
32. Altcar Rifle Range; (part of), West of the River Alt, established in 1860
33. Prehistoric footprints; NSMR 2607-002; SD 2600-0700; footprints
34. Boundary ditch, following Wicks Lane, seaward, NMSR 2707-001 SD 2742 0703-SD 2785 0710

SECTION 3 A Vision for Formby and Little Altcar



3.1 FORMBY & LITTLE ALT CAR TODAY

3.1.1 Understanding Formby and Little Altcar is the starting point for producing a good Neighbourhood Development Plan as it provides a building block for planning for the future. The NDP process gives us an opportunity to look at what is best about living, working and visiting the area and what the negative aspects are and ways in which these problems and issues could be addressed and what opportunities could be made the most of.

3.1.2 The following range of issues have been considered in producing the Plan. These can be grouped under five key themes:

- Housing.
- Working and shopping.
- Getting around.
- Leisure and wellbeing.
- Environment, sustainability and design quality.

An overview of these five themes is set out below. This overview includes information from background reports along with issues raised by local people at the various consultation events. A more in-depth summary of the background reports is available in the Evidence Base Summary in Appendix C.

3.1.3 HOUSING

The parishes of Formby and Little Altcar have a population of around 25,000 people, living in 9,500 properties.

A review of available housing data shows that there is a:

- High level of home ownership and correspondingly low proportions of affordable housing to buy
- Wide choice of properties with the exception of flats/bungalows
- Shortage in supply of 1 and 2 bed properties which at 19% of households compared to 31% (Sefton) and 40% (Nationally).¹⁰

Consultation with local people has revealed concerns about the affordability of housing in Formby and Little Altcar, particularly for young people and families. People are also concerned about there being a range of housing types available – the perception is that many new developments are skewed towards larger dwellings. This is the case in Formby compared with the rest of the Borough.

3.1.4 WORKING AND SHOPPING

Formby and Little Altcar are generally seen as an affluent settlement. However, there are some areas within its boundary that are seen as less affluent.

There are high levels of commuting out Formby and Little Altcar. At the time of the 2011 Census this stood at approximately 60%¹¹. A significant number of residents commute out of Sefton some as far afield as Manchester and even London.

Employment sectors include:

- **Retail:** Formby has a village centre with strong representation from major supermarkets, Waitrose, Iceland and M&S, as well as there being more retail on the Formby bypass. It has several community events held in the village throughout the year. However there is a clear need for more independent outlets within the village.
- **Industrial/Office:** At present Formby has one Business Park at Stephenson Way, there is also a small business park on Liverpool Rd., the Mayflower Estate (although this currently has an application in for change of use). Currently Formby suffers from the lack of provision of modern office premises.

3.1.5 GETTING AROUND

Formby and Little Altcar is regarded as a highly walkable town, as it is fairly flat and compact. However, not all parts of the town connect well into the town centre. The area by Range High School has been identified by local people as poorly connected, in particular with regard to public transport.

As Formby and Little Altcar is a compact and flat environment it is also suitable for cycling. However, there are few dedicated cycle routes, except on the outskirts of the town, with most cyclists using streets to get around. There is also the National Route 810 of the Sustran National Cycling Network here that connects Ainsdale Rail Station and central Liverpool via Formby, Crosby and Stanley Park. Much of the route is formerly Regional Route 81 and includes running along side railway line and paths. There is also a link to the Cheshire Lines Path and ultimately the Trans-Pennine Trail (Route 62) which is signed from Formby.

Formby has good rail connections to Liverpool and Southport with bus inter-change points at each station. There are 140 parking spaces at Formby Station and 82 at Freshfield. Public transport connections to West Lancashire and Southport hospital are deemed to be limited.

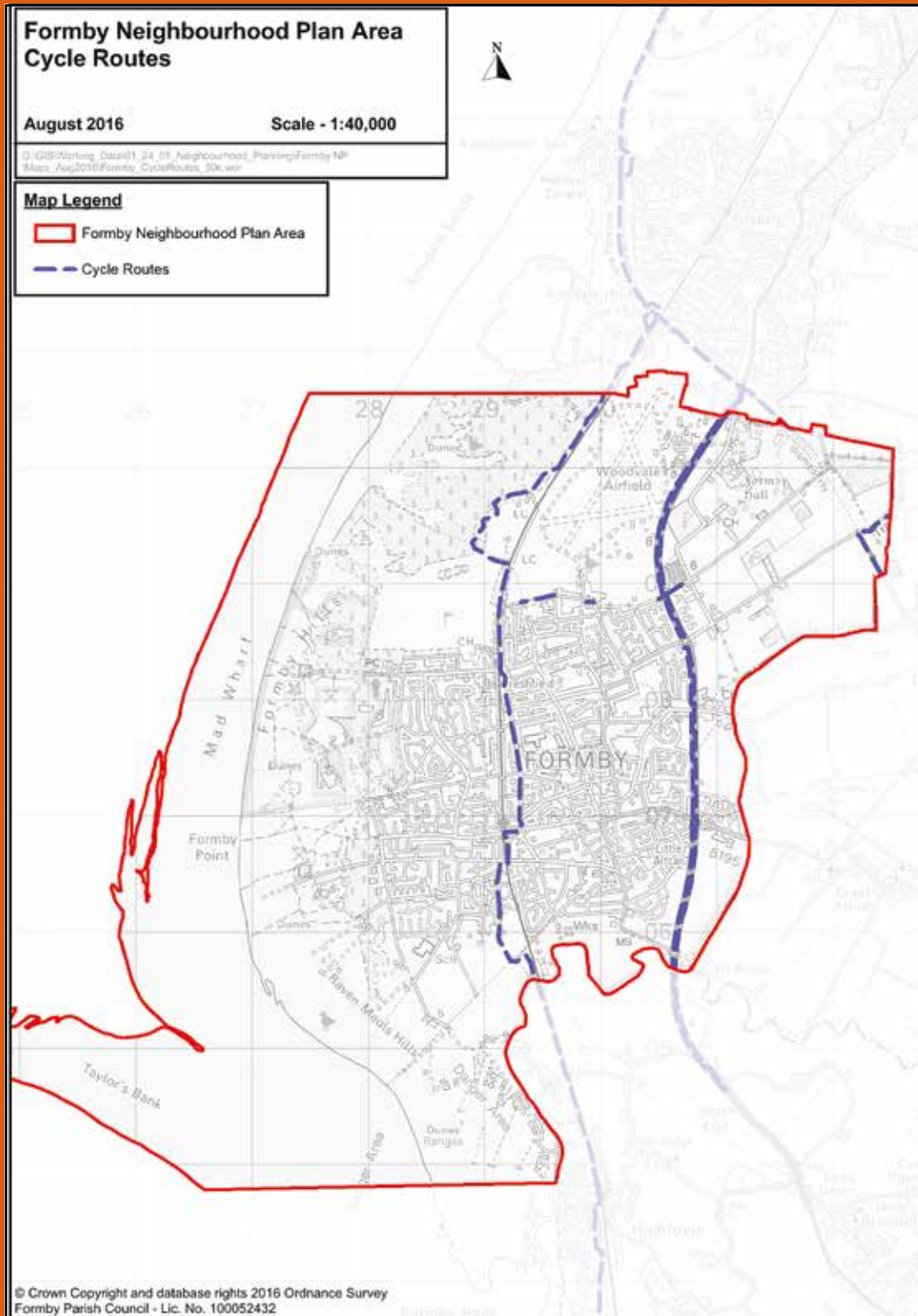
¹⁰ 2011 Census

¹¹ Extrapolating from the 2011 census and using data from the residents' questionnaire

SECTION 3

A Vision for Formby and Little Altcar

Map 7 - Formby & Little Altcar Neighbourhood Plan Area Cycle routes

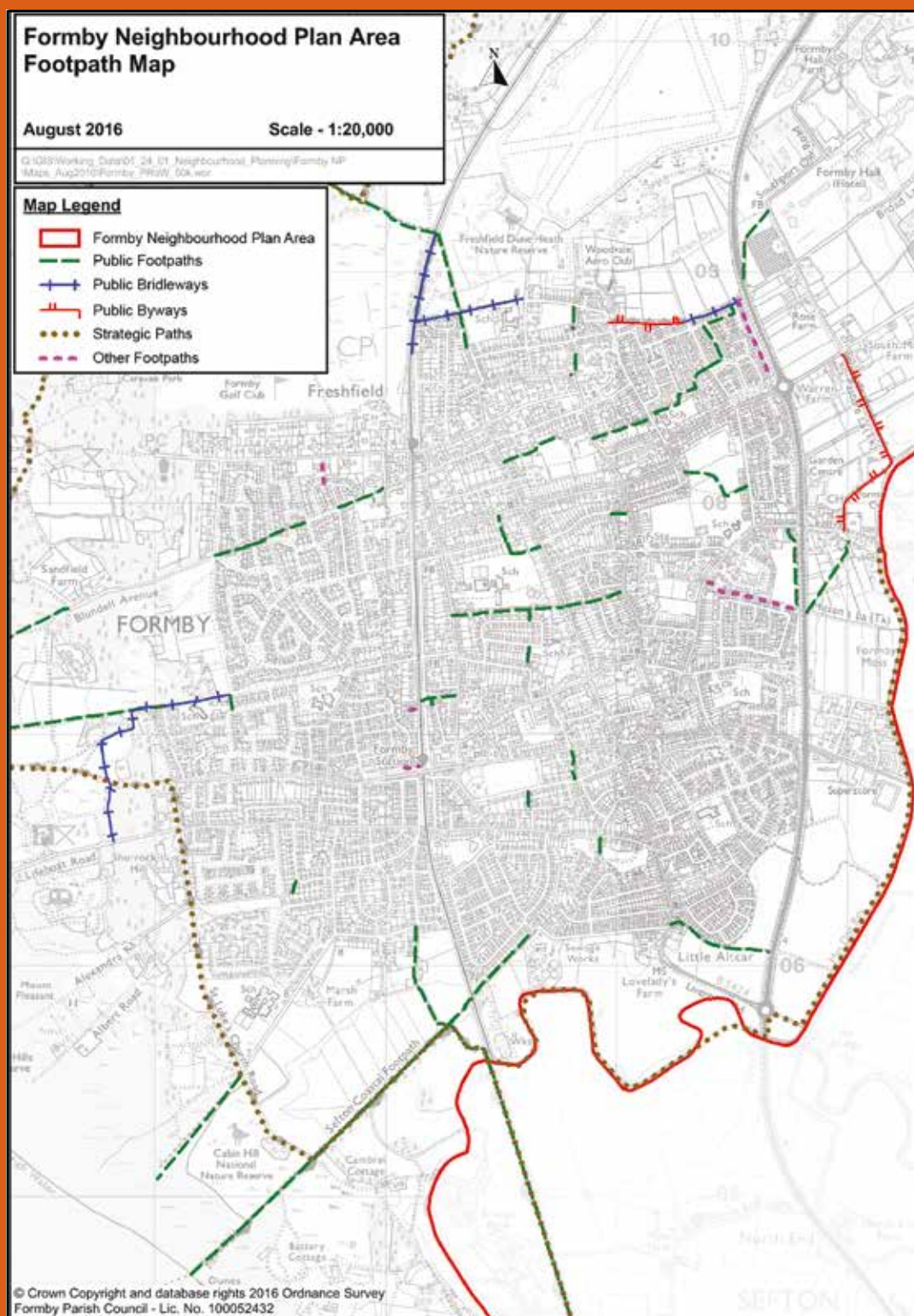


The Village Centre provides a total of 296 public parking spaces: 200 at Furness Ave (pay and display); 80 in Sumner Rd (pay and display); and 16 on the road (Brows Lane – Free).

Waitrose Supermarket has an extensive car park providing 300 spaces, but this is restricted for the use of their customers only. Formby Pool has a small number of parking places for their Pool users.

There are only a few free parking spaces outside the Post Office within the village. Both car parks, on street parking and Waitrose Car Parks are either pay and display or restricted parking. Free parking was seen by local people as vital in supporting Formby and Little Altcar shops. With some 1600 blue badge holders registered in Formby, it reflects the age profile of the community, and underlines the need for adequate provision of parking spaces.

Map 8 - Formby & Little Altcar Neighbourhood Plan Area Footpath Map



3.1.6 LEISURE AND WELLBEING

Members of the Parish Councils undertook an assessment of community facilities and open green spaces, within Formby and Little Altcar designated area, which is available as part of the Evidence Base.

This assessment supplements Sefton MBC "Open Space and Pitch Playing Strategy" published in 2015.

Formby and Little Altcar has a very active community life, representing many different groups and organisations. The Parish Council's assessment confirmed the perception identified at public consultation that most of the existing community facilities are of small to medium capacity, and that there is no large venue for groups of more than 80 people, apart from the Gild Hall which can accommodate up to 180.

Sefton MBC Infrastructure Delivery Plan (IDP) sets out the additional requirements that new homes will bring. The latest version [December 2014] deals with the following social and community infrastructure, however it should be noted that this relates to borough wide and is not specific to Formby where there is a lack of sports facilities, community buildings and other infrastructure requirements which would be required to ensure the safety of the community.

- Health facilities.
- Education facilities.
- Emergency Services.
- Leisure Services.
- Essential shops.
- Community facilities.
- Additional primary/secondary school capacity depending on the rate at which new dwellings are built, together with additional GP/Dentist services depending on the type of houses.

3.1.7 ENVIRONMENT, SUSTAINABILITY AND DESIGN QUALITY

Formby and Little Altcar generally has a high quality environment: an historic village centre forming the heart of the community; a Conservation Area; attractive landscape surrounding the town; some good open spaces; and various SSSI and Ramsar sites as well as a site of Local Biological Interest.

The Formby and Little Altcar Neighbourhood Plan supports Sustainable Development of the town. This means a careful balance needs to be met between several, sometimes competing objectives. The role of the Neighbourhood Plan Policies in Section 4 is to ensure that these objectives are achieved in a sustainable way that respects the local constraints facing our Community whilst meeting local needs. The Neighbourhood Plan needs to promote the following Objectives:

- To help meet the housing needs of Formby's changing population for market and affordable housing; homes for families, the elderly, people with other special housing needs and others (See Policies on Housing, Section 4).
- To protect and enhance Formby's natural and heritage assets and their settings, including requiring relevant assessments, and making sure there are no adverse effects on the integrity of internationally important nature sites or supporting habitats (Section 4).
- To improve access to vital services, the town centre and jobs (Policies on Getting Around, Section 4).
- To promote economic growth, tourism and jobs creation and support new and existing businesses (See Section 4, Working and Shopping Policies).

- To help Formby's town Centre to diversify and thrive (Policies WS4 to WS7).
- To make sure that new developments include the essential infrastructure, services and facilities that they require.
- To achieve high quality design and an environment that encourages a healthy lifestyle (Policies on Housing, Getting Around, Environment, Sustainability & Design, Flooding Section 4).
- To respond to the challenge of climate change, encouraging best use of Formby's resources and assets (See Policies FLD1 to FLD 9).
- To ensure that all new development addresses flood risk mitigation and explores all methods for mitigating surface water run-off. Wherever possible, developers should include an element of betterment within their proposals to reduce further the risk of flooding in the area (See Policies FLD1 to FLD 9).
- To work with partners and agencies to make sure that the Sefton Coastal Plan delivers benefits for the people of Formby and Little Altcar whilst conserving and enhancing the important international, national and local network of natural and cultural sites, habitats and species.

3.1.8 FLOODING

The River Alt flows into the Irish Sea to the west of the town. There is a flood plain associated with the waterways that regularly floods. Formby and Little Altcar experiences problems with both flooding and surface water flooding which is the number one concern for residents. There is, however an Environment Agency flood management plan for the Lower Crossens area which needs to be monitored and achieved.



3.1.9 OPEN SPACE

Formby and Little Altcar have 3 recreation areas: Duke Street Park, Deansgate Lane Playing Fields, Smithy Green Park. The National Trust Nature Reserve is located to the West of Formby and provides a habitat for various species and an area for informal recreation for local people. Most of the open space that surround the town is protected either as greenbelt, SSSI, RAMSAR or by the National Trust.



Sefton MBC "Open space, sport and recreation facility assessment" (2008) outlines some shortfalls of open space, sport and recreation in relation to the existing population of Formby and Little Altcar (that is, without the addition of further development).

3.1.10 HOUSING STYLES

Understanding the characteristics of the town is important when a new development is designed and proposed.



New developments within or next to either the Conservation Areas or listed buildings must make sure it preserves and enhances the character of the area it is located in. Other areas may require a different design approach:- for example, there may be opportunities for new developments to change the surrounding and style of a less positive place by introducing a new approach although this should not be to the detriment of existing properties.



It is important to the community that new housing fits well into the surrounding area where it is being built. More important is that the community are against 3 storey dwellings as they feel that these would have an adverse impact to pre existing dwellings including bungalows.

3.1.11 EMPLOYMENT

Currently the industrial area contains a variety of units of different sizes and types, including some office and light industrial properties, principally characterised by the community as large 'shed' like buildings with few windows and regardless of poor quality.

3.2 CONSTRAINTS OF FORMBY & LITTLE ALT CAR

3.2.1 Formby and Little Altcar Parish Councils believe their priority for the NDP is to reduce and minimise flood risk for all existing and future residents of Formby and Little Altcar.

3.2.2 It is important to understand the technical opportunities and problems (particularly the inadequate surface water management system) in and around the town that may affect where new development is going to be located as per Sefton Local Plan or indeed future development. This provides the basis for making informed choices about where new development may go.

3.2.3 It should be noted Formby is rurally landlocked having a coastline to the west, RAF Woodvale Station to the North, the River Alt and Altcar Rifle Range to the South and Downholland Brook to the east, which also forms the natural boundary between Sefton and West Lancashire and is east side of the A565 [Formby Bypass]. It should be noted that the Parish Councils, for the purpose of the NDP and the settlement of Formby and Little Altcar, view the A565 as the urban settlement boundary for Formby and Little Altcar.

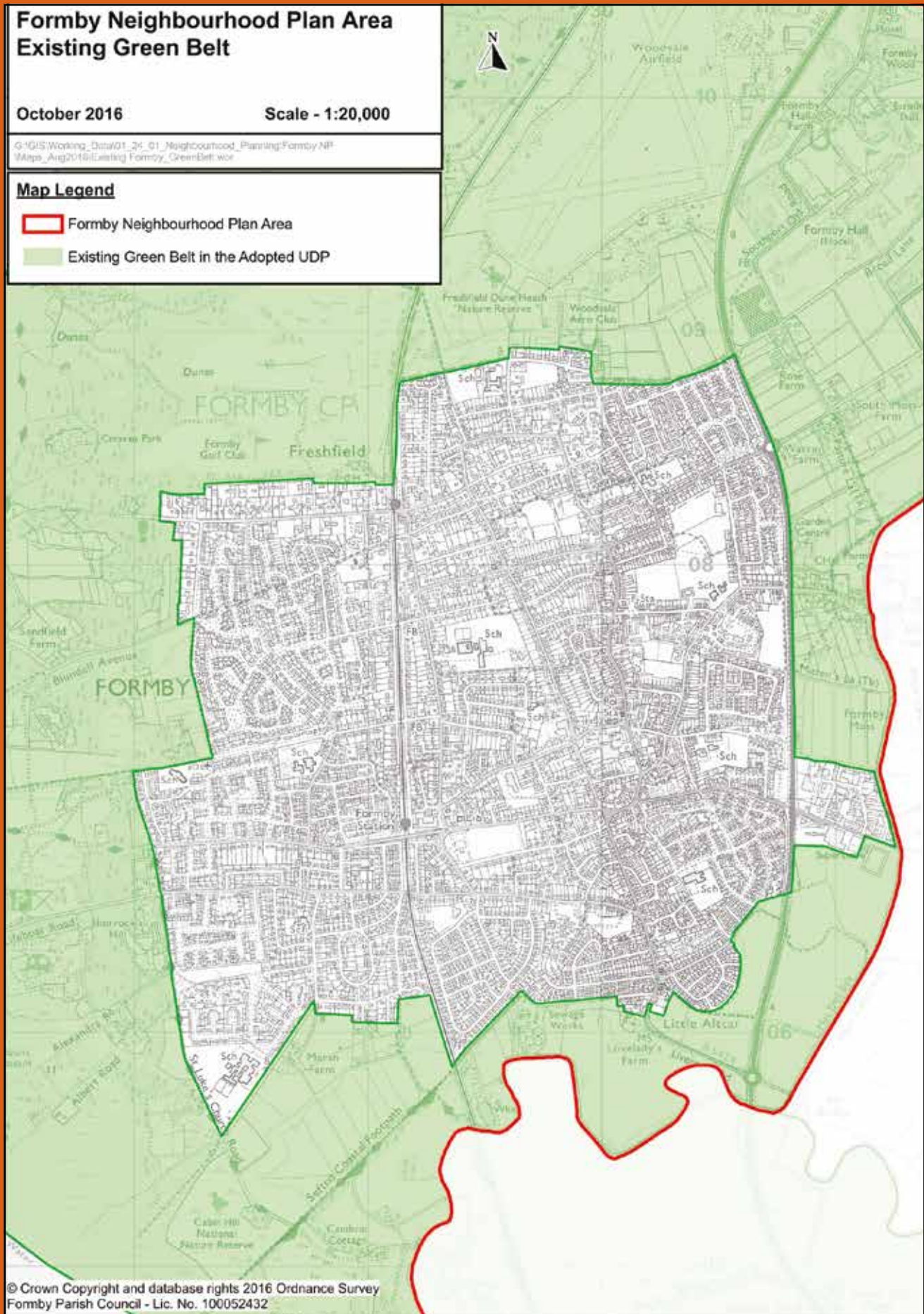
3.2.4 In addition to the existing boundaries Formby have various natural assets and sites of special scientific interest, thus creating a very limited area to build in. Also, much of the land to the east of the A565 currently floods and is in Flood Zones 2 and 3 and acts as a natural flood plain. There are concerns with regard to the Environmental Agency turning off the pumping stations, which has been suggested and use this land as a natural flood plain for the future.

3.2.5 In addition there is also a greenbelt boundary, which has been changed in the Sefton Local Plan. Map 9 shows what the existing greenbelt boundary was prior to it being redrawn in the Local Plan and Map 10 shows the new greenbelt boundary as it now stands within the Local Plan.

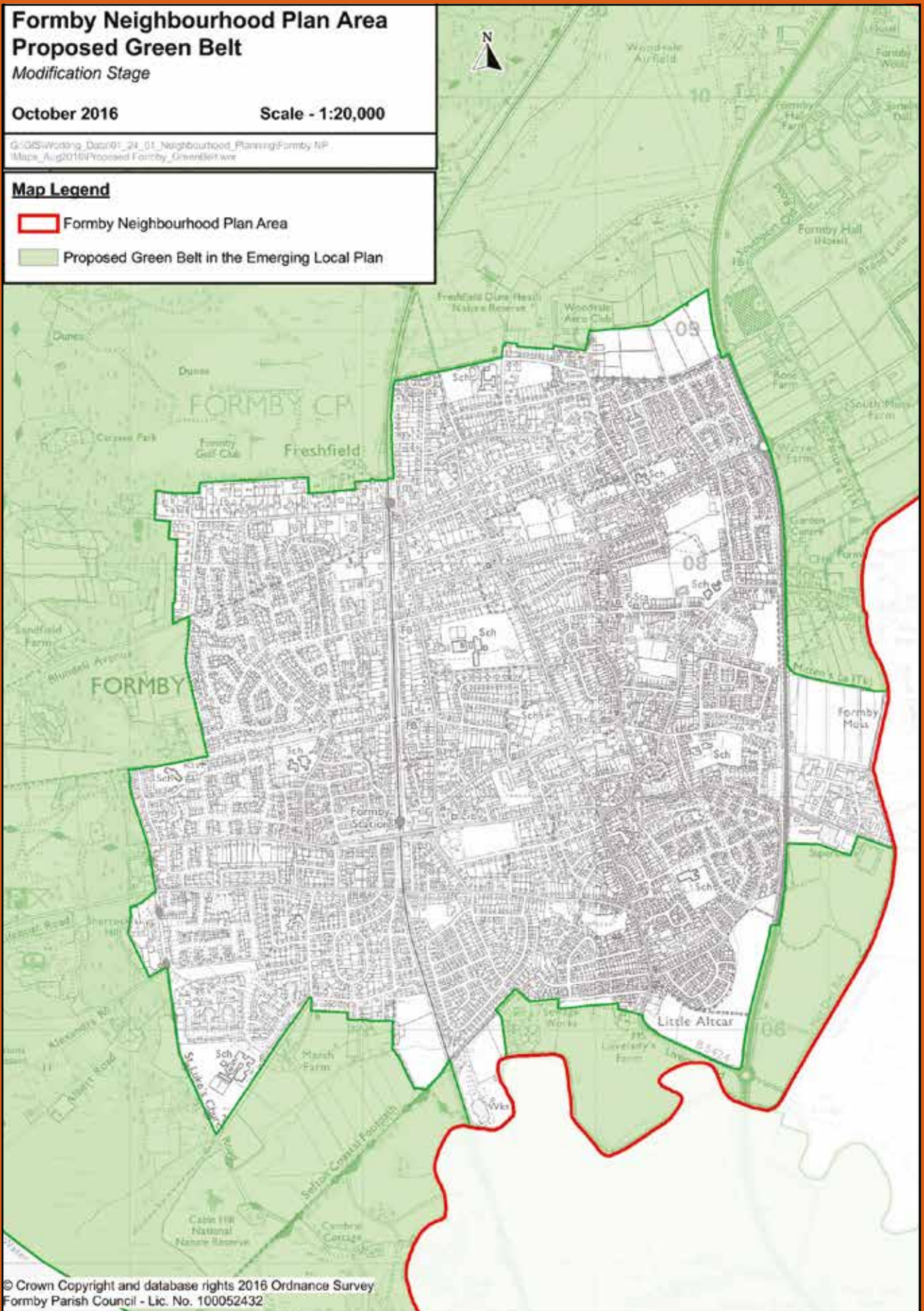
3.2.6 Formby also has some of the best and most versatile agricultural land which is also important to retain where possible and is an important asset to future generations in respect of providing farming land to suit the requirements of growing food.

SECTION 3 A Vision for Formby and Little Altcar

Map 9 - Formby & Little Altcar Neighbourhood Plan Area - Existing Green Belt prior to it being redrawn in Local Plan



Map 10 - Formby & Little Altcar Neighbourhood Plan Green Belt boundary as redrawn in the Local Plan



3.2.7 FLOODING AND DRAINAGE

- 3.2.7.1** Formby and Little Altcar are adjacent to the coast on the North West of England.
- 3.2.7.2** Formby and Little Altcar are bounded by sandhills to the west, Woodvale Airfield to the north, Downholland Brook to the east and the River Alt to the south and the coast to the West.
- 3.2.7.3** The boundaries are unique in that they are all higher than adjacent parts of Formby and Little Altcar – the sandhills form the highest point with Formby and Little Altcar land levels falling the further east and south one goes towards the boundary. Woodvale Airfield is the highest point at the north of Formby and the embankments of Downholland Brook and the River Alt are higher than adjacent areas of land.
- 3.2.7.4** The vast majority of surface water for this catchment area drains to the River Alt via surface water sewers, highway drains, land drains and watercourses. Water that enters “soakaways” also enters the natural land drainage and ground water systems which will eventually drain into Downholland Brook and the River.
- 3.2.7.5** Water that enters the foul drainage system also enters the River Alt via sewage treatment works, therefore all water (including, but not limited to rainwater, groundwater, seawater or water mains) that enters Formby or Little Altcar will eventually enter the River Alt.
- Therefore, water that enters Formby and Little Altcar from any source can only exit the area into the River Alt (some via Downholland Brook) through the outfalls from watercourses, ditches, surface water sewers, highway drains, through the ground or via any sewage treatment works. All the surface water within Formby drains by gravity.
- 3.2.7.6** There is no facility for water to exit the area over the ground as the boundary sandhills are higher, Woodvale Airfield is higher, the embankment of Downholland Brook is higher and the embankment or land adjacent to the River Alt is higher than certain areas of land within Formby. This has the effect that when the River Alt is running high enough to close the non-return flap valves, no water can leave Formby until the water level in the River Alt drops sufficiently to allow the non-return flap valves to open again. This can take several days to happen on several occasions every year.

- 3.2.7.7** Formby and Little Altcar Parish Councils can only act within current knowledge and forecasts and may not necessarily agree or disagree with any of the forecasts but must act with due care and diligence in planning for the future. The National Planning Policy Framework refers to the “lifetime of developments” - based on current property ages in Formby and Little Altcar, the likely lifetime of any new development will be well in excess of 100 years.
- 3.2.7.8** Formby and Little Altcar Parish Councils unfortunately have no control over other authorities, their policies and the effects that such policies may have on Formby and Little Altcar.
- 3.2.7.9** One such policy is the level at which the River Alt and Downholland Brook are currently maintained at by the Environment Agency. Due to the Agency trying to return the river to the level it was operating at before Altmouth Pumping Station was built (without overtopping the embankment), the River Alt and Downholland Brook are now frequently running at levels that are too high and therefore the non-return flap valves close and stay closed for several days at times of rain. This has the effect of preventing water from leaving Formby or Little Altcar for the entire time the non-return flap valves are closed. This has reduced the capacity of Down Holland Brook and the river Alt and leads to frequent water-locking.

3.2.8 DEVELOPMENT AND FLOOD RISK

- 3.2.8.1** Formby and Little Altcar Parish Councils wish to make it clear that they adhere to the adage that “prevention is better than cure” so will seek to ensure that they prevent problems from happening in the first place, rather than allowing a problem to occur and then seeking to cure it. Due to the existing drainage problems, and causes of those problems, Formby and Little Altcar Parish Councils will seek to encourage solutions to those existing problems before any additional load, pressure or demands are placed on the finite resources.
- 3.2.8.2** Where a policy from an external body or organisation apparently prevents an acceptable and positive solution to existing problems, or enables developers to propose designs that Formby and Little Altcar Parish Councils deem unacceptable, Formby and Little Altcar Parish Councils will seek to publicise these anomalies and shall make efforts to inform and change the views of

the organisation that has set the offending policies. Where a policy can be shown to increase flood risk, Formby and Little Altcar Parish Councils reserve the right to object to the imposition of any such development.

3.2.8.3 Formby and Little Altcar Parish Councils will seek to ensure that flood risk shall:

- be determined as the possibility of flooding from any source
- be based upon theoretical and real world evidence. Flood maps are theoretical, therefore can only be treated as a guide rather than definitive and shall be treated as a guide to the minimum effect of flooding from stated sources.

3.2.8.4 In order to prove flood risk, developers where appropriate shall model the existing and proposed networks for the entire catchment area for a site including both upstream and downstream watercourses, sewers (foul and surface water), highway drains and groundwater systems that connect into or run through their site, and compare this to real world experience of Formby and Little Altcar.

3.2.8.5 In order to determine accuracy of flood risk of the developer's proposed systems, Formby and Little Altcar Parish Council's will compare the developers modelling of the existing systems in the area to the real world experienced by residents. It is obvious that if the developer's network modelling fails to show the existing flooding locations, there can be no confidence in the modelling of the proposed systems.

3.2.8.6 In order for Formby and Little Altcar Parish Councils to consider a development safe from flooding, where appropriate development should seek to demonstrate that:

- the design is capable of taking the overflow from adjacent catchment areas in the event of a problem occurring that results in other catchment areas overflowing into the new design area; and
- the design should show that 50% of the flows from adjacent catchment areas can be accommodated, without causing flooding to either the new proposed site, or to the existing properties in either adjacent catchment areas or in the catchment area the new development is in.

3.2.8.7 Formby and Little Altcar Parish Councils will seek to ensure that no new development takes priority over existing developments. Priority shall be given to reducing flood

risk and preventing flooding to existing properties. If a development takes measures to protect itself from future flooding, the developer must likewise protect existing adjacent properties to the same extent.

3.2.8.8 Should a developer, company, individual, authority or agency that proposes a development show that there is likely to be an increased flood risk the Parish Councils will seek to arrange a meeting with such a party with those who may be affected by the development and be able to make representations to those concerned. Formby and Little Altcar Parish Councils will publicise such events, their outcomes and those who fail to attend.

3.2.8.9 Formby and Little Altcar Parish Councils will seek to have proposed development considered as unsustainable if affordable flood insurance cannot be secured from a variety of reputable, major, UK regulated insurance companies (quotes from specialist brokers shall not be counted as sustainable as resorting to a specialist broker is an admission that there is a problem in obtaining insurance).

3.2.8.10 In order to reduce the flood risk for new developments, Formby and Little Altcar Parish Councils will seek to ensure that new properties are not built lower than the road constructed in front of the property and that all new properties shall have a Finished Floor Level that is a minimum of 450mm higher than the crown of the road immediately outside the property.

3.2.8.11 In order to maintain a route for vehicles to leave the new developments without hindrance, all new highways and footways constructed, as part of a new development, should be free of risk of actual flooding for up to a 1 in every 100 year storm return period.

3.2.8.12 Formby and Little Altcar Parish Councils will seek to ensure that new developments are not constructed higher than existing adjacent properties that fall within 100m of the proposed site.

3.2.9 DEVELOPMENT AND CLIMATE CHANGE

Based upon The National Planning Policy Framework (NPPF) Chapter 10 paragraph 99 – climate change over the longer term should be taken into account, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape. New development should have plans to avoid increased vulnerability to the range of impacts arising from such factors. When

a new development is brought forward care should be taken to ensure that risks in these vulnerable areas can be managed through suitable adaptation measures, including the planning of green infrastructure.

3.2.9.1 Formby and Little Altcar Parish Councils shall seek to discourage elements of development that may cause undesirable effects if the current scientific climate change forecasts are correct. This would mean discouragement of placing stationary or standing bodies of water adjacent to either existing or proposed development sites. Such bodies of water may lead to increased flood risk at times of increased rainfall, in particular if flows exceed the finite design capacity for flows based on current knowledge.

Therefore, no such standing water bodies (water retention systems, open attenuation systems, balancing ponds, wet swales etc) shall be encouraged within 200m of existing housing, retail, employment or education/ school buildings.

3.2.9.2 No standing water bodies (water retention systems, open attenuation systems, balancing ponds, wet swales etc) shall be permitted upstream of any existing or proposed developments unless it can be proven that there is no increased flood risk to any existing development that may be caused by the design flows being exceeded or the failure of such a water retention system. Developers must prove this is the case for storm return periods up to and including the prevailing 1 in every 100 year storm intensity. Such water retention systems are often categorised as "reservoirs" and are therefore counted as a potential source of flooding.

3.2.9.3 Due to the existing groundwater and surface water problems in Formby and Little Altcar, grey water recycling is to be seen as specifically addressing both reduction of water usage and reduction of water going into either the ground or rivers and will therefore be the preferred method for sustainably dealing with rainwater flows.

3.2.9.4 In order to aid the reduction of water use and therefore reduce the environmental impact for new developments, Formby and Altcar Parish Councils positively support the use of grey water recycling systems and seek to ensure that where appropriate new development should:

- provide non-communal, grey water storage and recycling systems. This means that individual properties take ownership of the ability to control the impact of new development on the environment. Preventing the likelihood of catastrophic failure of large communal systems: and
- be installed as above ground systems, therefore reducing the impact of rainfall on the already high water table and associated ground water problems in the area.

3.2.9.5 As Formby and Little Altcar have well documented problems with watercourse locking, caused by the high level of water, in Downholland Brook and the River Alt, which directly affects the ability or inability of surface water systems to discharge, developers should, where possible, seek to demonstrate that there will be a net reduction in the quantity of water entering the River Alt after their development is completed. This includes all water entering the River Alt emanating from their site, whether directly or via other watercourses or sewers that eventually discharge to the River Alt, including, but not limited to, all surface water generated that will enter the river via groundwater, watercourses, sewers, balancing ponds, water retention systems and systems with attenuated or throttled outlets; and all foul water emanating from their site as this will enter the River Alt via sewage treatment works. Where possible this approach should be applied to all developments within the Formby and Little Altcar catchment areas, as any additional discharge to the River Alt will cause additional load on it, which will cause the watercourses to "lock" earlier and stay locked for longer, causing additional flooding to areas already at risk.

3.2.10 INAPPROPRIATE DEVELOPMENT

Based upon (NPPF) Chapter 10 paragraph 100 - inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Local Plans should be supported by Strategic Flood Risk Assessment and develop policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk management bodies, such as lead local flood authorities and internal drainage

boards. Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change, by:

- applying the Sequential Test;
- if necessary, applying the Exception Test;
- safeguarding land from development that is required for current and future flood management;
- using opportunities offered by new development to reduce the causes and impacts of flooding; and
- where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking opportunities to facilitate the relocation of development, including housing, to more sustainable locations.

3.2.10.1 Due to the finite nature of the area of Formby and Little Altcar and the natural restrictions caused by geographical, topographical, geological and ground conditions, matched with the man-made restrictions of policy and physical aspects, certain types of development and associated works may prove unsuitable for the area. As these are beyond the control of Formby and Little Altcar Parish Councils, it is important that such evidence is taken into account before designs can be deemed as meeting the NPPF Ch 10 Paragraph 100. As such, priority will be given to information based on proven local knowledge rather than assumptions based upon principles brought in from dissimilar areas.

3.2.10.2 For Formby and Little Altcar Parish Councils will seek where possible to direct development away from land that:

- a) already floods from any source;
- b) is, or can be reasonably assumed to be, in Flood Zone 3 or at the highest risk of flooding of flooding from any source;
- c) is, or can be reasonably assumed to be, in Flood Zone 2 or at a reasonable risk of flooding in the foreseeable future;
- d) is in Flood Zone 1 that, if developed and would likely cause additional flood risk elsewhere;

- e) is below the current known Highest Astronomical Tides during the proposed lifetime of the development;
- f) is below the known watercourse/river embankments that serve and bound the area;
- g) is below the known water levels in the watercourses/ivers at times of storm; and
- h) currently cannot successfully drain due to the non-return flap valves closing which causes the watercourses to “lock” for more than 2 hours on any day within a year.

3.2.10.3 Formby and Little Altcar Parish Councils shall seek to discourage development in areas where the collapse of the embankment or defences of a river will result in flooding to property.

3.2.10.4 Formby and Little Altcar Parish Councils consider elements of development that are likely to increase flood risk elsewhere include, but are not limited to:

- a) Raising of land levels (this will naturally displace existing standing water and will therefore push the water elsewhere, making flooding more likely).
- b) Changing the natural topography of the ground – this may lead to changes in groundwater movement and in such a small, finite area as Formby and Little Altcar will increase problems within the finite area.
- c) Changing the ability of water to flow through a site, whether that is in a pipe, in a watercourse, through the ground or over the ground. This is not only likely to cause additional problems elsewhere in the finite area of Formby and Little Altcar but is also in direct contravention of the Land Drainage Act 1991 and as such will not be deemed as acceptable. No development that is in contravention of any other Act of Parliament will be deemed as acceptable, whether that is the Land Drainage Act 1991, the Flood and Water Management Act 2010 or any other such applicable Act of Parliament.
- d) Ground water storage systems are likely to cause additional flooding problems elsewhere. Natural ponds will raise the water table locally and therefore add to the existing known ground water problem in the area, whilst lined pond

systems will displace the existing ground water also making the existing known ground water problems worse. Formby and Little Altcar Parish Councils would draw developers' attention to the policy listed in items 34 to 38 under Climate Change above, which is a better, more appropriate solution for areas such as this where there are already known groundwater problems.

3.2.11 SUSTAINABILITY OF DRAINAGE DESIGN

3.2.11.1 Formby and Altcar Parish Councils wish to positively encourage the use of sustainable designs for the installation of new drainage systems.

3.2.11.2 Although preference will be given to Sustainable Drainage Systems, Formby and Altcar Parish Councils accept that certain sites may require a different or traditional drainage approach.

3.2.11.3 In order to prove sustainability, where appropriate a developer should seek to demonstrate that the long term cost of maintaining their proposed drainage system is the same as or less than the cost of maintaining a similar capacity traditional positive drainage system. There shall be no additional cost to either householder, taxpayer in the form of exchequer or local authority, or service delivery organisation that levies a charge on the householder.

3.2.11.4 Formby and Little Altcar Parish Councils will seek to discourage new development drained by pumping (whether foul or surface water). Where Pumping is proposed:

- a developer should demonstrate why it is physically impossible to drain the site by gravity (the more sustainable option in the long term); and
- a developer should demonstrate that by pumping the new site, it will not be taking priority over the existing developments in Formby or Little Altcar thereby increasing the flood risk to existing residents.

3.2.11.5 Where appropriate Formby and Little Altcar Parish Councils will seek to ensure that, if a pumping station can be shown to be no costlier to maintain than a gravity draining drainage system and whether it is approved and adopted by other authorities or privately maintained, no new foul pumping stations shall be installed within 200m of existing properties and shall be situated at a point

farthest from existing properties. Any foul or surface water pumping station should be placed at a point that will not allow water or sewage to drain towards existing properties. As any such design would be placing existing properties at increased flood risk.

3.2.11.6 Formby and Little Altcar Parish Councils will seek to ensure that when the Exception Test is invoked a developer or Local Planning Authority should:

- show that there is no other suitable land within a ten-mile radius of the boundary of Formby and Little Altcar;
- is already admitting that the site in question has a flooding problem and that in developing it, the relevant developer and Local Planning Authority know that the problem has not been solved and will make the flooding situation worse;
- cannot be used to supersede, override, usurp or take precedence over any relevant part of The Land Drainage Act 1991;
- be aware that Formby or Little Altcar Parish Councils may pursue the relevant drainage authority, lead flood authority or other agency to redress the issue should problems occur;
- ensure that it does not result in any additional cost to any residents of Formby or Little Altcar if works are required to correct problems caused by developments; and
- should show that the duty to cooperate has been fully explored before attempting to invoke the test, as administrative boundaries are arbitrary and can change from time to time.

3.2.11.7 For the avoidance of doubt, notwithstanding the existence of the Exception Test, as the NPPF is only guidance, any design submitted by a developer or approved by a Local Planning Authority, could still be deemed to be in breach of various parts of the Land Drainage Act 1991, and as such Formby or Little Altcar Parish Councils may pursue the relevant drainage authority, lead flood authority or other agency to redress the issue should problems occur. This again should not result in any additional cost to any residents of Formby or Little Altcar if works are required to correct problems caused by developments.

3.2.11.8 Although Formby and Little Altcar Parish Councils will favour Sustainable Drainage Systems as the preference for developing new sites, there are many different forms of “sustainable” methods, not all of which will be suitable for all sites. Therefore, it may be deemed that certain types of “sustainable” drainage systems are not appropriate for certain types of ground conditions.

3.2.12 TREES

3.2.12.1 In order to abide by the need for sustainability, to aid ground stability and reduce the effects of groundwater, Formby and Little Altcar Parish Councils will seek to ensure that all developments to trees within the development site. The developer shall provide options for Formby and Little Altcar Parish Councils to choose the mix of trees for each site that the developers shall provide a choice of trees with the following information:- Quantity of water that will be absorbed from the ground by each tree at time of planting and at maturity, difference and amount of water consumed per species of tree during different seasons, length of time for tree to reach maturity, likely lifespan, resistance to disease, likely maintenance requirements and likely influence and reach of roots for each species of tree suggested.

3.2.12.2 Trees under this scheme must be provided in public space areas (trees in private gardens can easily be removed by homeowners so this would reduce the benefit of trees consuming ground water).

3.2.13 PRELOADING

3.2.13.1 Due to the nature of the confined area of Formby and Little Altcar, preloading the ground to expel ground water shall be discouraged. Formby and Little Altcar Parish Council will seek to ensure that a developer demonstrates that any such approach will not result in pushing the existing water into areas that are already struggling with groundwater flooding problems and therefore contravene the recommendations of paragraphs 100 (“without increasing flood risk elsewhere”) and 103 (“local planning authorities should ensure flood risk is not increased elsewhere”) of the NPPF, affirming that this is so important that it is mentioned more than once. Formby and Little Altcar Parish Councils deem it unacceptable for any development to increase flood risk, increase flooding or displace water and as such will not support such applications.

3.2.13.2 Developers and Local Planning Authorities must take a flexible approach to methods of controlling flood risk sustainably. It is clear that solutions for certain available sites in Formby and Little Altcar may be outside the proposed development areas. Formby and Little Altcar Parish Councils will deem a solution as more important than any requirement to develop a site. If a developer or Local Planning Authority deems the best solution as beyond their requirements or remit for reasons of cost or practicality, Formby and Little Altcar Parish Councils shall not support such development and will regard it as impractical to develop the site rather than impractical to solve the problem.

3.3 ISSUES THAT HAVE INFLUENCED THE VISION

3.3.1 Formby and Little Altcar are attractive settlements with relatively prosperous communities who have good access to a high quality coastal environment with extensive beaches, coastal dunes and pine woods. The area is well known for Natterjack Toads and red squirrels and the environmental sensitivity of the area is recognised in several European and Nationally designated sites.

3.3.2 Information gained from the various surveys and consultations which have been carried out have been paramount in deciding the way forward and the future of Formby and Little Altcar.

3.3.3 The Neighbourhood Plan notes that a large proportion of Formby residents commute well beyond the Liverpool City Region.

3.3.4 It is noted that there is a considerable need for affordable housing.

3.3.5 Formby is seen as one of Sefton’s more affluent areas and a prime location for executive housing for Sefton and Merseyside. Formby centre provides a good mix of shops, banks and cafes and there are several supermarkets although it is clear that there is a need to encourage more independent traders into the Village Centre.

3.3.6 It is important to support the development of high quality, sustainable and successful neighbourhoods whilst nurturing and enhancing the lives of existing residents in Formby and Little Altcar;

3.3.7 Equally important is to identify the unique and distinctive physical and cultural assets of the Parishes and use these to shape the future environment for the benefit of the community.

3.4 VISION STATEMENT AND CORE OBJECTIVES

3.4.1 VISION STATEMENT

"In 2031, Formby will have grown to become a sustainable Town that is able to meet its own needs for housing, jobs, community facilities, public and commercial services.

Formby will be a popular place to live, work and play adapting to climate change with a successful and sustainable local economy.

It will retain its high quality environment but will encourage the large number of existing visitors who use Formby to access the coast to visit Formby village Centre for leisure, shopping, sporting activity or enjoy its historical past.

The Town will have completed a pattern of growth started over fifty years earlier by infilling land to its natural physical boundaries. Its population will have reached over 25,000 with 11,000 homes, which provide a mix of open market and affordable homes of all types and will provide an increasing number of homes for older people.

Its secondary, primary and special schools are popular and provide excellent education to the town's students and those in the surrounding rural areas.

Above all, the Town has retained its special historic and architectural character by carefully managing change within its built up area and by protecting its setting and surrounding open countryside from development."

3.4.2 PRINCIPLES AND CORE OBJECTIVES

3.4.2.1 The following set of principles will be used to deliver the vision. In order to achieve this and ensure the future character of Formby, we need to provide a set of principles for delivering the vision. These are that:

Formby must:

- continue to feel 'compact'
- continue to have a close relationship with the open countryside around it
- continue to act as a centre for the surrounding area, not just residents
- remain attractive to residents and visitors

Looking at the first four principles in more detail, achieving the vision means: Formby must continue to feel 'compact': This is not just to do with numbers of people, (Formby & Little Altcar have a population of about 24,000 at present) but also concerns other factors.

Walkability is important – at present, the majority of people living in Formby are within approximately 30 minutes' walk of the town centre.

Formby must continue to have a close relationship with the open countryside around it: Just as it doesn't take long to walk to the town centre, most residents live within about 15 minutes' walk of the surrounding open farmland, greenbelt and wildlife sites. Compactness is important to a close relationship with open countryside.

Formby must continue to act as a centre for the surrounding area not just its residents: Formby needs to provide a range of different amenities/facilities in addition to housing – that is, employment, shopping, and community facilities, including education. It's important that good car, public transport, walking and cycling access are provided so that people from the surrounding areas can get to them easily.

The Core Objectives

The Core Objectives are grouped under five headings:

- Housing
- Working and shopping
- Getting around
- Community, Leisure and Wellbeing
- Environment & Sustainability

For each heading, there are some comments about the main issues raised at the public consultation events and questionnaires followed by the Core Objectives that were developed from these comments.

3.4.3 HOUSING

Main comments raised by local people during the informal consultation and various questionnaires include:

- 300 homes on one site is too many – new housing needs to be integrated on smaller sites
- new homes should be spread over several sites, not in one big development
- lack of affordable homes to buy or rent
- shortage of smaller homes (2 bedrooms and fewer)
- shortage of bungalows for the older population

- more houses more parking problems
- Developers totally disregard existing residents.

OBJECTIVE: Provide new housing as per the Sefton Local Plan.

OBJECTIVE: Provide a greater range of affordable housing.

OBJECTIVE: Rebalance the Housing Mix in order to meet Formby's needs.

OBJECTIVE: The Development of emerging Brownfield Sites in order to meet Formby's future needs.

OBJECTIVE: Promote high quality Housing Design.

OBJECTIVE: Ensure all new developments are closely monitored.

3.4.4 WORKING AND SHOPPING

Main comments raised by local people during the informal consultation and various questionnaires include:

- not enough independent shops in the Village Centre
- a shortage of good quality new employment space;
- shortage of parking
- shortage of office space
- HGVs causing problems in the Village.

OBJECTIVE: Provide new employment.

OBJECTIVE: To support a full range of employment opportunities.

OBJECTIVE: To increase local employment opportunities particularly in the 'Knowledge and New Media industries'.

OBJECTIVE: To create the right conditions for thriving local businesses.

OBJECTIVE: Support our Retail Shops

OBJECTIVE: Encourage more independent traders into the village.

OBJECTIVE: To ensure neighbourhood shopping and commercial areas are attractive and successful.

OBJECTIVE: To ensure the Village continues to be the heart of the town by being a place with a wide range of high quality uses, events, social activities and regular, diverse markets.

3.4.5 GETTING AROUND

Main comments raised by local people during the informal consultation and various questionnaires include:

- more footpaths / cycle ways
- creating a cycle path round Duke Street Park
- improving connections between Formby and the surrounding towns
- planning public transport so that – for example – bus and train times work together
- the impact of more traffic from new homes
- lack of parking
- roads not safe to cross
- 20 mph not adhered to
- bus does not come to this area of Formby.

OBJECTIVE: Connect new housing into Formby and the wider area with good pedestrian, cycle and bus connections.

OBJECTIVE: Improve existing pedestrian and cycle connections within Formby.

OBJECTIVE: Improve connections to surrounding destinations.

OBJECTIVE: Plan public transport to better meet users' needs and cover all areas of Formby.

OBJECTIVE: Ensure car parking within the town supports the viability of the town centre.

OBJECTIVE: To provide an excellent network of public transport and non-vehicular transport routes that allow a genuine choice in future transport options.

3.4.6 COMMUNITY, LEISURE AND WELLBEING

Main comments raised by local people during the informal consultation and various questionnaires include:

- providing a community centre
- providing a sports facility
- providing more parks and open green space within the boundary
- supporting local people
- provide more GPs, Dentists and school places

- needing to get more people living AND working in Formby (i.e. reduce commuting).

OBJECTIVE: Provide a large community facility

OBJECTIVE: Provide a sports facility

OBJECTIVE: Ensure the Neighbourhood Plan meets the needs of local people

OBJECTIVE: Seek to ensure an increase in health services if required

OBJECTIVE: Seek to ensure there are enough school places to meet the need of the growing community as required

OBJECTIVE: Provide more open green space and parks

OBJECTIVE: To support a culturally rich and diverse community reflecting all ages, heritages and traditions.

OBJECTIVE: To nurture a diverse and supportive community with excellent internal communication and close links to neighbouring communities.

OBJECTIVE: To ensure there are spaces, institutions and events both physical and digital where the whole community can regularly meet, socialize & communicate, making Formby safer and stronger, encouraging new bonds and mutually beneficial initiatives.

OBJECTIVE: To create effective, accessible local services and facilities.

OBJECTIVE: To support an active community physically, intellectually and socially, caring for and aware of all in our community.

OBJECTIVE: To contribute to a physically active and healthy community taking advantage of the geography to walk and cycle frequently instead of driving.

OBJECTIVE: To foster wide participation in local arts, sports, civic activities and local traditions.

OBJECTIVE: To create a strong sense of Civic Pride and engagement celebrating what Formby and its history offers.

3.4.7 ENVIRONMENT, SUSTAINABILITY, DESIGN QUALITY

Main comments raised by local people during the informal consultation and various questionnaires include:

- providing generous open space on new developments
- improving existing open spaces with more variety
- creating some more nature reserves
- flooding is a major issue
- protect the greenbelt
- designing new development so that it is sympathetic to Formby's character and surrounding homes from inappropriate development
- support renewable energy which is in character with the area.

OBJECTIVE: Co-ordinate green infrastructure.

OBJECTIVE: Provide more public open space.

OBJECTIVE: Improve existing open space.

OBJECTIVE: Co-ordinate sports provision.

OBJECTIVE: New development to address flooding and drainage issues.

OBJECTIVE: Encourage energy efficient and sustainable development.

OBJECTIVE: Development should reinforce the character and quality of Formby.

OBJECTIVE: To create sustainable and ethical development of the opportunities arising from visitors.

OBJECTIVE: To maintain and protect our natural environment whilst adapting to and mitigating the impact of climate change.

OBJECTIVE: To maintain, enhance and preserve our existing open space.

OBJECTIVE: To encourage local food production and allotments.

OBJECTIVE: To create a network of green spaces and corridors that is respected, supported and protected by all residents and that sustains local wildlife and a sense of rural living throughout the town.

OBJECTIVE: To develop a local community marked by a strong sense of self-reliance, low energy use, local energy and food production and a continuing commitment to become a 'low carbon community'.

OBJECTIVE: Work to alleviate the problems caused by HGVs in the Village.

3.4.8 MONITORING AND REVIEW

The Formby and Little Altcar NDP will be monitored by Sefton MBC and Formby and Little Altcar Parish Councils on an annual basis using data collected and reported in Sefton’s monitoring reports concerning Formby and Little Altcar. This data will be focused primarily on housing and employment delivery. Where other relevant data can be easily collected and reported at a Town level, which is relevant to the Plan then the Parish Councils will seek to do so.

The Parish Council intends to formally review the Formby and Little Altcar NDP on a five-year cycle or to coincide with the review of the Sefton MBC Local Plan if this cycle is different. At its first review, around 2019, the Parish Council, Sefton MBC and other stakeholders will be able to reflect on the provisions of the adopted Sefton MBC Local Plan in respect of its strategic and development management policies.

3.4.9 RETAIL

The future vision seeks to promote the Village as a retail centre providing a range of all types of retail A1 - A5 use classes. However, new retail should be predominantly ‘comparison’ - that is non-food items such as clothes, books and electrical goods. Currently there are 14 Charity Shops and retail usage is just under 70% of Prime frontage.

- support the Town Centre shops.

3.4.10 CONNECTIONS

The future vision identifies the potential to improve existing pedestrian and/or cycle routes, as well as providing new ones. Areas identified for either upgrading or installation of light controlled crossings are Liverpool Road, Ravenmeols Lane, Duke Street and Southport Road.

3.4.11 COMMUNITY ASSETS

The following buildings are seen as community assets within the community. Several have already been listed as community assets with the remainder being applied for to be listed as community assets.

We would seek from the community, any further suggestions that they feel could be listed as a community asset and which meet the criteria.

1	Formby Library and garden
2	Duke Street Park
3	Redgate Youth Centre
4	Dove Youth Centre
5	Victoria Hall, Timms Lane built in 1855
6	Harington Road Pram Club (now renamed Autism Initiatives)
7	Formby Luncheon Club
8.	War Memorial
9.	PDC (Ravenmeols Community Centre) Park Road

SECTION 4

Neighbourhood Plan Policies



4.1 NEIGHBOURHOOD PLAN POLICIES

All of the Policies in this document are to be considered together and alongside other Policies in “the Plan”.

4.1.1 Section 4 sets out the overall vision for Formby as a whole. This section sets out the policies to support and deliver the vision. The policies are grouped under the following topics:

- Housing.
- Working and shopping.
- Getting around.
- Community, leisure and wellbeing.
- Environment, sustainability and design.
- Flooding.

4.1.2 Each topic has its own chapter. The chapters are structured in the same way for each topic with:

- Heading.
- Policies in a blue box.
- Community Actions in a grey box.
- Justification in red box.

4.2 GENERAL POLICIES

4.2.1 This policy establishes the key spatial priority for the Formby and Little Altcar Neighbourhood Plan, within which context all its other policies are based, and defines a Formby and Little Altcar Settlement Boundary.



A SPATIAL PLAN FOR THE TOWN

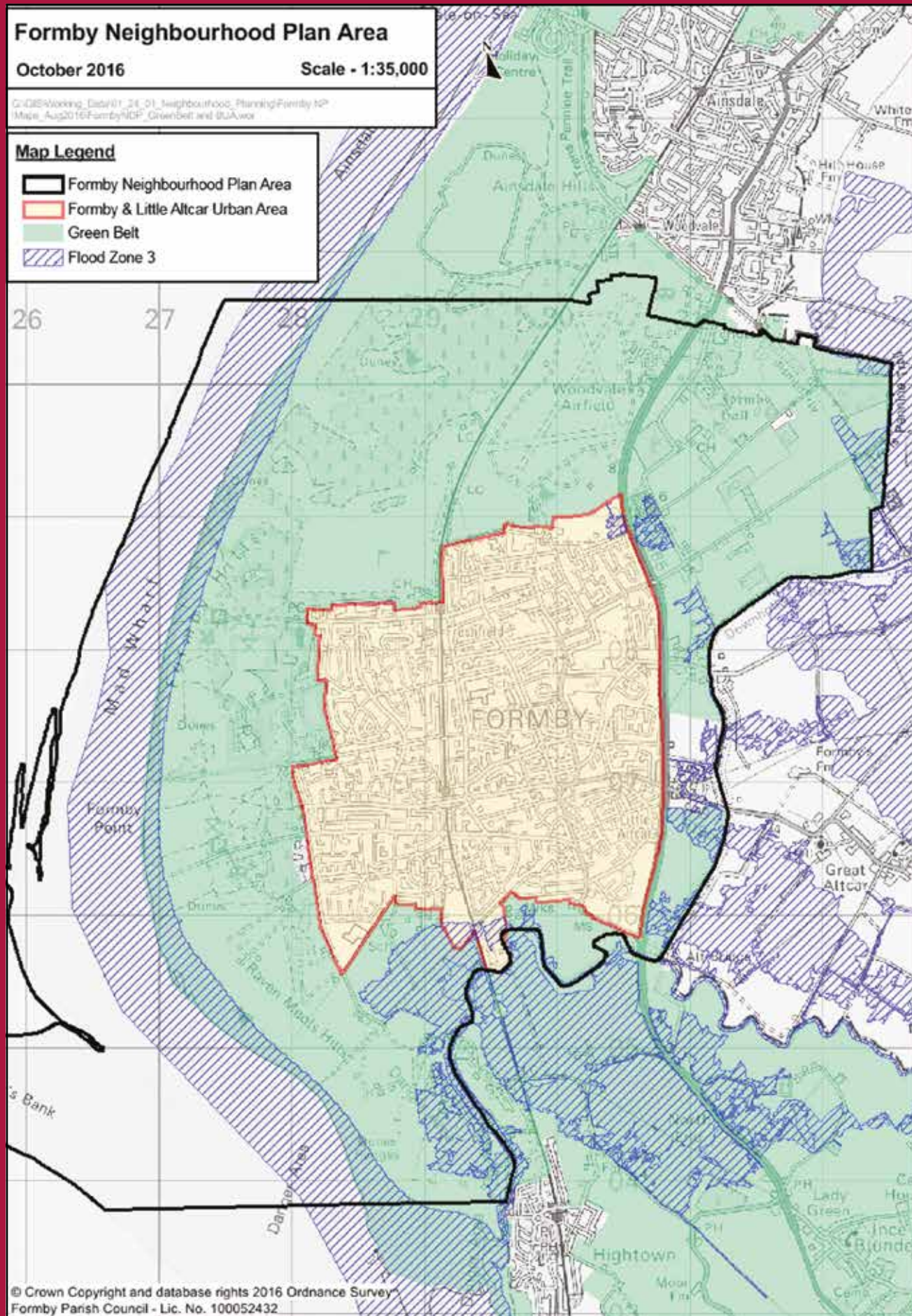
Policy GP1:

The Neighbourhood Plan designates a Formby and Little Altcar Settlement Boundary, as shown on Map 11, Page 44, for the purpose of:

- directing future housing, economic and community related development in the Parish, to the town of Formby and Little Altcar, to enhance its role as a resilient and sustainable community;
- containing the spread of the Town, by promoting infilling up to its settlement boundary, the A565 (Formby Bypass)
- This approach, taken together with the housing allocations below, provides for sustainable growth whilst avoiding the need to develop unallocated greenfield land outside the settlement boundary. Consequently, the Neighbourhood Plan ensures a sustainable pattern of development, by providing for significant growth, whilst protecting the Green Belt from inappropriate development, best most versatile agricultural land and the countryside around Formby and Altcar, which is, in itself, a fundamental part of the Neighbourhood Area’s attractive local character.
- The Formby and Little Altcar Settlement Boundary is derived from a combination of:
 - a) the existing urban area settlement boundary which is the A565
 - b) the relative landscape value of land beyond the defined urban area, as extended to take into account where the adjoining landscape has been assessed as having a relative sensitivity to development
 - c) the views of the local community, further to robust consultation
 - d) taking full account of the Neighbourhood Plan’s aim of providing for sustainable growth.

SECTION 4 Neighbourhood Plan Policies

Map 11 - Formby Neighbourhood Plan Area



4.3 HOUSING

4.3.1 This section outlines a Housing Strategy designed to “provide for sustainable growth of Formby and Little Altcar over the plan period”.

4.3.2 The Neighbourhood Plan strongly supports sustainable growth and in so doing, supports the delivery of more housing than that set out in the Local Plan. The reason for this is to provide for affordable housing and the long term sustainability of the Neighbourhood Area. The settlement boundary outlined in the NDP (see Map 11) seeks to establish the means by which valuable countryside is protected whilst at the same time allowing for necessary growth. Development outside the Formby and Little Altcar Urban Area Boundary will not be supported.

4.3.3 The Neighbourhood Plan working Group carried out a comprehensive Housing Needs Assessment (HNA). This was independently assessed by a planning expert which when combined with a study of Formby’s population provided the data for a computer model to allocate housing to the sites already identified by the Sefton Local Plan. It is important to note that Formby and Little Altcar Parish Councils have not allocated any sites but have worked with the sites already allocated. However, the Inspector, along with Sefton Council, decided that Formby should take a higher proportion of Sefton’s Housing Allocation than that indicated by the HNA for Formby. This meant that Formby would have to sacrifice more of its Greenbelt than would have been necessary if only Formby’s needs were assessed.

4.3.4 The HNA achieves a figure for affordable homes which is at least as high as the figure achieved by Sefton.

4.3.5 The Neighbourhood Plan supports provides for a buffer over and above the Sefton housing allocation to provide for contingencies. This is in line with the National Planning Policy Framework, which supports sustainable growth.

The Sefton Local Plan required approximately 640 d.p.a. but the Inspector ordered that a sub-regional assessment be made SHELMA (Strategic Housing Employment Market

Assessment). This produced a figure for Sefton of 594 d.p.a. which is considerably lower than the figure produced by the Local Plan. Therefore, given this fact and that windfall development is much higher than expected, more than enough houses will be built now and in the foreseeable future.

HOUSING POLICIES

Policy H1:

Proposals for new housing must ensure that the new homes are well connected both within the site and with the wider town.

Good connections may be achieved by providing:

- a) short, direct routes for pedestrians and cyclists connecting the new development to the rest of the town. This may include upgrading existing routes that connect to the development to make them attractive and safe for pedestrians and cyclists
- b) good access to public transport, by locating development as close as possible to existing bus routes and providing good pedestrian access to bus stops
- c) good connections within the development area itself, so a choice of connections to the wider town is provided.

Policy H2:

Small residential development (defined as schemes of up to and including 14 dwellings) on infill and redevelopment sites, should demonstrate the most effective use of land through high quality design that respects local character and residential amenity.

Policy H3:

Proposals for residential development should, where appropriate, demonstrate that they have taken the Formby Delivery Strategy into account.



Policy H4:

- a) Affordable housing should be provided onsite and should be fully integrated with the market housing throughout the development. Affordable housing should be visually indistinguishable from the market housing.
- b) Affordable housing should be of a type, size and tenure that meets the local needs in Formby and Little Altcar.
- c) Planning applications for residential development where there is a net gain of 25 or more homes should be accompanied by an Affordable Housing and Dwelling Mix Strategy.

Policy H5:

To address Formby's affordable housing needs, 30% of new dwellings on all developments of 15 or more dwellings should be affordable. The provision of Starter Homes (as defined by the Government) in Formby is strongly supported.



Policy H6:

New housing developments should provide a mix of different housing types. Schemes of 15 or more dwellings should provide Starter Homes and demonstrate provision of homes suitable for elderly people.

Major developments comprising dwellings of uniform type and size will not be supported.

To meet the Neighbourhood Area's need for smaller homes, as demonstrated through the plan making process, new developments of 15 or more dwellings should be based around the following mix:

- a) 1 and 2 bed properties, no less than 33% of the total;
- b) 4 or more bed properties, no more than 15% of the total.

Justification/Supporting Text

Formby's population is continuing to age and research carried out by the Parish Council show there is a need for a better provision of homes for the elderly.

- a) Older people wanted to stay in the community amongst their family and friends.
- b) Older people had a preference for bungalows and/or small houses suitable for older people as opposed to retirement apartments which allowed them to still have their own private green space.
- c) There was a shortage of properties suitable for older people to downsize; consequently the housing market is inherently dysfunctional.
- d) The design of these developments should be informed by the Lifetime Homes 16 criteria.

Policy H7:

To prevent harmful incursions into Formby's very flat, low-lying landscape, development above 2.5 storeys and/or the raising of the land surface significantly above its natural level will not be supported unless it can be demonstrated that such development is appropriate in its context and that no harm to local character or residential amenity will arise.

Policy H8:

All new dwellings must provide off-road parking spaces and those of 2 bedrooms and above must provide off-road parking for at least 2 cars.

Policy H9:

Design car parking so that it fits in with the character of the proposed development and where possible and appropriate, take opportunities to provide parking between houses, rather than in front.

The provision of off-road parking should take into account the following:

- a) garages must be large enough to be useable
- b) garages should be designed to reflect the architectural style of the house they serve
- c) set garages back from the street frontage
- d) locate parking in between houses (rather than in front) so that it does not dominate the street scene where possible
- e) where parking is located in front of houses, design the street and the landscape to minimise their visual impact e.g. incorporate planting between front gardens.



Policy H10:

- In general terms, the density of any proposed development should maintain the prevailing character of the immediate area. In general Formby and Little Altcar is characterised by low density housing i.e. between 25 – 30 dwellings per hectare.
- Arithmetic compliance does not necessarily mean that a proposal will be acceptable as a number of criteria are used to assess the suitability of a scheme, including;
 - a) size, shape and topography of site,
 - b) form of layout spacing between buildings building form and design
 - c) amenity and privacy access and parking
 - d) retention of trees and shrubs
- The proposed density of a development and site plan should take into account drainage policies (FLD1 – FLD9)
 1. On sites which are sufficiently large (over 1 hectare) it may be possible to provide a range of densities without impacting on the character or amenity of existing residential areas, particularly where the site has an enclosed environment
 2. Higher densities will be favourably considered on central sites in or near the Formby Town Centre which have a range of facilities and good access to public transport. Provided this does not adversely affect the amenity of other residents.



HOUSING COMMUNITY ACTIONS

HOUSING COMMUNITY ACTION 1:

Formby is a small town and the scale of the development poses major logistic problems.

The Parish Council will monitor each site and work with the Local Planning Authority to ensure that all statutory requirements are fulfilled.

HOUSING COMMUNITY ACTION 2:

Will support all developers who register with the Considerate Construction Scheme before commencing on site.

It is the view of Formby and Little Altcar Parish Councils that it is better to avoid problems from the start rather than attempt to deal with them once they have arisen.

- a) Formby and Little Altcar Parish Councils support developers who operate within the Considerate Contractor Scheme and which encourages contractors to maintain a good standard of work and impact on the local community.
- b) Registration with the Considerate Construction Scheme should be in place prior to commencing any work on the site.
- c) The Considerate Construction scheme is independent and gives residents another body to voice their concerns to and monitor the site.



HOUSING COMMUNITY ACTION 3:

Will support developers who sign up to the Community First agreement.

Putting The Community First is a separate document set out in section 6.

This document has been prepared as a guide for homeowners, builders, site managers and workers to good practice during construction work. It is hoped that the inevitable inconvenience of building can be limited through sensible arrangements which acknowledge the needs of contractors but also respect the quality of life of neighbours.

It is important in every case to inform the Parish Council, neighbours or local residents in the vicinity of any proposed works in advance, keep them advised of progress, and provide contact details of one person (which could be the contractor's project manager) who will deal with queries and problems. Pre-warning of works will usually avoid confrontations and complaints later on and maintain good relations locally.



4.4 WORKING AND SHOPPING

The LCR in its “Building for the Future” document has identified the growth of Financial Services and the Knowledge Economy as vital to our future. The research carried out by Sefton and the Parish Council sees this as a growth area in the local economy. Furthermore, the HNA shows that Formby’s inhabitants have the highest educational attainment in Sefton and many of these people have to commute out or migrate due to a lack of career opportunities.

WORKING AND SHOPPING POLICIES

Policy WS1:

The provision of the following features as part of the new business park to the north of the existing industrial estate will be supported.

- a) Bus stops.
- b) Strategic cycle/pedestrian path linking the development with Formby.
- c) Light controlled crossings across the bypass.
- d) Flexible mix of business uses, including starter units.
- e) Focus on the provision of B1/B2 and B8 employment uses.

Justification/Supporting Text

It is essential that the town is economically successful, balanced and dynamic and is able to provide the range of employment and facilities for the community. It will come from targeted investment in new businesses together with a greater commitment to local manufacturing, professional and trading operations. There must be scope to provide for start-up and SME businesses.

Policy WS2:

Retain existing employment land in employment use.

Proposals for the redevelopment or change of use of redundant land or buildings in employment or service trade use to non employment uses will only be permitted if the existing use is no longer economically viable and the site has been marketed at a reasonable price for at least a year for that and any other suitable employment or service trade uses and there is no reasonable prospect of it being brought back into use.

Policy WS3:

Proposals to upgrade or to redevelop existing employment sites for employment uses will be supported provided that:

- there would be no adverse impacts on the amenities of surrounding uses
- the improvements maintain or enhance pedestrian and cycle access
- the improvements maintain or enhance access to bus stops
- there is adequate provision for employee parking where possible.

Policy WS4:

Proposals that retain and enhance the vitality and viability of the following shopping parades will be supported, where they do not have an adverse impact upon the town centre or upon residential amenity: The expansion of retail, office and business uses in the following areas will be supported, subject to taking into account local character and residential amenity:

- Redgate Shops.
- Victoria Buildings, Victoria Road.
- Embassy Buildings, corner of Piercefield Road and Green Lane
- Church Road, Ryeground Lane (leading to Southport Road).
- Queens Road.
- Liverpool Road from Ravenmeols Lane to Acorn Insurance.
- Church Road from opposite the police station.
- Church Rd opposite the Fire Station
- Junction with Cable Street and Old Mill Lane.
- Formby Station shops, Duke Street
- Freshfield Road/Victoria Road Station Shops.

Justification/Supporting Text

Given the scale of development planned for Formby and the ageing population, it is essential that people have access to small convenience shops. These shops provide a valuable service in the form of hair, beauty, convenience stores etc. In the age of digital shopping these shops are also providing important services in terms of collection points for returned goods etc.

Policy WS5:

New shop fronts should reflect the principal character of the area especially in respect of the early twentieth century architecture of many of the original buildings.

Policy WS6:

New shop fronts should not detract from local character and should respect local heritage.

Signage should be of a design, appearance and scale to the building which it is to be displayed on and sympathetic to the immediate surroundings. It should not dominate buildings or street scenes.

consulted on each and every application prior to full approval. The Parish Councils will expect to be consulted on the sale of alcohol, tobacco, betting and restaurants planning to open new businesses throughout the Town. Applications to open additional Charity shops will not be supported.

It is important that amenities such as Public Transport, Doctors, Dentists, Post Office and community assets are also focused on the town centre. Supporting Formby's shops means more than looking after existing shops. It means that development should be done in such a way so as to support the functioning of the town centre. The Neighbourhood Plan will seek to maintain the integrity of the Primary and Secondary Retail Frontage as shown in Maps 12 & 13 in Appendix A.

WORKING AND SHOPPING COMMUNITY ACTIONS

WS Community Action 1:

Actively seek to set up a business facility for "hot desking".

The Neighbourhood Plan should explore opportunities to find meeting accommodation and "hot desking" facilities for fledgling businesses. This could take the form of utilising under used community assets. The Neighbourhood Plan Business Survey clearly indicates a need for this facility and this is in accord with both Sefton's research and National Research on SME businesses.

WS Community Action 3:

The Parish Council together with Sefton Council should review/monitor the impact of Parking Charges on Small Traders with a view to developing a business friendly policy within 6 months.

The Neighbourhood Plan has identified the fact that the most effective way small traders can be helped is the provision of free parking in the village.

WS Community Action 2:

Formby is a small town and any major shopping development outside the town centre would be likely to undermine the town's vitality and the viability of the town centre shops.

We would seek to have an impact assessment on any proposed out of town development retail development.

We strongly believe the best way to support Formby's shops is to focus new retail development in the town centre. Other ways of supporting retail are to make sure people live and work in the town centre. This can be done by supporting employment and encouraging residential uses, especially above shops.

The Parish Councils will expect to be part of the decision making process concerning the opening of new business opportunities, in particular making sure that they are

WS Community Action 4:

Sefton MBC should notify the Parish Councils of any application made in respect of licensing, prior to any application being granted to ensure that they are able to be given the opportunity to make comment on the proposed application. The Parish Councils should be included as part of the process.

It is recognized that the ultimate decision rests with Sefton MBC, but there must be a clear undertaking by Sefton MBC to consult with the Parish Councils prior to approval. A formal agreement setting out the terms of these arrangements must be agreed within 6 months of the Formby and Little Altcar NDP being adopted.

WS Community Action 5:

It is essential to Formby's long-term survival as a retail centre that it remains an attractive place to visit and shop. Therefore, to this end Formby Parish Council will seek to continue to maintain the street furniture and planting which it has installed and would encourage developers to make a small contribution towards the upkeep of the planting in the village.

WS Community Action 6:

The Parish Council will encourage tourism development that helps direct development away from sensitive locations.

- a) To promote the development of key facilities to alleviate traffic nuisance and visitor pressure at Lifeboat Road.
- b) To direct recreational activity away from the coast by providing accessible public open green space.
- c) These open spaces should be well linked to existing and new developments as well as key community assets.

Justification/Supporting Text

The main reason for visiting Formby is to access to Formby's coast and National Trust property. The Formby dunes and coast is a SAC and the Alt estuary is a SAP and RAMSAR conservation area. By definition, sustainable tourism would not result in adverse effects on the integrity of any internationally designated sites.

The visitor economy is relatively small but important. The local golf clubs, football, the cricket and tennis clubs, and those for other sports, provide opportunities for all ages, and also bring people into the community.

Research carried out in 2008, presented in 'Marketing Sefton's natural coast – Evaluating the impact'¹ and other studies² have estimated that half of the recreational users are 'local residents' (i.e. residents of Sefton), with 17% deriving from other Merseyside areas. With respect to reasons for 17 visiting the coast, the main reasons cited by over half of the respondents were dog walking, walking, fresh air and visiting the coast. Nature based attractions including visiting the squirrels, bird watching and fishing accounted for approximately 20% of the visitors in both studies. The majority of visitors were focused on the Formby and Crosby coastline.

116 Sefton Council (2010) included in Sefton's Dynamic Coast Proceedings of the conference on coastal geomorphology, biogeography and management 2008
2England's North West Research Service for Economic Development and Tourism (May 2009) Sefton's Natural Coast Local Users of the Coast (Version 2)

4.5 GETTING AROUND

GETTING AROUND POLICIES

Policy GA1:

The enhancement of existing, and provision of new, public rights of way, will be supported.

Justification/Supporting Text

This objective addresses a number of different issues:

- reducing reliance on the car by making walking and cycling convenient, and locating bus stops near new developments
- supporting the town centre shops by creating strong connections to it
- integrating new housing with the town (also reflected in the objectives for 'Housing').

Proposals for the development of allocated residential sites should deliver good pedestrian and cycle connections as part of a comprehensive approach to movement that aims to encourage walking and cycling and reduce reliance on vehicles.

Employment sites and windfall housing sites must provide good pedestrian and cycle connections to the town centre and other local destinations.

Policy WS1 sets additional specific requirements for connections for the allocated employment site.

Good pedestrian and cycle connections are:

- short and direct
- designed as pleasant places to be
- overlooked by adjacent building fronts
- safe crossing places.

Policy GA2:

Major commercial, employment and leisure proposals and residential schemes for more than 50 dwellings should be accompanied by an accessibility audit (MASA) and travel plan. All proposals for major development are required to provide a travel statement. Developments over 25 dwellings should carry out an accessibility audit (MASA) and produce a travel plan.

Policy GA3:

Vehicular routes should be designed to be shared safely with pedestrians and cyclists. This may include provision of segregated routes alongside vehicular carriageways to ensure streets within the new developments are designed as pleasant places to be.

New residential streets should be designed with an equal emphasis on all modes of transport, i.e. pedestrians and cyclists as well as vehicles.

Pedestrian and cycle routes should share the same network as vehicular routes. These should be designed to feel safe. Where segregated routes are unavoidable, they should be provided alongside the vehicular carriageway.

Quieter streets should be designed to be suitable for a range of social activities, such as children's play.

20mph will generally be the maximum design speed that is considered appropriate for new streets within residential developments.

GA Community Action 3:

The parish councils will encourage better planning of public transport to meet residents' needs.

Justification/Supporting Text

- a) The changes proposed by the SLP mean that there will be a need to review Formby's public transport provision. The development of a Business Park east of the bypass together with new housing sites will require new public transport links if the Neighbourhood Plan is to promote sustainable development and healthy lifestyles.
- b) The town's continuing ageing population will mean that there will need to be good public transport links to health services including Southport & Formby Hospital and Ormskirk Hospital.
- c) Currently east - west public transport links to West Lancashire are non-existent.

GETTING AROUND COMMUNITY ACTIONS

GA Community Action 1:

To retain adequate parking in Formby Village.

The Parish Councils have identified the importance of free parking in terms of the long-term viability of Formby's retail offer.

The Parish council will seek to promote:

- a) The provision of an adequate amount of parking in Formby village.
- b) The provision of free short-term parking.
- c) Seek to have a 6 monthly review with Traders and Sefton Council in respect of parking in the village.

GA Community Action 2:

The Parish Councils will seek developer contributions to improve/upgrade existing pedestrian and cycle connections within Formby and Little Altcar and create new ones where needed.



GA Community Action 4:

Refresh Sefton's plans for a north/south strategic route (schools, town centre etc.).

The Parish Councils will encourage a number of policy actions:

- a) There should be a review of important road crossings in terms of road safety (particularly in view of the likely extra traffic congestion resulting from the SLP). The need for controlled zebra crossings on the main roads in Formby are essential for pedestrians, especially young and old for road safety.
- b) Better use of footpaths (i.e. Long etc.) needs to be made in terms of linking schools and the town centre to the community. This could be done by taking a more strategic view in terms of linking paths together.
- c) There has to be better cycle and pedestrian links across the bypass (including a Pegasus link for equestrians).
- d) A holistic approach, including cooperation and active involvement of the Parish Councils, including Hightown and Ince Blundell in creating better links.
- e) Provision of suitable information on footpaths, cycle ways and public transport within the site and their maintenance; and where possible allocate sites providing opportunities for exercise, relaxation and, where appropriate, contributions to local food growing such as small gardens and planters.

Justification/Supporting Text

The SLP will mean that Formby will face considerable challenges in terms of traffic management. The PC survey identified that Formby already has above average car use. Furthermore, the young persons' survey identified the fact that many young people felt unsafe cycling on and crossing Formby's roads.

Given the fact that Formby has an ageing population pedestrian safety will be a growing concern.

The development of good cycle paths and pedestrian links will help promote Health and wellbeing as well as sustainable tourism.



4.6 COMMUNITY, LEISURE AND WELLBEING

Developer contributions will be sought from all new homes towards the funding of community facilities using the Community Infra Structure Levy.

POLICIES

Policy CLW1:

Developer contributions will be sought from all new homes towards the funding of community facilities within Formby and Little Altcar using the Community Infra Structure Levy and section 106.

COMMUNITY ACTIONS

CLW Community Action 1:

The provision of a new community sports facility, to include 3G/4G pitch, will be supported at a site to be identified as being the best suited to provide this facility and detailed in the Formby and Little Altcar Sports Facility Strategy which will be produced within 6 months of the NDP being made.

Justification/Supporting Text

Following the public Inquiry for Sefton's Local Plan and the examiner's initial findings, the Parish Council approached Sefton Council with concerns regarding the lack of sporting facilities in Formby and Little Altcar. Sefton's Playing Field Strategy identified a requirement for 13 c 3G pitches across the borough and it is desirable for at least one of these to be in Formby.



4.7 ENVIRONMENT, SUSTAINABILITY AND DESIGN

POLICIES

CLW Community Action 2:

The Parish Councils will actively involve local people in ongoing consultation in respect of the Formby and Little Altcar Neighbourhood Plan and any review that may take place.

The Parish Councils are committed to being inclusive and open in the preparation of its neighbourhood plan and will ensure that the wider community:

- are kept fully informed of what is being proposed
- are able to make their views known throughout the process
- have opportunities to be actively involved in shaping the emerging neighbourhood plan or
- are made aware of how their views have informed the draft neighbourhood plan.

CLW Community Action 3:

As Formby and Little Altcar have grown over the years it has become clear that many community facilities are lacking.

The Parish Councils will actively seek contributions from developers in respect of providing the facilities in Formby which are needed to include:

- Cycle/multipurpose track facility in Duke Street Park.
- Better pedestrian crossings to include zebra crossing and light controlled crossings.
- Sports facilities.
- Community Centre.

Policy ESD1:

The sites set out in Table 1 (page 55) and shown on Map 12 (page 56) are designated as local green space where new development is ruled out other than in very special circumstances.

Justification/Supporting Text

Accessible open green spaces should be protected. The green spaces listed in the table and shown on the map:

- Promote health and wellbeing.
- Serve the local community.
- Used for recreation purposes.
- Are special to the local community.
- Have a particular local significance.
- Are local in character and not an extensive tract of land.
- Help reduce pressure on the sensitive sites to include SSSI's and RAMSAR.

Policy ESD2:

To achieve high quality design, development should make a positive contribution to local character and proposals should demonstrate consideration of the following:

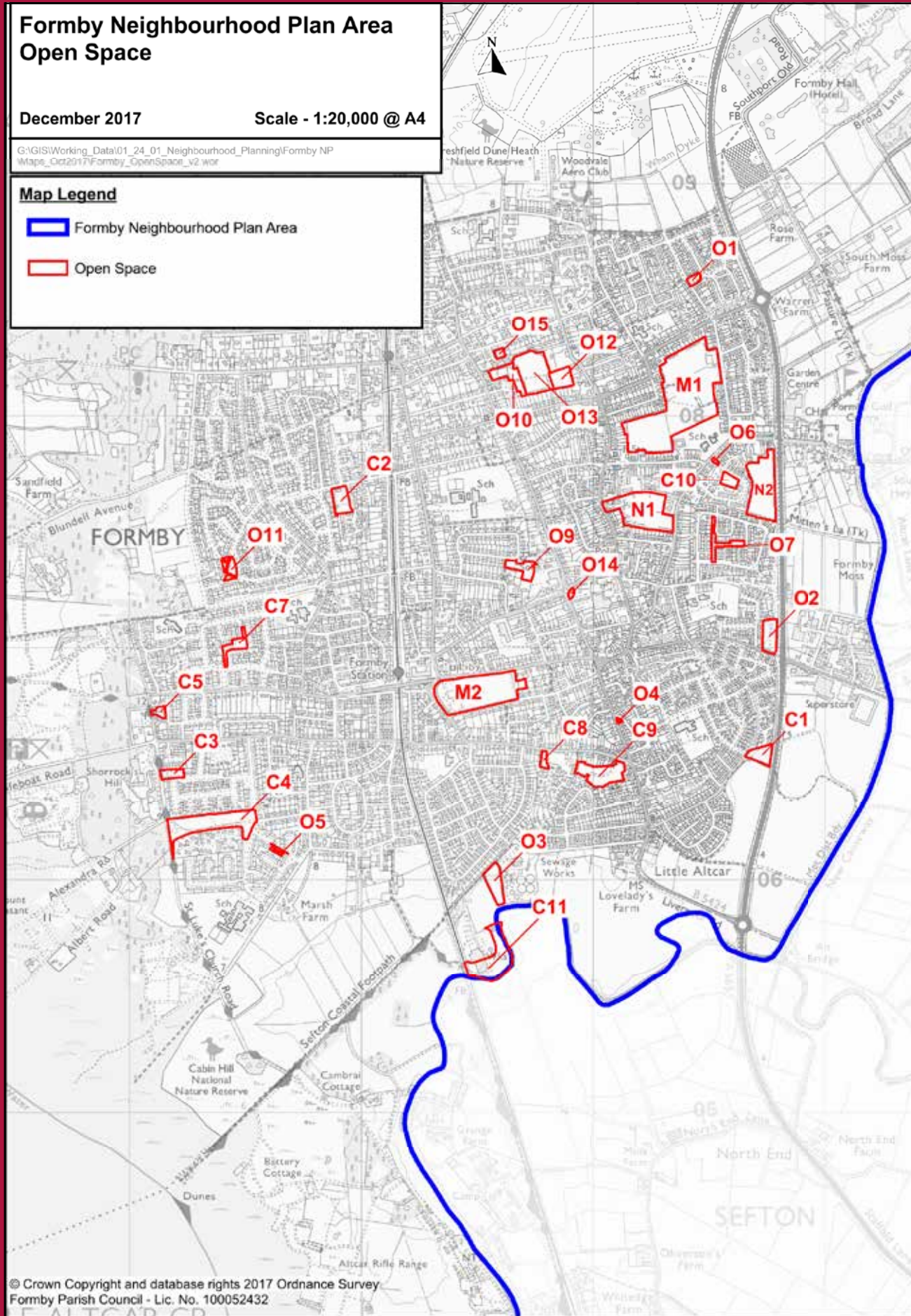
- a) Scale, density, height, landscape, layout, materials, access, frontages, and residential amenity.
- b) Retaining or creating good quality boundary and gateway features.
- c) Safety of movement and circulation of walkers, cyclists, vehicles and people with limited mobility/disability, both within and to/from the site.
- d) The outlook towards, within and from the development.
- e) The delivery of high quality green infrastructure including accessible open space commensurable with the scale of the development and consistent with SLP E(Q)9.

Table: 1 Green Space List

Ref	Description	Why is it special
M1	Deansgate Lane Playing Fields	Public Park and Football Playing Pitches
M2	Duke St. Park	Public Park and Football Playing Pitches
N1	Watchyard Lane King George V Playing Field including OLOC Bowling Green and British Legion Bowling Green	Used for recreation and Football
N2	Smith Green Playing Field and Park	Consists of a playground and football pitches
C1	Alt Road Playground	Children's play ground and serves the local community
C2	Barkfield Lane Park	Children's play ground and serves the local community
C3	Beechwood Drive Woods	Promotes health and wellbeing
C4	Cambridge Rd. Recreation Ground	Recreation ground serving the local community
C5	Church Green Pond	Recreation ground serving the local community
C7	Greenloons Walk Open Space	Recreation ground serving the local community and relieves pressure on the sensitive sites.
C8	Harebell Close Site	Recreation ground serving the local community
C9	Bills Lane Recreation Ground	Recreation ground serving the local community
C10	Smithy Green Estate Open Space	Recreation ground serving the local community
C11	Power House Site	Recreation ground serving the local community
O1	Deansgate Lane North/Lingdales/Longton Drive	Adds to the visual amenity for the community and used for recreation
O2	Allotments Altcar Road	Lack of these facilities
O3	Allotments Hoggs Hill Lane	Lack of these facilities
O4	Coronation Road (land at entrance from Liverpool Road)	Recreation ground serving the local community
O5	Hadstock Avenue & Hayden Close	Recreation ground serving the local community
O6	Smithy Green	Recreation ground serving the local community
O7	The Green, Gardner Road Estate	Recreation ground serving the local community
O9	Lonsdale Road/Holy Trinity School Site and Tennis Club	Recreation ground serving the local community
O10	Formby Lawn Tennis Club	Recreation ground serving the local community
O11	Wicks Green	Recreation ground serving the local community
O12	The Paddock	Recreation ground serving the local community
O13	Formby Hockey and Cricket Club to include land to rear behind the rectory which is used for camping and other activities by the scouts	Recreation ground serving the local community
O14	War Memorial Gardens	Special to the community and of historic significance
O15	Tim Tab Bowling Green, Timms Lane	Recreation ground serving the local community

SECTION 4 Neighbourhood Plan Policies

Map 12 - Formby Neighbourhood Area Local Green Spaces



Policy ESD3:

The provision of allotments within the Neighbourhood Area will be supported, subject to proposals taking into account highway safety and residential amenity.

Policy ESD4:

Renewable energy in Formby, particularly solar farms and off-shore wind turbines where these are in keeping with local character will be supported. Fracking will not be supported unless there is substantive evidence to demonstrate that it comprises sustainable development that the local community needs.

Policy ESD5:

Where new housing development is appropriate, low energy consumption homes will be supported.

Justification/Supporting Text

The new properties must be built with the best materials so as to achieve maximum energy efficiency. Prior to approval being given the developers must demonstrate to both the Sefton MBC and the Parish Councils that they will incorporate maximum insulation, minimal heat loss with the aim to reduce the carbon footprint of the community, and guarantee low running costs for all affordable housing.

Policy ESD6:

New developments must be committed to the delivery and maintenance of high quality green infrastructure including accessible open space commensurate with the scale of the development and consistent with SLP E(Q)9. Smaller developments as defined by SLP E(Q)9 should provide appropriate mitigation. Developers should refer to the SPD open spaces.

The Neighbourhood Plan acknowledges the need to mitigate for any impacts of additional recreational pressure from residents of new homes on the integrity of internationally important nature sites especially those on the Sefton coast by redirecting recreation away from these fragile sensitive areas. (SPD open spaces and SLP NH2).

Policy ESD7:

Trees & Landscape

- New development should not result in the loss of trees or woodlands or significant landscaping during or as a result of development.
- Trees identified in a TPO should be maintained
- Trees lost as a result of the development at a ratio of 1:1
- New developments should include a landscape plan commensurate with the size of the development showing all hard and soft landscaping and include management arrangements where necessary.
- Expert advice should be sought over the choice of plant species with a view to encouraging wild-life.
- Hedgerows should be preserved and enhanced with a view to achieving a soft transition between the urban area and the countryside.

COMMUNITY ACTIONS

ESD Community Action 1:

The Parish Councils seek to maintain Sefton's present policy of seeking to improve the quality of Open spaces through community involvement.

It is hoped that the Community Infra-Structure Levy can be used to improve the sporting facilities at Deansgate Lane Playing Fields and King George V Playing Field.

It is hoped that research gathered for the local plan can be used in conjunction with the NDP and future research to inform the planting/provision of the new open green spaces and hedgerows etc.

ESD Community Action 2:

The Parish Councils in association with Sefton Council and other partners will produced a sports facility strategy within 6 months of the Formby and Little Altcar Neighbourhood Plan being adopted.

Developer contributions will be sought from new residential development to fund a Sports Facilities Strategy and for the subsequent implementation of sports facilities. Once CIL is introduced Formby and Little Altcar Parish Councils will seek funding for the Sports Facilities Strategy from CIL.

The Sports Facilities Strategy will be coordinated by Formby Parish Council and Sefton MBC and local sports clubs such as: Redgate Rovers, Formby Junior Sports together with any other local sports club who wishes to become involved.

The Delivery Strategy provides guidance on the Sports Facilities Strategy, and sets out financial contributions. Consultation with local people must be undertaken in producing the Strategy. The Strategy is to be agreed and adopted by Formby & Little Altcar Parish Councils.

Future reviews of this Plan must incorporate the Strategy's recommendations.

BASELINE DATA				
Flood Event	Frequency	No of Homes and Businesses	% at Risk	Sefton Average
1 in 100	1%	3,287	34%	32%
1 in 30	3.33%	420	4%	2%

4.8 FLOODING

The introduction of a comprehensive up to date Flood policy reflecting the latest environmental data to reduce and minimize flood risk for all existing and future residents of Formby and Little Altcar.

The main sources of flooding are river flooding, surface water flooding, flooding from Open Water (Ditches & Drainage Channels etc.), Ground Water and flooding from sewers. Furthermore, given that roughly 25% of Formby is below the High Tide Level there is a further risk of tidal flooding.

Sefton's Surface Water Management Plan 2011 calculated that there was a 1% risk of 3,287 of these homes, businesses and infrastructure items being impacted by flooding during a year (1 in a 100 event). This means that during a 1 in 100 events 34% of all of Formby's homes, businesses and infrastructure could be impacted (Sefton average is 32%).

According to the SWMP there was a 3.3% risk or 420 these homes; businesses and infrastructure items being impacted by flooding during a year (1 in a 30 event). This means that during a 1 in 30 events 4% of all of Formby's homes, businesses and infrastructure could be impacted (Sefton average is 2%).

Justification for Flooding Policies

- 4.8.1 Formby and Little Altcar** has a problem with flooding and in particular with surface water flooding. New development must not make existing flooding worse. New development **MUST NOT EXACERBATE AND** should aim to reduce the overall level of flood risk in the area and beyond through the layout and form of the development, and the appropriate application of sustainable drainage techniques.
- 4.8.2 The NDP** takes Formby's flood problems seriously. Consequently the NDP has produced a detailed Flooding Policy which incorporates the current best practice.
- 4.8.3 The National Planning Policy Framework** is not law. It is policy designed to be interpreted and applied locally to reflect local needs and circumstances." (See paragraph 2 of Appendix 1a – letter from Department for Communities and Local Government). It sets out planning policy standards below which developments must not or should not fall. With regard to the above, in adhering to the Framework, all development should demonstrate that it has interpreted the NPPF in a manner that reflects local needs and circumstances. In determining this it should acknowledge that this may not be the same as meeting a standard below which development should not or must not fall.
- 4.8.4 In view** of the statement from the DCLG above, it is clear that the NPPF can be interpreted to secure improvement on the current situation. Paragraph 100 of the NPPF states, "risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change," Residual means "remaining after the greater part or quantity has gone" – showing that the NPPF expects flood risk to be reduced after development has taken place. Therefore, Formby and Little Altcar Parish Councils **CONSIDER** that it is imperative for new developments to reduce the incidents

of, or likelihood of, flooding for existing properties now so that taking into account climate change the situation will not only not be made worse by the development in the future, but will have a lower risk of flooding of flooding in the future for both existing and proposed properties including taking into account the impacts of climate change.

4.8.5 **Where there are known** flooding problems, either for existing properties or a proposed development site, especially where a proposed site is currently acting as a buffer strip between existing housing and a source of flooding, it is obvious that a new development must provide a solution for the existing flooding problems before it can be approved. It is **INAPPROPRIATE AND CONSIDERED UNACCEPTABLE** for a new development to take place and not take advantage of possible solutions and leave an existing known flooding problem unsolved. That is not only shown in the quote from NPPF para 100 above but also in paragraph 3 of the attached Appendix 3 of this document which is a letter from the Planning Minister which states, "This will include finding satisfactory solutions to concerns about flooding." It does not state that maintaining a current unsatisfactory state of regular flooding is acceptable after development. The Planning Minister used the term "satisfactory solutions", not mitigation, therefore we expect developers to provide positive solutions to problems, not to merely push water away from their site.

4.8.6 **Some locations** are not necessarily suitable for Sustainable Drainage Systems – "We encourage local councils to work with applicants and to approve applications for sustainable development where possible. This will include finding satisfactory solutions to concerns about flooding." (See paragraph 3, Appendix C, Page 27 – letter from Planning Minister) Locations that already flood, or that are deemed to have a high risk of flooding (please note paragraph 2 of Appendix C, Page 27 states, "flood risk from all sources") are unlikely to be deemed as suitable for water retention or storage systems, as they will be concentrating more water in areas that are already having problems with flooding from any source and will be likely to increase problems particularly associated with ground water or surface water flooding. There are sites within Formby that could be developed if a satisfactory solution to the existing problem can be found. It should be noted that storing more water on a site that

already floods and that is a contributory factor to existing properties flooding, cannot be deemed as acceptable, based on either the NPPF or the correspondence from the DCLG or Planning Minister. Such sites may therefore not be classed as suitable for "Sustainable Drainage Systems" and may need a positive drainage solution to reduce the likelihood of flooding for both proposed/existing properties.

4.8.7 **Flood maps** cannot be relied upon for accuracy. They can only estimate areas deemed to be "at risk" of flooding. See the Flood Maps section of the Neighbourhood Plan – some locations marked as "at risk" only from a 1 in 100 year storm flood EVERY year (Formby and Little Altcar residents have a significant quantity of evidence to back this claim up should any party seek to claim that certain sites or locations only flood once in every 100 years.) It can clearly be seen from the attached flood maps that significant areas of currently undeveloped land are at risk from flooding, added to the mass of evidence available from residents showing that more than the areas marked as at risk from flooding actually flood and that such flooding occurs at significantly greater frequency than is claimed on the flood maps. It is a therefore a fair conclusion that the flood maps can only be treated as a rough guide rather than a definitive of flooding locations. **THERE IS LITTLE DOUBT THAT INCIDENTS OF FLOODING ARE INCREASING AND BECOMING MORE SERIOUS, AS RECENT EVENTS ACROSS THE UK HAVE SHOWN. WE TAKE THIS VERY SERIOUSLY AND SET OUT AN APPROACH, HAVING REGARD TO NATIONAL POLICY, TO DEAL WITH THE ISSUE.**



4.8.8 Insurance companies know that flood maps are **EFFECTIVELY** a rough guide. Therefore, when assessing properties for flood risk, insurance companies use a variety of data sources to assess risk and do not use boundaries between flood zones marked on flood maps as definitive. From information based on additional information, including claims history, insurance companies will deem a property as “at risk” of flooding, not just if it is in a flood zone, but if it is near a flood zone. Different insurance companies use different distances to assess if a property is at risk. The minimum distance quoted is generally 50m, but some state that a property is at risk if it is within 500m of a flood zone or a source of flooding.

The Parish Council strongly recommends that development does not take place within 250 metres of a flood zone in Formby. Whilst land use planning policy does not provide the statutory basis to provide for this, common sense would suggest that it is in everyone’s interest that development steers clear of areas not covered by anything other than specialist insurance.

Their interpretation applies even to properties that are apparently “safe” from flooding, but because they are near a source of flooding, the property will be counted as “at risk”. This particularly applies to new properties as the “Flood Re” insurance scheme (as of 2016) does not cover new properties of any sort (business premises or private dwellings). The low lying nature of the ground and the very shallow gradient of rise in ground levels moving away from Downholland Brook and the River Alt means that only a very slight rise in flood water levels will result in significantly increased areas being susceptible to additional flooding. Encouraging building within those distances will result in new properties being difficult to insure for flooding – Formby and Little Altcar Parish Councils would not knowingly want to have uninsurable properties built.

4.8.9 Displacement pushes existing water elsewhere, its success is dependent upon the new accumulations of water being directed towards areas where it can be received and managed in a manner such that it will reduce the risk of flooding. As the land on and surrounding development sites in Formby is heavily constrained due to high levels of ground water and surface water flooding displacement is very likely to increase risk of flooding elsewhere.

4.8.10 Formby sits in a bowl of low lying saturated land with a high water table. It is constrained to the west by higher ground and sand dunes, to the north by higher ground at the Airfield, to the east by Formby Bypass and Down Holland Brook and south by the river Alt. During prolonged rainfall no water can leave Formby, the ground becomes saturated and soakaways that serve the housing estates adjacent to the development sites fail, causing surface water flooding leading to foul water discharge from the sewers.

4.8.11 Preloading of the ground will cause a displacement of existing groundwater. It is clear that the same quantity of water being concentrated in a smaller available area (after development) will cause increased flood risk to existing properties as well as un developed areas.

4.8.12 Due to the constraints of Formby and Little Altcar land drainage addressing surface water by “compensatory land lowering” is unlikely to increase the sites’ capacity to store water and may induce water to gather and remain in areas longer, thus increasing the ground water table and associated problems with surface water flooding and ground water.

4.8.13 Where development increases the risk of flooding only then to seek to mitigate for the additional risk, it shall be considered a less satisfactory solution. Fighting off the effects of new development rather than solving the underlying cause of flooding threatens Formby and Little Altcar’s ability to adapt to climate change. Where a solution to a flooding problem is not available, Formby and Little Altcar Parish Councils will seek to ensure that the Developer justifies why the site they are proposing is being developed at all and that a more suitable site is not available elsewhere.

4.8.14 Storm return period data can be misinterpreted or misrepresented. A 1 in 100 storm refers to a 1% probability of a storm happening in any one year. It is perfectly possible to have two 1 in 100 year storms in a week, never mind a year. A 1 in 100 year storm is not unlikely and is therefore deemed as the minimum level to be taken into account in the NPPF.

4.8.15 Some other organisations (for example the Environment Agency or a water company) may object to a development on particular grounds and once certain criteria have been met, may withdraw their objection. This does not mean that the development can be deemed as “approved”, only that their

original reason for objection has been met. For example, if the Environment Agency object to a development because a Flood Risk Assessment has not been produced, just because the developer produces a FRA does not mean that the site will be approved. It is obvious that the Flood Risk Assessment has to prove that the design will not increase flood risk, either on the proposed site or elsewhere – any queries about the validity of proof in the FRA will mean the cause for the objection cannot have been met. **THE PARISH COUNCILS WILL MONITOR APPLICATIONS AND ENSURE THAT ABSENCE OF OBJECTION IS NOT TAKEN TO BE THE SAME THING AS APPROVAL. THE LOCAL PLANNING AUTHORITY MUST TAKE INTO ACCOUNT ALL EVIDENCE BEFORE IT.**

FLOODING POLICIES

Policy FLD1:

All development that impacts on flood risk should demonstrate that it does not increase flood risk within Formby or Little Altcar or neighbouring area.

Justification/Supporting Text

For the purpose of emphasis, given Formby's low lying position and significant susceptibility to flooding...

- Displacement pushes existing water elsewhere, its success is dependent upon the new accumulations of water being directed towards areas where it can be received and managed in a manner such that it will reduce the risk of flooding. As the land on and surrounding development sites in Formby is heavily constrained due to high levels of ground water and surface water flooding displacement is very likely to increase risk of flooding elsewhere.
- Formby sits in a bowl of low lying saturated land with a high water table. It is constrained to the west by higher ground and sand dunes, to the north by higher ground at the Airfield, to the east by Formby Bypass and Down Holland Brook and south by the river Alt. During prolonged rainfall no water can leave Formby, the ground becomes saturated and soakaways that serve

the housing estates adjacent to the development sites fail, causing surface water flooding leading to foul water discharge from the sewers.

- Preloading of the ground will cause a displacement of existing groundwater. It is clear that the same quantity of water being concentrated in a smaller available area (after development) will cause increased flood risk to existing properties as well as undeveloped areas.
- Due to the constraints of Formby and Little Altcar land drainage addressing surface water by "compensatory land lowering" is unlikely to increase the sites' capacity to store water and may induce water to gather and remain in areas longer, thus increasing the ground water table and associated problems with surface water flooding and ground water.
- Where development increases the risk of flooding only then to seek to mitigate for the additional risk, it shall be considered a less satisfactory solution. Fighting off the effects of new development rather than solving the underlying cause of flooding threatens Formby and Little Altcar's ability to adapt to climate change. Where a solution to a flooding problem is not available, Formby and Little Altcar Parish Councils will seek to ensure that the Developer justifies why the site they are proposing is being developed at all and that a more suitable site is not available elsewhere.

Policy FLD2:

A Flood Risk Assessment SHOULD DEMONSTRATE that there will be no additional flood risk or flooding to either the proposed development or elsewhere Formby or elsewhere within Formby or Little Altcar or neighbouring area.

Having regard to Formby's susceptibility to flooding, where possible, developers Flood Risk Assessments will be expected to demonstrate that there will be a tangible, definite, measurable, improvement in flood risk and actual flooding.

Policy FLD3:

Where a Flood Risk Assessment (FRA) is required, it should incorporate the following:

- identify any existing problems
- identify the causes of those problems
- identify what needs to be done to cure those problems, and
- identify the likely effects of their designs on all drainage aspects, including watercourses, water table/ groundwater etc.

Policy FLD4:

Development should not lead to a net increase in surface water run-off and should, where possible and practical, seek to slow down the speed of water discharging into the River Alt.

Policy FLD5:

Development will not be permitted in flood attenuation areas where that development would reduce the ability of these areas to alleviate flooding.

Policy FLD6:

All developments in flood sensitive areas, including new green spaces/landscaping must not increase risk of flooding elsewhere and SHOULD be designed and constructed to reduce the overall level of flood risk when compared to the pre-development state.

Policy FLD7:

Development should seek to minimise the impact on the combined sewers through a reduction in water use, the incorporation of soakaways where the ground permits or the use of sustainable drainage systems (SUDS).

Policy FLD8:

No development will be supported which reduces the ability of existing drains, sewers or flood attenuation areas to alleviate flooding.

Policy FLD9:

1. Development within Formby and Little Altcar must be located in areas at lowest risk of flooding from all sources, unless the Sequential Test and where appropriate the Exceptions test set out in national policy have been passed. Within the site, uses with the greater vulnerability to flooding must be located in areas with lower risk of flooding, unless it is demonstrated that there are overriding reasons why this should not take place.
2. Development proposals must not increase flood risk from any sources within the site or elsewhere, and where possible should reduce the causes and impacts of flooding.
3. Development proposals must incorporate an integrated approach to the management of flood risk, surface water and foul drainage.
4. Ground floor and basement access levels of all development should be a minimum of 600mm above the 1 in 100 annual probability fluvial flood level or the 1 in 200 annual probability tidal flood level with an allowance for climate change, taking into account the presence of defences and the residual risks of failure of those defences.
5. Ground floor and basement access levels of all development should be a minimum of 300mm above the 1 in 100 annual probability surface water flood level with an allowance for climate change.
6. In addition to the national requirements, site-specific Flood Risk Assessments will also be required for all development on sites of 0.5 hectares or more in Critical Drainage Areas as defined in the Strategic Flood Risk Assessment.
7. Where reasonably practicable, development must incorporate sustainable drainage systems to manage surface water run-off within the site, so that:
 - a) Surface water run-off rates and volumes are reduced by 20% (compared to the pre-existing rates) for sites covered by buildings or impermeable hard surfaces, and for Greenfield sites do not exceed Greenfield rates
 - b) Surface water discharge is targeted using a sequential approach, and proposals for the attenuated discharge of surface water into anything other than the ground must demonstrate why the other sequentially preferable alternatives cannot be implemented:

- i) Into the ground (infiltration),
 - ii) Into a watercourse or surface water body
 - iii) Into a surface water sewer, or
 - iv) Into a combined sewer
 - c) Above ground, natural drainage features rather than engineered or underground systems are used.
8. Sustainable drainage systems must be designed to provide effective drainage for properties and their capacity must take account of the likely impacts of climate change and likely changes in impermeable area within the site over the lifetime of the development. Sustainable drainage systems and any water storage areas must control pollution and should enhance water quality and existing habitats and create new habitats where practicable.
 9. Suitable arrangements for long-term access to and operation, maintenance and management of sustainable drainage systems must be incorporated within development proposals. This includes both surface and subsurface components of sustainable drainage systems, over the lifetime of the development.
 10. Development on an area which is an adopted Sustainable Drainage System or has a formal flood risk management function is acceptable in principle where the development proposals do not reduce the ability of the area to manage the surface water or flood risk.

Justification/Supporting Text

This policy FLD9 is based on the same policy as in the Sefton Local Plan under EQ9. The reasons we have put this into the NDP is that over the past few years it has become apparent through the planning department and committee that there is a failure to follow their own policies in the Local Plan and when questioned we are told that they are only for guidance. Flooding is a real concern for the residents of Formby and Little Altcar and the biggest priority when development takes place, we have adapted the policy so that it refers to Formby and Little Altcar to ensure that we can include this in our NDP. The policy has also already been passed as a land use policy within the Sefton Local Plan by a Planning Inspector at a 6 week public inquiry.

FLOODING COMMUNITY ACTIONS

FLD Community Action 1:

Formby and Little Altcar Parish Councils will seek to ensure that an FRA that doesn't meet the requirements of policy 3 is not seen as robust evidence that a site is suitable for development.

FLD Community Action 2:

When Applying the Sequential Test it is important to determine whether suitable land elsewhere can be found for proposed development. When determining the Exception Test an assessment must be made as to whether a wider sustainability benefit to the community outweighs flood risk. Given this Formby or Little Altcar Parish Councils will seek to ensure that development meets the requirements for either the Sequential Test or the Exception Test.

FLD Community Action 3:

Where development increases the risk of flooding only then to seek to mitigate for this additional risk, this shall be considered a less satisfactory solution. In these circumstances, a developer should seek to justify why the site they are proposing to develop is being developed at all and that a more suitable site is not available elsewhere.

FLD Community Action 4:

Due to the ground conditions and drainage situation in Formby and Little Altcar, the Parish Councils will look favourably on developers who pay for an independent assessment of their design, network modelling and Flood Risk Assessment, and if deemed necessary by Formby or Little Altcar Parish Councils, to pay for an independent Flood Risk Assessment, to be carried out by a consultant chosen by Formby and Little Altcar Parish Council, which shall be for the sole use of Formby or Little Altcar Parish Councils.

FLD Community Action 5:

Information submitted by developers in the form of Flood Risk Assessments, network modelling, surveys, ground investigation reports etc. can and will be used by Formby or Little Altcar Parish Councils as an evidence database for future investigations into any problems associated with sites and as such may be used to prove responsibility if problems arise.

SECTION 5

Developers working with the Community



5 DEVELOPERS WORKING WITH THE COMMUNITY

- 5.1 **It is important** that, based on the amount of sites to be built on, that the developers work with the community and address their concerns which have been an issue in the past.
- 5.2 **In this regard** we have prepared the following document called "Putting the Community First" and we would encourage and support all developers who sign up to this agreement.
- 5.3 **Putting the Community First**

LEGAL CONTROLS

The Town and Country Planning Act 1990 permits the planning authority (Sefton MBC) to attach conditions to planning decisions and it is a requirement to fully comply with any conditions imposed.

Formby and Little Altcar Parish Councils will actively seek to enforce non-compliance of relevant planning conditions so it is important to ensure that these are considered carefully and addressed prior to any development commencing.

The Control of Pollution Act 1974 and Environmental Protection Act 1990 places specific duties on building contractors to ensure that noise, smoke and dust is kept to a minimum. Formby Parish Council will also actively seek to enforce the requirements of this legislation.

The Environmental Health Section of Sefton MBC imposes certain restrictions and conditions on working hours, methods of work and type of equipment used to ensure noise levels are kept to an acceptable level. Where necessary, notices will be served to require alternative working methods or preventative measures. Whilst planning permission gives you authority to build you are reminded to check if any other consents are required, such as building regulation approval or highway works licenses prior to starting work.

Any damage to the public highway caused by traffic movement and skip parking relating to any development will be required to be made good by the developer.

PARKING AND TRAFFIC

A great deal of ill-feeling is often caused by contractors and their staff occupying parking spaces normally used by residents and blocking roads with deliveries.

The Formby and Little Altcar Parish Councils have no powers to prevent this but it is within the power of contractors to avoid or reduce this problem by encouraging staff intent on

commuting by car to park further away and by seeking, as far as possible, to stagger deliveries and not to block or obstruct roads and driveways.

Before starting work, it is suggested that you make it clear to your contractors what the existing parking arrangements are locally and ensure that all staff respect this. Similarly equipment and portable toilets should not be left or used from the roadside. Neighbouring residents will normally accept temporary interruptions of access during major deliveries of concrete, materials etc.

Ensure that vehicles do not block paths and roads/highways and contractors do not leave their vehicles' engines running whilst they are stationary (unless this is necessary for hydraulics work).

PERMITTED HOURS OF WORK

The permitted hours of work when noise can be audible at a construction site boundary are:

MONDAY TO FRIDAY 8:00am to 6:00pm

SATURDAY 8:00am to 1:00pm

SUNDAY AND BANK HOLIDAYS No work allowed

Any noisy operations outside these hours cannot be undertaken without prior approval of the Environmental Services department and Formby and Little Altcar Parish Councils and permission is only granted in exceptional circumstances, e.g. emergency works, in which case the Environmental Health Section should be contacted as soon as possible.

NOISE & VIBRATION – GENERAL

Noise and vibration must be kept to a minimum by methods of work that conform with the 'Code of Practice for Noise and Vibration Control on Construction and Open Sites' (See BS 5228 Parts 2 and 4: 1997, and EC and UK Noise Legislation, as applicable).

At all times the best practicable means as defined in the Act must be employed to reduce noise. Only the quietest plant or machinery should be used, and all equipment should be maintained in good mechanical order and fitted with appropriate silencers, mufflers or acoustic covers.

Stationary noise sources should be sited as far away as possible from neighbouring properties. Acoustic barriers consisting of site materials such as bricks, earth mounds or proprietary types should be constructed when noise cannot be sufficiently reduced by careful siting of noise sources.

Piling should be carried out by methods causing minimum noise and vibration. All workers on site must be made aware of the need to keep noise and disruption to a minimum from building

SECTION 5

Developers working with the Community

works, equipment, plant and machinery, radios, music, vehicles or any other sources.

The movement of vehicles to and from the site must be controlled to minimise noise and disturbance to nearby residents.

SMOKE

Before works start precautions should be taken to prevent smoke on site from machinery, vehicles or combustion.

Bonfires are not permitted. Petrol and diesel engines used to power equipment and plant should not emit dark smoke once the running temperature of the engine has been reached, and should be regularly checked and maintained to prevent smoke and fumes.

DUST/DEBRIS

Prevention measures should be taken to minimise the formation and spread of dust and dirt. Dust should be controlled at source by a continuous fine water spray. To ensure that

this is done an adequate water supply must be provided, with sufficient hoses to reach all parts of the site with a means of disposal of waste water. The wheels of construction vehicles should always be cleaned before exiting a building site. A good guidance document is The Control of Dust and Emissions from Construction and Demolition - Best Practice Guidance.

PROTECTION OF TREES

Any works to or close to trees and hedgerows must be carefully planned to ensure no harm is caused.

ASBESTOS

All developers must comply with the Control of Asbestos Regulations 2012. Before starting work you should check what asbestos is present as part of your planning. There should be a location plan/register available from the local authority which you can ask to see. If this is not available, then samples should be arranged.





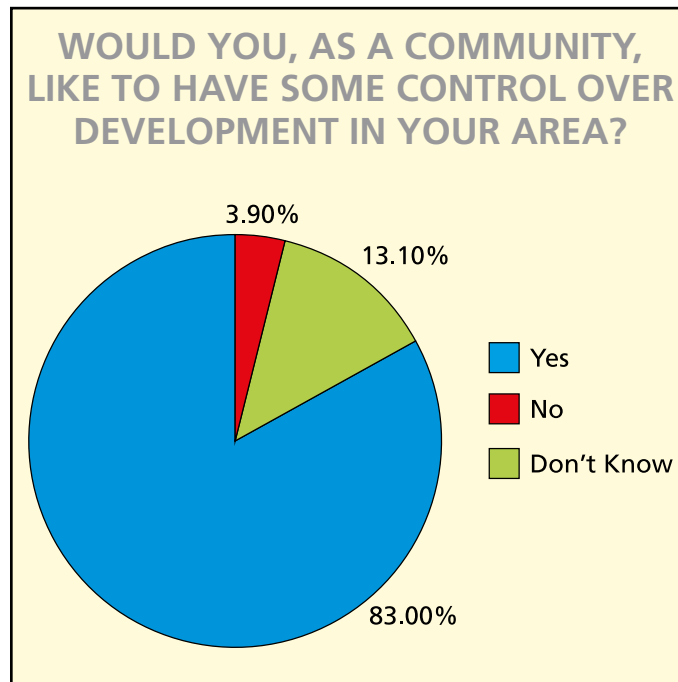
1.1 Based on the results of these questionnaires one of the most important issues for the community was the protection of the Greenbelt and their green spaces and topped the list for the surveys.

In summary the quick questionnaire, resulted in: 95% said it was very important/important to protect the green belt and 94% said it was very important/important to protect the urban open green spaces. However only 21% said it was very important/important to build new homes, with 38% indicating it was somewhat important to build new homes. [Graph 1].

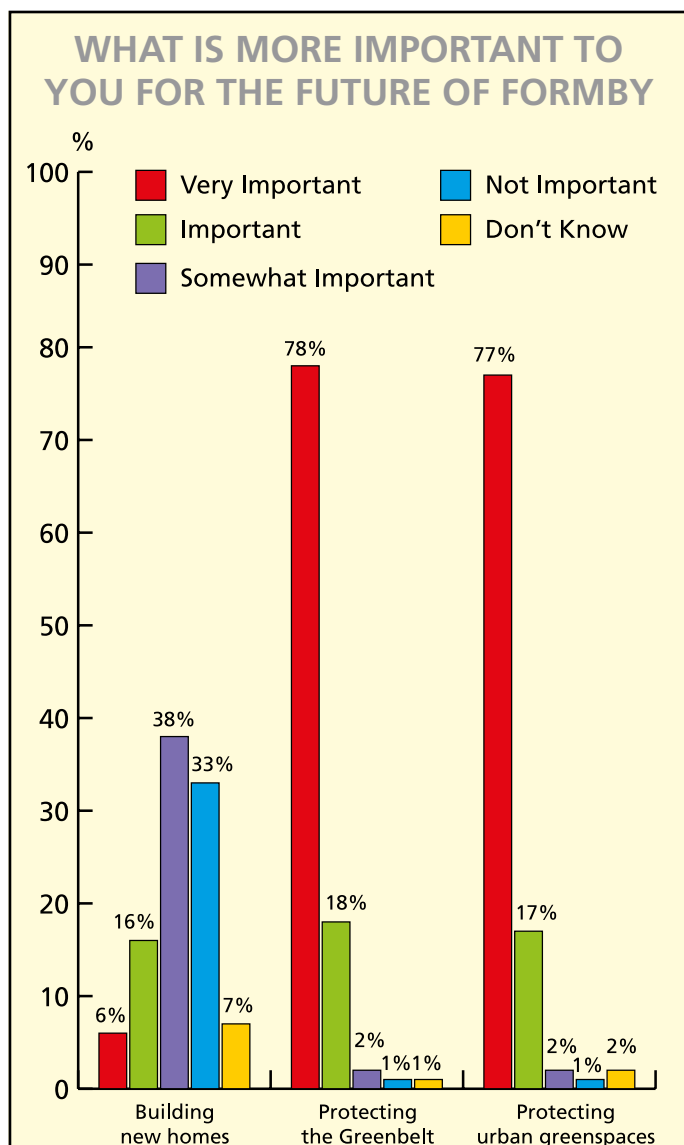
Over 67% felt that the number of houses proposed in the Local Plan was too high, with 14% stating it was about right.

Having control over development was also a high priority with 83% stating they wanted some control over future development within the community, see [Graph 2].

GRAPH 2



GRAPH 1



1.2 UNDER 18s SURVEY SUMMARY

As part of the Parish Councils' preparation for the Neighbourhood Plan the Parish Council produced a comprehensive on-line survey to collect information about the views of those aged under 18 in the Neighbourhood Plan area and worked closely with the local schools. The survey was a compilation of 32 questions. The final question was an open invitation for respondents to offer any further comments that they felt had not been covered during the main body of the survey. [1443 under 18s responded to the questionnaire].

- Schools Profile (Acquiring demographic information)
- Living in Formby
- The Village Centre
- Sports/Club Facilities
- Duke Street Park
- Community Events
- Future Involvement
- What is wanted
- Is There Anything Else (Open invitation comments)

SCHOOLS PROFILE

Respondents were asked various questions relating to their schools, locations and method of travel. Most respondents (72%) attended High School and were in the 12-15 age groups (57%). With regards to transportation most respondents walked to school (56%) or were taken by car (39%); additionally, 18% used a bicycle.

KEY POINTS:

- These figures not only highlight the degree of road usage related to school traffic but also the number of respondents (74%), who walk or cycle, who are more exposed to the potential danger on the roads.
- The Neighbourhood Plan should take consideration of the road safety of the school children when looking at transport and infrastructure by providing more crossings and improved traffic flow.

LIVING IN FORMBY

Respondents were asked what they liked and disliked about living in the Formby area. Of the respondents that lived in Formby (96%) there was a positive response to the natural features of the area (Beach 64%, Nature Reserve 36%, Green Spaces 38%), and also to the transport infrastructure to access Liverpool and Southport (46%) and Formby Pool complex which provides open space, swimming and a small training gymnasium (49%). Additionally the local schools are well liked, being represented at 57%.

When asked about aspects of Formby that were disliked over half (56%) said there was nothing for

them to do, nearly half (45%) said the roads were not safe and that there was a lack of sporting facilities (28%). Related comments are that there is a dislike of speeding drivers and poor road safety, no shops for the young, the toilets in Duke Street Park, and the number of Charity Shops in the village.

KEY POINTS:

- The natural elements of the area are liked and the Neighbourhood Plan should seek to enhance and support these features.
- Road safety is a main concern. The Neighbourhood Plan should look at providing more light controlled crossings and improved traffic flow around the area.
- The number of Charity Shops in the Village and the lack of shops relating to the younger demographic should be reflected in the Neighbourhood Plan.
- There is a clear opportunity for the Neighbourhood Plan to look at providing additional sports facilities within Formby.
- As one of the largest green spaces in Formby, Duke Street Park should feature in the Neighbourhood Plan as an area for improvement.

THE VILLAGE

Respondents were asked to provide answers to their opinions of Formby Village Centre. What is liked? Of the percentage of total respondents that use the village (83%) less than half (45%) thought that the shops were 'Good'. About half (48%) thought there were lots of places to meet and chat and just under half (44%) liked the Formby Pool Facility. Whilst being asked whether they liked the village 17% of respondents stated there was nothing to like about the village including charity shops, so these should be taken as a negative response.

What is disliked? About half (44%) of the respondents stated that they thought there weren't enough shops, and 65% said there was nowhere to go; 33% said there was nothing to do. Reference was also made (under 'other') to the dislike of the drivers and charity shops in the village.

KEY POINTS:

- The village shopping experience is a 45%/44% split decision, possibly dependent on age or requirement. However, there is a noticeable dislike of the charity shop offering. The Neighbourhood Plan should try to address the number of national charities being represented.
- The lack of retail offering aimed at our younger people is highly represented and this reinforces the need of the Neighbourhood Plan to try and support the views of the young people in our area.

SPORTS/CLUB FACILITIES

We asked the respondents many questions surrounding sport and sporting facilities and other types of clubs in Formby. Over 55% of the young people attend a sporting facility/club but it is clear that the schools are picking up the lack of sport facilities with over 43% attending after school sports clubs. In addition, 53% have to travel out of Formby to attend their various sporting activities in particular Gymnastics, Netball, Rugby and Basketball facilities which are clearly lacking in Formby.

In addition to sporting facilities 39% stated they attended different types of clubs of which Dance & Drama was 49% followed by afterschool clubs 43%.

KEY POINTS:

- There is an active sporting requirement in Formby. Some younger people have to travel in order to participate in their chosen sport. The Neighbourhood Plan should seek to provide sustainable sporting facilities for our younger residents.
- Of the non-sports related clubs dance/drama and singing are noticeably popular, however all the many offerings available should be supported by the local council and Neighbourhood Plan.

DUKE STREET PARK

Duke Street Park is one of the primary green spaces within Formby. It is utilized by young and old from sports to dog walking. It is also the site of the Formby Festival which is held annually. However, it has been neglected over the years and really only presents as a large field with some run down facilities.

Respondents were asked for their opinions of Duke Street Park. The largest response for the 'likes' of DSP (44%) was 'Nothing'. The children's play area attracted 40% of 'likes' and the tennis courts at 33%.

Comments relating to 'dislikes' prompted a large response. 84% of respondents dislike the toilets, whilst 51% disliked the fact that there was no drinking water provision. A 22% response to the lack of football changing facilities indicates that more utilisation could be made of Duke Street Park.

Under the category of 'Other' there was a clear indication of the social problems facing our younger residents with gangs (20%), drugs (22%) and finally Dog Mess (24%) illustrates a problem with less responsible dog owners.

KEY POINTS:

- For some there is no attraction associated with the park. However, some respondents would appear to want to use the park more, but a lack of changing facilities and drinking water are preventing this. The Neighbourhood Plan should address the maintenance of the park to rectify these shortcomings.
- A review of the current offering of the park should be taken with a view to making design changes to encourage better utilisation.

COMMUNITY EVENTS

Respondents were asked about whether they attended any of the current community events the Christmas Lights switch on (56%) and the Formby Festival (59%) being the most popular. 47% of respondents thought there should be more events, whilst 37% didn't know. This would indicate that there is an appetite for more community events, providing they are of interest, to engage the younger residents. Suggestions for additional future events were taken with more festival events in the park coming out with 18%. However, many other suggestions were given to include sporting events, family events, more events in the park, school competitions and drive in cinema.

KEY POINTS:

- The results show that community events are popular, but that more consideration of the younger residents could bring more participation and attendance.
- The 37% 'don't know' response to attending more events indicates that the respondents may well attend if the content of the event was better focused.

FUTURE INVOLVEMENT

Asked whether young people were listened to there was a majority of 52% that felt they were not, even 30% were not sure whether they were listened to or not and there was no doubt that the young respondents would like a say in the future of Formby at 66% with 21% not knowing what this would involve.

KEY POINTS:

- The respondents didn't think that, as a group, the young people's views were listened to.
- There is an opportunity to scope out a council of young people to help represent the views of Formby's young residents and to help in shaping the area for them.

WHAT IS WANTED

Respondents were asked what they would like to see more of from a choice of facilities and the following graph shows what is important to respondents.

Sports clubs, cycle paths, more parks and gyms for young people feature highly. However, this list also illustrates the variety of activities that are taken in and around the area. Outdoor pitches can be multifunctional; however there appears to be a real need for an indoor facility to accommodate other club activities such as martial arts, dance and drama, keep fit/gymnasium.

IMPORTANCE OF VARIOUS FACILITIES

Respondents were given a list of facilities including cycle paths, Skate Park, cinema, courts and pitches and were asked to place a degree of importance to them ranging from 'Needed Now' to 'Not Important'.

The results showed that toilet facilities in Duke Street Park, including the provision of drinking water, were the most important whilst a specific gymnastics facility, whilst important, was not as crucial. Better park facilities attracted a

high response and, although not deemed to be as urgent, show that this is an area where improvements can be made.

A Skate Park often thought of as a panacea for the younger residents in the area, did not show as being important as first thought, although there was some clear interest, the majority deemed it not important. Similar responses were received for additional accessible football pitches and tennis courts. A community café in the village also received a lot of positive interest.

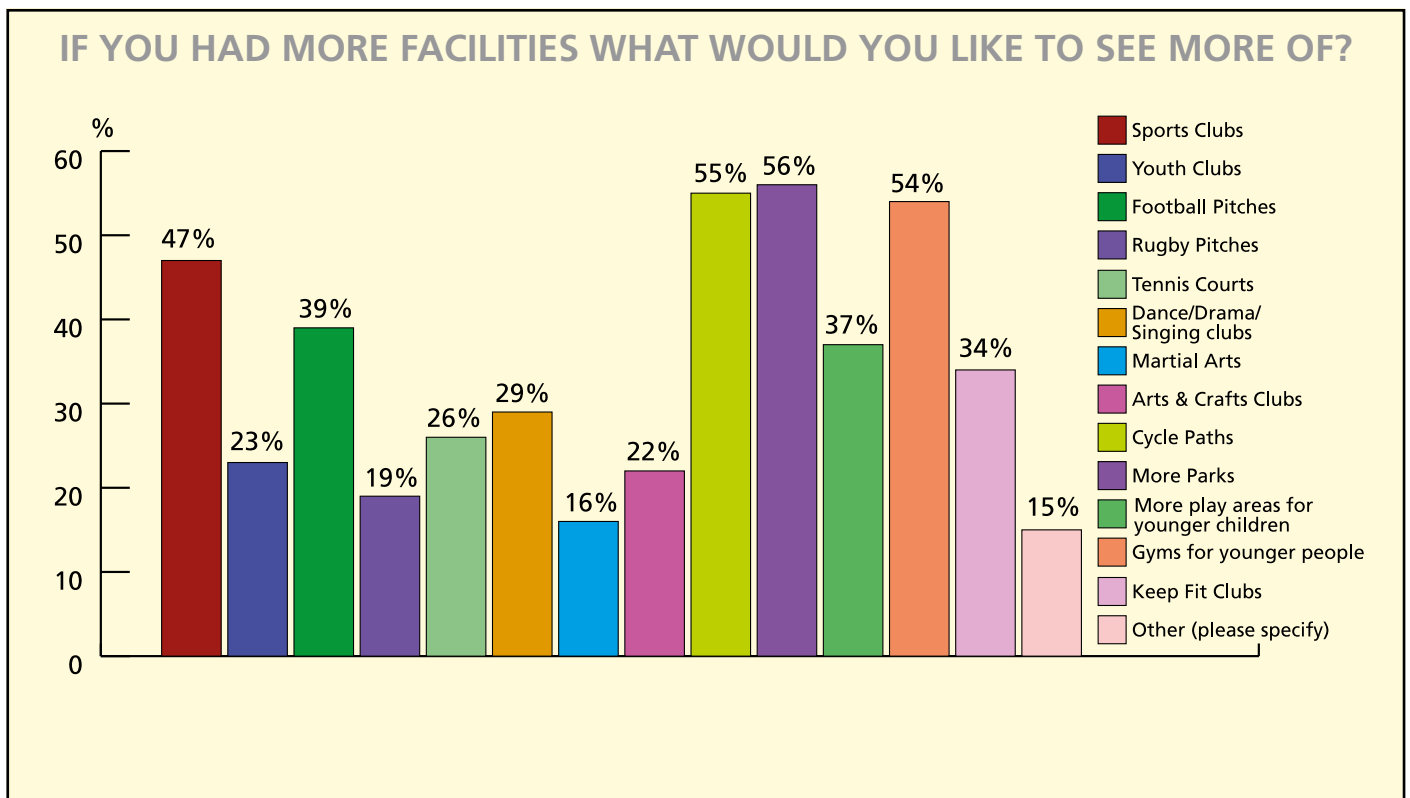
KEY POINT:

- Duke Street Park needs immediate attention paid to it and the Neighbourhood Plan should seek to provide significant improvements to this facility.

CONCLUSION

The results show that the young residents have a number of needs and requirements that do not appear to have been addressed over recent years. This consultation shows the value of asking what is desired, and the Neighbourhood Plan should look to provide as much as possible for our young people for the future.

GRAPH 3



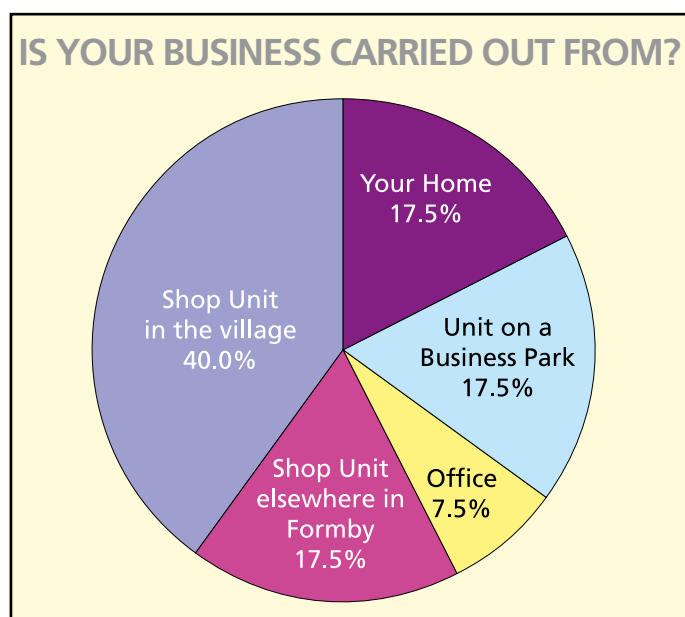
KEY POINT: The Neighbourhood plan should take into consideration the ongoing variety of activities that our young people undertake with a view to providing indoor/outdoor club facilities to include 3G/4G pitches

1.3 BUSINESS SURVEY SUMMARY

The business survey summary is as follows. There were 46 questions the vast majority being 'closed questions'. The questionnaire focused on the following areas:

- Type of Business (size, sector and structure etc.)
- Level of Employment
- Location
- Business Optimism
- Transportation
- Technology
- Promoting Business through the Neighbourhood Plan
- Barriers to Growth

The survey was carried out during September 2015 and there were 43 respondents. Although a large number of national businesses failed to respond nevertheless some interesting data was collected from a wide variety of local businesses.



TYPE OF BUSINESS

Respondents were asked whereabouts in Formby they carried out their business. Clearly retail shop owners made up most of the respondents.

It is worth noting that working from home equalled the number of respondents from the business park. The key facts section shows that

Formby has slightly more self employed people/ working from home than the national average.

The age profile of Formby's businesses seems younger than the National Average¹ with 34% 1 - 5 years, 21% 6 - 10 years, 11 - 20 24%, 20+ years 21% according to the survey data. This may reflect turnover in shop rental agreements by property companies.

The proportion of Limited Companies is below the National Average for SME's (66%)². The relatively small number of multiple chain shops is significant it might reflect a reticence of national companies to respond or a movement away from small towns to 'destination' shopping centres as part of an overall of corporate policy. It is also a reflection of the decline in this sector seen over a number of years.

Respondents were asked to identify their focus of business activity: Some respondents had 2 businesses and ticked 2 answers.

Clearly retail is very important to Formby. Some people were unable to choose a category or failed to identify the appropriate category. Personal Services, because of their lack of internet use, are likely to be under represented in the survey.

KEY POINTS:

- Retail/Leisure/Building and Construction are extremely important in Formby.
- In line with Sefton and the UK as a whole Professional Services are becoming increasingly important.
- The number of business carried on at home at 17.5% is low by UK standards as the UK figure is around 32%³. This figure is either the result of under recording or will change as Formby's population increases and the age profile changes.

EMPLOYMENT

The vast majority of businesses employ at least one worker. Respondents were asked about how many people they employed. Less than 5 was 52% with 5 to 10 being 36%.

This is broadly in line with the Sefton average for employment per business with 97% of businesses employing less than 50⁴. In general, the vast majority of Sefton's businesses are classed as Micro, employing less than 9 workers⁵.

¹ Twenty-two per cent were aged up to five years, 18 per cent aged between six and ten years, 21 per cent aged 11 to 20 years, and 39 per cent had been in business for more than 20 years. Department for Business Innovation and Skills.

² BIS Research Paper 214, March

³ The 2014 Small business Survey (SBS 2014)

⁴ Sixth Performance Monitoring Report April 2015 – September 2015, Sefton Council

⁵ Ibid page 12

The recruitment pattern of the respondents' businesses shows that a high percentage (71%) of those employed are from Formby and one respondent said they recruited a mixture of Merseyside/Formby whilst 2 respondents said that they relied on Head Office to recruit their staff.

Formby along with the rest of Sefton has a lot of workers who are Part-time⁶ with a significant number of businesses employing the bulk of their staff on a Part-time basis. Sefton expect the activity rate of Formby's older age group to rise.

KEY POINTS:

- Formby's businesses are officially classed as SME and they fall into the Micro category of employing between 0-9 workers
- Formby's workforce is local in nature and significantly West Lancashire does not provide many workers for Formby's businesses
- Formby has a lot of Part-time workers

LOCATION

In general, Formby is overwhelmingly considered an attractive location to do business with 92% of the respondents agreeing.

Businesses clearly identified parking as an issue in Formby, with over 60% stating it was limited.

When respondents were asked to rate their business premises as opposed to location a more mixed response was received.

KEY POINTS:

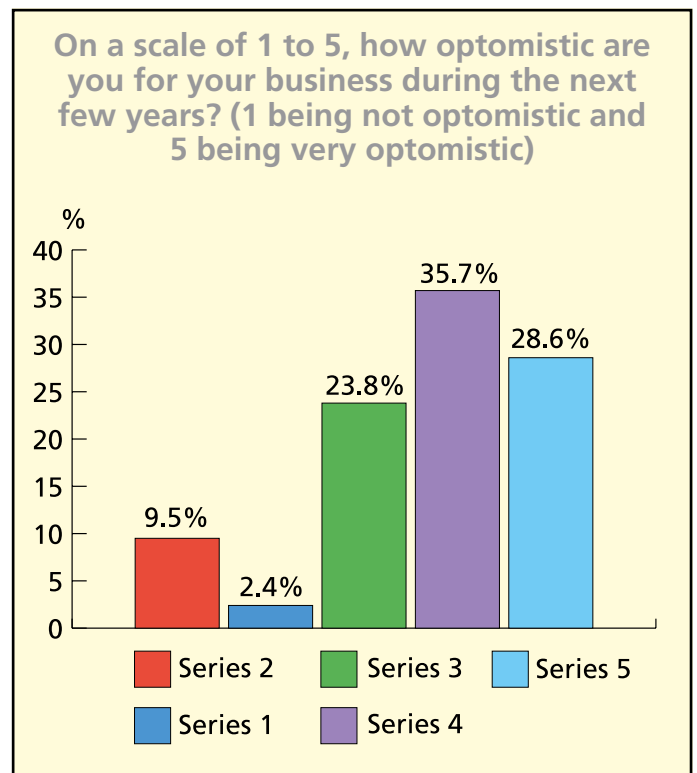
- The vast majority of businesses consider Formby an attractive place to do business.
- Parking is a major issue.
- There are issues around the suitability of some premises in terms of meeting modern business needs.

BUSINESS OPTIMISM

Approximately 46% of businesses said they intended to expand their businesses over the next 1 to 3 years. However, businesses were less bullish in terms of the prospect of hiring more staff.

Business were then asked how optimistic they were about the future, to rate their level of Optimism on a scale of 1 to 5, with 5 being the most Optimistic [see chart below]. Interestingly over 40% of the respondents said that existing employment sites should be protected, with 33% stating they don't know if employment sites should be protected. See Graph 4

GRAPH 3



KEY POINTS:

- In general businesses said they were quite optimistic about the future with over 60% giving a rating of over 4. However this was prior to the Brexit vote which could have an impact.
- Approximately 46% of businesses said they intended to expand their businesses over the next 1 to 3 years. This compares with 73% as per the 2014 small business Survey⁷. Clearly Optimism does not necessarily translate into expansion.
- Nearly 60% of businesses did not feel the need to protect existing employment sites from change of usage.
- It is even less clear about the relationship between optimism and employment.

TRANSPORT

Employees predominantly travel to work by car or van and equates to 90%. Parking does not appear to be a problem for most employees as their businesses have their own parking facilities. However, parking is a problem for a significant minority of employees this being 31%.

⁶ According to the NOMIS data base Sefton has the highest proportion of Part-time workers in the North West

⁷ The 2014 Small business Survey (SBS 2014). However, this would have been biased upwards since business Services and IT sectors gave higher scores 81% and 86% respectively whereas Formby is a predominantly retail economy.

KEY POINTS:

- Despite Formby's small size employees predominately travel to work by car or van. This is supported by the Key Facts data which shows that car use is above the national average.
- Parking is a problem for a significant number of employees and as such employee parking is likely to lead to a problem for other residents.
- The limited use of Public transport reflects the fact that employees overwhelmingly live locally.

TECHNOLOGY

Businesses were asked to rate how important they thought the internet and the use of e-commerce was to their business with over 80% stating it was very important/important.

Businesses were then asked whether they had a web presence in the global market place and 59% said yes. Businesses were then asked about the extent to which they actively traded on the internet and whether they carried out financial transactions, 52% said yes but 35% said no.

Respondents were then asked about WIFI and whether or not they used the WIFI in the village which was installed by Formby Parish Council. It was noted that 66% said No with only 33% saying yes.

A large number of respondents used the WIFI in coffee shops. The other category was divided equally between those who used it to contact their own business and those who used it to complain about lack of connectivity. Clearly there are problems associated with connectivity and 65% stated they had problem connecting to the village WIFI.

Many respondents were dissatisfied with the cost and speed of the service. Quite a few respondents failed to answer the question on speed and connectivity since they have never been able to access it. Interestingly one respondent complained about mobile phone reception. However, it is unclear whether this is an issue about the service provider or the device. However, many stated that it was slow others complained that it interfered with their own WIFI installed in their premises.

KEY POINTS:

- As with the population as a whole there is a clear digital divide between those who engage in the technology and those who have so far failed to see its potential. However, only 10% of respondents did not think the internet was important to their business.
- In the case of those who are using the technology over 80% thought the internet was either important or very important.

- Around 50% of the total respondents considered e-commerce to be important or very important. This was reflected in the number of businesses who said they actively traded on the internet.
- Some 60% of businesses said they advertise on the internet with a further 12% saying they were considering the prospect.
- Some 12% of business said they were considering actively trading on the internet.
- Over 65% of the respondents said that the connection and speed of the Village WIFI was poor or very poor.
- In general, over 60% of businesses were dissatisfied with the Formby Village WIFI in respect of at least one the following connectivity, speed and accessibility/cost.

PROMOTING BUSINESS THROUGH THE NEIGHBOURHOOD PLAN

The vast majority of businesses (92%) thought that the Neighbourhood Plan should encourage business and commercial development that provided local employment.

There was a majority in favour of some retail development although this is in direct conflict with what residents want. There was however, a variety of opinions as to exactly where any new business development should take place and the exact nature of any such development.

KEY POINTS:

- The vast majority of businesses thought that the Neighbourhood Plan should encourage business and commercial development.
- There was a majority in favour of some retail development but surprisingly there were a lot of don't knows which would suggest that the business sector had not given much thought to any future development.
- The majority of respondents thought that an extension of Stephenson's Industrial site would be the best option for development. However, the response to this question could best be seen as a vote for the status quo. Perhaps this further evidence of a lack of engagement on the part of the business community.
- There was however, a clear majority (60%) in favour of the Neighbourhood Plan allocating land for the creation of a business centre providing low cost, flexible work spaces, meeting rooms and managed services for local start-up small businesses, freelancers and home workers? Even so there was an astonishing number of respondents who answered don't know to this question (22.5%). This again shows a lack of engagement on behalf of the business community.

BARRIERS TO GROWTH

Respondents were asked about what they thought were the main barriers to Growth in the Local Economy.

The vast majority of respondents agree with Sefton Council that the main driving force in the local economy is the Knowledge Economy. This consists of sectors such as Banking and Finance, Information Technology, Software Engineering, Education, Advanced Manufacturing and Digital Design. All the research carried out on Sefton's Economy and at a national level supports the view that this is where future growth lies⁸.

Respondents were asked to rate the factors they thought were holding back businesses in Formby. The results are shown in the Graph 5 below.

Some ticked the 'other' box indicating they considered parking to be a major concern and

another respondent indicated that they felt links to Southport and Preston and points north were a "joke".

Respondents, (89%) overwhelmingly thought the introduction of 'Pay & Display' at Sumner Road would have a negative effect on Footfall and Formby Village in general. Respondents made some important points about the effects on the Village of introducing a parking charge.

Firstly, it will reduce footfall, discouraging short visits for convenience shopping. Secondly it discriminates against small traders in favour of large shops such as 'out of town' retailers with free parking. Thirdly, since parking in the evening is free then business use such as bars/wine bars etc would benefit at the expense of comparison goods shops which trade during the day. The effect would be to change the character and ambience of the village.

Respondents were asked about what factors could help improve footfall in the Village. Once again Parking was seen as an important issue. Community events like "Christmas Lights", Music festival and Festival in the Park were seen as providing positive boost to the village. In the case of Farmer's Markets respondents were a little more ambivalent as clearly there would be "winners and losers".

Many respondents expressed a desire for more independent traders and less charity shops. However, it should be pointed out that Formby has a relatively high density of large convenience stores compared to other places in Sefton hence gaps in the market are fewer than say Birkdale.

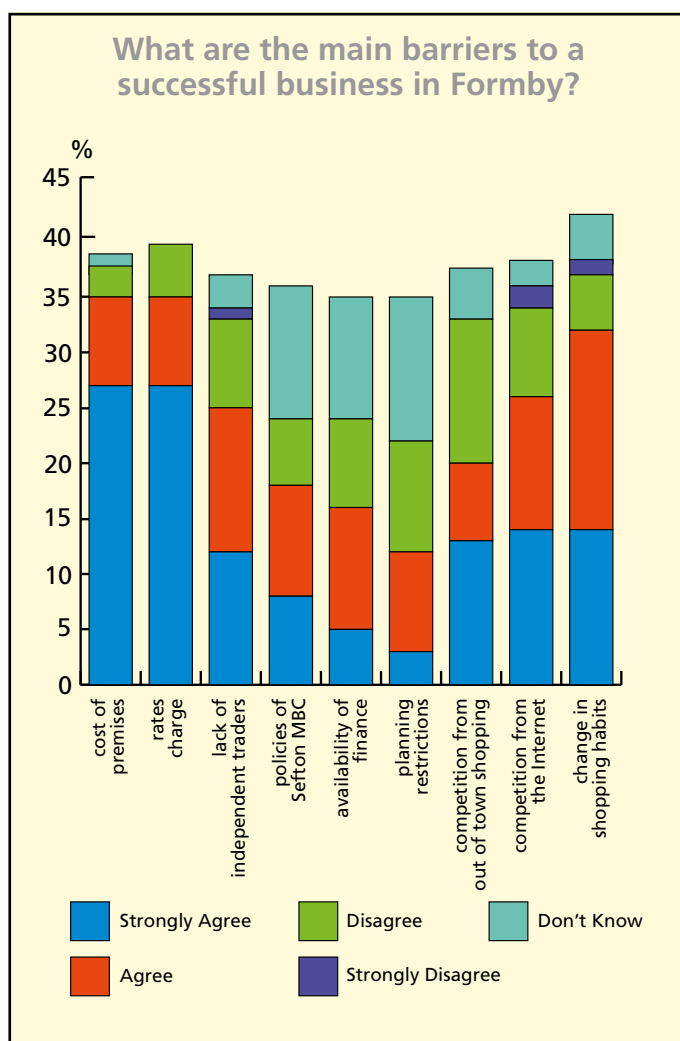
In fact, WYG say "Overall Formby is very well represented with respect to convenience shopping, with convenience retail floor space comprising 35.1% of the total commercial floor space within the centre which proportionally is more than double the national average"⁹.

Pedestrianisation was not considered a popular option and has not proved successful elsewhere.

KEY POINTS:

- Respondents clearly identified the "Knowledge Sector" as the fastest growing sector in the local economy.
- Businesses identified the growth of the internet and changes in shopping habits as having a major effect on local businesses. This is not surprising given the importance of the retail sector to Formby.

GRAPH 5



⁸ 8 Sixth Performance Monitoring Report April 2015 – September 2015, Sefton Council, Oxford Economics, B E Group Report for the Local Plan

⁹ Retail Strategy Review, Appendix 5, P12, October 2015 Sefton MBC

- A major problem identified by businesses was the high level of rents and business rates. Given the above there has been an inevitable collapse in retail margins. Clearly retail rents have been “sticky downwards” despite retail market conditions. In a commercial environment charity shops would have been “voids” thus enforcing either a downward movement in premises costs or a change of use.
- Parking Charges are seen as a major threat to retail businesses in the Village, not only will charges reduce footfall and hence sales but they discriminate against small businesses and small retail businesses that trade during the day.

GRAPH 6 - Taken from Formby Town Health Check Document

Diversity of Uses, Table 1: Units in Formby District Centre at 31st July 2015

	Number of Units			Floorspace Figures		
	No.	Formby	UK	Sq.m	Formby	UK
Convenience	11	10.3%	8.5%	6,225	35.1%	15.1%
Comparison	39	36.4%	32.5%	4,956	27.9%	36.1%
Retail Service	18	16.8%	14.2%	1,184	6.7%	7.4%
Leisure Service	22	20.6%	22.5%	2,820	15.9%	23.3%
Financial and Business Service	14	13.1%	10.8%	2,269	12.8%	8.2%
Vacant	3	2.8%	11.3%	279	1.6%	9.2%
Total	107	100%	100%	17,733	100%	100%

Source: WYG site visit on town centre boundary, (Local Plan Publication Draft January 2015). UK average from the Experian Goad Category Report (June 2015).

BUSINESS CONCLUSION

- The vast majority of business respondents consider Formby an attractive place to do business. The Neighbourhood Plan should encourage business and commercial development whilst seeking to protect the environment.
- The Neighbourhood Plan must prioritise Formby Village in terms of retail development and protect its character as a pleasant place to shop and meet.
- On the basis of the available evidence and the need for the Neighbourhood Plan to

be compliant with the SLP there is no scope for any out of town retail development in Formby.

- The Neighbourhood Plan fully supports this site allocation as the site is the site that most meets the needs of Formby in terms of its location and indicative planning profile.
- The Neighbourhood Plan should promote a modern Business Park which provides a range of different types of Business Accommodation including Business Accommodation which is suitable for Knowledge Sector Businesses.
- Secondly any new Business Park should make provision for Business Starter Units.
- There should be no ‘change of use of existing business premises’ until a firm proposal exists for the new development.
- Therefore, the Neighbourhood Plan should explore opportunities to find meeting accommodation and hot desking facilities for fledgling businesses. This could take the form of utilizing under used community assets (i.e. in the Library, Park road etc.).
- Based on evidence from the Business Survey there is a need to review the effectiveness of the current WIFI provision in the Village.
- A proper integrated bus service needs to be developed with links to the new proposed business development and Formby Village. Timetabling should integrate both existing housing and new housing developments.
- New Employment sites should have adequate Parking for employees and on street parking should be discouraged.

As part of the Plan Review Sefton Council should carry out a transport review for Formby.

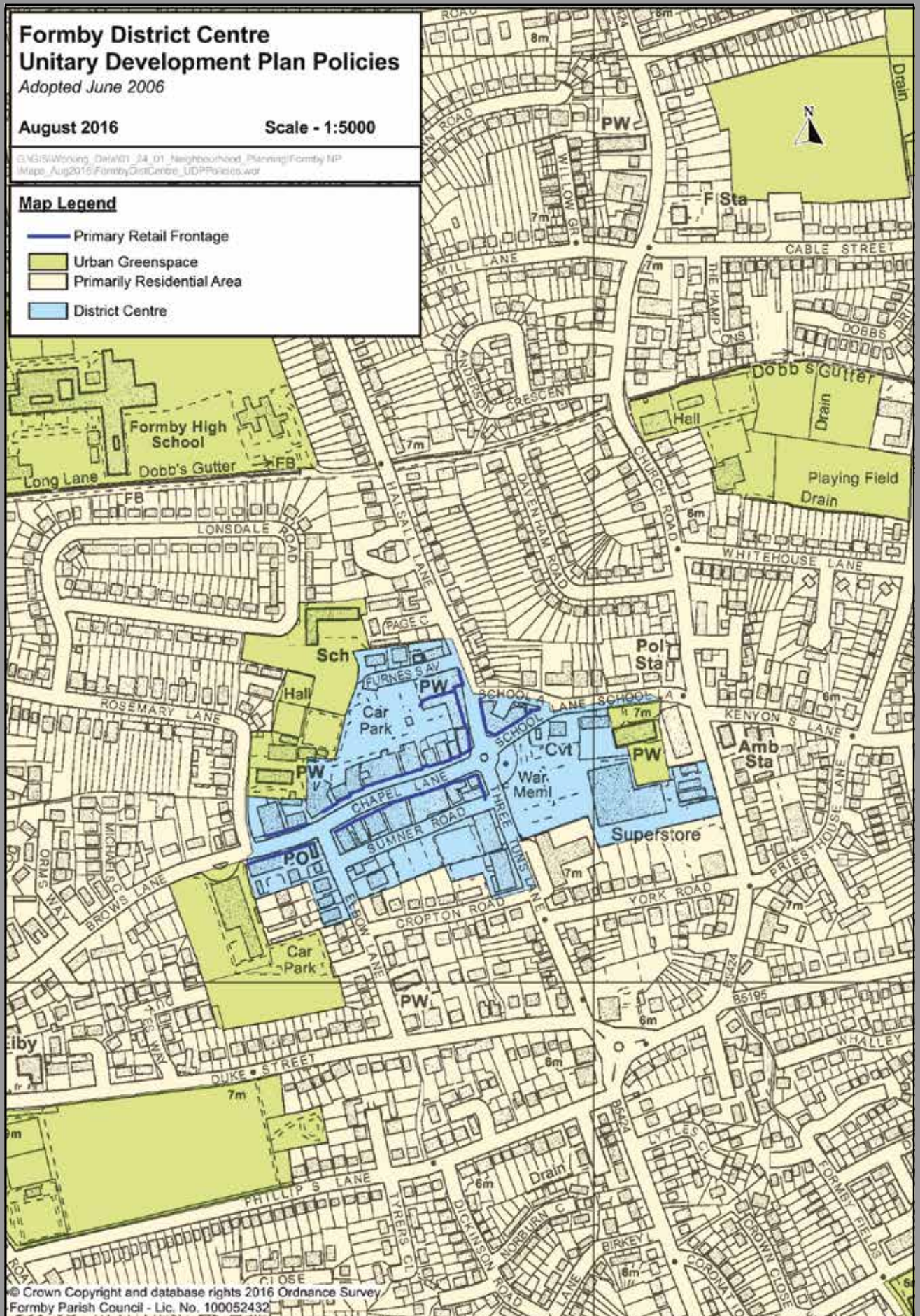
Traders in Formby village are overwhelmingly against the imposition of Parking Charges as they believe it is likely to discriminate against small businesses and reduce footfall. Indeed, evidence collected nationally supports their belief.

There should have been a moratorium on introducing car parking charges until a proper impact survey was carried out. Sumner road car park should be designated a short-term free car park in the Neighbourhood Plan in accordance with need to direct Retail, leisure and other uses to Formby Village.

The Parish Council will seek to encourage Sefton MBC to review town centre parking in Formby, which, the results of the Survey show, doesn't meet community requirements.

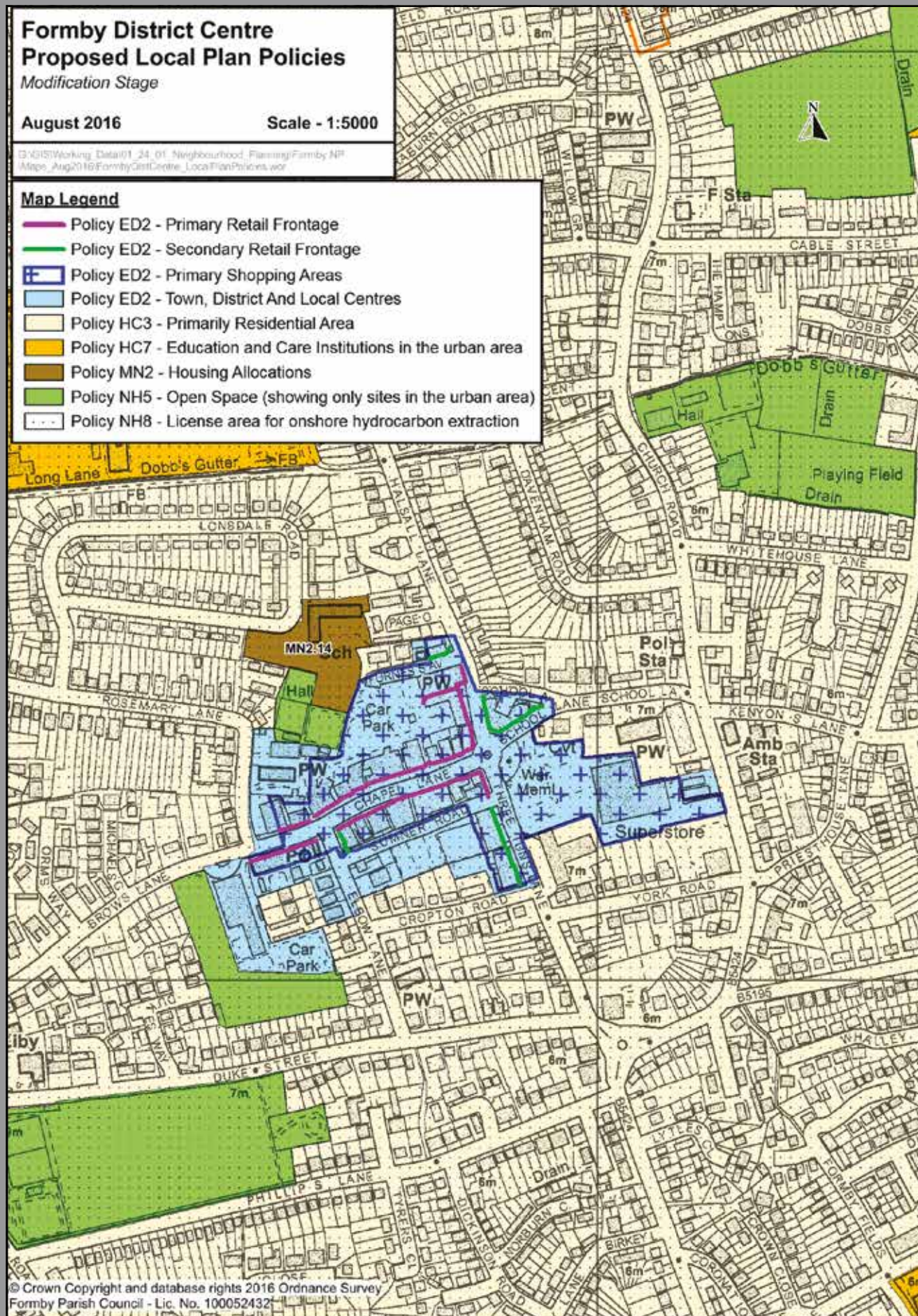
Map 13 and Map 14 show Formby District before and after modifications made by the Sefton Local Plan.

Map 13 - Formby District Centre Unitary Development Plan



APPENDIX A Summary of questionnaires

Map 134 - Formby District Centre Local Plan



1.4 RESIDENT SURVEY

As part of the process to establish a Neighbourhood Plan for Formby and Little Altcar the Parish Councils of the area performed a survey of the residents. The questionnaire was available online and in print and was publicized in the press, via leaflet drop to all residences, in local businesses and by councillors attending public areas and gatherings. This document is a summary of the results, however the expanse of the response cannot be completely represented and it is recommended that the reader examine the raw data. In calculating percentage responses only, the respondents answer to the particular question have been taken into account, and either the upper two or lower two responses combined to establish a total e.g. Strongly Agree and Agree responses have been combined, Disagree and Strongly Disagree have been combined, however Somewhat Agree and Don't Know responses have been ignored for comparison purposes.

DOWNSIZING

Residents were asked if they intended to downsize their property, and 20% of respondents indicated that they would be looking to do so within 9 years, 24% would plan to move within 10 to 15 years. A further 20% would move within 3 years so that in total, approximately 22% of all the respondents are planning to move into smaller properties within the next 15 years. 46% of respondents stated they were not likely to move within that time-frame; the remainder 'don't know'.

KEY POINT:

- This result illustrates a clear requirement for smaller properties over the period covered by the proposed Neighbourhood Plan.

QUALITY OF LIFE AND FUTURE DEVELOPMENT

Looking at what makes Formby and Little Altcar a pleasant place to live respondents were asked to comment on location amenities and the 'feel' of the area. An overwhelming 99% of respondents felt Formby was a Friendly and Safe Environment and that this was an important factor, followed closely by the Openness of the Countryside at 95%, our Natural Amenities, Coastline and Wildlife at 97% and the existence of a pleasant Village Centre attracted 93% support. 93% of respondents said they wanted to have a say on the control of development. There was also a very large free text response to this question reflecting the wide and varied enthusiasm for engaging with the planning process and having a say in how the area is developed. Additional comments included "caring for the elderly", providing for young people, overcrowding, flooding, road safety, trees, ponds/lakes, and specifically the protection of the Greenbelt.

KEY POINTS:

- Respondents enjoy living in Formby and want a say in planning how our town is developed over the next decade.
- The open country aspect, coastal location, and considerate planning to look after the elderly and young people are very important to them.

HOUSING

The following results reflect the responses relating to the type, size, and style of houses considered necessary where housing development is proposed. When building new houses 71% of respondents consider that affordable housing should be built with the emphasis being on bungalows (64%), detached (53%), Semi Detached (66%), Retirement/Sheltered Housing (53%), and residential care homes (40%). Flats/apartment and Terraced housing was less attractive attracting responses of 28% and 19% respectively in agreement, however there was more of a strong objection response to these types of property, including residential care homes, compared to other property types.

When asked about further details of affordable housing, respondents favoured low cost starter homes (77%). Of the other options Shared Equity (23%), Below Market Value (33%), Social Rental (24%), and Private Rental (26%), the largest strong objections were to Social Rental and Part Ownership though the overall responses of all those categories was more evenly distributed reflecting a more balanced opinion.

When considering the size of house 70% thought 1 and 2 bedroom homes were preferable, 60% preferred 3 and 4 bedroom properties. Properties with more than 4 bedrooms attracted a significant negative response with 66% of respondents stating they were not required.

Looking at the design principles of new housing, Eco Friendly/Energy Efficient houses attracted 97%, additionally 87% thought off street parking for 2 cars was important and 88% thought that new property should reflect the style of housing local to where they were being built. 85% agreed they should have a maximum height of 2 storeys, whereas 26% thought 3 storeys was an option with 66% objecting to 3 storey properties. Fifty-six percent of respondents thought that solar panels be fitted to new properties with 29% objecting.

There were free text responses to these questions ranging from opposition to any house building (the majority) to suggesting that water recycling systems be part of the design, a number of comments relate to gardens, trees and open green spaces being provided in any new development.

When considering future developments respondents were asked what should be expected from developers. Between 88% and 96% of respondents agreed that developers should provide additional "park facilities" and green spaces in their designs, avoid damage to wildlife, be respectful to existing neighbours, and be registered with the Considerate Constructors Scheme. Additionally, free text responses were received that referred to, amongst other things, protecting the greenbelt, improvement of traffic flow, avoiding flood plains, funding for/provision of additional community facilities such as shops, surgeries and schools.

Respondents were also asked about how they considered development would affect services and infrastructure. There was a clear indication the potential was for a negative impact on traffic congestion (94%), Road Safety/Parking (89%), Drainage/Surface Water Flooding (86%), School Places (83%), and Access to Health Services (90%). Additional free text answers also highlighted the current problems of sewerage and the strain on health services, specifically getting appointments.

KEY POINTS:

- Affordable housing and Starter Homes are preferred.
- Smaller homes including 1 & 2 bedroom properties are preferred, no properties with more than 4 bedrooms, and no higher than 2 storey's.
- Properties should be Eco Friendly, potentially incorporate Solar Panels and the design should reflect the area where they are built.
- Developers/Contractors should be respectful to existing residents and be a member of the Considerate Constructors scheme.
- Planning design should improve traffic flow, avoid flood areas, and provide funds for or include additional shops, surgeries and schools.

TRAVEL

The survey included questions on travel to and from work, and the impact increasing traffic would have on households. The majority of respondents used their own vehicle (79%) with 18% using public transport and 2% either cycling or walking. Looking at the effect traffic has on households, 35% said that this has a big impact on their family with 48% saying there would be some impact. Seventeen percent said there would be little or no impact on their household.

Respondents were asked about travel to work outside of the Formby area. 47% of respondents travel out of the area to work, with Liverpool and Southport being the most popular destinations (47%); however, many destinations throughout the North West and farther afield along the M62

corridor, by respondents with Manchester/Leeds (29%) being the next most popular.

Considering the source of impact respondents said local parking (70%) and getting in or out of Formby in the morning/evening rush hours (70%) as having the largest impact with congestion within Formby receiving a 61% response. Free text responses specifically referred to parking outside schools, parking on pavements/grass verges and speeding as main concerns.

Looking at measures to try to alleviate the impact of additional traffic, calming measures were disliked by 58%, however 56% thought that there should be restrictions placed on HGV's. Pedestrian only schemes were only supported by 26% of respondents (48% against) and Green Roads (traffic restricted) attracted a balanced response. Free text responses highlighted the dislike of speed restricted areas (20mph), the need for free parking in the village amongst many other views.

When asked about parking in Formby village 60% of respondents thought that the facilities were poor or very poor with 29% describing the facilities as average.

KEY POINTS:

- Formby has traffic problems.
- People travel out of Formby to work.
- Road safety is a concern.
- School parking is a problem.
- Parking in the village is poor.
- Access to and from Formby is poor at rush hours.

EMPLOYMENT

The survey sought opinions on employment within the Formby area. 54% of respondents said that Formby needed more employment opportunities. Eighty-four percent of respondents said that shop and retail jobs were required, but 86% thought office jobs were preferable. Similar results were received for Leisure/Tourism and service jobs. However manufacturing jobs were not as popular at 57%. Only 7% of respondents considered that Formby had sufficient employment opportunities.

Free text responses indicate that technology or professional employment is seen to be a basis for enterprise, but overall, better paid employment should be attracted to the area, rather than people having to travel out of town to work. A business centre providing offices and flexible working areas was thought to be attractive to 55% of respondents, and this response supports the findings of Sefton MBC that the 'Knowledge Economy' is central to economic growth. 61% of respondents supported the proposal to attract businesses from this sector to the town.

KEY POINTS:

- Formby needs more and diverse employment opportunities.
- Various jobs are wanted but Knowledge/ Professional/Office jobs are preferable.
- A business centre on the outskirts of the town providing office-based employment is wanted.

THE VILLAGE

The survey asked about respondents' opinions of Formby village centre. The majority view was that the quality and variety of the shops in the village was Average (34%) or Poor (37%), Very Good and Good only gained 17% of responses. The general appearance of the village is classed as Good (46%) with Average (29%) and Very Good (14%) coming 2nd and 3rd.

There is a general objection to additional retail out of town shopping on the bypass with 81% voting against it.

When looking at the type of retail in the village the majority view is that more independent traders (95%) would improve the retail offer, a more balanced view is taken on National Retail outlets; the opinion of Charity and betting shops is that they would not improve the village (98%). Free text responses to the type of shops in the village reinforced the objection to Charity and Betting Shops.

Looking at suggestions to improve the village, 73% agreed with the idea of a monthly Farmers Market or Travelling Stallholders. Respondents objected to traffic calming measures (52% against), and overwhelmingly supported Free Parking (89%). Exclusion of all HGV's from the village is vital for safety of residents and visitors (63%), as is the provision for Public Toilets (70%). Respondents agreed that there should be more Community Events (69%), and improved street furniture and floral displays (59%). The free text responses highlighted the appearance of the village, suggesting a less cluttered look and making it more of a Market town with art, healthy trees and controlled parking that is either free or 'Not Expensive'. Public toilets were another popular and vital request as well as the restriction on delivery vehicles control with or without full or part pedestrian zones.

KEY POINTS:

- The village is generally satisfactory; however, people do not like the number of charity shops and bookmakers.
- Independent retailers are preferred;
- A monthly Farmers Market could be a benefit.

- Free parking is regarded as very important;
- Public toilets are required;
- Out of town shopping is not popular.

FLOODING

Formby suffers from surface water flooding in several areas, and also has problems with sewerage at times of high rainfall. Respondents were asked about their opinions of flooding. This is a major concern for the community with over 51% stating they had been affected in some way by flooding.

Floodwater in roads in and around residential areas and across the wider area is the major problem (60%). Flooding in properties is less common (4%) but flooding within property boundaries accounts for 30%.

Again, free text responses highlighted some of the areas where there is a problem with surface water flooding and included comments regarding maintenance of the drainage system and concerns over the future capacity following any development.

KEY POINTS:

- Flooding and sewerage problems are well documented in the area.
- Highway drainage causes the most problems.
- Surface water flooding.
- The capacity of the sewerage system and the inability of it to accommodate the current flow rate in some areas requires attention.

RENEWABLE ENERGY

Formby and the local area is receiving a lot of interest by renewable energy suppliers. The survey looks at the popularity of these energy sources.

Most respondents (84%) are in favour of renewable energy, although 9% indicated that they were not sure, suggesting the opinion may be swayed by the type of renewable on offer. Solar farms received the largest positive response (51%), wind farms received (14%) whilst shale gas (Fracking) and oil extraction were the least popular at 8% and 4% respectively. Twenty-Three percent objected to all the options. Open ended responses suggested tidal energy and raised concerns of habitats being affected by wind turbines.

KEY POINTS:

- Renewable energy production is popular but depends on what is on offer.
- Fracking and oil extraction are unpopular.
- Solar farms appear to have the least impact and are the most popular option.

GREEN SPACE, FACILITIES, RECREATION, YOUNG PEOPLE

The final part of the survey looks at the local social environment, facilities provided, and opinions about catering for our young people.

Over 96% of respondents consider that maintaining parks and green spaces very important, as was improving public footpaths (87%) and protecting wildlife (95%). Reducing the carbon footprint was attracted a more balanced response with 75% considering this an important factor. Open ended responses stated concerns over cars and cycles on pavements amongst other specific local issues together with wildlife protection.

The quantity of green space was placed in question with 55% considering that there was not enough within our built up areas. A more balanced response to a question relating to sufficient leisure facilities provided a 44/38% split marginally suggesting that there were enough facilities.

Looking at recreation facilities, children's outdoor play areas are considered largely 'acceptable' at 36% and 40% considered the facilities to be 'good'. Grass pitches also received a balanced 'acceptable' response with 34% and 34% considering them 'good'. Pubs, Cafes and Restaurants received a positive response with 74% considering them 'good'.

The provision of Allotments received a varied response with some respondents considering them 'good' (18%), 'acceptable' (27%) and 'not good/needed' (25%) suggesting that although the current allotment allocation was acceptable, more could be done to provide facilities in this area.

Other facilities (Bowling Greens, Tennis Courts, Clubs and Associations, Swimming, and Gym, all received majority positive and acceptable results.

The final option asked about a general-purpose sports hall, which received a majority negative response (43%) illustrating that this would be a positive addition to the area. In terms of facilities for young people, balanced opinions were received for preschool and 5 to 12 age groups, however the 13 to 17 age group showed a definite negative response (54%) with 34% not knowing about the facilities available for this age group.

Asking about community buildings, there was a balanced response however, the majority of respondents (43%) did not think there were enough buildings for community use.

Respondents were asked about their opinions on identifying certain buildings/land as community assets. Eighty-Three percent were in favour and supported this idea.

Thinking of placing community facilities in priority, respondents showed that toilet facilities in Duke Street Park are the highest priority along with toilet facilities at the beach. A dedicated sports hall received a balanced response, and an all-weather public playing pitch was considered a lower priority, although it did receive a balanced response. Drainage on current playing fields and parks is considered to be important. Free text answers highlighted the need for toilets in the village, improvements to facilities at the beach including toilets and a café, a market for local bakers and a community cinema. All weather playing pitches also received comments in free text stating that there was no need for more.

IN CONCLUSION:

Finally, the last question to all respondents was to offer the opportunity to comment on any aspect not previously mentioned in the survey. Many objected to additional house building, forced growth, degradation of the natural environment, and commented on the reduction in the Police presence. The number of Charity Shops and Bookmakers in the village also received many negative comments that reinforced those made in the general body of the survey. Street cleaning, litter picking, dog walking and cycling on the pavements were all included, along with low water pressure, the closure of local clubs and amenities (specifically the Royal British Legion Club) and many Borough Council matters.

KEY POINTS:

- Respondents want to protect and the Greenbelt, open spaces and parks and would like to see more green spaces provided with the area.
- Recreation areas are utilised and additional allotment space would be welcomed.
- Sports and recreation facilities for the 13 to 17 age group requires attention within the Neighbourhood Plan.
- More buildings and land should be designated Community Assets.
- Toilet Facilities, at Duke Street Park and in the Village, are very important and a high priority.
- The Beach needs facilities providing to accommodate existing tourism, including toilets and parking.
- The quantity of Charity Shops and Bookmakers in the village is disliked and should be reduced.



APPENDIX B Glossary

Acronym	Subject	Explanation
	Affordable Housing	Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households
		or for the subsidy to be recycled for alternative affordable housing provision. Affordable housing does include low cost market housing.
	Affordable rented housing	Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 75% of the local market rent (including service charges, where applicable).
CSH	Code for Sustainable Homes	The Code for Sustainable Homes is the national standard for the sustainable design and construction of new homes. It is an environmental assessment method for rating and certifying the performance of new homes, and it is possible to secure a CSH rating of between zero and six, with six being the most sustainable.
	Comparison Retail	A shop that sells goods such as clothing, shoes, furniture, household appliances, tools, medical goods, games and toys, books and stationery, jewellery and other personal effects. Does not include those goods defined under 'Convenience Retail' below.
	Conservation Area	An area designated by the District Council under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as an area of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance. There are additional controls over demolition, minor developments and the felling of trees
	Consultation Plan	A Consultation Plan accompanying the Formby and Little Altcar NDP is required by the Localism Act. The Consultation Plan must set out what consultation was undertaken and how this informed the Neighbourhood Plan.
	Convenience Retail	A shop that sells food and non-alcoholic beverages, tobacco, alcoholic beverages, newspapers and periodicals and non-durable household goods.
	Core Objective	An objective developed specifically for the Formby and Little Altcar NDP through consultation with local people.
	Curtilage	The area of land, usually enclosed, immediately surrounding a home.
	Delivery Strategy	A document accompanying the Formby and Little Altcar NDP that sets out a strategy for delivering and monitoring: (i) the policies within the Formby and Little Altcar NDP; and (ii) the infrastructure and initiatives associated with development within the Plan area. It is a 'live' document that will be updated throughout the Plan Period.
DAS	Design and Access Statement	A report accompanying and supporting a planning application. Required for many types of planning application – both full and outline – but there are some exemptions. They are not required for householder applications. Design and access statements are documents that explain the design thinking behind a planning application.
	Design Brief	Design Briefs are required for all allocated residential sites in the Formby and Little Altcar NDP. Design Briefs are documents that provide clear guidance for the detailed design of new development.
DPD	Development Plan Document	A type of Local Development Document which carries significant weight in the development control process. Development Plan Documents are spatial planning documents which are subject to independent examination.

Acronym	Subject	Explanation
	Development Plan	A plan comprising the Development Plan Documents contained within the Local Development Framework. This includes adopted Local Plans and neighbourhood plans, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.
	Dwelling mix	The mix of different types of homes provided on a site. May typically include a range of types from, say, 1/2 bedroom homes, bungalows and up to larger 4 bedroom houses.
	Evidence Base	The researched, documented, analysed and verified basis for preparing the Formby and Little Altcar NDP. It consists of many documents produced over a period of years, many of which have been produced by Sefton MCB as part of the process of developing its Local Plan.
	Evidence Base Summary	A document produced as part of the process of developing the Formby and Little Altcar NDP. It supports the Plan by setting out a summary of the relevant Evidence Base.
	Examination	An independent review of the Neighbourhood Development Plan carried out in public by an Independent Examiner.
	Flood Plain / Flood Risk Zones	Areas identified by the Environment Agency, marking areas as high (zone 3), low to medium (zone 2), or little or no risk (zone 1).
	Gross density	The number of dwellings per hectare when the calculation of the site area includes the entire site area.
	Habitats Regulations	The European Union Habitats Directive aims to protect the wild plants, animals and habitats that make up our diverse natural environment. The directive created a network of protected areas around the European Union of national and international importance. They are called Natura 2000 sites. If development is likely to affect a Natura 2000 site, an assessment under the Habitats Regulations is required.
	Independent Examiner	Anyone with appropriate qualifications and skills who meet certain requirements set out in the Localism Act. This could be a planning consultant or other planning professional, an employee of another local authority or a planning inspector.
	Infrastructure	All the ancillary works and services which are necessary to support human activities, including roads, sewers, schools, hospitals and so on.
	Intermediate Affordable Housing	Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.
	Lifetime Homes	The Lifetime Homes standard is a set of 16 design criteria that provide a model for building accessible and adaptable homes. Each design feature adds to the comfort and convenience of the home and supports the changing needs of individuals and families at different stages of life.
	Listed buildings	Buildings and structures which are listed by the Department for Culture, Media and Sport as being of special architectural and historic interest and whose protection and maintenance are the subject of special legislation. Listed building consent is required before any works are carried out on a listed building.
	Local destination	A place that local people need or want to get to on a regular basis. Examples includes schools, places of worship and GP surgeries.

APPENDIX B

Glossary

Acronym	Subject	Explanation
LDD	Local Development Document	An individual component or document of the Local Development Framework.
LDF	Local Development Framework	The portfolio of Local Development Documents
	The Localism Act	An Act of Parliament that became law in April 2012. The Act introduces a new right for local people to draw up 'Neighbourhood Development Plans' for their local area.
	Market housing	Housing for sale or for rent where prices are set in the open market.
	Mixed use	Developments where more than one use is constructed. Uses may be mixed within the same building (e.g. offices above shops) or may be mixed across the site (e.g. houses next to shops and community facilities)
NPPF	National Planning Policy Framework	The National Planning Policy Framework was published by the government in March 2012. It sets out the Government's planning policies for England and how these are expected to be applied.
NP or NDP	Neighbourhood Plan	The full title in the Localism Act is 'Neighbourhood Development Plan' but this is commonly shortened to 'Neighbourhood Plan'. It is a plan document for defined area subject to examination in public and approval by referendum. It will be used on approval in the determination of applications.
	Net density	The number of dwellings per hectare when the calculation of the site area excludes features such as open spaces for the benefit of the wider community, significant landscape buffers and major access roads.
	Plan Period	The period for which the Formby and Little Altcar NDP will set policy for Formby and Little Altcar. This will be from adoption of the Plan (anticipated in early 2017) until 2030. The lifetime of the Plan may be extended beyond 2030 by agreement between Formby and Little Altcar Parish Councils and Sefton MBC.
	Publicly Accessible Open Space	Open space that is open to the public and is normally owned and managed by a private owner.
	Public Open Space	Open space that is open to the public and is normally owned and managed by a public organisation such as Formby and Little Altcar PCs, Sefton MBC or is covered by a Management Plan.
	Referendum	A general vote by the electorate on a single political question that has been referred to them for a direct decision. In the case of the Formby and Little Altcar NDP, the referendum will decide whether or not to adopt the Plan.
RSL	Registered Social Landlord	Independent housing organisations registered with the Tenant Services Authority under the Housing Act 1996.
	Social Rented Housing	Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.
SMBC	Sefton Metropolitan Borough Council	The Local Authority for Formby and Little Altcar.

Acronym	Subject	Explanation
SA	Sustainability Appraisal	A process of appraising policies for their social, economic and environmental effects, which must be applied to all Development Plan Documents.
SEA	Strategic Environmental Assessment	Assessments made compulsory by a European Directive (the SEA Directive). To be implemented in planning through Sustainability Appraisal of Development Plan Documents and Neighbourhood Plans where required.
	Sustainable Urban Drainage Systems (SUDS)	A drainage system that controls the rate and quantity of run-off of surface water from developments. It replaces the conventional practice of routing runoff through a pipe to a watercourse, which can cause problems with flooding. SUDS minimises run-off by putting surface water back into the ground on site through measures such as permeable paving, underground infiltration blankets and drainage swales (similar to traditional ditches). Where surface water must still be taken off-site (because, for example, the site is underlain by clay that reduces the permeability of the ground), features to slow down the rate of runoff are used – these may include ponds or underground storage tanks to store water, and oversized pipes.
	Sustrans	A charity whose aim is to enable people to travel by foot, bike or public transport for more of the journeys made every day. Sustrans are responsible for the National Cycle Network.
	Steering Group	A group of people representing the Parish Councils, residents, associations, community groups and businesses that informed the early work on the Formby and Little Altcar NDP.
	Use Classes	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. For example, A1 is shops and B2 is general industrial.
	Windfall Sites	Sites not allocated for development in the Formby and Little Altcar NDP that unexpectedly comes forward for development.

Document: EB1

The following documents form part of the evidence base which is relied upon for the Formby and Little Altcar NDP. This also includes a shared evidence base, which is evidence relied upon and already produced by Sefton MBC in respect of its Local Plan.

In addition there are further documents prepared for the Formby and Little Altcar Neighbourhood Development Plan only.

This sheet is designed to be interactive and if you go to the link that you wish to access, put your cursor over the link and hold down the CTRL key and then click, this will take you directly to the document you wish to see.

Documents which have been prepared specifically in respect of Formby And Little Altcar have a starting note of EB or EBQ followed by a number and can be found at <http://www.formbyparishcouncil.org.uk/index.php/evidence-base>

It should be noted that evidence may be added to this document at a later date.

EB1: EVIDENCE BASE SUMMARY

EBQ1: KEY FACTS OF FORMBY AND LITTLE ALTCAR

EBQ2: UNDER 18S SURVEY RESULTS

EBQ3: BUSINESS SURVEY RESULTS

EBQ4: FULL RESIDENT SURVEY

EBQ5: RESIDENTS QUICK SURVEY

EB6: HOUSING NEEDS ASSESSMENT FOR FORMBY AND LITTLE ALTCAR'S NEIGHBOURHOOD PLAN

EB7: THE POPULATION OF FORMBY AND LITTLE ALTCAR PART

EB8: SNNPP2014(REVISED2) (1) **EB9:** COMMENTS ON MODIFICATIONS TO SLP RE:

EB9: PROVISION OF PUBLIC OPEN SPACE, STRATEGIC PATHS AND TREES IN DEVELOPMENT

EB10: FINAL REPORT – CASE STUDIES

EB11: FLOODING REPORT

Planning Policy

- a) National Planning Policy Framework
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf
- b) Formby Modified Policy Map
<https://www.sefton.gov.uk/media/1016926/Formby.pdf>
- c) Sefton Metropolitan Council Proposed Modified Plan
<https://www.sefton.gov.uk/media/1016902/3-A-LOCAL-PLAN-FOR-SEFTON-PROPOSED-MODIFICATIONS-.pdf>
- d) Sefton Local Plan Inspectors Initial Findings, Martin Pike 22nd February 2016
<https://www.sefton.gov.uk/media/1016893/9-InspectorsInitial-Findings.pdf>
- e) Neighbourhood planning the rural frontrunners case studies and tips April 2013 DEFRA [EB10]
http://www.formbyparishcouncil.org.uk/images/EB10_FinalReport_CaseStudies_DEFRA.pdf

Housing

- a) PAS Neighbourhood Planning Advice Note Housing Needs for Neighbourhood Plans
<https://www.local.gov.uk/sites/default/files/documents/view-advice-note-here-cb3.pdf>
- b) Housing Needs Assessment for Formby and Little Altcar's Neighbourhood Plan (Modified) A Fraser 2016 [EB6]
http://www.formbyparishcouncil.org.uk/images/EB6_HNA_FinalVersionModified_3.pdf
- c) Sefton Metropolitan Council Housing Technical Paper TP1
<https://www.sefton.gov.uk/media/765523/TP1-Housing-Technical-Paper-2015-UPDATED-23-SEP-15.pdf>
- d) Sefton Metropolitan Council SHMA 2014
<https://www.sefton.gov.uk/media/734007/HO5-Strategic-Housing-Market-Assessment-JG-Consultants-November-2014-.pdf>
- e) Strategic Housing Land Availability Parts 1 & 2 – Sefton Metropolitan Council
<https://www.sefton.gov.uk/media/736046/HO6-Strategic-Housing-Land-Availability-Assessment-SMBC-2015-PART1.pdf>
<https://www.sefton.gov.uk/media/736049/HO6-Strategic-Housing-Land-Availability-Assessment-SMBC-2015-PART2.pdf>

- f) SNNPP 2014 Revised (2) A Fraser [EB8]
http://www.formbyparishcouncil.org.uk/images/EB8_snnpp2014.pdf
- g) Nathaniel & Lichfield & Partners
HeADROOM Update Report July 2015
<https://www.sefton.gov.uk/media/733995/HO1-Review-of-the-Objectively-Assessed-Housing-Requirement-NLP-July-2015-.pdf>
<https://www.sefton.gov.uk/media/781029/HO16-Liverpool-City-Region-Housing-and-Employment-Evidence-Overview-Study-May2011.pdf>

Lifetime Homes Standard
<http://www.lifetimehomes.org.uk/pages/revised-design-criteria.html>

Starter Homes Design
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/419212/150330_-_Starter_Homes_Design_FINAL_bc_lh_pdf.pdf

Affordable, special needs and older people's housing SPD
<https://www.sefton.gov.uk/media/623507/Affordable-Housing-SPD-summary.pdf>

Economy & Employment

The Population of Formby and Little Altcar 1991 – 2013, Final Analysis (Formby Parish Council, A Fraser 2015 [EB7])
http://www.formbyparishcouncil.org.uk/images/EB7_The_population_of_Formby_and_Little_Altcar.pdf

Employment Land & Premises Study Update B E Group
<https://www.sefton.gov.uk/media/736014/EM1-Employment-Land-and-Premises-Update-BE-Group-August-2015.pdf>

Employment Land & Premises Study Refresh B E Group
<https://www.sefton.gov.uk/media/734025/EM2-Employment-Land-and-Premises-Study-BE-November-2012-.pdf>

Small Business Survey 2014: SME employers
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/414963/bis-15-151-small-business-survey-2014-sme-employers_v1.pdf

Sefton Retail Strategy Review 2015
<https://www.sefton.gov.uk/media/792045/EM7a-Retail-Strategy-Review-WYG-October-2015-.pdf>

Sefton Retail Strategy Review 2015 Appendix 5
<https://www.sefton.gov.uk/media/792045/EM7a-Retail-Strategy-Review-WYG-October-2015-.pdf>

Transport

Traffic Implications of the Local Plan Allocations August 2015 Sefton Council
<https://www.sefton.gov.uk/media/765526/TR2-Transport-Assessment-of-Housing-and-Employment-Allocations-Mott-MacDonald-August-2015-REISSUED-24-SEP15.pdf>

Formby Development Site Forecasting Report Sefton Council 16 October 2015
<https://www.sefton.gov.uk/media/789537/TR5-Formby-Development-Forecasting-Report-Atkins-May-2015.pdf>

Formby SATURN Traffic Model Update Local Model Validation Report Sefton MBC 4 March 2013
<https://www.sefton.gov.uk/media/792228/TR14-Formby-SATURN-Traffic-Model-Update-Local-Model-Validation-Report.pdf>

A Transport Plan for Growth – LCR
<https://www.sefton.gov.uk/media/781613/TR11-A-Transport-Plan-for-Growth-Liverpool-City-Region-Combined-Authority-February-2015.pdf>

Open Space/Sports Facilities

Sefton Playing Pitch Strategy & Action Plan November 2015
<https://www.sefton.gov.uk/media/814258/OP4-Sefton-Playing-Pitch-Strategy.pdf>

Open Space & Recreation Study November 2015
<https://www.sefton.gov.uk/media/813841/OP3-Open-Space-and-Recreation-Study-SMBC-November-2015-.pdf>

Nature Conservation, Environmental Character and Green Infrastructure

Sustainability Appraisal (SA) of the Sefton Local Plan (draft)
<https://www.sefton.gov.uk/media/494245/SEFTON-SA-REPORT-FOR-WEB.pdf>

Sustainability Appraisal (SA) of the Sefton Local Plan (Non - technical Summary Jan 2015)
<https://www.sefton.gov.uk/media/524267/Local-Plan-SA-non-technical-summary-final.pdf>

May 2016 HRA
<https://www.sefton.gov.uk/media/10169177/HRA-of-Mods-to-the-Sefton-Local-Plan.pdf>

Formby Site Selection
https://www.sefton.gov.uk/media/556183/formby_sites_included_in_local_plan.pdf

Sefton Agricultural Land Study

<https://www.sefton.gov.uk/media/789319/EN6-Agricultural-Land-Study-ADAS-November-2012-.pdf>

Policy Statement Formby Dunes

<https://www.sefton.gov.uk/media/781850/EN22a-Policy-Statement-Formby-Dunes.pdf>

Mersey Forest Action Plan

https://www.merseyforest.org.uk/mersey_forest_delivery_plan_final.pdf

North Merseyside Biodiversity Action Plan

Urban Green Infrastructure (lead Author

Richard Burkmar)

<http://www.merseysidebiodiversity.org.uk/download/hap2008-urban-gi/> (file:///C:/Users/User/Downloads/Urban%20GI%20HAP.pdf)

North Merseyside Biodiversity Action Plan

Field boundaries (Lead reviewer: Rebecca Jackson-Pitt)

<http://www.merseysidebiodiversity.org.uk/download/hap2008-field-boundaries/> (file:///C:/Users/User/Downloads/Field%20Boundaries%202008.pdf)

NPPF

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/740441/National_Planning_Policy_Framework_web_accessible_version.pdf

Flood Risk

<https://www.sefton.gov.uk/media/781832/EN17-Defra-Technical-Standards-for-SuDS-March-2015.pdf>

Flood Risk Technical Paper TP2 Sefton

Local Plan

<https://www.sefton.gov.uk/media/745012/TP2-Flood-Risk-Technical-Paper-2015.pdf>

Flooding and Drainage Report, August 2016

prepared by John Williams [EB11]

http://www.formbyparishcouncil.org.uk/images/EB11_FLOODING_REPORT_JOHN_WILLIAMS.pdf

An Appraisal of Flood Risk Modelling for Land at Brackenway, Formby Updated Model Review Report December 2015

<https://www.sefton.gov.uk/media/830640/EN43-MN212-Brackenway-Flood-Modelling-Appraisal-07-12-2015.pdf>

Built Heritage

Review of Heritage Assessments Submitted to Sefton Council in Support of Proposed Land Allocations AOC project no 23211 October 2015

<https://www.sefton.gov.uk/media/792106/EN28-Review-of-Heritage-Assessments-Submitted-to-Sefton-LP-AOC-October-2015-.pdf>

Review of Heritage Assessments Submitted to Sefton Council in Support of Proposed Land Allocations: Appendix 6: MN2.16 and MN2.17 Liverpool Rd & Altcar Lane, Formby Appendixes AOC project no 23211 October 2015

<https://www.sefton.gov.uk/media/792124/EN28f1-Heritage-Review-Appendix-6-MN2-16-17-Liverpool-Road-and-Altcar-Lane-Formby.pdf>

Altcar Lane

<https://www.sefton.gov.uk/media/792127/EN28f2-Heritage-Review-Appendix-6.pdf>

Review of Heritage Assessments Submitted to Sefton Council in Support of Proposed Land Allocations: Appendix 7: MN2.19 Land at Andrew's Lane, Formby Appendixes AOC project no 23211 October 2015

<https://www.sefton.gov.uk/media/792130/EN28g-Heritage-Review-Appendix-7-MN2-19-Land-at-Andrews-Lane-Formby.pdf>

Historic England

Formby

<https://historicengland.org.uk/listing/the-list/results?q=formby&searchtype=nhle&page=3>

Little Altcar

<https://historicengland.org.uk/listing/the-list/results?searchType=NHLE%20Simple&search=little%20altcar&page=&filterOption=&facetValues=&pageId=20973&searchResultsPerPage=20>

Legislative Framework & Regulations

Localism Act

<http://www.legislation.gov.uk/ukpga/2011/20/contents/enacted>

The Neighbourhood Planning (General) Regulations 2012

http://www.legislation.gov.uk/uksi/2012/637/pdfs/uksi_20120637_en.pdf

The Neighbourhood Planning (Referendums) Regulations 2012

<http://www.legislation.gov.uk/uksi/2012/2031/contents/made>

Stakeholder & Community Involvement

Parish Council Residents Survey Under 18s Questionnaire/results [EBQ2]

http://www.formbyparishcouncil.org.uk/images/EBQ2_UNDER_18s_SURVEY.pdf

Parish Council Business Survey Questionnaire/results [EBQ3]

http://www.formbyparishcouncil.org.uk/images/EBQ3_BUSINESS_SURVEY.pdf

Parish Council Residents Survey Long Questionnaire/results [EBQ4]

http://www.formbyparishcouncil.org.uk/images/EBQ4_RESIDENTS_FULL_SURVEY.pdf

Parish Council Residents Survey Short Questionnaire/results [EBQ5]

http://www.formbyparishcouncil.org.uk/images/EBQ5_RESIDENTS_QUICK_SURVEY.pdf

Census Data

Census Data 2011/2001 ONS

Community Infrastructure

Sefton Metropolitan Borough Council

<https://www.sefton.gov.uk/planning-building-control/planning-policy-including-local-plan-and-neighbourhood-planning/community-infrastructure-levy.aspx>

Sefton Community Infrastructure Levy - Economic Viability Study [February 2016]

<http://modgov.sefton.gov.uk/moderngov/documents/s66446/Sefton%20CIL%20Report%20-%20FINAL%2017%20Feb%2016.pdf>

Community Infrastructure Levy Addendum Report – Apartments [May 2016]

<http://modgov.sefton.gov.uk/moderngov/documents/s67045/FD%204151%20-%20Community%20Infrastructure%20Levy%20-l-f.pdf>

Draft 'Section 123' list [this sets out the types of infrastructure the Community Infrastructure Levy will support]

<http://modgov.sefton.gov.uk/moderngov/documents/s66440/Community%20Infrastructure%20Levy%20-%20Draft%20Charging%20Schedule.pdf>

Draft CIL Instalments Policy

<http://modgov.sefton.gov.uk/moderngov/documents/s66440/Community%20Infrastructure%20Levy%20-%20Draft%20Charging%20Schedule.pdf>

Rights of Way

Rights of Way Improvement Plan for Merseyside 2008-2018

<https://www.sefton.gov.uk/media/1156/rights-of-way-improvement-plan.pdf>



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