

Sefton Council Core Strategy Options Paper May 2011



OUR SEFTON
OUR FUTURE

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Core Strategy Options Paper

Consultation

Comments can be made on this document (and others - see Introduction) during the period

Monday 23 May 2011

To

Friday 12 August 2011

Comments should be made either

On line via the web-page <http://www.sefton.gov.uk/corestrategy>, or

By email to core.strategy@sefton.gov.uk, or

In writing to the Local Planning Team, First Floor, Magdalen House, 30 Trinity Road, Bootle, L20 3NJ

If you have any questions on the consultation, including details of the consultation events we are holding across Sefton, please contact us at core.strategy@sefton.gov.uk or phone 0151 934 3598/3558

Introduction

What is the Core Strategy?

The Core Strategy is the key plan that will help shape how our towns and villages, coast and countryside, will look up to 15 years ahead. It will also set out the priorities for investment and will help us make decisions on planning applications.

The Core Strategy will help us address a number of important challenges and opportunities over the plan period to 2028.

The Government says we must prepare a Core Strategy. We must do this with people who live and work in Sefton. This is your chance to influence how the Core Strategy will shape Sefton's towns, villages and countryside in the future.

What have we done so far?

We consulted widely in summer 2009 to find out what people think are the important issues the Borough will face over the next 15 years.

We have carried out a range of studies to give us up to date evidence on key areas, including:

- How many new homes do we need and where should they go?
- What size and type of homes are needed (e.g. for families, elderly people, single people)?
- Where will people work?
- How can we make sure development takes account of flood risk?
- How can we make the most of our greenspaces?
- Which areas contribute most to the overall purpose of our Green Belt?



We have also had discussions with our partners such as NHS Sefton, the Environment Agency, utility providers (e.g. road, water, gas), the Port of Liverpool and local businesses. This has helped us to take account of their priorities in this early stage in preparing the Core Strategy.

What decisions do we need to make and who will make them?

This document is the Options Paper. We have set out three options mainly based on different numbers of people who will live in Sefton in the future in Section 5, and what each will mean for the different parts of our area. Once we have obtained your views, whether as a member of the public, or an interested group, organisation or business, we will identify a Preferred Option to take forward in our draft Core Strategy.

Although the decision on the Council's Preferred Option will be made by the Council's Planning Committee and Cabinet, it will only be made after extensive public consultation.

How can you get involved?

We want to hear your views on the different options.

We will be holding events across the Borough. Please see our website (www.sefton.gov.uk/corestrategy) for further details.

We will also be discussing the Options with a wide range of other local interest groups and organisations.

If you wish to **discuss** any aspect of this Options Paper, please contact us in one of the following ways:



- **On line** via the web-page <http://www.sefton.gov.uk/corestrategy>, or
- **By email** to core.strategy@sefton.gov.uk, or
- **In writing** to the Local Planning Team, First Floor, Magdalen House, 30 Trinity Road, Bootle, L20 3NJ:
- **By telephone** on (0151) 934 3558/3598.

- during the period from **Monday 23 May 2011 to Friday 12 August 2011.**

What documents are we consulting on?

We are now consulting on:

- **The Core Strategy Options**, which will set the direction for the Core Strategy. This is your chance to influence how the Core Strategy will shape Sefton's towns, villages and countryside in the future.

We are also consulting on two documents linked to the Core Strategy Options, which the Government requires us to prepare:

- **The draft sustainability appraisal** of the Core Strategy Options, which is a way of ensuring the correct balance between economic and social needs and the environment.
- **The draft infrastructure study**, which is a study of current infrastructure provision, and will lead to a plan of how we and partners would provide the services and facilities needed to implement the Core Strategy.

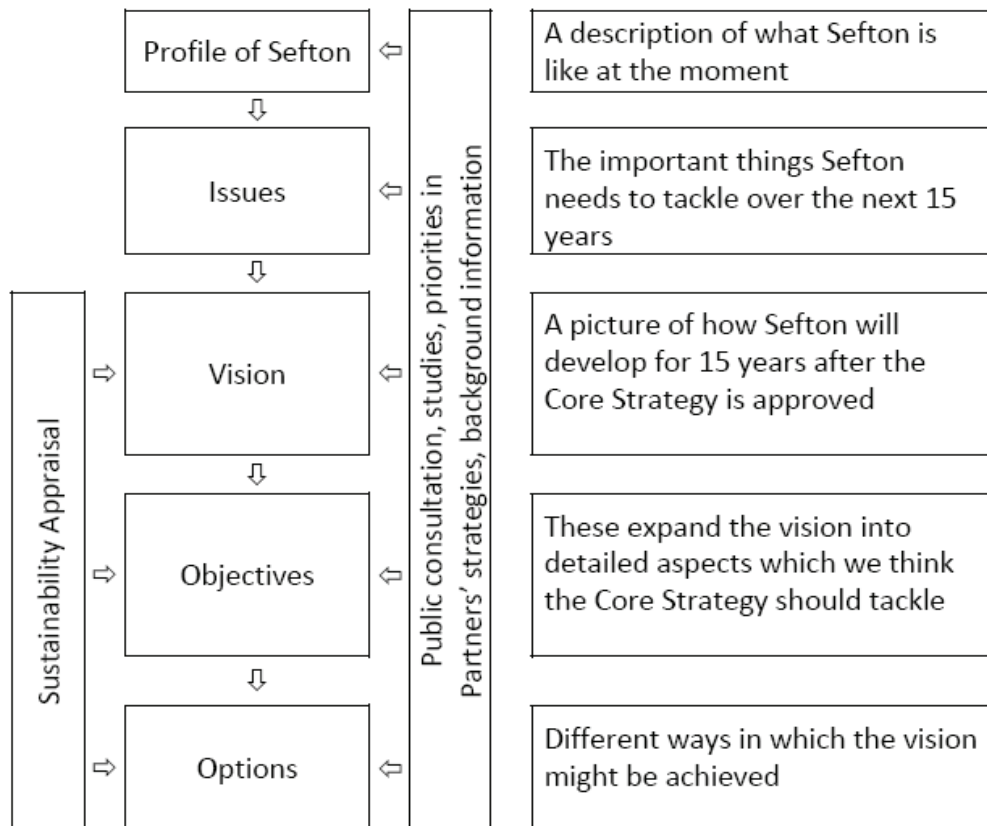
At the same time we are also consulting on two key studies which are important parts of the evidence for the Core Strategy Options:

- **The draft Green Belt study**, including the **Detailed Boundary Review**. The draft Green Belt Study identifies areas of Green Belt land which would have least impact on the overall Green Belt if this land is needed for development.
- **The draft Green Space study**. This assesses the benefits of individual green spaces and recommends which may have potential for development,

As part of the consultation you may wish to comment on other studies that the Council has already endorsed to support the consultation, and which are also part of the evidence for the Core Strategy Options. These are listed in Appendix A, together with details of web sites where you can view these in full.

Understanding the Options Paper

The main sections of the Options Paper, and what they mean.



Glossary

Technical terms which are used a number of times throughout the Options Paper are defined in the Glossary, e.g. brownfield⁶.

1 Context

1.1 The Core Strategy will help shape Sefton over the next 15 years, and aims to make Sefton a better place for all our communities.

National context

1.2 The Core Strategy is being prepared at a challenging time when the national economy is in recession, investor confidence is low, and there is less public funding available to implement our proposals. Given these factors, it will be even more important for the Council, other agencies and the communities of Sefton to work together, and make the most of the limited resources available.

1.3 Sefton has benefited from a variety of national and European initiatives for many years, which have assisted in the regeneration of south Sefton, the central area of Southport and Southport Business Park. Much of this funding is now tailing off and new approaches will be required.

1.4 We think it is important for our communities to be as sustainable as possible – in essence, this means trying to improve the quality of life which people can enjoy. This is a key priority of the Government. Our approach in the Core Strategy is based on a number of themes from the Government's definition of sustainable communities. These will help us to promote sustainable development which should be:

- Healthy, inclusive and safe;
- Environmentally sensitive;
- Quality homes and neighbourhoods;
- Well connected; and
- Thriving.

1.5 These themes run through the Options Paper, and provide a checklist for all that we propose to do.

Changing regional context

1.6 Major changes are proposed to the regional tier of government, which the Localism Bill intends to abolish. As part of these changes, the Government intends to revoke the Regional Strategy (RSS).

1.7 Many of the regional bodies that have traditionally supported regeneration at a local and sub-regional level are also changing. The Regional Development Agency will be replaced with a Local Enterprise Partnership for Merseyside. This will play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs.

1.8 Sefton is not an island! It is an integral part of the Liverpool City Region with which it has close ties at a number of levels. There is a shared policy approach on a wide variety of matters. This means that the approach which Sefton takes on a variety of matters needs to reflect that:

- Many people choose to live in Sefton and work in the Liverpool City region (and also the reverse) – the two areas have close economic, cultural and transport ties
- The Merseyside authorities work closely in developing policy and agreeing Merseyside wide priorities e.g. agreeing priorities for economic growth, understanding the housing market, promoting sustainable transport, managing the disposal of locally produced waste, and identifying potential for renewable energy.

- In particular, South Sefton & North Liverpool both share high levels of deprivation; a joint study has led to a Strategic Regeneration Framework and a commitment to tackle these issues together.

Linking with other local initiatives

1.9 At a local level, the Core Strategy must tie in with the Sustainable Community Strategy. This aims to make Sefton 'a great place in which to live, work, learn, visit and do business'. Through this strategy the Council and the Sefton Borough Partnership are also committed to the Government's vision of delivering sustainable communities.

1.10 Within Sefton, the Council and other organisations produce plans for regeneration, improving healthcare, learning and schools, and local and neighbourhood plans. As far as possible, these priorities are reflected in the Core Strategy, and it is essential that these organisations work together closely in implementing the Core Strategy.

1.11 Many of the Parish Councils are currently producing Parish Plans for their communities. These need to largely conform with our Core Strategy and other plans we produce, but will also reflect other local priorities and issues. These will take on a more formal role following the enactment of the Localism Bill in 2011.

Keeping the focus on sustainability

1.12 Local authorities are required to carry out a **Sustainability Appraisal (SA)** of their Core Strategies to make sure they are as sustainable as possible. This is carried out at each stage in the preparation of the Strategy. As part of developing the options for the Core Strategy we have carried out two initial stages of sustainability appraisal, the key findings of which are set out in the relevant parts of the Options Paper.

1.13 The Core Strategy has also been assessed under the **Habitats Regulations Assessment** process, which is designed to protect the integrity of internationally important nature sites.

1.14 In Sefton these internationally important nature sites are the Sefton Coast Special Area of Conservation (SAC), the Ribble and Alt Estuaries Special Protection Area (SPA) and Ramsar site, and the Mersey Narrows and North Wirral Foreshore potential SPA and proposed Ramsar site.

1.15 The 'screening' carried out under this process recommends that specific policy protection (for example for recreational green space and habitat creation on Green Belt sites) is needed to maintain the integrity of the network of those sites which are internationally important for nature.

2 Profile of Sefton

2.1 Sefton is a coastal borough with a population of 272,000 (2010 mid year population estimates). It lies in the northern part of the Liverpool City Region with which it shares close economic, social, cultural and transport links. It also has important links to Preston and West Lancashire. Sefton adjoins the boroughs of Liverpool to the south, Knowsley to the east, and the largely rural West Lancashire to the east and north.



Figure 2.1 Sefton in its sub-regional context

2.2 Sefton has a number of famous features that help make it distinctive, these include the 'classic' resort of Southport, an outstanding natural coast, the home of the Grand National at Aintree, England's 'golf coast' including Royal Birkdale and Antony Gormley's Iron Men on Crosby beach. Most of the Port of Liverpool

and the Freeport are situated in the south of the Borough. Sefton is therefore an important gateway for trade with Ireland, America and the Far East.

2.3 Sefton is a borough of contrasts. In the south, Bootle, Litherland, Seaforth and Netherton share the metropolitan character of Liverpool. The other main settlements are Crosby, Maghull, Hightown and Formby in the centre of the Borough and the Victorian resort of Southport in the north. These built-up areas comprise about half of the area of the Borough and are where 95% of Sefton’s residents live.

2.4 The other half of Sefton is rural, including a number of villages, and is covered by the Merseyside Green Belt. This is tightly drawn around Sefton’s towns and villages and has helped channel regeneration and development into the built-up areas, notably Bootle and Southport.



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Figure 2.2 Community Areas in Sefton

South Sefton

2.5 The south of Sefton shares a boundary with north Liverpool and has many of the same characteristics. Bootle, Seaforth and Litherland form the older urban core of Sefton and are primarily characterised by high density terraced housing dating from the Victorian period. While benefiting from many regeneration initiatives in the past, the area remains one of the most deprived communities, not only in Sefton, but nationally. Netherton was developed in the 1960’s as an overspill settlement for Bootle.

2.6 The area contains a large tract of active dockland including the modern Seaforth container terminal and the Liverpool Freeport. The Port of Liverpool is expanding rapidly and a number of major investments have recently been attracted to the area. Bootle’s industrial past has left large areas of contaminated and derelict land in areas that have low land values. This legacy places the area at a further disadvantage due to the investment required to remediate vacant sites and over come other constraints, and make them suitable for new development. But this land also presents opportunities - for housing and commercial development and bringing new life to an area which already has a strong sense of community. The whole of South Sefton continues to be a priority for regeneration.

2.7 Most recently, much of the area has been designated as part of the Merseyside 'Housing Market Renewal Area'. This has begun to change the housing quality, type and tenure available in the area, mainly through demolition and rebuilding. There is a need for further investment to ensure that this area continues to improve, but funding through this initiative has come to an end. The housing market in this area is distinct from that operating in the rest of Sefton, and despite the proximity of north Liverpool, there are also very few links across the border.



Southport

2.8 Southport is the one of North West's 'classic' coastal resorts - its seafront and quality shopping are crucial to the economic success of the town. Southport's traditional, quality image, which is reflected in much of its architecture, has enabled it to endure changing holiday patterns. There has been significant investment in the town centre and seafront in recent years, but both its leisure and retail areas continue to need to be revitalised.

2.9 Approximately 40% of the population of Southport (including Birkdale and Ainsdale) is over 55 (a percentage which is expected to increase significantly). This means Sefton has one of the oldest populations in the North West. This brings specific challenges for housing and health care. The town also has a relatively large migrant population, many of whom work in West Lancashire.

2.10 Southport comprises areas of both deprivation and relative wealth, with part of the central area containing some of the most deprived neighbourhoods in Sefton. By contrast, parts of Churchtown, southern Birkdale and Ainsdale are some of the least deprived areas in Sefton and nationally.

2.11 Unlike the rest of Sefton, Southport has a relatively self-contained labour market. Most people living in Southport work in the local area, although some commute to other areas. This means that future employment needs should, as far possible, be met in the north of Sefton (Southport or Formby).

Central Sefton

2.12 The central area of Sefton contains the free-standing towns of Crosby, Maghull and Formby. These are distinctive settlements in their own right, and all function as commuter settlements for the Liverpool City Region.

2.13 There are Parish and Town Councils across much of the central part of Sefton. Central Sefton contains the bulk of Sefton's Green Belt. The area includes both larger settlements like Formby, Maghull, Thornton, Hightown and Aintree and smaller villages like Melling, Sefton, Lunt and Ince Blundell. Some of these areas face problems of infrequent and irregular public transport to services such as shops, schools and health care.

2.14 Formby enjoys a high quality environment with easy access to the coastal dunes and pinewoods well known for their Natterjack toads and red squirrels. A proportion of Formby residents commute well beyond the Liverpool City Region.

2.15 Crosby and Waterloo mark the edge of the older built up area of the 'Greater Liverpool' conurbation. These popular residential districts have a mixture of large Regency, Victorian and Edwardian housing. This area is well known for Antony Gormley's beach sculpture of iron men called 'Another Place'. The coast remains a strong element in this part of the Borough and the Marine Park and coastal zone are in the process of being upgraded.



2.16 Maghull is a large town in the east of Sefton. It has mainly grown throughout the second half of the twentieth century and similar to the other settlements in Central Sefton it acts primarily as a commuter settlement. Maghull, like Formby, is tightly surrounded by Green Belt on all sides, much of which is the highest quality agricultural land. The Leeds and Liverpool canal passes through Maghull before it heads to Bootle and Liverpool.

2.17 The Green Belt, together with the areas designated as having international, national or local nature conservation importance, and the areas which are classified as being the best and most versatile agricultural land, means that much of the Borough is of high environmental importance and should be protected from development. In addition, extensive areas have been identified as having a high risk of flooding and are therefore also unsuitable for development. These constraints limit our options for meeting our future needs.

Sustainable communities

2.18 In section 1 we introduced five themes which illustrate some of the features of communities which are sustainable:

- Quality homes and neighbourhoods
- Environmentally sensitive
- Well connected
- Thriving, and
- Healthy, inclusive and safe.

We will use those as headings to describe various characteristics of Sefton.

Quality Homes & Neighbourhoods

2.19 Sefton comprises a largely self-contained housing market - most people who live in Sefton want to continue to live in Sefton. A recent study indicated that eight out of every ten people would choose to stay in Sefton if they moved house. Within this overall pattern, there is a north-south divide. There is a higher proportion of owner occupiers outside Bootle and house prices are generally much higher in central and north Sefton than in the south of the Borough. There is a greater need for affordable housing in the north. Those households in the south of the Borough who have rising incomes often wish to move to higher-quality, private, housing in Crosby, mid-Sefton and Southport, as there is only a limited choice of private housing in the south.

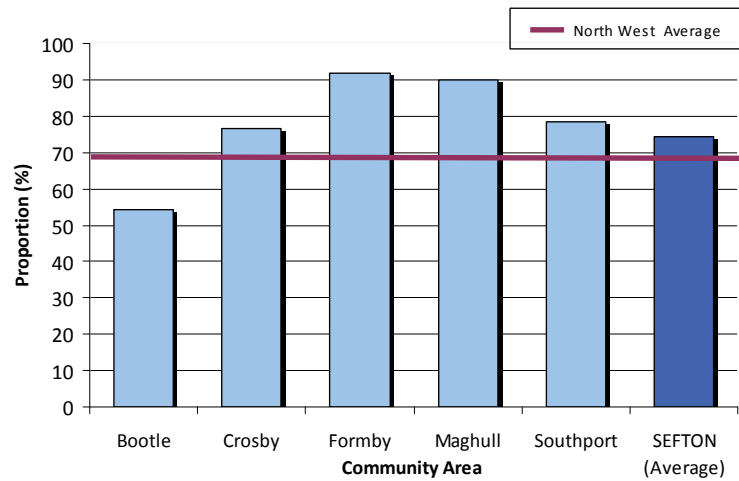


Figure 2.3 Proportion of owner occupied housing in Sefton

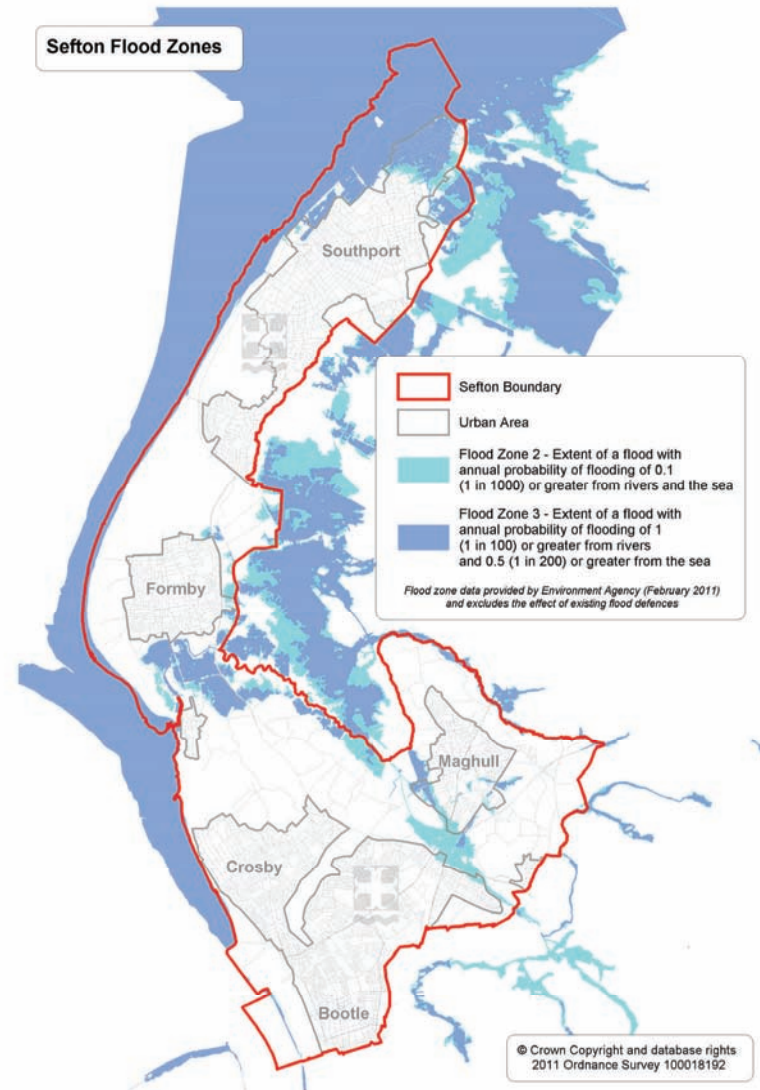


Figure 2.4 Sefton Flood Risk Areas

2.20 The number of vacant (i.e. empty) homes in Sefton is almost 6,000, about 4.8% of the total stock. Of these almost 3,000 are classed as long-term vacant, i.e. vacant for more than six months. These vacancies are concentrated in south Sefton and central Southport.

Environmentally Sensitive

2.21 Sefton's coast is an important part of its identity. It stretches the length of the borough and contains a number of internationally important nature reserves and the most extensive dunes in England. There is a real sense of local pride and interest in this natural heritage. This ecological, environmental and recreational resource is highly valued by local residents and attracts many visitors to the area. Most of our coast has been designated a Special Area of Conservation under the European Union Habitats Directive, a Special Protection Area under the EU Birds Directive and a Ramsar Site under the Ramsar Convention. The borough is home to three national and four local nature reserves, and four Sites of Special Scientific Interest. There are

more than 250 parks and open spaces which play an important part in the lives of people who live in and visit Sefton. Parts of Sefton are within flood zones 2 and 3 (see figure 2.4 on the previous page). We need to ensure that the most sensitive areas continue to be protected from development.



Well Connected

2.21 Sefton has an extensive, well developed and well used transport network. Most of the urban areas are within easy reach of the bus network. There are high frequency local rail services running from the north to the south of the borough, and an increasing number of people use the train to travel to work. Despite this, most people travel to work by car (57.7%), with public transport accounting for one-fifth of journeys (20.8%).

2.22 People in some parts of the borough find the bus network inadequate, particularly for east-west trips in the south of the borough and in the rural areas. East-west rail links are also poor. It is difficult for many people to get to health and leisure facilities, especially in the evenings and at weekends.

2.23 Our roads are under increasing pressure as traffic flows continue to increase. This leads to local congestion within the A565 corridor through Crosby/Waterloo, between Thornton and Switch Island, and, in the summer, on the roads

Figure 2.5 Road and rail network in Sefton

leading into Southport. The traffic congestion in these areas can result in problems with noise and air quality. The proposed Thornton to Switch Island link road, work on which is due to commence in the next year or so, will help alleviate some of these problems.

2.24 A 2008/9 study of how people enter Merseyside's main towns during the morning rush hour show that Bootle (77%) and Southport (81%) have the highest private car use. The average is 57% and Liverpool City Centre is just 38% [source Mott Macdonald for LTP3]. In 2006 30% of people travelled to work by sustainable methods (walking, public transport and cycling) a decrease from 38% in 2001.

2.25 Local Transport Plan 3 - a Merseyside approach to transport priorities - was approved in April 2011.

Thriving

2.26 Economically, Sefton is an integral part of the Liverpool City Region, with the exception of Southport which operates as a largely self-contained employment market. Two out of every five of Sefton’s working population commute outside the Borough, many of these to Liverpool and elsewhere within the City Region. Sefton has an industrial heritage in the south of the Borough, but there are now only low levels of manufacturing, and little of this is of high value. There is a limited amount of employment land in north Sefton.

2.27 Two out of every five jobs in the Borough are in the public sector (including the Department of Work and Pensions, the Health and Safety Executive, Sefton Council and the health service). However, this is likely to decrease significantly as a result of reductions in funding for this sector. Many of these jobs are based in the Bootle area which has a large amount of office space, much of which is being improved. 45% of the working population living in central Sefton work in the public sector (compared to 36% of Bootle’s working residents and 40% of Southport’s). Sefton has fewer businesses (21 per 1000 working age population) than the North West and national average.

2.28 Whilst Sefton compares well with other districts in Merseyside, too few of our population have qualifications at NVQ levels 3 and 4 compared to the country as a whole. This makes it more difficult for them to gain employment, or better paid employment. Unemployment levels, linked to poor skill levels, have been historically high in the most disadvantaged parts of the south of the Borough.

2.29 Sefton’s town and villages centres perform an important economic role, both in terms of providing shops and services but also as locations for jobs. Southport and Bootle centres remain the main town centres in Sefton with district centres at Waterloo, Crosby, Maghull and Formby. Each centre faces competition from new developments outside the Borough, as well as out of centre shopping within Sefton and internet shopping. As a result vacancy levels are relatively high (17% of shops in Bootle Town Centre in 2009, 14% in Southport Town Centre in 2010).

Healthy, inclusive and safe

2.30 The population of Sefton has declined slowly from its peak of 300,100 in 1981. It is currently 272,000 (2010 figures) and is projected to continue to decline to about 265,000 by 2033.

2.31 The Borough has an ageing population and it is projected that by 2013 the number of residents aged 65 and over will exceed the numbers of people under 20 for the first time. More than one in every five of Sefton’s residents are now over 65; this is predicted to be close to one in three by 2033 (Figure 2.6).



Figure 2.6 Sefton population 2008-2033

2.32 Sefton is ranked as the 83rd most deprived borough nationally (from 354 English Local Authorities), though it is improving (it was the 78th most deprived in 2004) but this conceals a wide diversity within the Borough. Generally, the more affluent areas of Sefton are in the north, with the exception of central Southport.

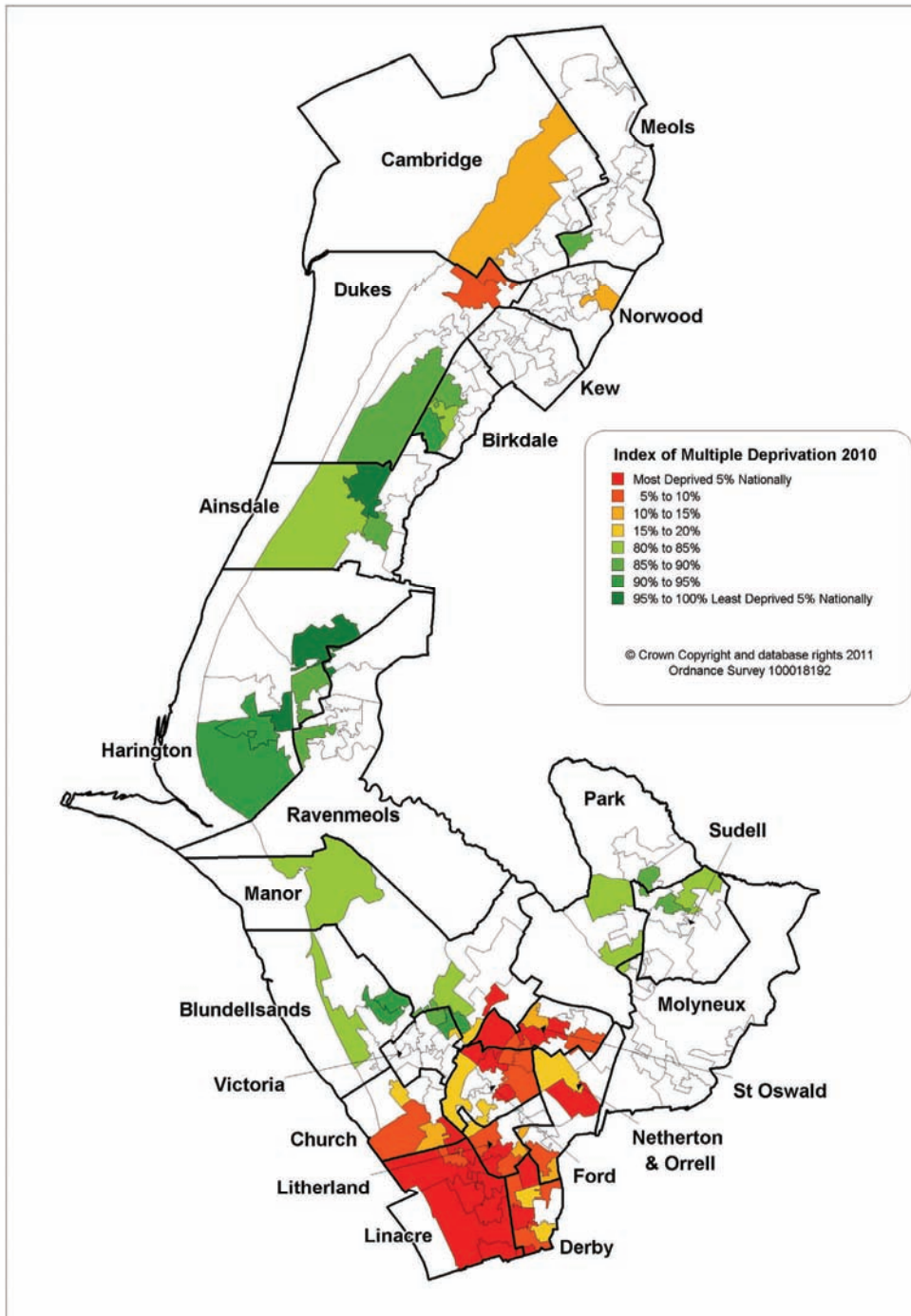


Figure2.7 The 20% most and least deprived areas in Sefton

2.33 About 1 in 4 of Sefton’s residents live in an area classed as within the 20% most deprived areas in the country and 1 in 10 lives in an area classed as within the 20% least deprived areas in the country. This diversity leads to some major inequalities across the Borough, for example there are major variations in health and life expectancy within a short distance.

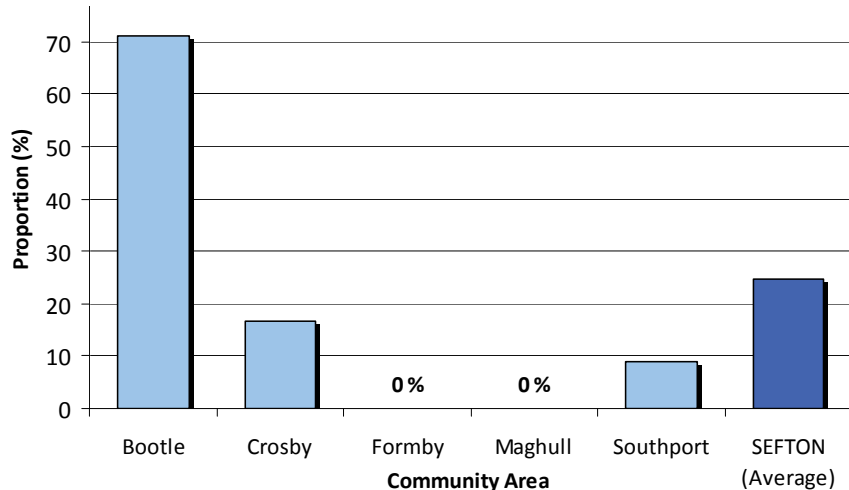


Figure 2.8 Proportion of population living in the 20% most deprived areas

2.34 Average life expectancy levels for both men and women across the Borough have improved

over the past ten years. However it is still below the average life expectancy for England. Significantly, the rate of improvement has not been as great in the most disadvantaged parts of the Borough. This is particularly true for women. People living in the poorest parts of Sefton die at younger ages than in the rest of the Borough. Men living within two miles of each other can have a difference in their life expectancy of more than eleven years. As our population continues to age there are increasing issues with health and the number of households with someone living with a long-term disability continues to grow.

2.35 Sefton is a safe place to live compared to England as a whole. However there are variations within Sefton. In 2008 the areas that had the highest recorded levels of crime were south Sefton and central Southport, with parts of Bootle having five times as much crime reported than parts of Formby (Linacre ward, 1054; Ravenmeols ward, 193).

Summary

2.36 Sefton is a diverse place with number of distinctive communities. It contains areas that enjoy wealth, a high standard of living and an attractive environment. However, there are also areas in Sefton that are amongst the most deprived nationally whose residents are significantly disadvantaged by where they live. In many ways it is this diversity and range of settlements that help give Sefton its identity. Sefton’s other defining feature is its coastal location and the benefits this brings in term of the environment and the economy. The features and characteristics of Sefton described above underlie the issues and challenges set out in the next section.

3 Issues & challenges

3.1 The following key issues have been identified as needing co-ordinated action by the Council and other agencies within the lifetime of this plan. They have come to light in the course of discussions with many local people and organisations and through an assessment of Sefton's current performance across a range of issues. They have been consistently identified as important issues. These priorities are supported by studies and other evidence.

3.2 As explained in Section 2, the issues are listed under a number of characteristics of 'sustainable communities':

- A. Quality homes and neighbourhoods
- B. Environmentally sensitive
- C. Well connected
- D. Thriving
- E. Healthy, inclusive and safe

3.3 In addition, there are a number of key priorities that cut through all of the sustainable community characteristics. The main priority is the continued focus on regeneration. This is because there are large differences in living standards and life chances between different areas of Sefton. Parts of Bootle and central Southport are amongst the most deprived neighbourhoods in the country. The solutions to these inequalities are long term and involve a whole host of measures including: providing better housing, enhancing educational and job prospects, improving the quality of the built and natural environment and tackling health and crime problems.

A. Quality homes and neighbourhoods

A1 Meeting needs for new homes

3.4 There is a need for new homes even though the population of Sefton is declining. This reflects continuing national and local trends, like more people living alone (such as elderly people) or in smaller family units (such as single parents, fewer children in each family).

3.5 Our study on housing land availability (Strategic Housing Land Availability Study, 2010, updated 2011) tells us that about 4850 of the homes can be provided within the urban area, assuming we don't build at very high densities or on green space or important employment land.

3.6 Whilst there is a mix of house types and tenures across most of Sefton, there is less choice in south Sefton where there are more terraced houses, and more homes owned by housing associations.



Issue

How can we meet the need for new homes, ensure they are of the right type and built at the right time?

A2 Providing affordable homes

3.7 Our study on housing needs (Strategic Housing Needs Assessment, 2009) reveals that there is a need for affordable housing in most parts of the Borough, but particularly in the north. The planning system has not been able to provide much new affordable housing and funds for direct provision through housing associations - a source of major new development in the past - are declining.

Issue

Where and how can we provide more affordable housing, particularly in parts of the Borough where housing is least affordable and where there is the greatest need?

A3 Homes for older people and other specialist needs

3.8 Sefton has an ageing population, and there is an increasing need for more specialist accommodation for older people and for gypsies and travellers.

Issue

How can we meet specialist housing needs?

A4 Existing Housing Stock

3.9 4.8% of the Borough's homes are empty, which is higher than the regional average. Bringing these back into use could help meet the need for homes, many of which could be affordable, and also help to improve the local neighbourhood. Many homes, both vacant and occupied, are also of a poor quality and need to be improved. (Government advice is that homes brought back into use do not count as 'new' homes, and therefore cannot count towards the number of homes we are required to provide).

Issue

How can we reduce the number of empty homes and improve the condition of the ageing housing stock?

A5 Local distinctiveness

3.10 Sefton contains many distinctive towns and villages that have different characters often linked to their buildings and open space. New development has not always recognized this distinctiveness and there is a view that in some areas the standard of development has not been high enough. We need to protect those areas which are a local asset, and improve other areas.



Issue

How can we ensure that future development is designed to integrate well with existing communities and be of a high standard of design?

In summary: how can we provide homes for all sections of our population in a way which recognizes the different character of different parts of the borough?



B. Environmentally sensitive

B1 Protecting and enhancing the natural environment

3.11 Sefton includes many areas valued for its environment which are popular with visitors. New development could also put more pressure on these sites some of which have international and national nature conservation importance.

3.12 Most of Sefton has a variety of green spaces, but not all are maintained to the highest standard. A greater

variety of green areas can make places more attractive, contribute to people's health and reduce the effects of climate change.

Issue

How can we meet our development needs without harming the quality of the environment in Sefton?

3.13 A legacy of former manufacturing and industrial uses in Sefton has left a large number of sites contaminated and costly to bring back into use, partly because of the need to provide new infrastructure.

Issue

How can we make better use of our former industrial sites?

B2 Meeting the challenge of climate change

3.14 A study on flood risk in Sefton [Strategic Flood Risk Assessment, 2009] identifies a number of sources of flooding within Sefton including from the sea, from rivers and surface water flooding. Much of Sefton is low-lying, which makes it potentially vulnerable to flooding from a variety of sources, and also requires pumped drainage systems which are expensive to maintain.

Issue

How do we make sure that development which would be vulnerable to flooding is steered away from areas at risk wherever possible?

3.15 High levels of car use leads to pollution, and in some areas adds to the amount of carbon emissions.

Issue

How can we reduce the reliance on the car and make other forms of travel more attractive in order to reduce the use of carbon and improve air quality?

In summary: How can we best look after the high quality parts of our environment, improve those parts which are poor, and take steps to face the challenge of climate change?

C. Well connected

C1 Improving access

3.16 There are a number of challenges to improving access in the Borough e.g.

- east-west links across the Borough
- access for our rural communities
- access to key services (e.g. to hospitals)
- frequency of public transport at evenings and weekends
- Southport's links to national rail & motorway networks.

Issue

How do we improve access to facilities, employment and services, particularly for those in rural areas?



C2 Traffic congestion

3.17 Increased car use has led to problems with congestion on many of Sefton's roads, particularly in the Crosby area. This is not only bad for the environment (see 3.15 above) but also for the economy and the ability for people accessing services.

Issues

How do we reduce traffic congestion?

How can we ensure that new development is built in accessible locations?

C3 Infrastructure

3.18 Many areas in Sefton are poorly served by essential infrastructure (such as roads, water, electricity, sewers and gas) services and facilities. In the past new development has often not contributed enough to resolving these issues and in some cases has made the problem worse by increasing demand in areas with restricted capacity.

Issue

How can we make the most of our existing infrastructure and make sure that we can co-ordinate all the new infrastructure the Borough needs?

In summary: How can we improve access where it is poor, and make sure that appropriate access and services are integrated with new development?

D. Thriving



D1 Worklessness & the employment market

3.19 Sefton has a high level of worklessness and some areas, particularly south Sefton, have unemployment rates which are twice as high as the national average. Sefton has the lowest number of businesses per 1,000 population of any authority in Merseyside and relies very heavily on the public sector for many of its jobs. The Strategic Regeneration Framework for South Sefton and North Liverpool offer an ambitious vision to exploit unique opportunities for investment and economic renewal.

Issue

How can we increase enterprise, develop skills & sustain business growth to reduce the number of people who are not in education, employment or training?

D2 Employment land

3.20 Sefton has a limited supply of employment land which should be protected and we need to be able to identify sufficient land to meet future employment needs.

Issue

How do we make sure that land currently used for employment is protected for that purpose? Where do we find new land which will be suitable for employment when the current supply of land comes to an end?

3.21 The Port is critically important to the economy of the Liverpool City Region and provides a significant number of jobs for people in Sefton, either directly in the Port or in the associated maritime economy. The expansion of the Port is restricted by a lack of available land. Land that is potentially available is internationally important for nature. Activity associated with the Port can have an impact on local communities through traffic, noise and air pollution, and this needs to be carefully considered in any proposals for expanding the Port's operations.

Issue

How can we enable the Port to grow whilst ensuring no unacceptable harm to amenity and that appropriate mitigation and replacement is provided for any impact on protected wildlife sites?

D3 Promoting Sefton's centres

3.22 Our centres are changing in character as they adapt to changing patterns of retailing and competition, and some are showing signs that they are struggling to adapt. Centres may have to change their role in order to compete and survive. This is likely to mean different things for different centres.

Issue

How can we ensure that our local centres remain competitive and viable, and continue to perform a valuable role within their communities?

In summary: What can we do to help Sefton's economy grow and promote good quality jobs and training for local people?



E. Healthy, inclusive and safe

E1 Improving health

3.23 The ageing population will increase the number of people living with long-term illnesses and disabilities. The types, amount and location of essential services and facilities will also be an important factor as more focus will be placed on how accessible these are.

3.24 There are major inequalities in health across the Borough. In particular, there is a difference in life expectancy of 10 years between parts of the Borough which are only 2 miles apart and in parts of Bootle many more households include someone with a limiting long-term illness.

Issue

How can we address the causes of deprivation in order to improve health and raise the quality of life within Sefton's most deprived households?

E2 Perception of crime

3.25 Although crime levels in Sefton as a whole are lower than the Merseyside average, some concentrations of crime exist in south Sefton and central Southport. There is also a perception that there are high levels of crime and anti-social behaviour. This prevents people from enjoying a sense of community, prevents open spaces and facilities being used, particularly in the evenings, causes stress and illness and leads to areas becoming undesirable places to live.

Issue

How can we help make sure development contributes to neighbourhoods that are safer and feel safer and will be used by everyone?

In summary: How can we help to make Sefton healthier and safer?

Questions

1. Do you agree with the issues and challenges listed above?
2. Is there anything else you would like to add?
3. Have we included anything you think is not a key issue for Sefton?

4 Vision

4.1 Sections 1 to 3 have provided us with a baseline of how Sefton is now and have enabled us to identify the key issues that the Core Strategy will focus on. From this we have derived a **vision** which sets out what we would want Sefton to look like at the end of the Core Strategy period, i.e. in 2028. To support our vision (set out in paragraphs 4.2 – 4.9 below) we have also identified four overall **aims** for the Core Strategy, and a set of **objectives** based on the key issues we have highlighted.

A Vision for Sefton – what might Sefton be like in 2028?



4.2 Sefton has retained all that makes it special – varied and distinctive communities, and an outstanding natural environment in a coastal location. Sefton has become a much more sustainable place to live by promoting development that achieves a balance between the environmental, economic and social needs of the Borough. In particular the regeneration of Bootle and central Southport has continued to improve the lives of residents in these areas and provide better prospects for those in most need. Sefton continues to contribute to, and benefit from, being an integral part of the Liverpool City Region.

4.3 Residents in all our towns and villages are able to enjoy healthier lifestyles as a result of better housing, safer neighbourhoods, less pollution, improved opportunities for recreation and better access to services. This has helped to reduce the problems of health inequalities associated with Bootle and respond to the issues associated with an ageing population.

4.4 Sefton has helped to reduce the causes of climate change through limiting the amount of carbon from its own activities and those activities which it can influence, and by accommodating new forms of renewable energy. New development has been located and designed to adapt to problems associated with climate change, such as the increased risk from flooding and, where practicable, defences have been strengthened against coastal erosion.

4.5 We have made better use of our built and natural resources by giving priority to bringing underused urban land and buildings back into use. There has been a particular focus on bringing back into use vacant industrial land in Bootle, and vacant homes in Bootle and central Southport. This has helped us to limit our use of undeveloped land and to protect land which has natural, recreational and cultural value. Opportunities to enhance the natural environment have been taken where appropriate. We have balanced the recreation, tourism and other economic pressures on these areas, particularly the coast, with their natural value.



4.6 New homes have been well integrated into our towns and villages and have helped to provide more choice in terms of size, tenure and type. These have been designed to a high standard and in many cases are suitable and adaptable for those with a specialist need. In Southport and Formby, we have provided more accommodation which is affordable and also which is able to meet the specific needs of our increasing numbers of older people.

4.7 It is easier to get around in Sefton both because new homes are located close to existing facilities and services and new services and facilities are provided in places which are easy to get to. This means that people do not have to depend so much on the car. In some areas development has helped to provide new services. In addition, improvements to the existing transport network, such as the Thornton to Switch Island link and a station at Maghull North, have helped reduce local congestion.

4.8 While traditional employment activities in Sefton, such as manufacturing and the public sector, have continued to decline, new job opportunities have been provided in the private sector. These are linked to tourism, recreation and leisure, broadening the rural economy and developing renewable energy. These changes have been encouraged by the protection and improvement of our employment areas, by growth in local entrepreneurship and improvements in the education and skills of our local people. Initiatives like the Single Regeneration Framework have helped to stimulate a fresh approach to unlocking the potential of the assets in south Sefton. The Port continues to play a key part in Sefton's economy. The economic growth in Sefton has been balanced with the impact on local communities and the environment.



4.9 Our individual communities are served by thriving town and local centres which meet a range of needs including shopping, leisure, employment and culture. Southport and Bootle provide a wider range of services and facilities that attract people from both within and outside Sefton, including major new retail development in central Southport. Maghull and Crosby centres have been redesigned and have attracted further facilities and are now better able to meet the needs of their own residents. A new role has been found for Seaforth centre so that it is better able to serve its local community, and new uses have been secured for former shops in the many shopping parades across Sefton.

4.10 **The Aims of the Core Strategy are:**

1. To support **urban regeneration** in Sefton, especially in Bootle and central Southport
2. To support **sustainable development**
3. To maintain and enhance the **local distinctiveness** of Sefton and its individual communities
4. To make sure Sefton contributes to, and benefits from, its **place within the Liverpool City Region.**

4.11 The Objectives of the Core Strategy are:

1. To make sure that development is designed to a **high quality** and respects **local character**.
2. To manage **new housing** provision to meet the needs of a changing population.
3. To meet the **affordable and special housing needs** of Sefton's residents.
4. To make sure that development includes essential **infrastructure, services and facilities**
5. To make sure that **access to services, facilities and jobs** is improved wherever possible, so that people do not have to rely on the car.
6. To support Sefton's **town and local centres** so they are able to meet local and wider needs for shopping, leisure and other services.
7. To promote a wider based **economy** in terms of job type, skills and the local labour supply; support existing businesses, small start-up businesses and new business opportunities.
8. To make the most of the value of **the Port** to the local economy, while making sure that the impact on the environment and local communities is kept to a minimum.
9. To enable people living in Sefton to live a **healthy life** and in **safe and secure** environments.
10. To preserve and enhance Sefton's **natural and built environment**.
11. To mitigate and adapt to the effects **of climate change**, to encourage **re-use of resources**, land and buildings and to **reduce Sefton's carbon footprint**.

Questions

Do you agree that the Vision is appropriate and relevant to Sefton?

If not, what changes do you suggest?

Do you agree that the Objectives are the right ones we should focus on for Sefton?

If not, what changes do you suggest?

5. Options

5.1 The Core Strategy vision and objectives were derived from an assessment of the issues. The next stage is to consider the options for how we achieve that vision. The options set out three different approaches to meeting the challenges we face.

5.2 A key factor influencing the options is the amount of land available to meet key needs, in particular those for new homes and for jobs.

Land for new homes

5.3 The need to find land for new homes is particularly pressing. Section 3.4 highlighted why there is a need for more homes over the period of the Core Strategy even though the population of Sefton is declining, and this is set out in more detail in paragraphs 5.33 and 5.34 below. While we have to identify land for enough homes to meet needs up to 2028, we also have to make sure that at any one time there are enough deliverable sites to provide a '5 year supply'⁶, that is, at all times we need enough for the next 5 years.

5.4 We have completed three key studies to provide a detailed understanding of different aspects of housing within the borough:

- a 'housing land availability' study¹ has identified the number of homes we think we will be able to provide within the built-up area over the period of the Core Strategy;
- a 'housing requirement' study² has looked at the number of homes Sefton is likely to require over the same period;
- a strategic housing market assessment has assessed our need for affordable homes, family housing and other types of housing for the next 5 years.

5.5 The housing land availability study tells us that there is only room for about 4,850 more homes in our urban areas. The housing requirement study recommends that Sefton would require 8,850 new homes to meet identified housing needs until 2028.

5.6 We have looked at a number of ways of making the most of the potential of our urban areas to provide new homes:

- building at higher densities
- making the most of unused or underused land e.g.
 - land in business use
 - former school sites
 - green spaces which are not valued by the local community
- making the most of underused buildings e.g. empty homes, commercial buildings and unused upper floors above shops.

5.7 For a variety of reasons, none of these sources offers nearly enough capacity to accommodate the new homes we will require. [The reasons are set out in our Frequently Asked Questions and Housing Technical Paper]. However, we will be aiming to make the best use of all suitable opportunities in our urban areas⁶, as this should delay the time when we run out of land in these areas. We will continue to monitor these closely

¹ Joint Strategic Land Housing Availability Assessment (SHLAA), 2010

² Review of the Housing Requirement for Sefton, 2011

to see what additional contribution they can make.

5.8 Another sub-regional study (a Greater Merseyside 'Overview Study') has assessed, among other matters, whether other local authorities could help meet some of our needs. It concludes that the neighbouring areas of West Lancashire and Knowsley are in a similar position to ourselves, and don't have enough land to meet their own housing needs, so cannot meet any of our needs. The evidence also suggests that Liverpool may be able to make a small contribution to meeting some of Sefton's housing needs, but that this would be very limited.

Land for new jobs

5.9 Sefton has the smallest amount of land available for office and industrial use of any local authority in Merseyside. We have completed an Employment Land and Premises Study which assessed our need for future employment land over most of our Core Strategy plan period (up to 2026). It concluded that in order to meet the needs of the local economy, we should retain all the land designated for employment uses. These sites should therefore not be used for residential development.

5.10 In Southport and Formby the study recommended that a new site for a successor business park should be identified for when the Southport Business Park is fully developed. This site would need to be around 25 hectares in size and would be likely to be needed from the early 2020s onwards.

5.11 There is no suitable land of this size which is available within the urban area. Ideally the site should be located to the east of Southport as the main need is in Southport. If this is not possible, then land north of Formby industrial site could potentially meet this need.

5.12 This study only looks forward to 2026, and so there may be a need to identify sites beyond this time. However, this is so close to the end of the plan period that we intend to monitor how much land is being taken up, and how quickly, and to assess the need to provide further land closer to that time.

Development principles and priorities

5.13 There are a number of principles which we think are relevant to all development. These are broad approaches to development which will help us to achieve our vision and objectives. Our objectives will include aspirations such as encouraging the re-use of resources, land and buildings, and making sure that everyone has easy access to services, facilities and jobs without having to rely on the car. The principles also shape the various options we are proposing later in this section.

PRINCIPLE 1

Our priorities for new development will be those areas which have specific challenges of regeneration or are in particular need of investment.

5.14 Most new housing development has taken place in Southport and Bootle/ Netherton over the past 30 years and this is where the majority of brownfield land⁶ remains.

5.15 The regeneration of Bootle and central Southport remains a priority. In Bootle, there is a need for a wider choice of housing in more attractive environments. We also wish to make sure that people have opportunities to get jobs close to where they live, which is particularly important for the disadvantaged and unemployed.

5.16 In Southport, the focus will remain on continued investment especially in the town centre and seafront areas. This will enable Southport to continue to compete as a quality shopping centre and popular 'classic resort'. There is also a large need for new affordable homes across Southport.

PRINCIPLE 2

Development in the urban areas will generally take priority over development in the rural area.

PRINCIPLE 3 Development should not affect the integrity of nationally and internationally important nature sites.

5.17 The quality of Sefton's environment is a major part of what makes it special. Its coast and countryside are valued for nature conservation, landscape and agriculture. Quite a number of areas are legally protected. In general terms, land within our main urban areas should be developed before land in our rural area.

5.18 Due to the current economic situation, it is likely for the foreseeable future that less money will be available to remove contamination and infrastructural problems on some sites in the urban area. However, we will continue to encourage the re-use or redevelopment of all suitable land in the urban areas.

PRINCIPLE 4

Not all land in the urban area is suitable for development. In particular we want to retain valued green spaces and our employment areas.

5.19 Green spaces in the urban area make our towns and villages attractive places to live, encourage healthier lifestyles and help to adapt to some of the effects of climate change. The quality of our green spaces helps attract investment and visitors to Sefton.

5.20 However, there may be a small number of green space sites that are poor quality and whose development, in whole or in part, would benefit local communities. Former schools may also offer scope for development on part of the site, whilst improving the rest of the site or a nearby green space.

5.21 We also noted above (para 5.9) the need to keep the vast majority of our existing employment land in employment uses in order to ensure that we can continue to meet the needs of the local economy.

PRINCIPLE 5

Wherever possible, we will aim to meet local needs close to the areas in which they arise.

5.22 Sefton comprises a number of distinct communities and so we think that, wherever possible, development should take place close to where the need arises. This applies to housing and employment, and also to shopping facilities. Affordable homes are needed in nearly every community of the Borough and it is preferable that these needs are met locally.

5.23 We have highlighted above the potential need for a new business park in the north of the Borough in the next 10 years.

PRINCIPLE 6 Development which attracts a lot of journeys should be provided in places which are easy to get to by public transport such as town, district and local centres.

PRINCIPLE 7 Appropriate development such as retail, health and leisure facilities, will be directed to these locations.

5.24 Major new developments which a lot of people visit should be located in places that are easy to get to by public transport, on foot or by bike. This means that people do not have to rely on a car to use them.

5.25 Town, district and local centres are easy for most people to get to. We would like these to be vibrant and attractive places that people will want to visit, and which serve their local community. One way of doing this is to continue to protect and promote these for further shopping, but also for other services and facilities such as health, leisure and appropriate office uses. This will make it easier for people to combine trips and use public transport to visit them. We will also need to protect and improve the range of places of work that are provided in these areas. However, some of our shopping facilities may need improvement and a limited number of our local shopping parades may no longer meet local needs and other uses may need to be considered in these areas.

PRINCIPLE 8 Where there is no longer a supply of land suitable for housing and where business land is running out, within the existing urban area, development should be directed to the most sustainable locations possible in the Green Belt. These developments must be accompanied by appropriate infrastructure [e.g. roads, water & sewerage, and other services].

PRINCIPLE 9 Development should be in keeping with the size, character and function of the town or village where it is proposed.

5.26 Principle 2 says that 'Development in the urban areas will generally take priority over development in the rural area'. However, once the urban area is largely full (see paragraphs 5.5 - 5.7), we will have no alternative but to build in the Green Belt to meet our future development needs. This will happen when we cannot identify a 5 year supply (see para 5.4) in the urban area, and when the Southport Business Park is almost developed. One of our options, Option One, does not include planned Green Belt release, but as set out in paras 5.39 to 5.48 this is a high risk option because it will not meet our housing and employment needs. However, if we need to develop land in the Green Belt, then there are other factors to consider. These are introduced below and are also mentioned in section 6.

5.27 Most services and facilities are in our urban areas, and these areas are also the best-served by public transport. Where there is no suitable land for new homes in an existing urban area, they should be located on the edge of our towns and villages to benefit from these facilities. This will also help to support existing services and facilities and may reduce the need for new ones.

5.28 Whilst we have generally not ruled out development for new homes on the edge of any of our smaller, free-standing, villages, it should be in keeping with the size, character and function of the town or village where it is proposed. Such development will only be supported if it would allow any village to grow in proportion to its size [informal Government guidance is that this should not be more than 10% in 10 years], and could support or provide necessary local facilities.

PRINCIPLE 10 Development should be ‘low carbon’⁶ and take account of the effects of climate change. In particular development should not be located in areas at high risk of flooding unless there are no suitable alternatives, and unless appropriate precautions can be taken to reduce the risk.

5.29 A fresh challenge we face is to make sure that new development is located and designed so that it has the least impact on climate change. We will aim for development to be ‘low carbon’ - located, designed and constructed as sustainably as is practicable. It is important for development to incorporate renewable sources of energy where possible e.g. micro-renewable forms of energy, wind turbines, combined heat and power.

5.30 Specifically, we need to make sure that development is not located in areas at risk of river and tidal flooding unless no suitable alternatives are available. Development will also be directed away from areas that are at risk of coastal erosion or rising sea levels. Surface water flooding is a more local problem in some parts of the Borough. Any proposals for development must be able to show that they can resolve this, and the inclusion of sustainable surface water drainage systems (SuDS) will be increasingly important.

Possible options for meeting Sefton’s major challenges

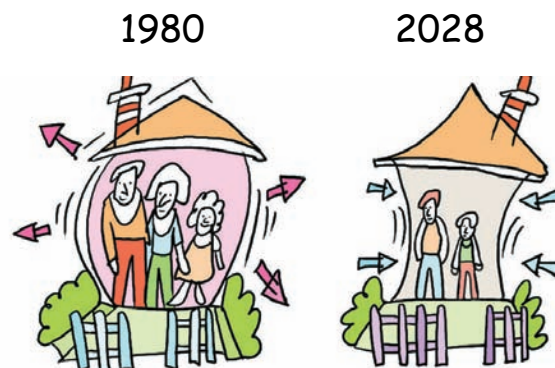
5.31 The first part of section 5 highlighted the challenges we face in providing enough land for new homes and jobs for the whole of the period of the Core Strategy. The principles will guide our approach to all development.

5.32 The next part of this section looks at a number of options which concentrate on meeting our biggest challenges – providing land for homes and jobs.

The three options we have identified are:

- Option One – urban containment**
- Option Two – meeting identified needs**
- Option Three – stabilising Sefton’s population.**

5.33 Given the number of new homes we require through the period of the Core Strategy (see para 5.5), it might be thought that our options would be based on different levels of growth in the Borough’s population. However, none of the options will lead to more people living in Sefton than do now. Figure 5.1 below shows that under Options One and Two fewer people will live in Sefton in the future than do at the moment. Under Option One, there will be about 15,000 fewer people living in Sefton in 2028. In the case of Option Two, there will be a smaller loss, with about 7,000 fewer people living here in 2028. Only under Option Three will there be a similar number of people living in Sefton as do now—i.e. around 272,000 people.



5.34 However, as Figure 5.2 shows, all of the options will lead to more households in Sefton than there are now. Consistent with the pattern in many local authorities

across the country, even with fewer people living in Sefton, there would be more households, and therefore more homes needed. This is because in Sefton changes to the way households are made up [‘household formation’] would lead to an increase in the total number of households. The changes to households in Sefton reflect national trends towards fewer people living in each dwelling; this includes an ageing population, more single people and greater personal wealth. This is illustrated in the cartoon on the previous page which shows that in 1980, in Sefton, on average just under 3 people lived in each home, while by 2028 it is expected that on average just over 2 people will live in each home.

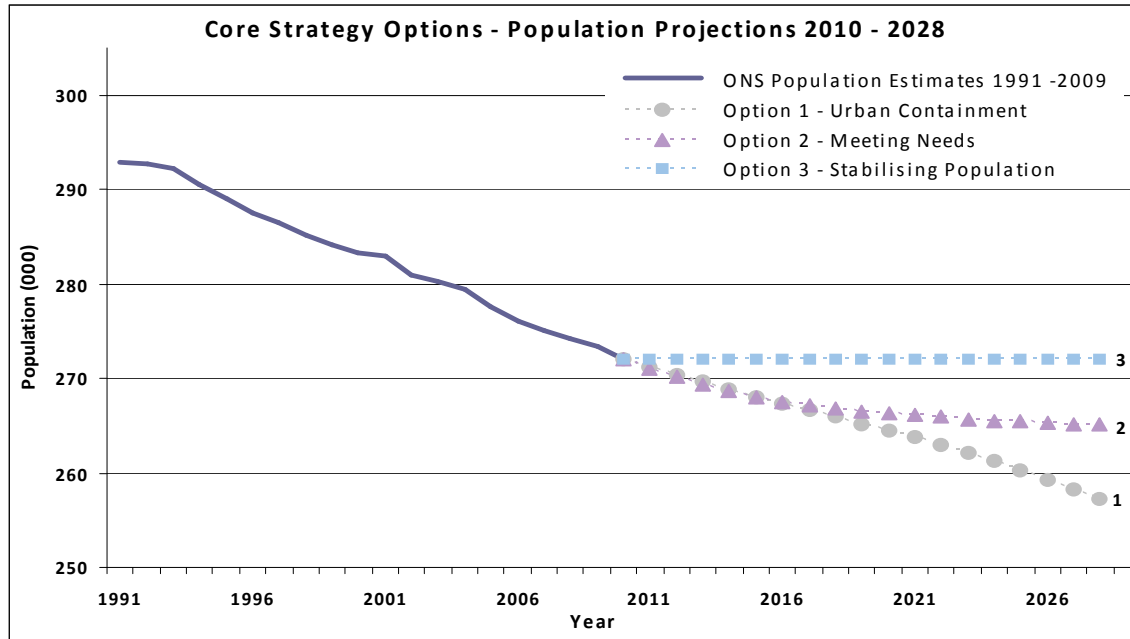


Figure 5.1 Population of Sefton 2010 to 2028 – projections

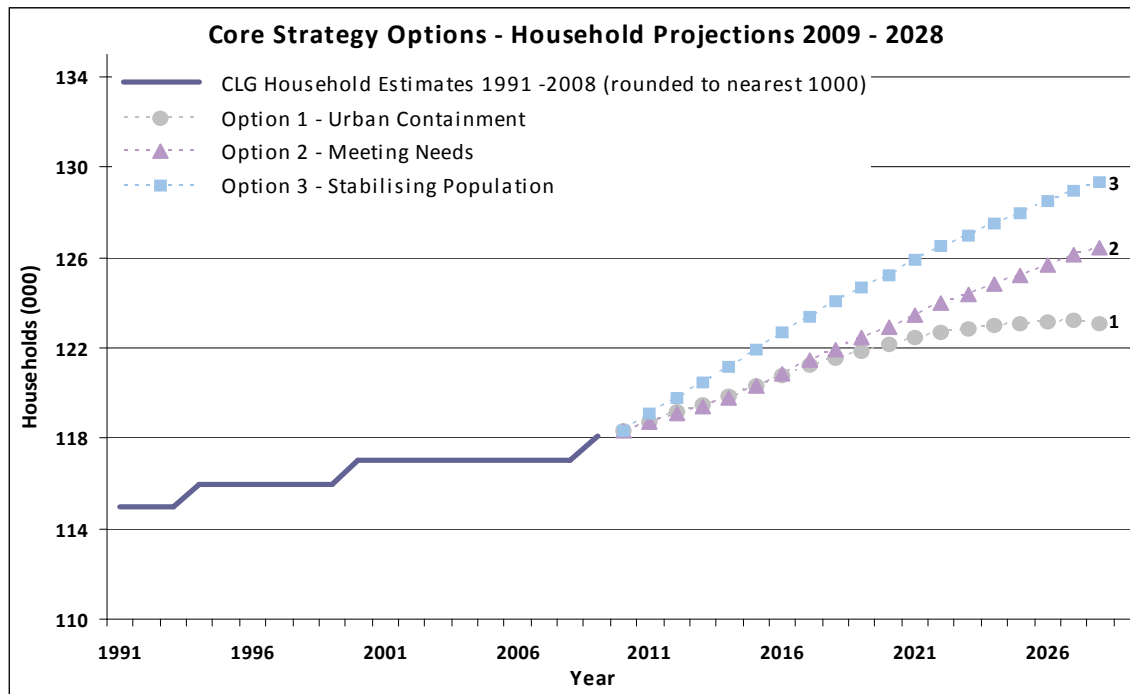


Figure 5.2 Number of households in Sefton 2010 to 2028 - projections

5.35 All of the options are expected to lead to a significant decline in Sefton’s labour supply. This is also true of Option 3 which would aim to stabilise the Borough’s population. The reason for this is primarily the changing age profile of our population which will lead to fewer people of working age and more older people.

5.36 Sefton’s supply of developable land is limited for a number of reasons: the constraints of the coast and important nature areas, the size and shape of our area, and a tight Green Belt which has been in place since 1983. Added to this, one of our principles for development (principle 5, above) is that we will aim to meet local needs close to the areas in which they arise. For these reasons we cannot propose options based on alternative locations for where development might take place such as only building in one settlement area in Sefton, or building a new village, since both would be remote from local needs.

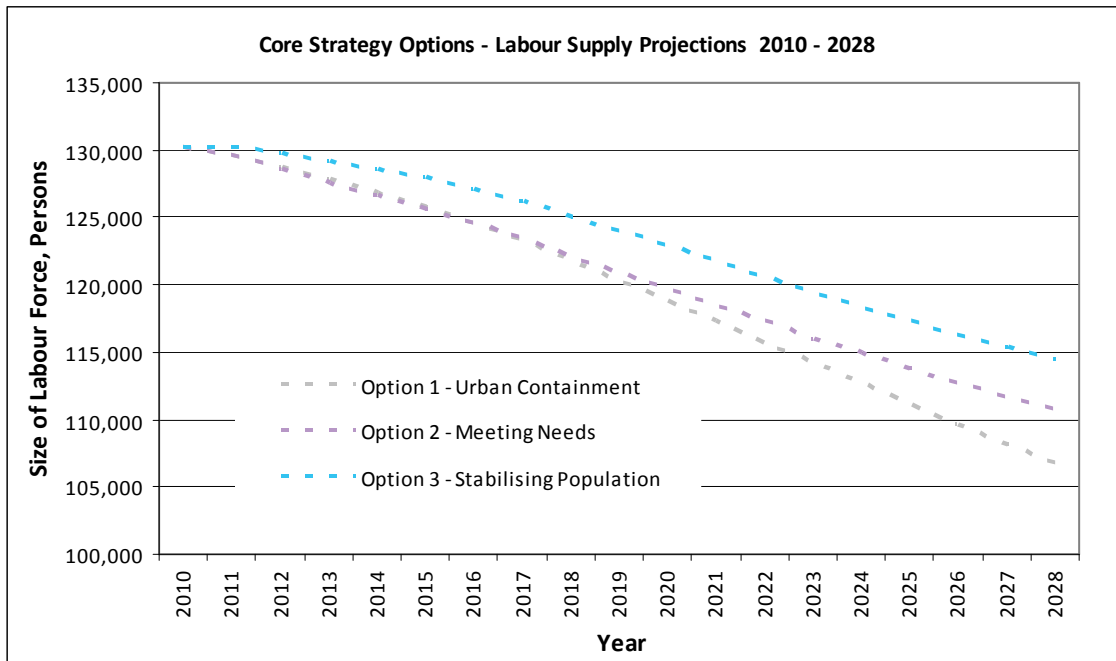


Figure 5.3 Labour Supply Projections 2010 - 2028

5.37 Each of the three options broadly shares the same key underlying principles set out above , which are essential to meet the draft Core Strategy vision, aims and objectives, such as helping to achieve sustainable development and the continuing focus on regeneration. This is shown in Appendix C.

5.38 Each of the options is explained in turn below, focusing on the number of homes required for each option, and where these could be built. Figure 5.4 at the end of section 5 also sets out a summary of the main implications of each option.

Option One – urban containment

5.39 Key points (Option One):

- The number of new homes or employment opportunities to be provided is set by the space left (or ‘capacity’) in the urban area, not by future housing or employment needs identified in our studies
- This option does not cater for growth in jobs
- Development will only be permitted on suitable sites in our urban areas
- No development is planned in the Green Belt
- This is a high risk option since it will not meet all our needs and does not show how those needs will be met.

Land for new homes

5.40 Our studies suggest there is room in the urban area for approximately 4850 new homes (paragraph 5.5), so under this option we would expect an average of 270 **homes to be built a year** (i.e. 4850 divided by 18 years). In practice it is likely that our remaining housing sites would be largely developed by the early 2020s, because the need for new housing would be higher than the supply of sites (according to our studies, see paragraph 5.5).

5.41 Potential housing sites (housing capacity) in Sefton's urban areas are not spread equally across the borough, so the supply could run out sooner in some areas of the Borough.

5.42 Most of our potential housing sites within the urban area are in Southport, Bootle & Netherton. These settlements have traditionally been where most new housing has taken place. However, there is relatively little land in the urban area in Crosby, Formby and Maghull & Aintree. The population in these areas would therefore be likely to decline more quickly.

5.43 Overall, this option would be likely to enable us to meet only a proportion (less than 60%) of our housing needs and a small proportion of our affordable housing needs. In Southport and Formby, the areas where the need for affordable housing is greatest, there is a lack of suitable sites³. This does not tie in well with the principle of meeting local needs locally.

Land for jobs

5.44 Like housing, development for employment would be restricted to sites within the built-up area. No new successor business park would be identified in Southport/ Formby, and the ability of local businesses to expand and our ability to attract new employers would be affected.

5.45 Option One is also likely to significantly reduce the number of people available for work over the plan period (because it would lead to the greatest population decline). Younger people and families would also be more likely to leave, reducing the labour force significantly. It would be likely that, as a proportion of the total population, there would be a greater proportion of older people living in Sefton than if current population trends were to continue. This may mean that businesses could leave Sefton, or be unable to expand, because of the lack of available workforce.

Other uses

5.46 As all new homes would be located in existing urban areas, it is unlikely that there would be a need for significant new services and facilities. However, some may need to be improved to meet demands created by new development locally.

5.47 Under Option One the overall population of Sefton would decrease fastest and there would be relatively more older people compared to people of working age and children. The distribution of where people live in Sefton would adjust over time.

5.48 There would be likely to be less demand for some facilities in some areas, including schools, health services and shops. Some may close and it could be harder to attract investment in some of these areas. However, new facilities may be needed in different areas, but these may not be able to be funded by the planning system. This could put more pressure on some existing facilities and services in a few areas.

³ The reasons for this are either that very few sites are available (Formby), or the sites are too small to be viable to include affordable housing (Southport)

Advantages of Option One

- This Option would not involve any planned development taking place in the Green Belt, and existing settlement boundaries would be largely maintained.
- By restricting development opportunities to the urban area, this Option could encourage development to take place in disadvantaged areas such as Bootle and Netherton, but only if sites are available.
- There would only be limited additional pressure for new infrastructure and services as the amount of new development would be relatively low.

Disadvantages of Option One

- This is a high risk Option that would contradict government guidance on the need to plan to meet housing needs. There is a strong possibility that this Option would lead to an 'unsound' Core Strategy, and if this were to happen we would be vulnerable to 'planning by appeal'. In other parts of the country, this has led to major Green Belt sites being granted planning permission for housing, on appeal, and against the wishes of the local Council and community
- This Option would not meet the longer term housing needs of Sefton and would not match with building rates in Sefton over the past 30 years; in particular, few affordable homes would be provided or homes to meet specialist needs
- This Option could significantly undermine economic growth in Sefton. It would not meet the long-term needs for businesses, especially in the north of the Borough. It would also lead to the biggest decline in the working age population of the three options.
- This Option would lead to a more rapid decline in population, potentially making local services or facilities unviable in some areas. Local young people, families, and others who cannot get a house would either leave Sefton or live in unsuitable accommodation. There would be a large rise in the proportion of older people.
- In the early 2020s, we would be likely to run out of land for new homes and, in North Sefton, land for jobs. Within a very few years we would not have a 5 year supply⁶ of land (see para 5.3). We would be likely to face planning applications (and potentially appeals, if refused) for new housing on sites chosen by developers, including sites in the Green Belt.

Option Two – Meeting Identified Needs

5.49 Key points (Option Two)

- Enough land will be allocated to meet Sefton's identified housing and employment needs to 2028
- This would allow Sefton to meet its projected housing need of 8,850 more homes
- Development will be directed to urban areas in the first instance, only moving into the Green Belt when the 'five year supply' of suitable sites in our urban areas is beginning to run out
- Some development is proposed in the Green Belt

Land for new homes

5.50 The recently completed housing requirement study⁶ looked at the number of new homes that are likely to be required to meet Sefton's housing needs during the Core Strategy period (see paragraph 5.5). This study concluded that Sefton needs about **480 new homes per year** (about 8,850 in total over the plan period to 2028, including an allowance for 360 homes due under-provision since 2003). These would be to at a scale of development which could meet the needs of local communities within Sefton.

5.51 This figure is very similar to the housing target contained within the Regional Spatial Strategy for the North West, which required us to build 500 new homes each year, and would be consistent with the scale of development (483 homes a year) we have built over the past 30 years.

5.52 Traditionally most of the needs for new homes have been met in Bootle and Netherton, and Southport. However, the urban areas are now beginning to run out of land which is suitable for homes. As only about 4850 new homes can be built in the Borough's urban areas, this leaves a shortfall of about 4000 homes. As almost all land outside the urban area is within the Green Belt, some of this would have to be released for development in order to meet our housing needs.

5.53 This release would need to be phased and controlled to make sure that development of land in the urban area takes priority. However, we would very probably have to identify land in the Green Belt for development in about 4–5 years' time, in order to maintain our ongoing 5 year housing land supply.

5.54 In order to meet our principle of, wherever possible, aiming to meet local needs close to the areas in which they arise, ideally land would be developed next to all of the main settlements in Sefton.

5.55 However, there is very little Green Belt land next to Bootle and Netherton, and none which is potentially suitable for development at this time. The Thornton to Switch Island link road will pass through the Green Belt in this area, but until the link road is completed it would be premature to consider any Green Belt land in the vicinity of the proposed route for potential development. In all other areas of Sefton there is land in the Green Belt which is potentially suitable for development, but most of the suitable land is concentrated in the middle part of Sefton.

5.56 This means that in the future under Option Two, more of Sefton's need will have to be met, through phased and controlled Green Belt release, in the central areas of Sefton – that is, in Crosby, Formby, Maghull & Aintree. This would be up to 2.2% of Sefton's total Green Belt.

5.57 Option Two would include the development of some larger sites. This would mean that it would be more viable to include a proportion of affordable homes than would be the case under the 'urban containment' Option One. Many would be in areas with high affordable housing needs and such development would help to meet some of these.

Land for jobs

5.58 The needs of local businesses would be met by the provision of a 25 hectare area of land, when Southport Business Park has been fully developed, expected to be in the early 2020's. The preferred location would be to the east of Southport as the main need is in Southport. However, if a suitable site cannot be identified in this location, an alternative location might need to be selected north of the Formby Industrial Estate.

5.59 Under this option the labour supply will continue to decline, but at a slower rate than under Option One. An emphasis on the provision of family homes as part of new development for housing would encourage families to stay and new families to move into Sefton, and would go some way towards counteracting this trend.

Other uses

5.60 Providing new homes in Green Belt will require some new services, and will support many existing services and facilities that already exist. This could include new roads, green spaces, shops and other facilities, and may require nearby existing services to be improved. Releasing sites in a controlled and phased manner means we can insist that developments incorporate essential services and infrastructure.

Advantages of Option Two:

- This option would meet almost all the Borough's needs for homes and jobs, based on recent evidence
- This would result in a more gradual decline in population than Option One. The size of the labour force would also decline at a much slower rate than under Option One.
- New development could be spread across Sefton: generally, as far as possible needs would be met close to where they arise
- Significantly more affordable homes and specialist accommodation for elderly people would be built than under Option One. Option Two would also allow a greater number of much needed family homes to be built in Sefton.
- This level of house building would help to provide continuing support for local services and facilities.
- This option would include some larger sites in the Green Belt that may allow for improvements to infrastructure to be made in the local urban area.
- This option is consistent with current national planning policy guidance on providing land for new homes and jobs.

Disadvantages of Option Two:

- This option would involve building up to 4000 homes in the Green Belt on the edge of the existing urban areas.
- This option will lead to difficult choices, as it will mean a loss of some high quality agricultural land and possibly sites with local habitat value.
- There would be a greater impact on existing infrastructure than under Option One. Many of the sites are at the end of existing networks (e.g. road system, water supply), and so the existing infrastructure may have limited capacity which would need improvement.
- The population would still continue to decline.

Option Three – Stabilising Sefton's Population

5.61 Key points (Option Three)

- This option would seek to maintain Sefton's population at current (2010) level of 272,000, and provide the development land and infrastructure to support this.
- More people would be attracted to move to Sefton, and fewer people would move to other areas than do at present.
- As with Option Two, development will be directed to urban areas in the first instance, moving into the Green Belt when the 'five year supply' of suitable sites in our urban areas is beginning to run out; this is likely to be as soon as the Core Strategy is approved.
- More development is proposed in the Green Belt than under Option Two, and development in the Green Belt would start sooner.

Land for new homes

5.62 Based on current population levels and trends we would need to build an average of about **650 homes a year** to make sure that there is a similar number of people living in Sefton in 2028 as there is now. From the period 2010 to 2028 this would be an overall requirement of 11,450 new homes. Given that there is capacity in the urban area of 4850 homes this leaves a shortfall of around 6600 new homes to be located outside of Sefton's urban area in the Green Belt.

5.63 Option Three presents a greater challenge than Option Two, as a greater amount of Green Belt land would be needed for housing. This would amount to 3.8% of the total Green Belt in Sefton.

5.64 Given the lack of available land in and around Southport and Bootle/Netherton, more of this need would have to be met right across central Sefton - Crosby, Formby, Maghull and Aintree. This would make it difficult to meet two of our principles. First, that wherever possible we will aim to meet local needs close to the areas in which they arise. Second, that development should be in keeping with the size, character and function of the town or village where it is proposed [Principles 5 & 9 set out above].

5.65 Option Three will mean a greater number of sites (including Green Belt Sites) being developed. Compared to Options One or Two, this could enable more homes to be provided to meet local needs, including family homes, affordable homes, and homes for specialist needs.

Land for jobs

5.66 As with Option Two, the needs of local businesses would be met by the provision of a 25 hectare area of land when Southport Business Park has been fully developed (ideally in Southport, or possibly north of the Formby Industrial Estate) (see paragraph 5.58 above) .

5.67 Even with the population remaining static, the labour supply would continue to decline under this option. The main reason for this is that the population is ageing, and there will be a greater proportion of older people and relatively fewer people of working age. Again, as with Option Two, a focus on providing family homes could help to retain and attract families and therefore more people of working age.

Other uses

5.68 Like Option Two, proposals for new homes would be required to include enough land to provide any infrastructure necessary for the development. Even though Option Three would not result in a larger population than Sefton's current population, it would lead to new areas of growth (more so than under Option Two) which would be more likely to require new services such as roads, green spaces, shops, schools and other facilities.

Advantages of Option Three:

- This would halt the decline in Sefton's population, which would be maintained at the level it was in 2010—i.e. 272,000 people
- A stable population would help to maintain existing levels of services and facilities. However, the distribution of where people will live will change, with proportionately more new homes being built on the edge of Formby and Maghull.
- The significant number of large new housing developments which would be likely under this option would enable more affordable homes and specialist elderly accommodation to be built, helping to meet needs.
- New development could lead to major benefits for local communities such as new parks and facilities, and could provide a significant number of sustainable low-carbon homes.
- Option Three would be a 'higher growth' Option that would provide support to local businesses. It would provide more land for business development and reduce the contraction in the local labour force.

Disadvantages of Option Three:

- Would result in a significant amount of development taking place in Sefton's Green Belt. It would involve major expansions to some of Sefton's main urban areas, including up to 6600 new homes in Green Belt, and land for at least one new business park.
- Those settlements which have a greater proportion of Green Belt land more suitable for development would have to take a greater share of new housing. This would affect central Sefton, particularly Crosby, Formby, Maghull and Aintree, more than any other areas.
- This option would have the greatest impact on existing infrastructure. Some would need to be improved and some new infrastructure provided.
- This option would entail much greater losses of Grade 1 agricultural land than either of the other options.
- This option would require an earlier release of Green Belt sites than Option Two, possibly very soon after the Core Strategy is approved, to make sure there was a 5 year supply⁶ of housing at all times.
- This option is based on a level of house building that is higher than that which has on average been achieved in Sefton over the past 30 years by some 35%.

Conclusions

5.69 An assessment of the three available options show that each has their advantages and disadvantages. However, **we feel that Option two – meeting identified needs – is the right option for Sefton.**

5.70 In summary, we feel that Option Two offers the following:

- It links future development to Sefton's identified needs. In particular this could benefit many households who have a specialist housing need.
- It meets Sefton's longer term requirements to provide land for its businesses and to encourage investment
- It restricts and controls the amount of Green Belt land allocated for development to that which is essential for Sefton's anticipated needs
- It provides the number of homes each year (the annual housing requirement) which is close to the level of building which has taken place in recent decades
- While still resulting in population decline, this is likely to slow down in the future
- It would still allow us to keep our focus on regeneration and developing sites in the urban area, particularly in the 2010s.
- It is in line with the national planning policy.

Questions

Do you agree that Option 2 [meeting identified needs] is the right option for Sefton?

If not, what option do you support, and why?

If you do not agree with any of the options described, would you like to suggest an alternative option, or a mix of options? Why do you think your option, or combination of options, is better than Option Two?

Figure 5.4 Summary of the main implications of each option**Option One – implications**

- 270 new homes a year (4850 in total)
- Meets less than 60% of identified housing needs
- Development contained within the urban areas
- Fails to meet large affordable housing needs & other special needs e.g. elderly person's accommodation
- Fewer people of working age & more out-migration
- 15,000 fewer people in Sefton – less demand for services – some could close

In particular, this option would result in a

- high risk of producing an 'unsound' plan, **and**
- sites in Green Belt could be granted planning permission 'on appeal' : there would be less local control over making decisions leading to uncertainty

Option Two – implications

- 480 new homes a year (8,850 in total to 2028)
- Fits best with expected demographic change, household growth & economic need
- Estimate about 4,850 homes in urban area; 4,000 in Green Belt areas
- 7,000 more households, BUT continuing population loss – up to 7,000 fewer people by 2028
- 480 is the figure supported by an independent assessment and is very unlikely to be found 'unsound' at examination
- Phased but limited development in Green Belt
- 25 ha business park to east of Southport (or, failing this, in Formby) to meet employment needs in north of Sefton

Option Three – implications

- 650 new homes a year (11,450 in total to 2028)
- Estimate about 4,850 homes in urban area; 6,600 in Green Belt areas
- Provides greatest number of homes, including affordable homes
- Population retained at 2010 figure (272,000)
- 25 ha business park to east of Southport (or, failing this, in Formby) to meet employment needs in north of Sefton
- Would mean greater development in the Green Belt, and soon after the Core Strategy is approved

Sustainability appraisal of the options

A sustainability appraisal was carried out for each of the three options for the Core Strategy, in line with national planning requirements.

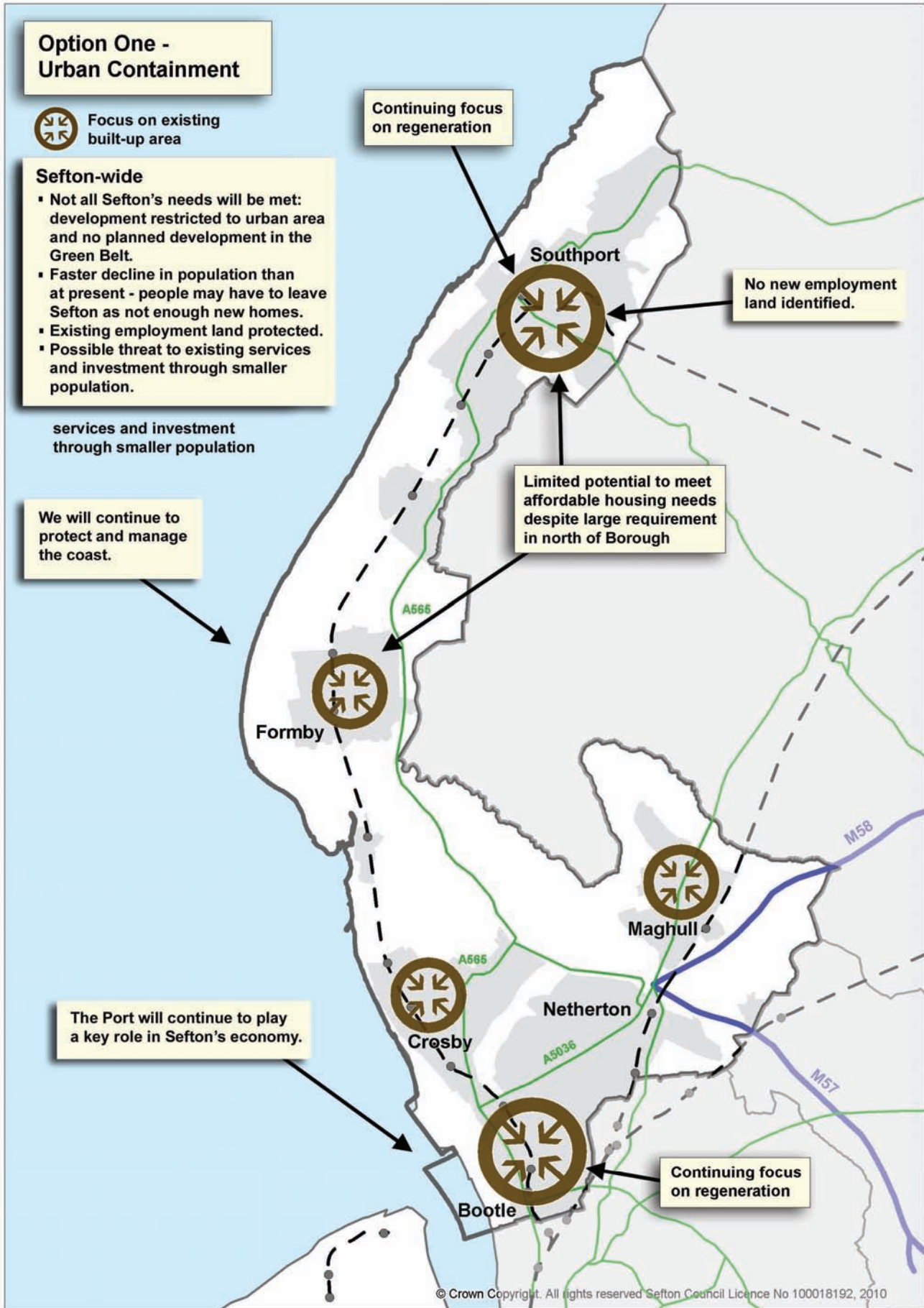
This tested the different numbers of homes proposed under each option against our 21 sustainability objectives (e.g. employment, reducing social inequality, climate change).

The appraisal concluded in general that:

- Each option had strong and weak elements
- Option One, proposing least growth, scored well on environmental objectives but poorly on economic and social objectives.
- Option Two tended to be a compromise option, with many positives being gained without significantly effecting the environment.
- Option Three scored particularly well on the social and economic objectives but would have the most harmful effect on the environmental objectives

Some key sustainability objectives would be relevant to all options, such as improving accessibility, continuing regeneration programmes and the need for good design. These would need to be explored in detail once the preferred option was chosen.

The full sustainability appraisal documents are available on line at www.sefton.gov.uk/corestrategy



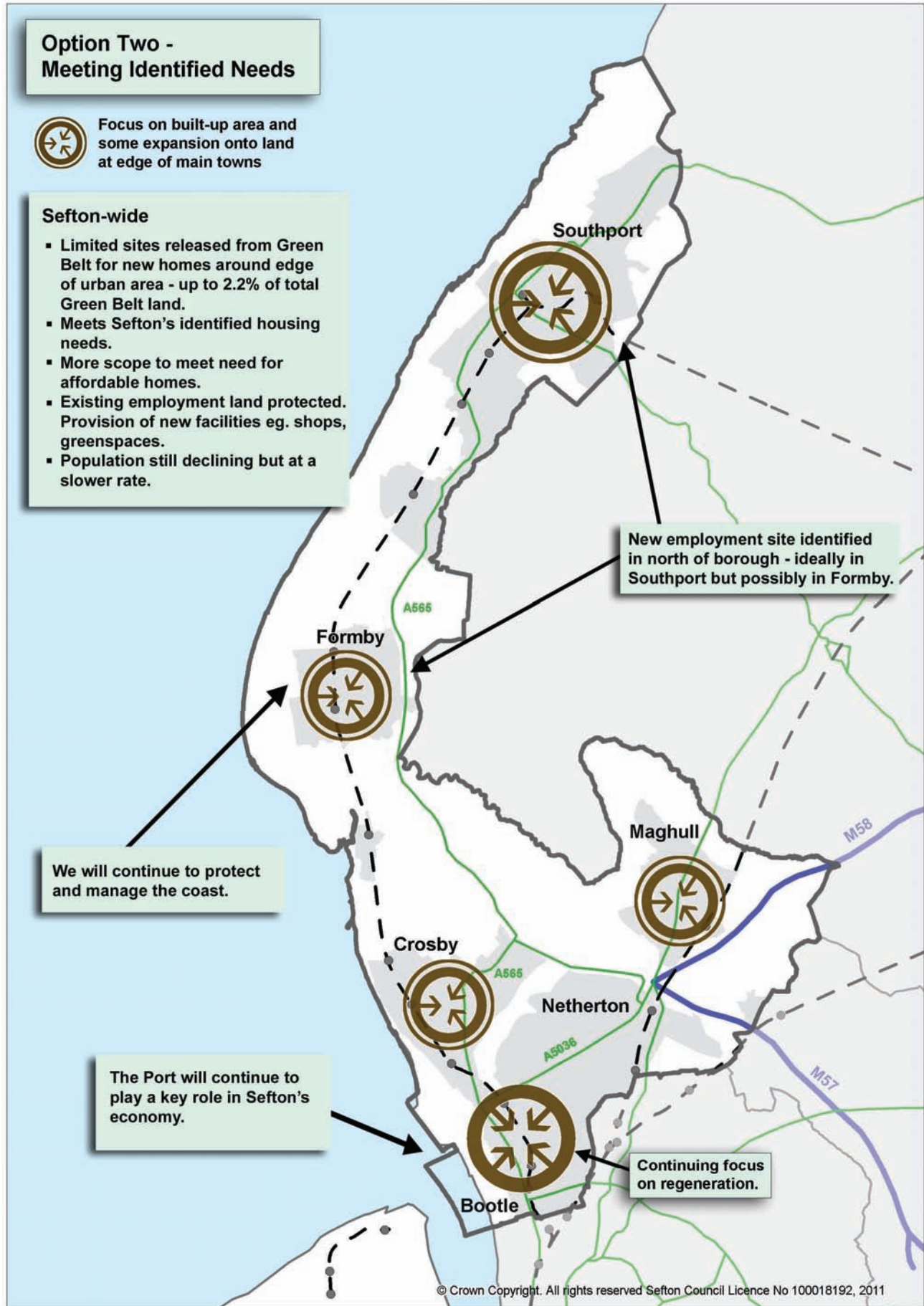
**Option Two -
Meeting Identified Needs**



Focus on built-up area and some expansion onto land at edge of main towns

Sefton-wide

- Limited sites released from Green Belt for new homes around edge of urban area - up to 2.2% of total Green Belt land.
- Meets Sefton's identified housing needs.
- More scope to meet need for affordable homes.
- Existing employment land protected. Provision of new facilities eg. shops, greenspaces.
- Population still declining but at a slower rate.



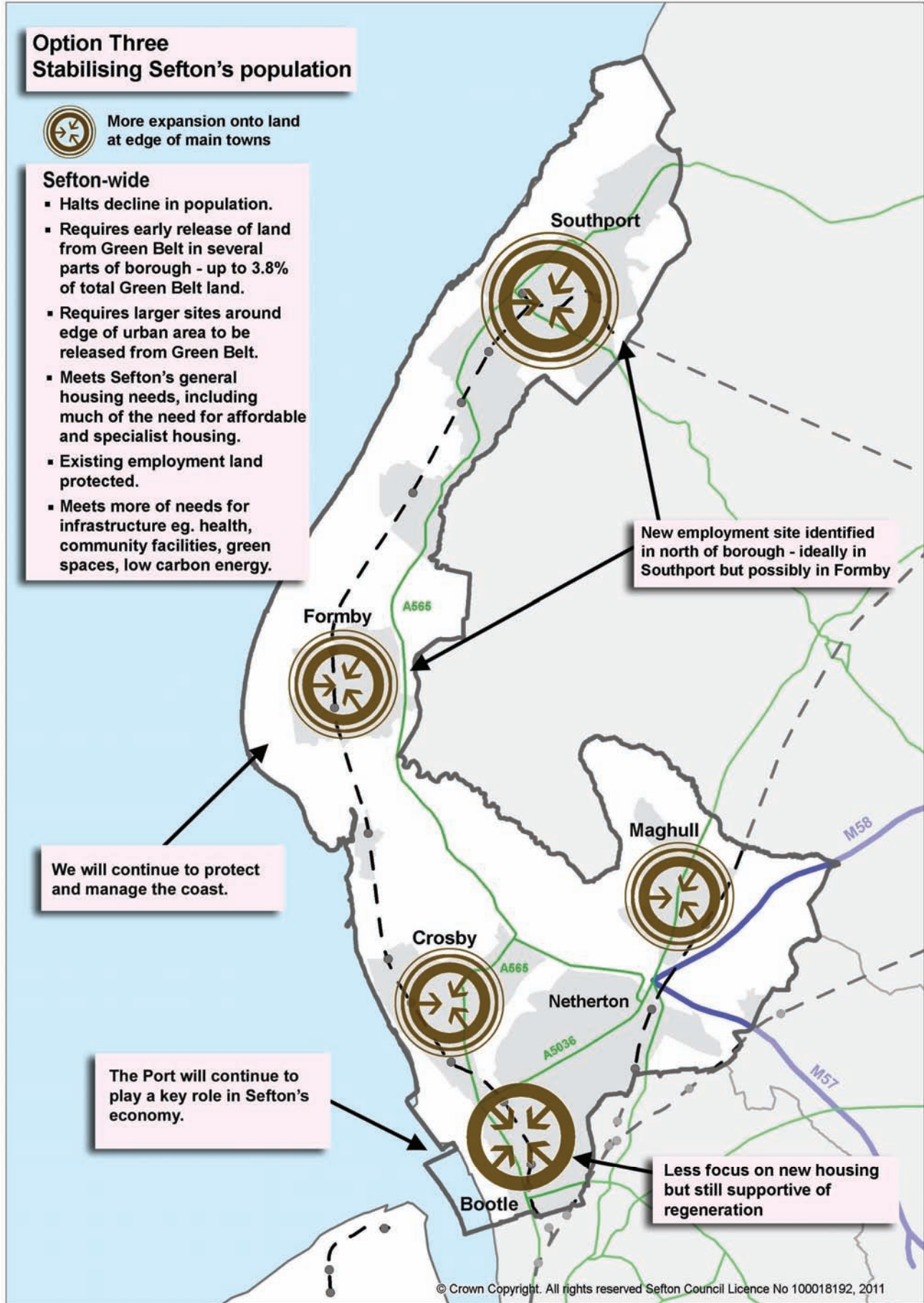
**Option Three
Stabilising Sefton's population**



More expansion onto land at edge of main towns

Sefton-wide

- Halts decline in population.
- Requires early release of land from Green Belt in several parts of borough - up to 3.8% of total Green Belt land.
- Requires larger sites around edge of urban area to be released from Green Belt.
- Meets Sefton's general housing needs, including much of the need for affordable and specialist housing.
- Existing employment land protected.
- Meets more of needs for infrastructure eg. health, community facilities, green spaces, low carbon energy.



New employment site identified in north of borough - ideally in Southport but possibly in Formby

We will continue to protect and manage the coast.

The Port will continue to play a key role in Sefton's economy.

Less focus on new housing but still supportive of regeneration

6. Green Belt

Approach to selecting sites

6.1 Options Two and Three require land to be identified in the Green Belt to meet the need for new homes and jobs. **This section of the Options Paper is only relevant if either of these options is chosen, or a variation of these options which includes land in the Green Belt.**

6.2 A study was carried out in 2010 to look at all of the Green Belt in Sefton with a view to identifying areas of land which could have the potential to be developed without harming the purposes of including land in the Green Belt.

6.3 This draft study explains in some detail how the Green Belt study was carried out and how it assessed individual areas of land. This section gives an overview of some main aspects.

6.4 The key ways to avoid harm to the purpose of including land in the Green Belt in Sefton are:

- keeping land open to prevent nearby towns and villages from merging
- ensuring that future development is confined by a clear, strong boundary
- making sure that that development would not harm regeneration in Bootle.

6.5 The study has taken account of land which has a high risk of flooding, or which is valuable for nature conservation either nationally or internationally. These areas have been ruled out from further consideration.

6.6 Sites have been assessed to find out if they provide good access to services and facilities.

6.7 We have not yet contacted any landowners to find out whether they would agree to their land being developed, so not all of the land identified as being potentially suitable will actually be available. We will only know the overall the picture in relation to ownership at the end of the consultation on this Options Paper.

6.8 The purpose of the Green Belt study is to provide information about sites and how suitable they may be for development. The Core Strategy will decide whether sites in the Green Belt will be needed and, if so, which sites.

What factors have we considered in identifying sites in the Green Belt?

6.9 We suggest that the list of factors below could be used to select potential Green Belt Sites for development in principle. Whilst this list is not intended to be comprehensive at this stage, it provides a broad indication of the sorts of things we will take into account.

How well does the site fit in with what the Core Strategy is trying to achieve overall and does it support its proposed principles (Section 5)? For example, would the development of the site be in keeping with the size, character and function of the town or village where it is proposed? (Principle 9).

What are the constraints affecting each area of Green Belt?

The development potential of many of the sites is limited by a number of factors. They include the risk of flooding, local wildlife value and high agricultural land quality. These affect different parts of Sefton in different ways. Land which is limited in one or more of these ways may still be identified as having potential for development.

Which sites are most 'contained' (e.g. at least one boundary of the site immediately adjacent to the urban area), and therefore relate best to the existing urban area?

Does the site have strong physical boundaries (e.g. road, railway, canal)?

These would normally be preferred to those where a new boundary is required to be created as these would help to keep development within clear limits.

How accessible is the site? Could the existing public transport network be easily improved?

This is a key factor in making sure the site is sustainable.

Is the existing infrastructure adequate or could new infrastructure be easily provided? Would development of one or more sites on the edge of a town or village be able to provide new infrastructure, some of which may alleviate problems of infrastructure in the existing urban area? Would new development overload existing infrastructure?

What local benefits would the development of the site be able to offer?

Larger sites may be able to provide more benefits e.g. affordable or specialist housing, and improvements to infrastructure, but the size of any future development must be in proportion to local needs and the size of the settlement where development is proposed.

Do you agree that these are the right criteria?

Are there any other criteria that we should take into account?

6.10 Any Green Belt sites which are agreed as appropriate for development must meet good design principles which will be set out in the Core Strategy. These will include making sure that:

- sites are accessible by public transport
- the development provides includes new green space
- the development is built sustainably i.e. it is 'low carbon'⁶ development.
- appropriate infrastructure is provided.

6.11 Development briefs will be prepared for each area in conjunction with the local community before any development is permitted.

Broad findings of the Green Belt study

6.12 The draft Green Belt study has identified land on the edge of our main settlements first, as these are the usually the most sustainable locations with the best access to local services and facilities.

6.13 The draft Green Belt Study has indicated that there is land suitable for development for new homes around the edge of all our main urban areas except Bootle and Netherton. Land adjacent to Netherton was considered to be an area that should remain open in order to prevent Netherton merging with either Sefton village or Maghull. The route of the Thornton to Switch Island link road passes through the Green Belt in this area, but until the link road is completed it would be premature to consider any Green Belt land in the vicinity of the proposed route for potential development.

Main settlement areas

6.14 A few areas have been identified around Southport as having potential for development. However, the main areas identified as having potential in the Green Belt are next to the settlements in central Sefton – Crosby, Formby, Maghull & Aintree.

The following paragraphs look at opportunities for development in the Green Belt next to all of these areas. All the sites which have been considered the draft Green Belt Study are listed in Appendix D, both those which are recommended as being potentially suitable for development and those which are not.

1. Land around Southport

6.15 Under both Options Two and Three, there would be a need for new housing and a site of at least 25 hectares to the east of Southport, to replace the Southport Business Park when it is fully developed.

6.16 The Green Belt Study has identified a number of areas around the edge of Southport which, if developed, would not harm the purpose of the Green Belt. However, not all of the areas identified as having potential for development are suitable for development, because they do not meet the Core Strategy's objectives, which are set out in Section 4. Most of the excluded areas comprise land which is used for recreation.

6.17 2 sites have been identified which could provide a new business park. These are located adjacent to the Crowland Street / Foul Lane industrial estate and behind the Meols Cop Retail Park.

6.18 6 areas have been identified as having potential for housing. Most are located on the edge of Ainsdale with two located to the east of Churchtown. The potential sites are listed in Appendix D.

2. Land around Formby

6.19 If land identified to the east of Southport proves unsuitable for development as a business park, then land north of Formby Industrial Estate would have to be considered as an alternative site.

6.20 A total of 4 sites have been identified on the edge of Formby as not having to be kept open without harming the overall purpose of the Green Belt, and hence where any new housing could take place. Most are located to the east of the railway and are therefore better related to local services and other infrastructure as well as the primary road network. A further site has been identified to the south west of the town most of these are not high quality agricultural land.

6.21 The sites to the northeast of the town have a local wildlife value, and so should not be considered if sites with fewer constraints are available. The potential sites are listed in Appendix D.

3. Land around Crosby

6.22 A total of 6 sites have been identified on the edge of Crosby that may have potential. Of these, two comprise brownfield sites – Hall Road Sidings, Blundellsands and Runnell's Lane Nursery, Thornton. The remaining sites are located along the northern and eastern edges of Crosby and Thornton. A number of the sites in this area are used as playing fields, and these have been excluded from consideration. The potential sites are listed in Appendix D

6.23 There are 3 sites east of Hightown that have potential for development. However, it is essential that any development would be in proportion to the scale of the village, and therefore should not exceed 10% of its current size.

4. Land around Maghull & Aintree

6.24 The main settlements in Sefton's East Parishes include Maghull, Lydiate, Waddicar and Aintree, as well as the smaller villages of Melling, Sefton and Lunt.

6.25 The Government has recently announced that its plans to redevelop the Ashworth South site as a new prison have been postponed. A definite decision on the future of this site is not expected to be made until at least 2015. As this is a brownfield site on the edge of the urban area, we will keep the situation under review. If the prison does not go ahead, we would consider alternative uses for this site, which could include housing or employment, at the appropriate time.

6.26 8 sites have been identified on the edge of Lydiate and Maghull, 4 on the edge of Waddicar, and 3 on the edge of Aintree. A list of the sites is included in Appendix D.

6.27 Most of the sites in the area are Grade 1 or 2 agricultural land. These should normally be protected from development. However, there may be no alternative to some development taking place on good quality agricultural land under Options Two or Three because of the lack of poorer quality land.

6.28 Parts of the sites on the edge of Aintree are at medium risk of flooding, and therefore should not be developed if there are any alternative areas available that are not at risk of flooding.

Will any land be identified next to any of Sefton's villages?

6.29 In Sefton, villages tend to have few facilities and services, and poor connections to public transport, except Hightown which has a railway station, shops and doctor's surgery. A lot of new homes have been built in Waddicar in recent years and the provision of services has not matched the scale of development.

6.30 Only if we cannot identify sufficient land on the edge of the urban areas will we consider whether any land on the edge of any village may be suitable for development. We will look at villages with existing services and facilities first, and within these, sites in the most sustainable locations. Any proposals for further development should be in scale with the village (i.e. normally not more than 10% of the current size).

Bringing forward sites in the Green Belt for development

6.31 In section 5, we have explained that under **Option Two**, there is a requirement for about 4,000 more homes to be built outside our urban areas. This need increases to about 6,600 more homes under **Option Three**.

6.32 Under both Options a site of 25ha would be required in the Green Belt in the early 2020s to provide a successor business park in the north of the Borough. This would ideally be to the east of Southport or, failing that, in Formby.

6.33 The draft Green Belt Study has identified areas of land that could potentially accommodate up to 11,000 new homes. As a proportion of this total, the amount required under each Option is as follows:

- Option Two = 36%
- Option Three = 60%

6.34 If an option is selected which requires land in the Green Belt, we would set out a more detailed approach to how much land is required, and which sites they would be, in the next stage of the Core Strategy (our Preferred Strategy). In the final version of the Core Strategy we would explain our approach to deciding when these sites would be likely to be needed for development.

6.35 The key criterion will be to make sure that we have a 5 year supply⁶ of housing land which is ready to be developed. We would only consider land in the Green Belt for development when we are likely to fall below this five year supply. We will review our supply of land regularly.

7 Next Stages

The next stages of producing the Core Strategy are as follows:

Stage	When
Options Consultation – This will be a formal period of public consultation when all interested parties will have the opportunity to discuss and comment on the options and some of the background studies.	May to August 2011
Approval of a Preferred Option and draft policies – The Cabinet will make a formal decision based on the evidence provided by the studies and by the formal consultation of a Preferred Option. The Cabinet will also need to approve a number of the key studies.	January 2012
Preferred Options Consultation	February to April 2012
Core Strategy Publication Draft – Approval by Cabinet.	Summer 2012
Publication and pre-submission consultation	After September 2012
Examination in Public – The Core Strategy is required to go for a formal public examination. This will be carried out by a Government appointed Inspector.	Late 2012/Early 2013
Adoption – The Core Strategy is required to be formally adopted by the full Council.	2013

Appendix A

List of key Studies that support the Core Strategy Options Paper

See <http://www.sefton.gov.uk/planningstudies> for an overview of the key studies that support the Core Strategy Options Paper

The key studies include:

Sefton studies

- The **housing land availability study** – the joint Strategic Land Housing Availability Assessment, or SHLAA (2010), see <http://www.sefton.gov.uk/SHLAA>
- The **housing requirement study** - the Review of the Housing Requirement for Sefton (2011), see <http://www.sefton.gov.uk/housingrequirementstudy>
- The **strategic housing market assessment**, or SHMA (2008), see <http://www.sefton.gov.uk/SHMA>
- The **housing need in Sefton: further details** - Housing Need in Sefton: Further details on the figures in the South Sefton Strategic Housing Market Assessment 2008 (2010), see <http://www.sefton.gov.uk/planningstudies>.
- The **housing search and expectations study** (2010), see <http://www.sefton.gov.uk/planningstudies>
- The **informed economic assessment of affordable homes** (2010), see <http://www.sefton.gov.uk/informedassessment>
- The **employment land and premises study**, or ELPS (2010), see <http://www.sefton.gov.uk/ELPS>
- The **retail strategy review update** (incorporating health checks for Southport and Bootle) (2009), see <http://www.sefton.gov.uk/planningstudies>.
- The **strategic flood risk assessment**, or SFRA, (2009), see <http://www.sefton.gov.uk/SFRA>

Merseyside wide studies

- The **Greater Merseyside Overview Study** - Development Land Needs and Supply 'Overview Study' for the Liverpool City Region (2011), see <http://www.sefton.gov.uk/overviewstudy>
- The **Liverpool city region renewable energy capacity study** (2011), see <http://www.sefton.gov.uk/renewableenergystudy>
- The **draft Merseyside Ecological Framework** (on-going), see <http://www.sefton.gov.uk/planningstudies>.

Appendix B

What the Options mean for Different Community Areas

What will this mean for my local area?

B1. In a time of reduced public spending it is important for the Council and its partners to concentrate efforts and resources on a number of key priorities. This section looks at what the Core Strategy vision, objectives and spatial strategy will mean for each of Sefton's settlements.

B.2 Although it is difficult to put timescales on when many of the aspirations will happen, these will be some of the key priorities of the Core Strategy to 2028.

B.3 A map is provided for each area to show where some of the aspirations will be implemented. The maps contain symbols showing areas of land in the Green Belt which could potentially be developed for new homes and jobs. **These areas are indicative only.** Development would only be recommended on these sites when two decisions are taken:

- Land in the Green Belt is needed for new homes and/or jobs
- If it is decided such land is needed, which sites should be chosen.

These decisions will only be taken following consultation on this document at further stages in preparing the Core Strategy.

Bootle & Netherton

B.4 There will be a continued focus on regeneration in the area with emphasis on improving housing and the local environment (green spaces, public areas etc). We will look at ways to reduce the number of empty homes in the area and at bringing vacant and derelict land back into use.

B.5 The Council will work with its partners to reduce the level of deprivation in the Bootle and Netherton areas and to tackle inequalities in health, education, training and job prospect.

B.6 All our important employment sites, including Atlantic Park and the Bootle Office Quarter, will be protected and when possible improved. This will help to encourage investment into the Bootle and Netherton area.

B.7 Initiatives like the Single Regeneration Framework offer new possibilities for making the most of the unique opportunities for investment and economic renewal in this area.

B.8 We will work with Peel Ports, other employers and local residents to find ways of making the most of the economic potential of the maritime sector whilst decreasing the impact on local people, including reducing problems with heavy traffic, and protecting the integrity of internationally important nature sites.

B.9 Bootle Strand will be the focus of new shopping, leisure and other services in the area, with Seaforth Village and Marian Square also providing local facilities. We will look at ways to broaden the role of Seaforth Village Centre so that it provides a better facility for local people.

B.10 We will continue to protect and enhance the main parks (e.g. Derby Park) in Bootle and improve access to and through them, taking into account safety/ crime and fear of crime, and their health, recreation and other benefits. We will look at ways to manage the risk of localised, surface water, flooding in the Bootle area.

Crosby

B.11 Crosby and Waterloo centres will be the focus of new shopping, leisure and other services in the area. We will work with the private sector to make sure that any redevelopment proposals are both viable commercially and

appropriate to the character of Crosby Village centre. We will look at ways to make the most of the tourism, recreation and ecological potential of the Crosby Coastal Park, and the Rimrose Valley.

B.12 We will look at ways of reducing congestion on the A565 (Crosby Road North and South and Liverpool Road). This will help improve access, safety and help reduce local problems with air pollution. The new Thornton-Switch Island link road will help reduce congestion in the east of Crosby and Thornton, and will include other environmentally sensitive measures such as creation of nature areas and use of sustainable drainage.

B.13 We will look at ways to manage the risk of localised flooding in the Crosby area, including through design and layout of development.

B.14 The preferable locations for new homes will be within the existing built-up area. This will include the site of the former Littlewoods site. New homes will be built on the edge of Crosby in sustainable locations. We will make the most of the opportunities this provides to enhance green space provision, and access to it, from northern Crosby and Thornton; and take opportunities to protect and enhance green space networks throughout Crosby.

Maghull and Sefton East Parishes

B.15 Maghull Town Centre will be the focus of new shopping, leisure and other services in the area. This will include working with partners to make sure that the area has sufficient health facilities.

B.16 The preferable locations for new homes in the first instance will be the existing built-up area. Beyond that new homes will be provided on the edge of the built-up area in sustainable locations.. Green space provision linked to these new housing areas will take opportunities to provide green links to existing urban areas as well as providing recreation and new nature areas. Together with partners such as Parish and Town Councils we will investigate the scope to enhance green space networks within existing settlements

B.17 We will investigate the potential for, and if practicable encourage take up of, low carbon district heating linked to new development.

B.18 We will look at ways to manage the risk of localised flooding in the Maghull area, including including through design and layout of development, and sustainable drainage.

B.19 The Council and its partners will look at ways to secure funding for a new train station at Maghull North.

B.20 Although we expect most people from the Sefton East area to continue to commute to work we will look at ways of making the most of existing employment opportunities, including in the rural area and opportunities for leisure linked to the canal.

B.21 Uncertainty currently exists about the proposed prison site. We will keep this under review and identify an alternative use for this site if the prison does not go ahead.

Formby

B.22 The Council and its partners will look at ways to protect and improve the high quality natural environment that provides the setting for Formby. This will include looking at how we can encourage visitors to travel by public transport and reduce car traffic near the coast.

B.23 Formby Town Centre will remain the focus for new shopping, leisure and other facilities in the area.

B.24 The preferable locations for new homes in the first instance will be the existing built-up area, including the site of the former Powerhouse. New homes will be built on the edge of the built-up area in sustainable locations. We will make the most of opportunities to provide green space, nature areas and green links to Formby's existing built-up area, as well

as enhancing existing green spaces.

B.25 We will continue to work with partners, such as the National Trust, to manage visitor pressure on the Sefton Coast, so that recreation and tourism use continues alongside the protection and enhancing of the internationally important Coastal nature sites.

B.26 Although we expect most people from the Formby area to continue to commute to work we will look at ways of the making the most of existing employment opportunities. The land north of Formby Business Park is a possible location to meet future employment needs after 2020.

B.27 The new Thornton – Switch Island link road will provide improved access to the motorway network.

B.28 Development will be located away from areas at greatest risk of flooding or coastal erosion. We will look at ways to manage the risk of localised flooding in the Formby area, including accommodating flood water from the River Alt at Lunt Meadows, through design and layout of development, and sustainable drainage. The potential to locate wind turbines in an area between Formby and Ince Blundell will be considered.

Southport

B.29 Southport Town Centre will be the main focus of new shopping, leisure and other services in the area. It is a priority to increase the available floorspace in the centre so that Southport can attract a wider range of shops. Southport market will be refurbished.

B.30 The smaller local centres of Ainsdale, Birkdale, Churchtown and Shakespeare Street will be protected and promoted as locations in which we will encourage uses that meet a local need.

B.31 The preferable locations for new homes in the first instance will be the existing built-up area. New homes will be built on the edge of the built-up area in sustainable locations. The Council will work with partners and developers to provide more homes suitable for Southport's elderly population. Efforts will be made to reduce the amount of empty properties in the area.

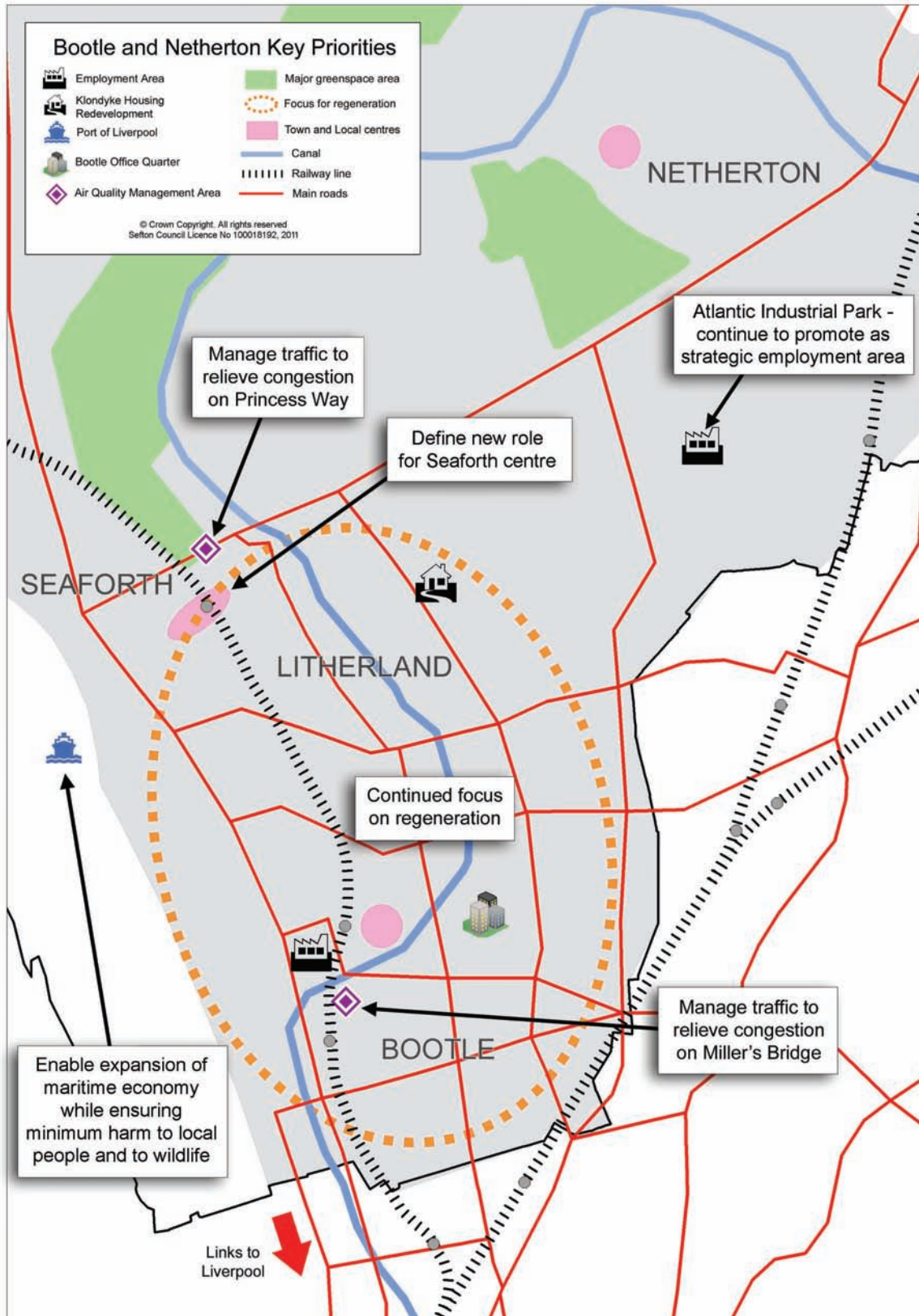
B.32 We will make the most of opportunities linked to development to provide or enhance green space, nature areas and green walking and cycling links with Southport's existing built-up area, especially central Southport.

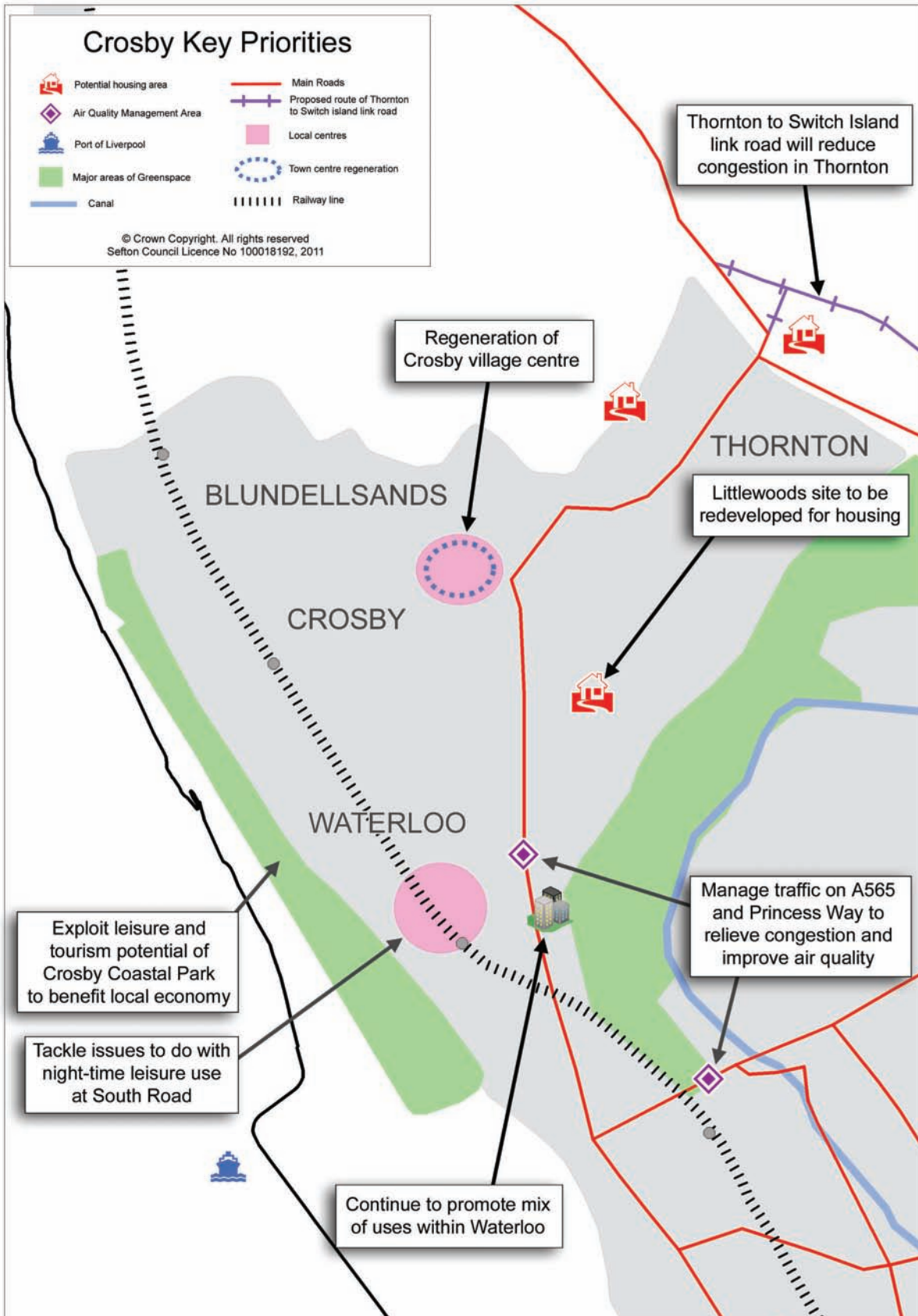
B.33 Tourism will continue to be a major employer in the area and we will help protect Southport's assets that help make the town attractive to visitors. On the Coast, we will work towards realising the potential of Pleasureland and Pontins for tourism related development. We will work with partners to both manage visitor pressure and make the most of other tourism linked to the Coast, including the 'Golf Coast' and wildlife especially birds, while continuing to protect and enhance internationally important Coastal nature sites.

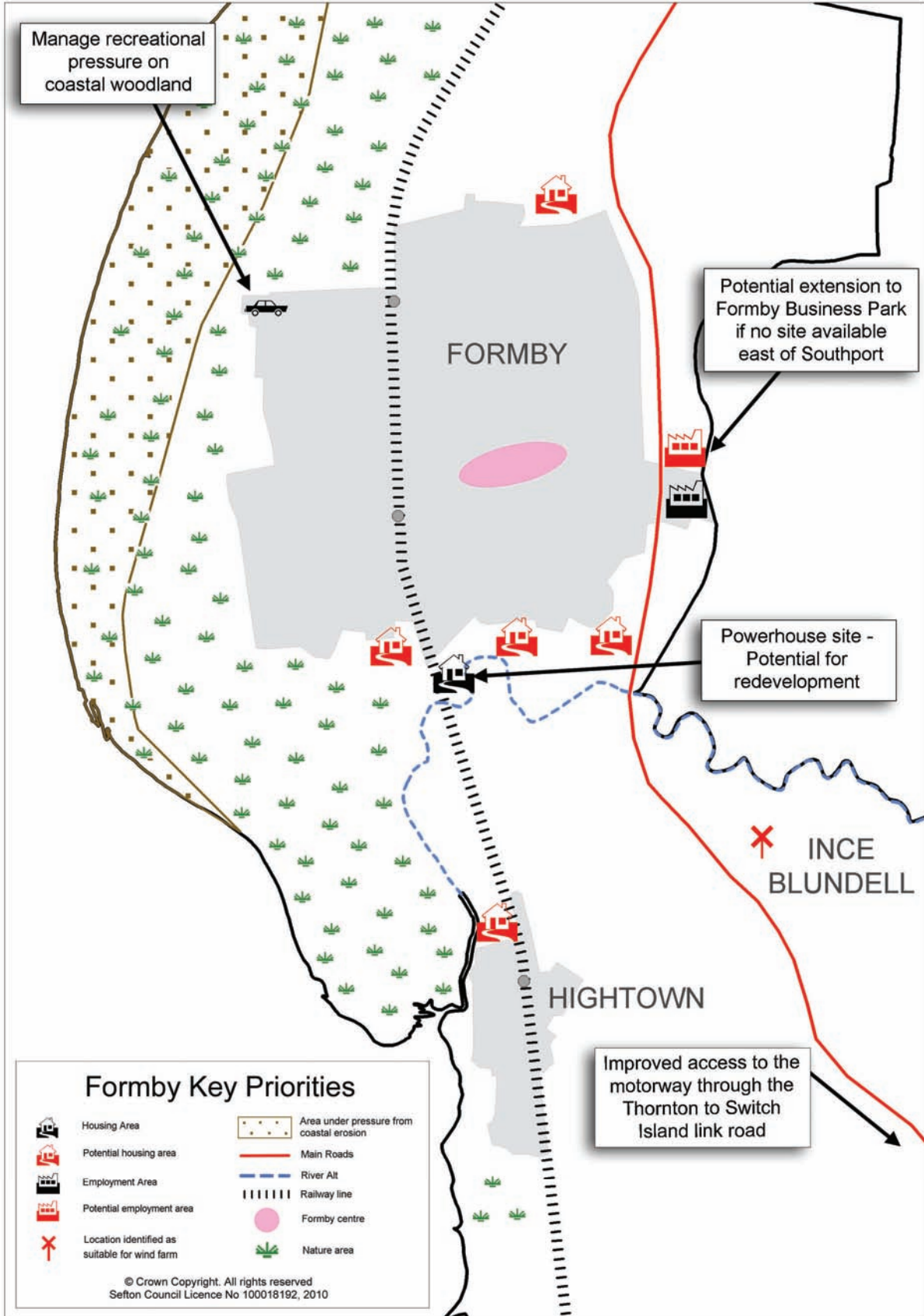
B.34 The Southport Business Park will be the main focus for new high quality employment development and we will identify land in a sustainable location for an additional large employment site for when this reaches capacity (estimated to be after 2020).

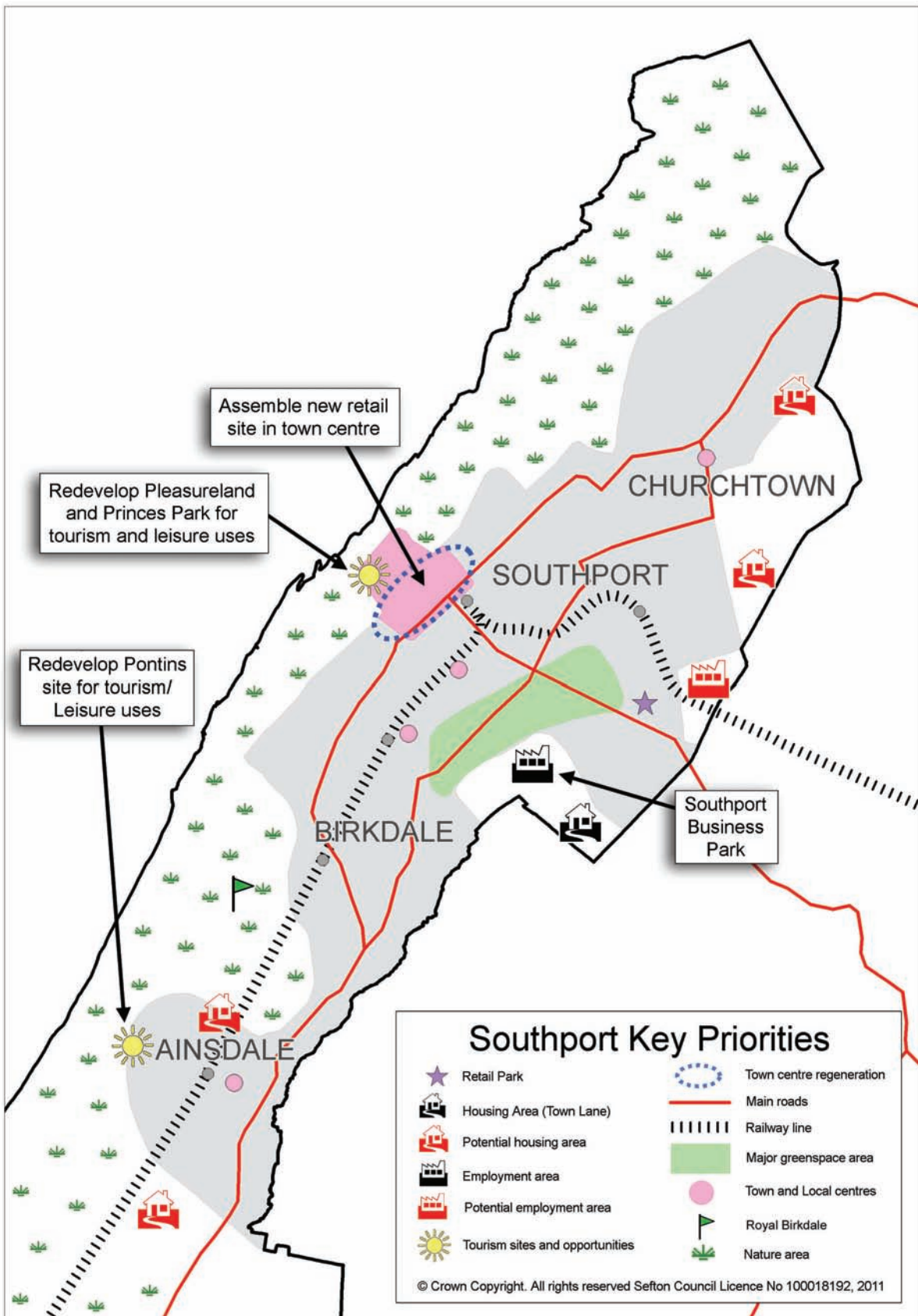
B.35 Development will be located away from areas at greatest risk of flooding as far as is possible, and we will look at ways to manage the risk of localised flooding throughout Southport. Measures will include design and layout of development, including flood resistance and resilience measures.

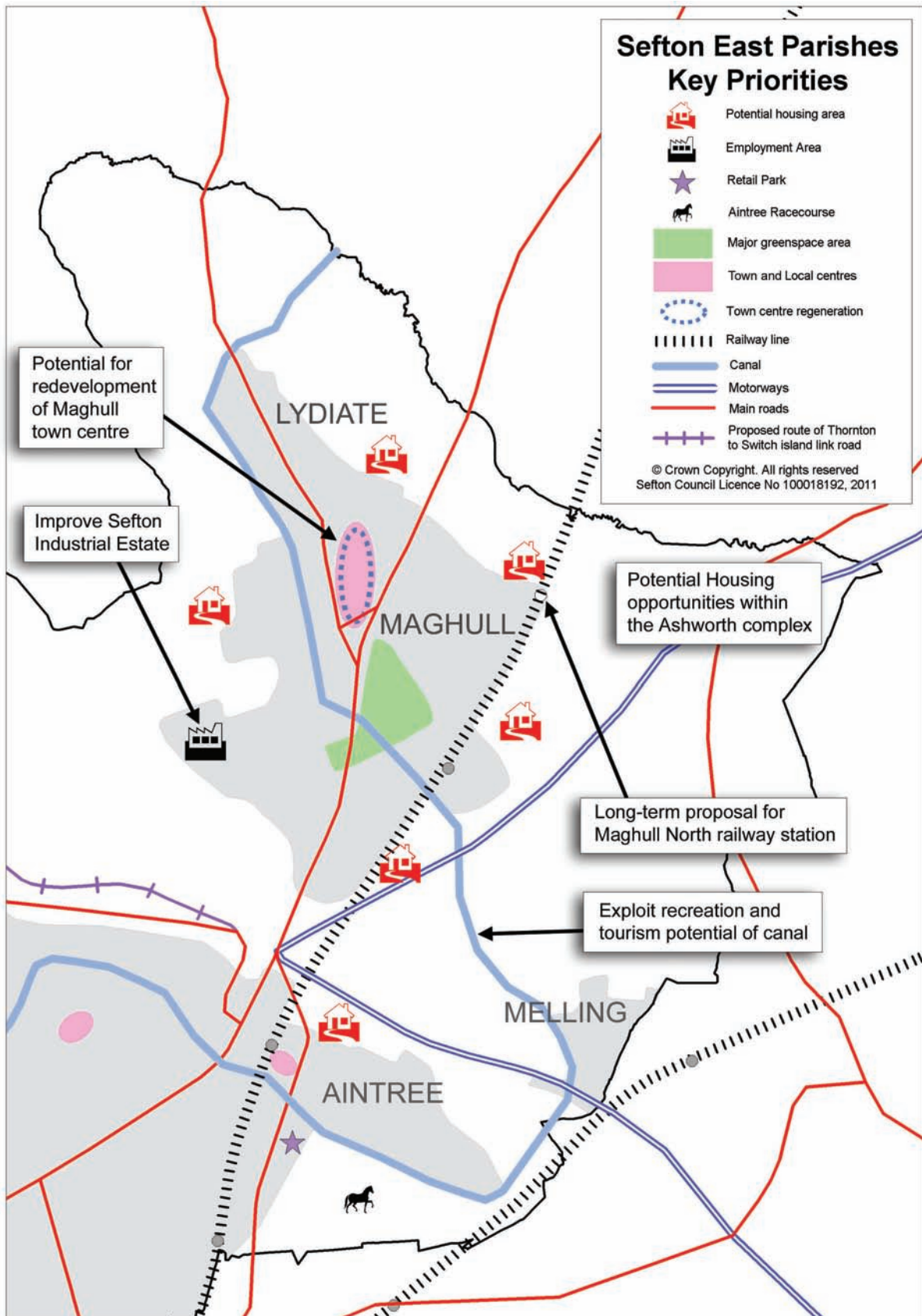
The following maps set out how the vision and objectives of the Core Strategy will affect each of Sefton’s main settlements. **Please note that these maps are indicative only.**











Appendix C Summary Assessment of Each Option against the Aims and Objectives of the Core Strategy

Core Strategy Aim	How well will each option achieve this aim - key points		
	Option 1 Urban containment	Option 2 Meeting identified needs	Option 3 Stabilising Sefton's population
Urban regeneration	Mixed. Development planned to take place only within existing settlements. Does not meet affordable housing needs & other specialist housing needs e.g. elderly people. Larger population loss and lack of sites for new housing and employment likely to undermine regeneration in the longer term.	Good. Some development in Green Belt on edge of existing settlements. Population loss but fits best with expected demographic housing & economic requirements. Some provision of affordable homes.	Mixed, mostly good. More development in Green Belt on edge of existing settlements. Stable population, provision of more housing & employment. Greatest provision of affordable homes.
Sustainable Development	Mixed, mostly poor. Mostly good for environmental issues, as development planned to take place only within existing settlements. Mostly poor for social & economic issues, due to affect of large population loss on viability of local services / facilities, damage to local economy, reduced labour supply, and little affordable housing.	Mixed, mostly good. Mixed impact for environmental issues; limited development on Green Belt sites with some opportunities for ecological, green transport, etc enhancement. Mostly good for social & economic issues, as local housing needs and employment needs would be met, and some affordable housing needs.	Mixed, mostly good. Mixed impact for environmental issues: greater loss of land and environmental assets in the Green Belt, but scope through Green Belt development for enhanced ecology, green transport etc. Mostly good for social & economic issues, as local housing needs and employment needs would be met, and greater proportion of affordable housing.
Local distinctiveness	Very good. Development planned to take place only within existing settlements. Good design, & maintaining character of the Sefton Coast, are fundamental aspirations of Core Strategy.	Good. Some development in Green Belt on edge of existing settlements. However, good design, & maintaining character of the Sefton Coast, are fundamental aspirations of Core Strategy.	Good. More development in Green Belt on edge of existing settlements. However, good design, & maintaining character of the Sefton Coast, are fundamental aspirations of Core Strategy.
Liverpool City Region role	Mixed. Population loss and lack of new employment sites could limit direct economic contribution to the City Region. Working population's prosperity not much affected, more likely to work in wider City Region. Limited effect on other City Region roles.	Mixed. Limited effect on City Region roles.	Mixed. Limited effect on City Region roles.

Core Strategy Objective	How well will each option achieve this objective - key points		
	Option 1-Urban containment	Option 2 - Meeting identified needs	Option 3 - Stabilising Sefton's population
Design quality & local character	Good. Development planned to take place only within existing settlements. Good design, & maintaining character of the Sefton Coast, are fundamental aspirations of Core Strategy.	Good. Some development in Green Belt on edge of existing settlements, but good design & maintaining character of the Sefton Coast, are fundamental aspirations of Core Strategy.	Good. More development in Green Belt, but good design & maintaining character of the Sefton Coast, are fundamental aspirations of Core Strategy.
New housing	Poor. Insufficient homes to meet identified housing needs.	Good. Identified housing needs would be met.	Very good. Enough new homes to provide a large number of family homes & other housing.
Affordable housing	Poor. Fewer homes on mostly smaller sites means less funding for the affordable or special needs housing that local people need.	Good. More homes, on some larger sites, would help to fund more affordable or special housing that local people need.	Very good. Even more homes will be built. Greatest scope to fund affordable or special housing that local people need.
Services	Poor. Population loss would mean that some services would be less viable.	Mixed, but low impact. Small population loss may affect some services, but level of development would allow some new/existing facilities to be secured or provided.	Good. Stable population would support existing services & facilities. Level of development would allow some new/existing facilities to be secured or provided.
Access to opportunities	Poor. Population loss would mean that some facilities & services would be unviable, & the smaller labour force could affect local businesses.	Limited impact. Level of development would support the local economy, and allow a new business park in Southport or Formby. However, population loss & a smaller labour force would have some impact on jobs and services.	Good. Stable population & more development would support the local economy and ensure the viability of services & facilities.
Town Centres	Poor. Population loss could undermine local centres & services.	Limited impact. Some population loss; development would retain a range of services & facilities.	Good. Stable population would continue to support shops and facilities in local centres.
Jobs	Very poor. Population loss would reduce the local labour force & make some companies could leave. No business park provided in north Sefton which would limit the growth of local businesses.	Limited impact. Development Even with some population & jobs loss, a range of jobs (including in construction) would be retained. New business park in Southport or Formby would allow local businesses to grow.	Good. Would allow for new business park development. Could boost the number of local construction jobs. Stable population & more development would lead to a wider range of jobs.
The Port	Mixed, mostly good. The Port has very little land for its long-term expansion, and is close to housing, employment and other areas, and nature sites of international importance. No key differences between the options.		
Health	Good. Fundamental aspiration of Core Strategy is to retain locally important trees, green spaces & routes & recreation spaces. No Green Belt development means no loss of local food production capacity.	Mixed, mostly good. Fundamental aspiration of Core Strategy is to retain locally important trees, green spaces & routes & recreation spaces. Some Green Belt development may reduce local food production, but scope for green space / route enhancement & creation (including allotments).	Mixed, mostly good. Fundamental aspiration of Core Strategy is to retain locally important trees, green spaces & routes & recreation spaces. Green Belt development means less local food production, but greatest scope for green space / route enhancement & creation (including allotments).
Environment	Good. Fundamental aspiration of Core Strategy is to retain internationally, nationally & locally important environmental assets. Population loss & no Green Belt development means less impact on environmental assets.	Mixed, mostly good. Fundamental aspiration of Core Strategy is to retain internationally, nationally & locally important environmental assets. Some population loss & Green Belt development means an impact on these, but some scope to enhance & create new assets	Mixed, mostly good. Fundamental aspiration of Core Strategy is to retain internationally, nationally & locally important environmental assets. More Green Belt development means more impact on these assets, but more scope to enhance, & create new assets.
Climate change	Mixed. Fundamental aspiration of Core Strategy is for design & location of development to be low carbon & adapted to, not affected by, climate change. Less development, on smaller sites, uses fewer resources but limits scope for low carbon features.	Mixed, mostly good. Fundamental aspiration of Core Strategy is for design & location of development to be low carbon & adapted to, not affected by, climate change. Some Green Belt development, on larger sites, may increase scope for low carbon features.	Mixed, mostly good. Fundamental aspiration of Core Strategy is for design & location of development to be low carbon & adapted to, not affected by, climate change. More Green Belt development & larger sites means more scope for low carbon features e.g. district heating.

Appendix D: Green Belt Study summary of sites: Southport						May 2011	
Site Ref	Site Name	Area (hectares)	If excluded, what stage*	Reason excluded	Development Capacity (homes)	Development Capacity (business park)	
S001	Marshside RSPB reserve, Southport	167.33	3	Nature conservation & flood risk			
S002	Stanley High School playing fields, Marshside Road, Southport	5.33	3	Flood risk			
S003	Hesketh & Municipal Golf Links, Marshside Road, Southport	86.89	3	Flood risk and Local Wildlife Site			
S004	Land at Blundell Lane / Moss Lane, Southport between urban area & Sefton boundary	128.83			772		
S005	Meols Hall, Botanic Road, Churchtown	45.36	4	Parkland conservation area			
S006	Southport Old Course, Moss Lane, Southport	22.02	4	Golf course			
S007	Land south of Crowland Street, Southport	25.05				25 ha	
S008	Kew Park & Ride site, Foul Lane, Southport	2.76				2.7 ha	
S009	Former tip, Foul Lane, Southport	11.35				11.35 ha	
S010	Waste Transfer Station, Foul Lane, Southport	1.61	1	Fully developed			
S011	Birkdale Hills (Jubilee Trail) south of Eco-Centre	10.06	2	PPG2 Purpose 1 Not contained by the urban area			
S012	Land to rear of Camberley Drive, Birkdale	1.92	4	Size, shape, access, Local Wildlife Site			
S013	Dunes west of the Coastal Road, Birkdale	82.45	2	PPG2 Purpose 1 Not contained by the urban area			
S014	Birkdale Hills (south)	112.46	3	Nature conservation importance			
S015	Royal Birkdale & Hillside Golf Links	190.86	4	Nature conservation, golf course & park			
S016	Former Ainsdale Hope High School, Sandringham Road, Ainsdale	9.47			213		
S017	Land to rear of Lynton Road, Birkdale	1.74			47		
S018	Southport & Ainsdale Golf Links, Bradshaw's Lane, Ainsdale	58.68	2	PPG2 Purpose 2 Essential Gap			
S019	Birkdale High School, Windy Harbour Road, Birkdale	2.28	4	Use as school playing fields			
* Stage 1: Identification of already developed parcels		Stage 2: Green Belt policy		Stage 3: Prohibitive constraints		Stage 4: Core Strategy principles	

Appendix D: Green Belt Study summary of sites: Southport						May 2011	
Site Ref	Site Name	Area (hectares)	If excluded, what stage*	Reason excluded	Development Capacity (homes)	Development Capacity (business park)	
S020	Birkdale Cemetery, Liverpool Road, Birkdale	8.26	3	Use as cemetery			
S021	Ainsdale Village Park	2.9	4	Use as park			
S022	Land to east of Coastal Road, Ainsdale	22.73	3	Nature conservation			
S023	Pontin's, Shore Road, Ainsdale	12.67	1	Fully developed			
S024	Ainsdale Discovery Centre & car parks	3.12	2	PPG2 Purpose 1 Not contained by the urban area			
S025	Ainsdale Sand Dunes NNR	566.06	2	PPG2 Purpose 1 Not contained by the urban area			
S026	Agricultural land at Segars Farm, Pinfold Lane, Ainsdale	21.83			507		
S027	Caravan storage at Segars Farm, Pinfold Lane, Ainsdale	0.67	4	Local Wildlife Site / caravan park			
S029	Willow Bank Holiday Caravan Park & Dunlop Avenue, Ainsdale	14.59	4	Local Wildlife Site, caravan park			
S030	Land south of Moor Lane, Ainsdale	5.71			110		
S031	Plex Moss Caravan Site & Woodvale Sidings, Ainsdale	2.13			17		

* Stage 1: Identification of already developed parcels

Stage 2: Green Belt policy

Stage 3: Prohibitive constraints

Stage 4: Core Strategy principles

Appendix D: Green Belt Study summary of sites: Formby + Ince Blundell						May 2011	
Site Ref	Site Name	Area (hectares)	If excluded, what stage*	Reason excluded	Development Capacity (homes)	Development Capacity (business park)	
S028	Formby Golf Links, Golf Road, Formby	116.79	4	Impact on nature conservation, golf course			
S032	RAF Woodvale grounds	122.31	2	PPG2 Purpose 2 Essential Gap			
S033	RAF Woodvale / airfield buildings	6.35	1	Fully developed			
S034	SLBI adjacent to railway, RAF Woodvale	41.54	2	PPG2 Purpose 2 Essential Gap			
S035	Land to rear of Brewery Lane / West Lane, Formby	0.47	4	Local Wildlife Site			
S036	Bowlers Riding Stables & Riding School, Brewery Lane, Formby	1.16	4	Recreational asset			
S037	SLBI / Nature reserve to west of Formby bypass	14.67	2	PPG2 Purposes 1 + 2 Not contained by the urban area, Essential Gap			
S038	Land north Brackenway & Hawksworth Drive, Formby	28.37			157		
S039	Land between bypass and Formby Golf course	20.47	2	PPG2 Purposes 1 + 2 Not contained by the urban area, Essential Gap			
S040	Land between Formby Bypass & Old Southport Road, north of North Moss Lane	19.62	2	PPG2 Purpose 1 Not contained by the urban area			
S041	Formby Hall Golf Course, Old Southport Road, Formby	84.27	2	PPG2 Purposes 1 + 2 Not contained by the urban area, Essential Gap			
S042	Land between Broad Lane & Downholland Brook, Formby	233.09	2	PPG2 Purpose 1 Not contained by the urban area			
S043	Land north of Moss Side, Formby	9.19	2	PPG2 Purpose 1 Not contained by the			
* Stage 1: Identification of already developed parcels		Stage 2: Green Belt policy		Stage 3: Prohibitive constraints		Stage 4: Core Strategy principles	

Appendix D: Green Belt Study summary of sites: Formby + Ince Blundell **May 2011**

Site Ref	Site Name	Area (hectares)	If excluded, what stage*	Reason excluded	Development Capacity (homes)	Development Capacity (business park)
S044	Formby Moss, N of Formby Business Park	27.59		urban area		27.6
S045	Formby Point / Raven Meols Hills, west of Formby	308.8	3	Nature conservation		
S046	Land west of Larkhill Lane, Formby	7.45	3	Impact on nature conservation		
S047	Land south of Formby business park	40.52	4	Flood risk		
S048	Land between Little Altcar & Formby Bypass / Liverpool Road	16.73			376	
S049	Land South of Barton Heys Road / Range High School, Formby	52.83			515	
S050	Land bounded by Hoggs Hill lane (track), railway, River Alt & coast	319.61	2	PPG2 Purpose 2 Essential Gap		
S051	Powerhouse site, Altcar Lane, Formby	8.47	1	Fully developed / planning permission		
S052	Allotment & sewage works, Altcar Lane, Formby	4.86	4	Retain in current use		
S053	Agricultural land between Altcar Lane & River Alt, Formby, including Loveday's Farm	32.68			735	
S060	Land N of Ince Blundell & E of Formby Bypass	264.39	4	Rural settlement with no facilities		
S062	Land between Ince Blundell & Formby bypass	15.58	4	Rural settlement with no facilities		
S063	Ince Blundell village & Lady Green nursery	17.21	1	Fully developed		
S064	Land east of Ince Blundell Village	21.29	4	Rural settlement with no facilities		

* Stage 1: Identification of already developed parcels	Stage 2: Green Belt policy	Stage 3: Prohibitive constraints	Stage 4: Core Strategy principles
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Appendix D: Green Belt Study summary of sites: Crosby and Hightown						May 2011
Site Ref	Site Name	Area (hectares)	If excluded, what stage*	Reason excluded	Development Capacity (homes)	Development Capacity (Business park)

S054	Altcar Rifle Range open land	47.1	3	Use as rifle range		
S055	Altcar Rifle Range built development	3.79	1	Fully developed		
S056	Land bounded by railway, Formby Bypass, River Alt & North End Lane, Hightown	127.21			231	
S057	Land bounded by North End Lane, Formby bypass, Orrell Hill Lane & Moss Lane, Hightown	107.39	2	PPG2 Purposes 1 + 2 Not contained by the urban area, Essential Gap		
S058	Land east of Hightown	87.12			382	
S059	Land north of Sandy Lane, Hightown	5.3	4	Recreation asset and listed building		
S061	Land west of Formby bypass & south of Orrell Hill Lane, Hightown	156.34	2	PPG2 Purposes 1 + 2 Not contained by the urban area, Essential Gap		
S065	Coast between Hightown and Blundellsands	81.2	3	Nature conservation + flood risk		
S066	Hall Road sidings, Crosby	0.68			12	
S067	Land west of railway between Hightown & Crosby	74.89	4	Flood risk + golf course		
S068	land between Hightown & Gorse Lane / Sandy Lane	30.21			376	
S069	Land north of Crosby, west of railway & east of Moss Lane - parcel excludes any of Little Crosby)	226.7	3a	Nature Conservation		
S070	St Michael's C of E High School playing fields, Manor Road, Crosby	7.41	4	School playing fields		
S071	Land between St Michael's High School & Little Crosby	56.44		Playing fields		
S072	Little Crosby village	7.62	1	Fully developed		
S073	Land between Little Crosby & Moor Park	12.91	2	PPG2 Purpose 2 Essential Gap		
S074	Little Crosby Hall	59.69	2	PPG2 Purpose 2 Essential Gap		

Stage 1: Identification of already developed parcels	Stage 2: Green Belt policy	Stage 3: Prohibitive constraints	Stage 4: Core Strategy principles
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Appendix D: Green Belt Study summary of sites: Crosby and Hightown					May 2011	
Site Ref	Site Name	Area (hectares)	If excluded, what stage*	Reason excluded	Development Capacity (homes)	Development Capacity (Business park)

S075	Crosby High School playing fields	1.16	4	School playing fields		
S076	Northern Cricket Club, Moor Lane, Crosby	3.88	2	PPG2 Purpose 2 Essential Gap		
S077	Rear of Holy Family School, Thornton	16.41			235	
S078	Land east of Back Lane & Virgins Lane, Little Crosby	50.56			64	
S079	Residential development on Ince Lane	1.81	1	Fully developed		
S080	Thornton Wood & Moss Wood, Thornton	24.05	2	PPG2 Purpose 1 Not contained by the urban area		
S081	Sunnyfield Farm, Thornton	8.55	2	PPG2 Purpose 1 Not contained by the urban area		
S082	Ince Blundell Hall	92.89	2	PPG2 Purpose 1 Not contained by the urban area		
S083	land to east of Ince Blundell park	180.54	2	PPG2 Purpose 1 Not contained by the urban area		
S084	Land to south of Ince Blundell park	46.04	2	PPG2 Purpose 1 Not contained by the urban area		
S085	Agricultural land N & E of Homer Green	64.81	2	PPG2 Purpose 1 Not contained by the urban area		
S086	Land south of Homer Green & Lunt bounded by Long Lane, Lunt Road, Back Lane, Holgate & the edge of Thornton	111.61			342	
S089	Land at Rothwells Lane and rear of Thornton Cemetery	13.06			130	
S090	Thornton Cemetery	10.63	3	Use as a cemetery		
S092	Agricultural land bounded by Lydiat Lane & Edge Lane	38.11	2	PPG2 Purpose 2 Essential Gap		
S093	Runnells Lane Nursery	1.81			48	

* Stage 1: Identification of already developed parcels	Stage 2: Green Belt policy	Stage 3: Prohibitive constraints	Stage 4: Core Strategy principles
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Appendix D: Green Belt Study summary of sites: Crosby and Hightown					May 2011	
Site Ref	Site Name	Area (hectares)	If excluded, what stage*	Reason excluded	Development Capacity (homes)	Development Capacity (Business park)

S094	Rimrose Valley	144.77	2	PPG2 Purpose 2 Essential Gap		
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* Stage 1: Identification of already developed parcels	Stage 2: Green Belt policy	Stage 3: Prohibitive constraints	Stage 4: Core Strategy principles
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Appendix D: Green Belt Study summary of sites: Sefton East Parishes (Maghull, Lydiate, Aintree, Melling, Sefton village)

Site Ref	Site Name	Area (hectares)	If excluded, what stage*	Reason excluded	Development Capacity (homes)	Development Capacity (business park)
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S095	Land between Thornton, Lunt & Sefton villages	97.11			129	
S096	Community woodland south of Lunt village	5.92	2	PPG2 Purposes 1 + 2 Not contained by the urban area, Essential Gap		
S097	Lunt Village	10.74	1	Fully developed		
S098	Agricultural land E of Lunt village	30.01	2	PPG2 Purposes 1 + 2 Not contained by the urban area, Essential Gap		
S099	Land to N of Harrison's Brook, Lunt	28.28	2	PPG2 Purposes 1 Not contained by the urban area		
S100	Sefton Meadows S & W of River Alt	25.2	2	PPG2 Purposes 1 + 2 Not contained by the urban area, Essential Gap		
S101	Agricultural land N of Sefton village & W of Bridges Lane	29.68	2	PPG2 Purpose 2 Essential Gap		
S102	Sefton Village	11.25	1	Fully developed		
S103	Land bounded by River Alt, A59, Northern Perimeter Road, Pinfold Wood, Brickwall Lane, Sefton Village & Bridges Lane	129.71	2	PPG2 Purpose 2 Essential Gap		
S105	Pinfold Woods	7.22	4	Recreation / woodland		
S106	Sefton Meadows, SW of Maghull	55.14	2	PPG2 Purpose 2 Essential Gap		
S107	Land to south of The Crescent, Maghull	6.18	4	Local Wildlife Site / medium risk of flooding		
S108	Commercial frontage, Sefton Lane, Maghull	5.3	1	Fully developed		

* Stage 1: Identification of already developed parcels	Stage 2: Green Belt policy	Stage 3: Prohibitive constraints	Stage 4: Core Strategy principles
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Appendix D: Green Belt Study summary of sites: Sefton East Parishes (Maghull, Lydiate, Aintree, Melling, Sefton village)

May 2011

Site Ref	Site Name	Area (hectares)	If excluded, what stage*	Reason excluded	Development Capacity (homes)	Development Capacity (business park)
S109	Land to N Sefton Lane, W of Cheshire Lanes, Maghull	43.61	2	PPG2 Purpose 1. Not contained by the urban area		
S110	Land between Cheshire Lines & South Meade, Maghull	28.82			92	
S111	Land bounded by Green Lane & built up area of Maghull	13.63			307	
S112	Land between Maghull Brook, Bell's Lane, Green Lane & built up area of Lydiate	40			252	
S113	Land between Acres Lane, Pilling Lane, Punnell's Lane & Bell's Lane, Lydiate	61.2	2	PPG2 Purpose 1 Not contained by the urban area,		
S114	Land bounded by Station Road, Southport Road, LLC & Pilling Lane, Lydiate	26.77	2	PPG2 Purpose 1 Not contained by the urban area		
S115	Land N of Punnells Lane / Station Road, E of Southport Road & S of Lydiate Brook	144.03	2	PPG2 Purpose 1 Not contained by the urban area		
S116	Land bounded by Sudell Brook, Hall Lane & Eager Lane, Lydiate	32.32	2	PPG2 Purpose 1 Not contained by the urban area		
S117	Land east of Southport Road between LLC & Hall Lane, Lydiate	38.4	2	PPG2 Purpose 1 Not contained by the urban area		
S118	Land between Eager Lane & Canal, Lydiate	37.12	2	PPG2 Purpose 1 Not contained by the urban area		
S119	Land between Leeds and Liverpool Canal, Pygon's Hill Lane, Sudell Lane & Sudell Brook, Lydiate	8.94	2	PPG2 Purpose 1 Not contained by the urban area		
S120	Land bounded by Leeds and Liverpool Canal, Sandy Lane & Pygon's Hill Lane, Lydiate	65.73	4	Not well related to urban area		
S121	Land between Pygon's Hill Lane, Sudell Lane & Sudell Brook, Lydiate	37.21	2	PPG2 Purpose 1 Not contained by the urban area		

* Stage 1: Identification of already developed parcels	Stage 2: Green Belt policy	Stage 3: Prohibitive constraints	Stage 4: Core Strategy principles
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Appendix D: Green Belt Study summary of sites: Sefton East Parishes (Maghull, Lydiate, Aintree, Melling, Sefton village)

May 2011

Site Ref	Site Name	Area (hectares)	If excluded, what stage*	Reason excluded	Development Capacity (homes)	Development Capacity (business park)
S122	Land bounded by Moss Lane, Liverpool Road, Lamshear Lane & Sandy Lane, Lydiate	39.66	4	urban area		
S123	Land bounded by Liverpool Road, Kenyons Lane & Northway, Lydiate	17.59		Not well related to urban area	184	
S124	Land east of A59, S of Sudell Brook & W of Maghull Smallholdings Estate, Lydiate	37.9	4	Not well related to urban area		
S125	Maghull Smallholdings Estate	42.36		Fully developed	603	
S126	Ashworth Hospital North & East, Maghull	53.51	1			
S127	Land bounded by Butchers Lane, Prescott Road, M58, School Lane & Ashworth Prison, Maghull	53.4	2	PPG2 Purpose 1 Not contained by the urban area		
S128	HMP Kennet (Ashworth Hospital South)	14.73	1	Fully developed		
S129	Land bounded by School Lane, M58, Poverty Lane & railway, Maghull	93.31			1425	22ha
S130	Land bounded by Melling Lane, M58, Poverty Lane & railway, Maghull	5.6	4	Not well related to urban area		
S131	Land bounded by Melling Lane, Leeds to Liverpool Canal and M58	4.21			95	
S132	Land between railway & M58, south of canal	25.59			597	
S133	Land N of Conscough Lane, Maghull	12.14	2	PPG2 Purpose 1 Not contained by the urban area		
S134	Land between Conscough Lane & M58, Maghull	21.39	2	PPG2 Purpose 1 Not contained by the urban area		
S135	Land S of M58, E of Prescott Road & N of Spurriers Lane, Maghull	77.82	2	PPG2 Purpose 1 Not contained by the urban area,		
S136	Land between Prescott Road & M58 junction 1	12.81	2	PPG2 Purposes 1 + 2 Not contained by the urban area,		

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Appendix D: Green Belt Study summary of sites: Sefton East Parishes (Maghull, Lydiate, Aintree, Melling, Sefton village)

May 2011

Site Ref	Site Name	Area (hectares)	If excluded, what stage*	Reason excluded	Development Capacity (homes)	Development Capacity (business park)
S137	Land east of Melling Mount & N of Kirkby	69.55	2	Essential Gap PPG2 Purpose 1 Not contained by the urban area		
S138	Land bounded by Giddygate Lane, M58, Prescott Road & Angers Lane, Melling	66.41	2	PPG2 Purposes 1 + 2 Not contained by the urban area, Essential Gap		
S139	Land between Giddygate Lane, M58 & Leatherbarrows Lane, Maghull	71.27	2	PPG2 Purposes 1 + 2 Not contained by the urban area, Essential Gap		
S140	Land between Leatherbarrows Lane, M58 & Weavers Lane, Maghull	9.98	2	PPG2 Purposes 1 + 2 Not contained by the urban area, Essential Gap		
S141	Land between Leatherbarrows Lane, Weavers Lane, Melling & Rock Lane	37.01	4	Rural settlement with no facilities		
S142	Land bounded by Leatherbarrows Lane, Tithelbarn Lane & Sandy Lane, Melling	19.96	4	Rural settlement with no facilities		
S143	Land bounded by Angers Lane, Prescott Road & Waddicar Lane, Melling	6.75	2	PPG2 Purposes 1 + 2 Not contained by the urban area, Essential Gap		
S144	Land between Waddicar Lane, Prescott Road & Waddicar (Melling)	24.26			128	
S145	Land between Waddicar Lane, LLC & Melling village	65.57			124	
S146	Melling Village	10.75	1	Fully developed		
S147	Land between Rock Lane, the LLC & N of Brewery Lane, Melling	3.39	2	PPG2 Purposes 1 + 2 Not contained by the urban area, Essential Gap		

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Appendix D: Green Belt Study summary of sites: Sefton East Parishes (Maghull, Lydiate, Aintree, Melling, Sefton village)

May 2011

Site Ref	Site Name	Area (hectares)	If excluded, what stage*	Reason excluded	Development Capacity (homes)	Development Capacity (business park)
S148	Rock Lane / Bedford Lane	4.47	1	Fully developed		
S149	Land between Moorhey Road & M58	4.28	4	Local nature reserve		
S150	Switch Island and land between motorways & railway	30.59	2	PPG2 Purpose 2 Essential Gap		
S151	Land between Brewery Lane & railway	90.17	2	PPG2 Purposes 1 + 2 Not contained by the urban area, Essential Gap		
S152	land between LLC, Brewery Lane & Spencers Lane, Melling	82.38			187	
S153	Land S of Spencers Lane, Waddicar	5.61	2	PPG2 Purpose 2 Essential Gap		
S154	West of Bull's Bridge Lane, Aintree	8.11			204	
S155	Rear of Lawton Drive / Wango Lane, Aintree	7.05			159	
S156	Aintree racecourse	93.03	2	PPG2 Purpose 2 Essential Gap		
S157	Land to rear of Oriel Drive, Aintree	26.12			587	
S158	Land between B5192 and Kirkby	45.19			382	
S159	63 - 85 Moss Lane & 2 Pitts House Lane, Southport	0.84	1	Fully developed		
S160	56 - 78 Crowland Street, Southport	0.31	1	Fully developed		
S161	127 - 133 Pinfold Lane, Ainsdale	0.22	1	Fully developed		
SK001	Land between R Alt, canal, Bulls Bridge Lane & M57	30.1	2	PPG2 Purposes 1 + 2 Not contained by the urban area, Essential Gap		
SK002	Wango Lane Country Park	28.94	2	PPG2 Purpose 2 Essential Gap		
SK003	Kirkby Golf Course	83.33	2	PPG2 Purpose 2 Essential Gap		

* Stage 1: Identification of already developed parcels

Stage 2: Green Belt policy

Stage 3: Prohibitive constraints

Stage 4: Core Strategy principles