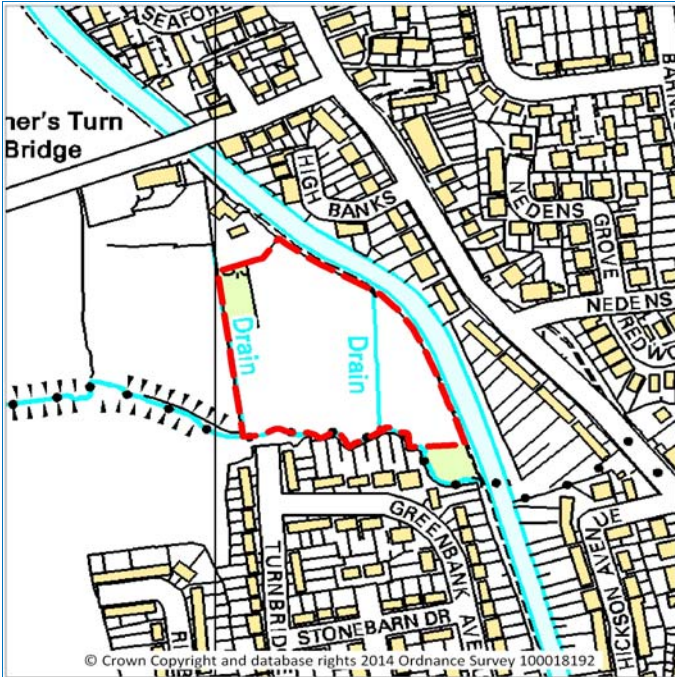


# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	S112e	Settlement Area	Sefton East Parishes	Policy ref (if applicable)	MN2.27
SiteAddress	Land at Turnbridge Road, Maghull				
SiteType	Potential Housing Allocation			SiteArea(Ha)	1.6



## Proximity of the site to key services

### Proportion of Site (%) with:

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

## Site specific / wider benefits

### Comments

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

## Constraints to Development

Constraint	Constraint severity	Constraint description
<b>1. Ecology</b>	Minor Constraint	Potential for water voles along the Leeds-Liverpool Canal, Maghull Brook, and drainage ditches.
<b>2. HRA</b>	Screened Out	
<b>3. Flood Risk</b>	Minor Constraint	Entirely in Flood Zone 1. Parts of the site are at risk of surface water flooding. An ordinary watercourse is within the site. Susceptible to ground water flooding. A residual risk from canal failure.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	No Constraint	No identified impacts on designated heritage assets
<b>6. Pollution</b>	No Constraint	No known issues
<b>7. Site Access</b>	Minor Constraint	Access off Turnbridge Road would be acceptable.
<b>8. Network Capacity</b>	Minor Constraint	The swing bridge at Green Lane creates some restrictions. If the larger site (AS12) were allocated then the cumulative impact would need to be considered along with any other Local Plan sites in Maghull and Lydiate.
<b>9. Accessibility Improvements</b>	N/A	The site is adjacent to the canal towpath that links to Bells Lane and provides reasonable access to public transport on Southport Road. A package of improvements would be required in order to improve the accessibility by sustainable travel choices.
<b>10. BMV Agricultural Land</b>	Minor Constraint	Approximately 70% of the site is grades 1 and 2 'best and most versatile' agricultural land according to the Sefton Agricultural Land Study 2012.
<b>11. Landscape</b>	Minor Constraint	The current levels of boundary vegetation should be retained as far as possible, in order that the site continues to be visually contained and separated from the adjacent open and large scale landscape character to the west of the site.
<b>12. Ground Conditions</b>	Minor Constraint	North side of site has existing developments founded on clay / sand substrata. Traditional strip or reinforced strip foundations are likely to be acceptable in this area.
<b>13. Utility Infrastructure</b>	No Constraint	No known issues
<b>14. Other Constraint</b>	No Constraint	No known other issues

### Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Minor	Approximately 70% of the site adjoins the existing urban area.  The existing boundaries are strong to the east (the Leeds Liverpool Canal), but weak to the south (residential gardens). The proposed boundary would comprise a drainage ditch.
2. To prevent towns merging into one-another	None	There would no impact on an existing gap between settlements.
3. To safeguard the countryside from encroachment	Moderate	The site is in agricultural use.
4. To preserve the setting and special character of historic towns	None	The site is adjacent to mainly post-war development
5. To assist urban regeneration		Unable to assess impact

### Delivery Considerations

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

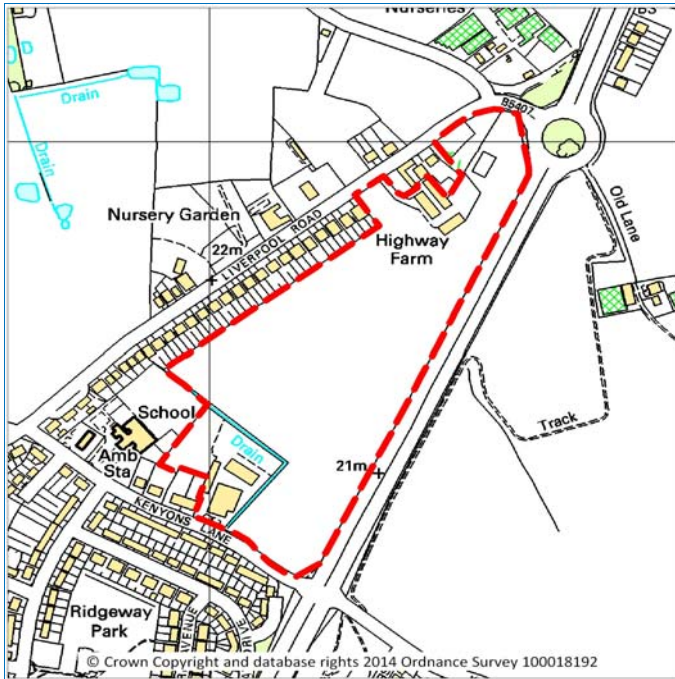
### Conclusion

Land currently in the Green Belt. However the site is highly contained and would not significantly impact upon any Green Belt purpose. The site is accessible to public transport and services, and would contribute to meeting Sefton East Parishes' high affordable housing need. The site is not subject to any significant constraints, and is appropriate to allocate for housing in the Local Plan.



# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.48	Settlement Area	Sefton East Parishes	Policy ref (if applicable)	MN2.28
SiteAddress	Land north of Kenyon's Lane, Lydiate				
SiteType	Potential Housing Allocation			SiteArea(Ha)	9.7



## Proximity of the site to key services

### Proportion of Site (%) with:

	High accessibility		Medium accessibility		Low accessibility	
	%	(<800m)	%	(<1,200m)	%	(>1,200m)
Train Stations	0	<800m	0	<1,200m	100	>1,200m
Frequent Bus Stops	100	<400m	0	<800m	0	>800m
Primary School	100	<800m	0	<1,200m	0	>1,200m
District Local Centres	56.8	<800m	43.2	<1,200m	0	>1,200m
Neighbourhood Park	98.2	<600m	1.8	<900m	0	>900m
GPs/Health Centres	0	<800m	45.9	<1,200m	54.1	>1,200m

## Site specific / wider benefits

### Comments

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

## Constraints to Development

Constraint	Constraint severity	Constraint description
<b>1. Ecology</b>	No Constraint	No known ecological constraints
<b>2. HRA</b>	Screened In	
<b>3. Flood Risk</b>	Minor Constraint	Entirely within Flood Zone 1. Some surface water flood risk.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	No Constraint	No identified impacts on designated heritage assets
<b>6. Pollution</b>	Moderate Constraint	Part of the site is adjacent to the A59 - a busy dual carriageway. This would need to be considered in any scheme layout.
<b>7. Site Access</b>	Moderate Constraint	<p>Multiple points of vehicular and pedestrian access can be provided. It is likely that it will be necessary to widen Kenyon's Lane on the approach to Northway (A59).</p> <p>The main access to this site should be from the Robbin's Island roundabout on the A59. There may also be scope for a 4 way light-controlled junction on Liverpool Road which also provides access to the adjacent site.</p>
<b>8. Network Capacity</b>	Moderate Constraint	The proposal is likely to be acceptable subject to a satisfactory Transport Assessment. This cumulative effects with other proposed sites in Lydiate and Maghull would need to be assessed.
<b>9. Accessibility Improvements</b>	N/A	A scheme of off-site improvements to enhance the accessibility of the site by sustainable travel modes is likely to be required. Such measures may include the upgrade of pedestrian facilities at the junction of Northway/Kenyon's Lane with Toucan crossings. Upgraded bus stop infrastructure, including the provision for a bus service through the site, is also likely to be required, together with good permeable pedestrian points of access.
<b>10. BMV Agricultural Land</b>	Minor Constraint	Part of the site comprises grades 2 and 3a agricultural land ('best and most versatile') according to the Sefton Agricultural Land Study 2012.
<b>11. Landscape</b>	Minor Constraint	The retention of the existing mature hedgerow boundaries and very carefully designed proposals including open space provision will be required in this location to ensure that the high quality of the landscape is not degraded.
<b>12. Ground Conditions</b>	Minor Constraint	Existing developments to the edges of the site are founded on firm sand except the South East corner where the sub-strata changes to sandy clay. Strip or reinforced strip foundations are likely to be suitable.
<b>13. Utility Infrastructure</b>	Minor Constraint	Waste water network upgrade might be required
<b>14. Other Constraint</b>	No Constraint	No known other issues

## Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Minor	Approximately 40% of the site adjoins the existing built up area.  The existing Green Belt boundary is moderately strong (Kenyons Lane). The proposed boundary would be strong, being defined by Liverpool Road and Northway.
2. To prevent towns merging into one-another	Significant	The site would narrow the gap between this part of Lydiate and Aughton Village by around 40% at its narrowest point.
3. To safeguard the countryside from encroachment	Moderate	The site is mostly in agricultural use.
4. To preserve the setting and special character of historic towns	None	The site is adjacent to post-war development
5. To assist urban regeneration		Unable to assess impact

## Delivery Considerations

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

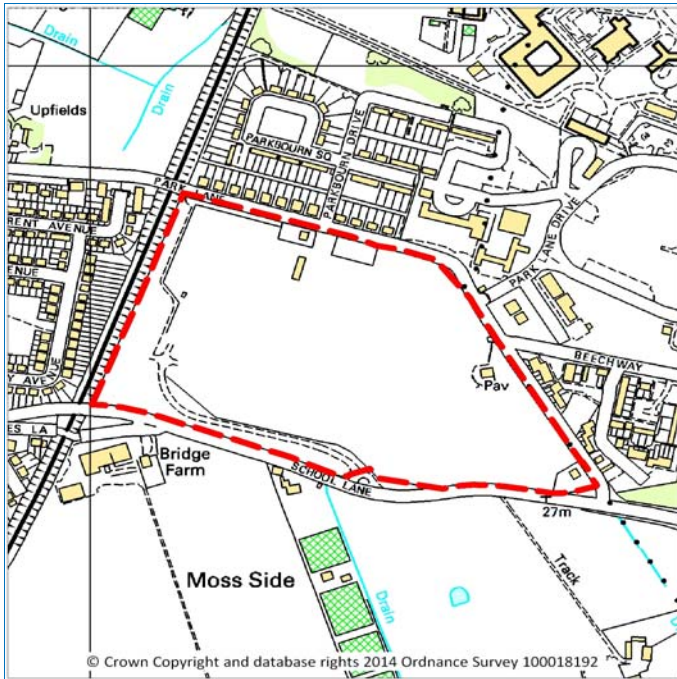
## Conclusion

Land currently in the Green Belt. However the site is highly contained by strong physical boundaries. Whilst the site would reduce the existing gap between Maghull and Aughton Village by around 40% at its narrowest point, this impact is lessened by the presence of existing ribbon development along Liverpool Road. The site would contribute to meeting Sefton East Parishes' high affordable housing need and is not subject to any significant constraints. It is appropriate to allocate for housing in the Local Plan.



# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.26	Settlement Area	Sefton East Parishes	Policy ref (if applicable)	MN2.29
SiteAddress	Former Prison Site, Park Lane, Maghull				
SiteType	Potential Housing Allocation			SiteArea(Ha)	13.6



## Proximity of the site to key services

### Proportion of Site (%) with:

	High accessibility		Medium accessibility		Low accessibility	
Train Stations	0 %	(<800m)	0 %	(<1,200m)	100 %	(>1,200m)
Frequent Bus Stops	100 %	(<400m)	0 %	(<800m)	0 %	(>800m)
Primary School	0 %	(<800m)	48.7 %	(<1,200m)	51.3 %	(>1,200m)
District Local Centres	17.1 %	(<800m)	81.3 %	(<1,200m)	1.6 %	(>1,200m)
Neighbourhood Park	97.4 %	(<600m)	2.6 %	(<900m)	0 %	(>900m)
GPs/Health Centres	0 %	(<800m)	0 %	(<1,200m)	100 %	(>1,200m)

## Site specific / wider benefits

### Comments

1. Would site involve redevelopment of Brownfield land?	Yes	Brownfield land
2. Would the development provide new or improved Road / Rail infrastructure?	Yes	The site will provide the land for a new station, and financial contributions towards the station and new slip roads onto the M58
3. Would the site offer any other specific benefit?	Yes	Public access to the lake and grotto, and an improved cricket facility would be provided
4. Would the site contribute to the wider regeneration of a deprived area?	No	
5. Would the site create jobs in an area of high unemployment?	No	
6. Would the site provide affordable housing in an area of high need?	Yes	Would contribute to meeting high affordable housing need in Sefton East Parishes.
7. Would the site meet any other wider need or provide other benefits?	Yes	The provision of land for the new station and park and ride will relieve pressure on the park and ride at Maghull Station

## Constraints to Development

Constraint	Constraint severity	Constraint description
<b>1. Ecology</b>	Moderate Constraint	Site is partially wooded and contains ponds. Bat roosts present on the site.
<b>2. HRA</b>	Screened Out	
<b>3. Flood Risk</b>	Minor Constraint	Entirely in Flood Zone 1. Some surface water flood risk. An ordinary watercourse is within the site.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	No Constraint	No identified impacts on designated heritage assets
<b>6. Pollution</b>	Minor Constraint	Part of the site is adjacent to a railway line.
<b>7. Site Access</b>	No Constraint	Significant infrastructure in the form of a new roundabout, access road, pedestrian footways and bus stop improvements are already in place were secured and delivered as part of the proposal for the new prison.
<b>8. Network Capacity</b>	Moderate Constraint	<p>A Transport Assessment has been submitted. Development of this site would need to contribute to wider improvements to the rail and road network.</p> <p>There are some concerns regarding the capacity of existing highway infrastructure throughout Maghull and east of the A59. The cumulative impact of other developments in this part of Sefton are likely to require significant highway infrastructure improvements.</p>
<b>9. Accessibility Improvements</b>	N/A	Significant improvements are required in order to make the site accessible for sustainable transport modes, including contributions towards new rail infrastructure and M58 Junction 1 on and off slip roads.
<b>10. BMV Agricultural Land</b>	No Constraint	Urban site not in agricultural use.
<b>11. Landscape</b>	Minor Constraint	High levels of mitigation planting and carefully designed proposals including generous open space provision will be required in this location to ensure that the site contributes in a positive way to the surrounding character.
<b>12. Ground Conditions</b>	Minor Constraint	Existing developments to all edges of site founded on clay sub-strata. Traditional strip / reinforced strip foundations are likely to be suitable.
<b>13. Utility Infrastructure</b>	No Constraint	No known issues
<b>14. Other Constraint</b>	Minor Constraint	A cricket pitch is located on part of the site



## Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Minor	Approximately 60% of the site adjoins the existing built up area, and the prison complex.  The existing Green Belt boundary is strong in part (the railway). The proposed boundary would be strong (School Lane and Park Lane). The site is adjacent to other potential allocations to the south and east.
2. To prevent towns merging into one-another	Minor	The site would not bring this part of Maghull any closer to Kirkby.
3. To safeguard the countryside from encroachment	None	Brownfield land
4. To preserve the setting and special character of historic towns	None	The site is adjacent to inter and post-war development
5. To assist urban regeneration		Unable to assess impact

## Delivery Considerations

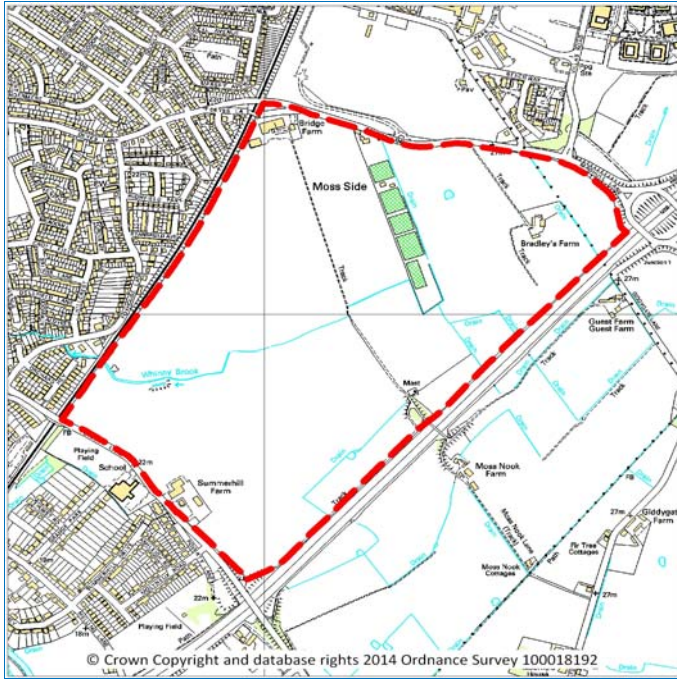
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

## Conclusion

Land currently in the Green Belt. However the site is highly contained and would not significantly impact upon any Green Belt purpose. The site would contribute to meeting Sefton East Parishes' high affordable housing need, would involve the re-use of brownfield land, and will accommodate a new Maghull North Station and park and ride within the site. The site is not subject to any significant constraints, and is appropriate to allocate for housing in the Local Plan.

# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.27	Settlement Area	Sefton East Parishes	Policy ref (if applicable)	MN2.46	
SiteAddress	Land East of Maghull					
SiteType	Potential Mixed Use Site				SiteArea(Ha)	86



## Proximity of the site to key services

### Proportion of Site (%) with:

	High accessibility	Medium accessibility	Low accessibility
Train Stations	33.8 % (<800m)	38.5 % (<1,200m)	27.7 % (>1,200m)
Frequent Bus Stops	67.4 % (<400m)	32.6 % (<800m)	0 % (>800m)
Primary School	58.8 % (<800m)	34.6 % (<1,200m)	6.6 % (>1,200m)
District Local Centres	41.2 % (<800m)	42.5 % (<1,200m)	16.3 % (>1,200m)
Neighbourhood Park	68 % (<600m)	28.7 % (<900m)	3.3 % (>900m)
GPs/Health Centres	0 % (<800m)	0 % (<1,200m)	100 % (>1,200m)

## Site specific / wider benefits

### Comments

1. Would site involve redevelopment of Brownfield land?	No	
2. Would the development provide new or improved Road / Rail infrastructure?	Yes	The site would provide financial contributions towards a new Maghull North Station and new slip roads onto the M58
3. Would the site offer any other specific benefit?	Yes	A new business park, local shopping, and large public park would be provided as part of the development
4. Would the site contribute to the wider regeneration of a deprived area?	No	
5. Would the site create jobs in an area of high unemployment?	No	
6. Would the site provide affordable housing in an area of high need?	Yes	Would contribute to meeting high affordable housing need in Sefton East Parishes.
7. Would the site meet any other wider need or provide other benefits?	Yes	The site provides an opportunity to meet South Sefton's long-term employment needs

## Constraints to Development

Constraint	Constraint severity	Constraint description
<b>1. Ecology</b>	Moderate Constraint	Parts of the site contains Whinny Brook, hedgerows and mature trees. Potential habitat for wintering birds. Invasive species recorded on this site.
<b>2. HRA</b>	Screened In	
<b>3. Flood Risk</b>	Moderate Constraint	9% of the site is in Flood Zone 3 (most of which is Zone 3b), with a further 4% in Flood Zone 2. Some surface water flood risk. An ordinary watercourse is within the site.
<b>4. Sequential Test</b>	Pass	87% in Flood Zone 1. Development within the site should avoid development in Flood Zones 2 and 3.
<b>5. Heritage</b>	Minor Constraint	Part of the site is of archaeological interest (Bradleys Farm)
<b>6. Pollution</b>	Moderate Constraint	Parts of the site are adjacent to the M58 and a railway line which would need to be considered in any scheme layout.
<b>7. Site Access</b>	Significant Constraint	<p>There are two potential points of vehicular access to serve this site; School Lane and Poverty Lane. There is a potential to connect these two roads via the proposed internal road network which would afford some flexibility in terms of access. Major infrastructure improvements will be required to bring this site forward.</p> <p>Insofar as access for the business park is concerned, a separate vehicular access arrangement to that for the residential component of the site must be provided off Maghull Lane and School Lane. This should be combined with the access to Ashworth Hospital and the adjacent agricultural land (AS24).</p>
<b>8. Network Capacity</b>	Significant Constraint	<p>The provision of slip roads onto M58 and Maghull North station at junction 1 would be required before the Business Park can be developed, and whole of the site developed for residential purposes.</p> <p>The Transport Assessment would need to assess the impact of the development throughout Maghull and east of the A59. Pedestrian and cycling networks beyond site boundaries will need to be improved.</p> <p>The cumulative impact with other sites in Maghull / Lydiate would need to be addressed.</p>
<b>9. Accessibility Improvements</b>	N/A	<p>Given the size and scale of development, further accessibility improvements would be required. In particular, a bus service should be provided through the site.</p> <p>Public Footpaths Maghull 1, 12 &amp; 13 would be directly affected by the development proposals. These routes must be retained, largely along the current alignment, to ensure good permeability for pedestrians and cyclists.</p> <p>It is likely that significant improvements to provide better connections to schools and local amenities for sustainable transport modes will be required.</p>
<b>10. BMV Agricultural Land</b>	Moderate Constraint	The site contains more than 20 ha of 'best and most versatile agricultural land' (a mix of grades 2 and 3a), according to the Sefton Agricultural Land

Study 2012.

<b>11. Landscape</b>	Moderate Constraint	Due to the extensive boundary treatment and landscape mitigation required throughout the site, it is considered that the site is moderately constrained, however would not prevent development from taking place.
<b>12. Ground Conditions</b>	Minor Constraint	Sub-strata mainly clay with no known contamination issues. Traditional strip / reinforced strip foundations are likely to be suitable.
<b>13. Utility Infrastructure</b>	Minor Constraint	Waste water network upgrade might be required
<b>14. Other Constraint</b>	No Constraint	No known other issues



## Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Moderate	Approximately 45% of the site adjoins the existing built up area. The site would shorten the length of the existing Green Belt boundary.  The existing Green Belt boundary is strong (railway line and Poverty Lane). The proposed boundary would also be strong (M58 motorway and School Lane / Maghull Lane). The site is adjacent to other potential allocations to the north.
2. To prevent towns merging into one-another	Moderate	The site would slightly narrow the gap between Maghull and Kirkby. A significant gap would remain however.
3. To safeguard the countryside from encroachment	Moderate	The site is mostly in agricultural use.
4. To preserve the setting and special character of historic towns	None	The site is adjacent to mainly post-war development.
5. To assist urban regeneration		Unable to assess impact

## Delivery Considerations

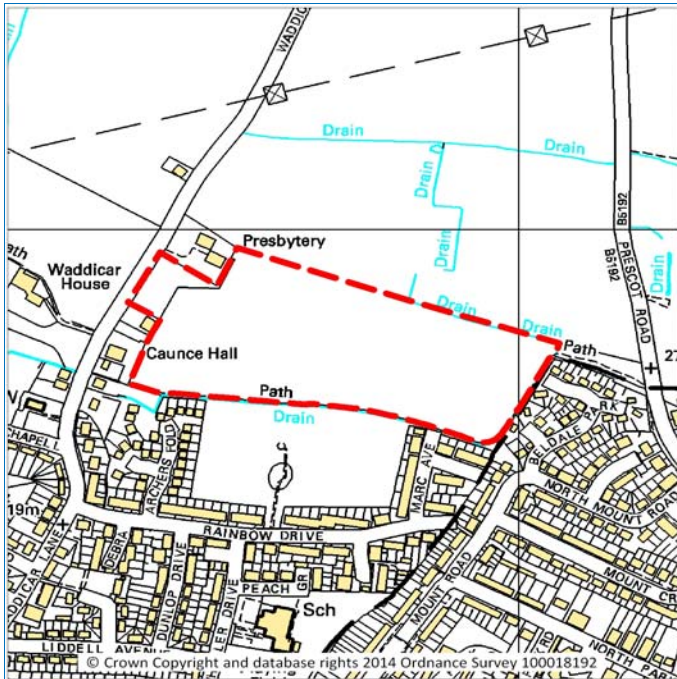
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for developm't?	Yes	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

## Conclusion

Land currently in the Green Belt. However the site is highly contained and would not significantly impact upon any Green Belt purpose. The site would contribute to meeting Sefton East Parishes' high affordable housing need. It would also provide a new business park, local shopping, large public park, and contributions towards the proposed Maghull North Station and new slip roads onto the M58. By virtue of its size, the site is subject to significant access and highways network constraints. However, the provision of the new station, slip roads onto the M58, and other accessibility / highway improvements would mitigate this impact. Part of the site is in Flood Zones 2 and 3 but it envisaged that these areas would accommodate new open space. The site is not subject to any other significant constraints, and is appropriate to allocate for housing in the Local Plan.

# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.28	Settlement Area	Sefton East Parishes	Policy ref (if applicable)	MN2.30	
SiteAddress	Land east of Waddicar Lane, Melling					
SiteType	Potential Housing Allocation				SiteArea(Ha)	6



## Proximity of the site to key services

### Proportion of Site (%) with:

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

## Site specific / wider benefits

### Comments

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

## Constraints to Development

Constraint	Constraint severity	Constraint description
<b>1. Ecology</b>	No Constraint	No known ecological constraints
<b>2. HRA</b>	Screened In	
<b>3. Flood Risk</b>	Minor Constraint	Entirely in Flood Zone 1. Some surface water flood risk. An ordinary watercourse forms part of the northern and southern boundary.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	Minor Constraint	Minor impact on distant views from listed buildings fronting Tithebarn Lane
<b>6. Pollution</b>	No Constraint	No known issues
<b>7. Site Access</b>	Moderate Constraint	<p>There are existing congestion and vehicle speed issues on Waddicar Lane. It is likely that any developer would be required to address these in order to ensure that the existing issues are not exacerbated by the vehicular traffic likely to be generated by the development.</p> <p>A single point of vehicular access off Waddicar Lane would be appropriate, however, it will need to be carefully positioned in order to ensure that there would be adequate visibility for drivers emerging onto Waddicar Lane.</p>
<b>8. Network Capacity</b>	Moderate Constraint	A Transport Assessment would be required to assess wider / cumulative impacts with other nearby sites, and ensure existing issues are not exacerbated as a result of development taking place.
<b>9. Accessibility Improvements</b>	N/A	<p>Melling public footpath 3 should be retained largely along its current route.</p> <p>It is likely that significant improvements to provide better connections to schools and local amenities for sustainable transport modes would be required.</p>
<b>10. BMV Agricultural Land</b>	Minor Constraint	Approximately 75% of the site comprises 'best and most versatile agricultural land' (grade 3a) according to the Sefton Agricultural Land Study 2012.
<b>11. Landscape</b>	Minor Constraint	The existing mature boundary vegetation forms a good basis for mitigation and should be retained, and improved where possible.
<b>12. Ground Conditions</b>	Minor Constraint	Sub-strata generally of stiff clay. Traditional strip / reinforced strip foundations are likely to be suitable.
<b>13. Utility Infrastructure</b>	Minor Constraint	Waste water network upgrade might be required
<b>14. Other Constraint</b>	No Constraint	No known other issues

### Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Minor	The existing boundary is weak, comprising a recreation ground and the backs of gardens. The proposed boundary would be strong to the east and west but weak along its northern edge.  Approximately 50% of the site abuts the urban area.
2. To prevent towns merging into one-another	Minor	The site would only bring this part of Melling slightly closer to Maghull. However, a significant gap would remain.
3. To safeguard the countryside from encroachment	Moderate	The site is in agricultural use.
4. To preserve the setting and special character of historic towns	None	The site is adjacent to mainly post-war development.
5. To assist urban regeneration		Unable to assess impact

### Delivery Considerations

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

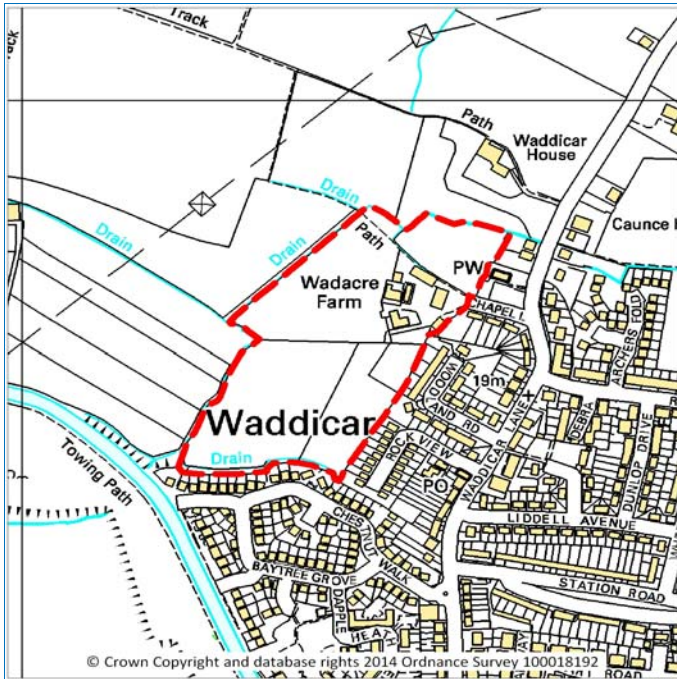
### Conclusion

Land currently in the Green Belt. However the site is relatively contained and would not significantly impact upon any Green Belt purpose. The site is accessible to public transport and services and would contribute to meeting Sefton East Parishes' high affordable housing need. The site is not subject to any other significant constraints, and is appropriate to allocate for housing in the Local Plan.



# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.29	Settlement Area	Sefton East Parishes	Policy ref (if applicable)	MN2.31
SiteAddress	Wadacre Farm, Melling				
SiteType	Potential Housing Allocation			SiteArea(Ha)	5.5



## Proximity of the site to key services

### Proportion of Site (%) with:

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

## Site specific / wider benefits

### Comments

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

## Constraints to Development

Constraint	Constraint severity	Constraint description
<b>1. Ecology</b>	Minor Constraint	Potential for water voles in drainage ditches along the boundary of the site.
<b>2. HRA</b>	Screened In	
<b>3. Flood Risk</b>	Moderate Constraint	Entirely in Flood Zone 1. High surface water flood risk to the west of the site and susceptibility to groundwater flooding. Residual risk of canal failure. An ordinary watercourse forms part of the site boundary.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	Minor Constraint	Part of the site is of archaeological interest, and has some impact on the setting on nearby listed buildings. Scope to improve quality of urban edge.
<b>6. Pollution</b>	No Constraint	No known issues
<b>7. Site Access</b>	Moderate Constraint	<p>There are existing congestion and vehicle speed issues on Waddicar Lane. It is likely that any developer would be required to provide a new access onto Waddicar Lane in order to ensure that the issues are not exacerbated by the vehicular traffic likely to be generated by the development.</p> <p>Visibility to the right for drivers emerging from Chapel Lane onto Waddicar Lane is restricted, and would require realignment of Waddicar Lane to provide adequate visibility.</p>
<b>8. Network Capacity</b>	Moderate Constraint	A Transport Assessment would be required to assess wider / cumulative impacts with other nearby sites, and ensure existing issues are not exacerbated as a result of development taking place.
<b>9. Accessibility Improvements</b>	N/A	Public Footpath Melling 4 runs through this site which would help to ensure good permeability. It is likely that significant improvements to provide better connections to schools and local amenities for sustainable travel modes would be required.
<b>10. BMV Agricultural Land</b>	Minor Constraint	Approximately 60% of the site comprises 'best and most versatile agricultural land' (grade 3a) according to the Sefton Agricultural Land Study 2012.
<b>11. Landscape</b>	Minor Constraint	The current land use and boundary treatment results in the requirement for a complete boundary mitigation approach, replanting of hedgerows, hedgerow trees and potentially small woodland blocks, to reinforce pattern and structure in the landscape.
<b>12. Ground Conditions</b>	Minor Constraint	Sub-strata generally of stiff clay. Traditional strip / reinforced strip foundations are likely to be suitable.
<b>13. Utility Infrastructure</b>	No Constraint	No known issues
<b>14. Other Constraint</b>	No Constraint	No known other issues

### Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Moderate	The existing boundary is weak, comprising the backs of gardens. The proposed boundary would also be weak.  Approximately 50% of the site abuts the existing urban area.
2. To prevent towns merging into one-another	Moderate	The site would bring this part of Melling closer to Maghull. However, a significant gap would remain.
3. To safeguard the countryside from encroachment	Moderate	The site is in equine and agricultural use.
4. To preserve the setting and special character of historic towns	None	The site is adjacent to inter and post-war development
5. To assist urban regeneration		Unable to assess impact

### Delivery Considerations

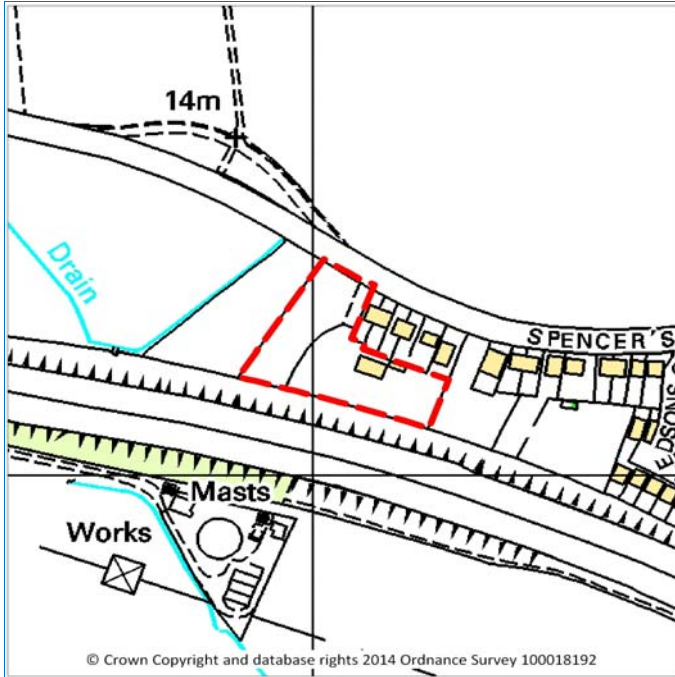
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for development?	Yes	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

### Conclusion

Land currently in the Green Belt. However the site is relatively contained and would not significantly impact upon any Green Belt purpose. The site is accessible to public transport and services and would contribute to meeting Sefton East Parishes' high affordable housing need. The western fringe of the site is subject to surface water flood risk and this would need to be addressed at the application stage. The site is not subject to any significant constraints, and is appropriate to allocate for housing in the Local Plan.

# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	AS20	Settlement Area	Sefton East Parishes	Policy ref (if applicable)	MN2.32
SiteAddress	Land South of Spencers Lane, Melling				
SiteType	Potential Housing Allocation			SiteArea(Ha)	0.6



## Proximity of the site to key services

### Proportion of Site (%) with:

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

## Site specific / wider benefits

### Comments

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



## Constraints to Development

<b>Constraint</b>	<b>Constraint severity</b>	<b>Constraint description</b>
<b>1. Ecology</b>	No Constraint	No known ecological constraints
<b>2. HRA</b>	Screened In	
<b>3. Flood Risk</b>	Minor Constraint	Entirely within Flood Zone 1. Parts of the site are at risk of surface water flooding. Susceptible to ground water flooding. There is a residual risk of canal failure.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	No Constraint	No identified impacts on designated heritage assets
<b>6. Pollution</b>	Moderate Constraint	The site is adjacent to the M57 motorway - this would need to be considered in any scheme layout.
<b>7. Site Access</b>	Minor Constraint	There are some visibility issues on Spencers Lane.
<b>8. Network Capacity</b>	No Constraint	In principle the proposal should be acceptable in terms of capacity, subject to a Transport Statement being prepared.
<b>9. Accessibility Improvements</b>	N/A	A modest scheme of accessibility improvements would be required, including footway improvements.
<b>10. BMV Agricultural Land</b>	No Constraint	Urban site not in agricultural use.
<b>11. Landscape</b>	Minor Constraint	In order to help integrate the site with its surroundings, the boundaries should be hedgerows and scattered woodland blocks of suitable scale.
<b>12. Ground Conditions</b>	Minor Constraint	Records show that the ground conditions consist of a clay soils. Traditional foundations i.e. strip/reinforced strip foundations used on building developments in this location.
<b>13. Utility Infrastructure</b>	Minor Constraint	Waste water network upgrade might be required
<b>14. Other Constraint</b>	No Constraint	No known other issues

### Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Minor	The site is only partially located in Green Belt.  The site has a weak western boundary. The proposed boundary would be marginally stronger, following a hedgerow.
2. To prevent towns merging into one-another	Moderate	The site would bring this part of Melling slightly closer to Aintree at the narrowest point of the gap.
3. To safeguard the countryside from encroachment	None	The site is mostly hard standing
4. To preserve the setting and special character of historic towns	None	The site is adjacent to mainly post and inter-war development.
5. To assist urban regeneration		Unable to assess impact

### Delivery Considerations

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

### Conclusion

Land partially in the Green Belt, although around 60% of the site is in the existing urban area. The site is well contained but is located in a narrow gap between Aintree and Melling. However by virtue of its size it would only have a marginal impact upon this gap. In isolation, the urban part of the site would be highly unlikely to accommodate more than 15 dwellings and therefore would provide no affordable housing. The release of the wider site from Green Belt would ensure that the site would deliver affordable housing to meet high local need. The site is appropriate for allocation in the Local Plan.

# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.30	Settlement Area	Sefton East Parishes	Policy ref (if applicable)	MN2.33
SiteAddress	Land at Wango Lane, Aintree				
SiteType	Potential Housing Allocation			SiteArea(Ha)	1.8



## Proximity of the site to key services

### Proportion of Site (%) with:

	High accessibility	Medium accessibility	Low accessibility
Train Stations	0 % (<800m)	0 % (<1,200m)	100 % (>1,200m)
Frequent Bus Stops	100 % (<400m)	0 % (<800m)	0 % (>800m)
Primary School	0 % (<800m)	97.8 % (<1,200m)	2.2 % (>1,200m)
District Local Centres	18.1 % (<800m)	81.9 % (<1,200m)	0 % (>1,200m)
Neighbourhood Park	100 % (<600m)	0 % (<900m)	0 % (>900m)
GPs/Health Centres	0 % (<800m)	11 % (<1,200m)	89 % (>1,200m)

## Site specific / wider benefits

### Comments

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

## Constraints to Development

Constraint	Constraint severity	Constraint description
<b>1. Ecology</b>	Minor Constraint	Potential for water voles on part of the site linked to River Alt
<b>2. HRA</b>	Screened In	
<b>3. Flood Risk</b>	Minor Constraint	Entirely in Flood Zone 1. Some surface water flood risk and susceptibility to ground water flooding. Residual risk of canal failure.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	Significant Constraint	Adjacent to a Grade II listed building (Valley House). The site provides a contextual setting to the listed building. Part of the site may originally have been within the curtilage of the listed farmhouse.
<b>6. Pollution</b>	No Constraint	No known issues
<b>7. Site Access</b>	Moderate Constraint	The location of the access will need to be carefully assessed due to the proximity to traffic signal controlled shuttle working over the swing bridge, which leads to some queuing across the potential point of vehicular access. There are some concerns relating to sight lines.
<b>8. Network Capacity</b>	Significant Constraint	There are some concerns regarding the limited capacity over the swing bridge on Wango Lane due to the traffic signal controlled shuttle working. This would need to be addressed within the Transport Assessment.
<b>9. Accessibility Improvements</b>	N/A	There is no pedestrian footway across the north-east side of the swing-bridge. Beyond the swing bridge there is no footway on the south-west side of Wango Lane as it passes under the railway bridge. This would need to be addressed, possibly by providing safe crossing points. It is likely that a modest package of improvements to enhance accessibility by sustainable travel modes would be required. Additional bus stops on Wango Lane may need to be introduced close to the site.
<b>10. BMV Agricultural Land</b>	No Constraint	The land is classified as non-agricultural according to the Sefton Agricultural Land Study 2012.
<b>11. Landscape</b>	Minor Constraint	In order to help integrate the site with its surroundings, the boundaries should be hedgerows and scattered woodland blocks of suitable scale.
<b>12. Ground Conditions</b>	Minor Constraint	Sub-strata generally of stiff clay. Traditional strip / reinforced strip foundations are likely to be suitable.
<b>13. Utility Infrastructure</b>	No Constraint	No known issues
<b>14. Other Constraint</b>	No Constraint	No known other issues



## Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Minor	The existing boundary is weak, comprising the backs of gardens. The proposed boundary would also be moderately weak along its northern edge, but would be strong to the east (the Leeds Liverpool Canal). The site is adjacent to another potential allocation to the north.  Approximately 30% of the site boundary abuts the urban area.
2. To prevent towns merging into one-another	Moderate	Development of this site would slightly narrow the gap between Aintree and Kirkby. A significant gap would remain.
3. To safeguard the countryside from encroachment	None	Open undeveloped land
4. To preserve the setting and special character of historic towns	None	The site is adjacent to inter and post-war development
5. To assist urban regeneration		Unable to assess impact

## Delivery Considerations

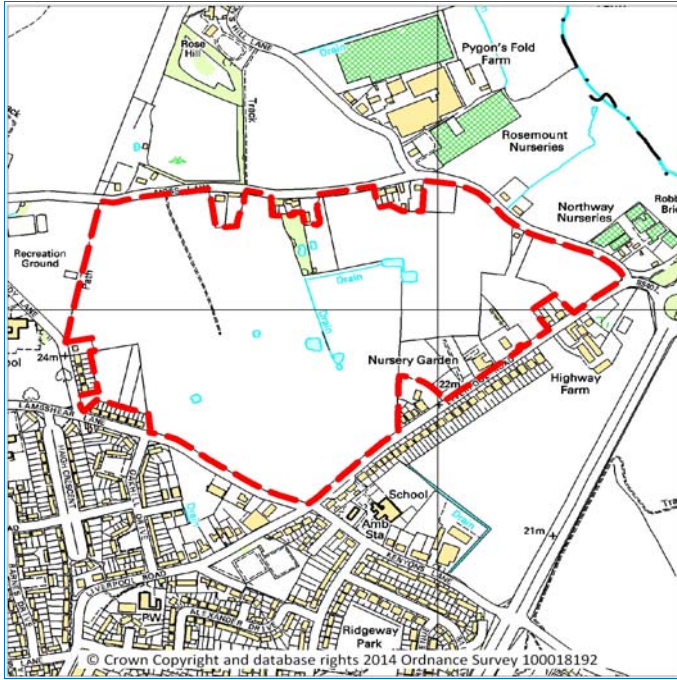
Constraint type	Yes/No	Comments
1. Does the owner wish to promote the site for developm't?	Yes	
2. Are there any known viability issues?	No	
3. Are there any known issues that would delay development?	No	

## Conclusion

Land currently in the Green Belt. However the site is relatively contained and would not significantly impact upon any Green Belt purpose. The site would contribute to meeting Sefton East Parishes' high affordable housing need. The site is subject to a significant heritage constraint that means only around 50% of the site could be developed for housing. Common to other sites in Aintree, the site is also subject to significant network capacity constraints. However, its small size would mitigate this impact. The site is not subject to any other significant constraints, and is appropriate to allocate for housing in the Local Plan.

# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	SR4.47	Settlement Area	Sefton East Parishes	Policy ref (if applicable)	MN8.1
SiteAddress	Land north of Lambshear Lane, Lydiate				
SiteType	Potential Housing Allocation			SiteArea(Ha)	33



## Proximity of the site to key services

### Proportion of Site (%) with:

	High accessibility	Medium accessibility	Low accessibility
Train Stations	0 % (<800m)	0 % (<1,200m)	100 % (>1,200m)
Frequent Bus Stops	100 % (<400m)	0 % (<800m)	0 % (>800m)
Primary School	100 % (<800m)	0 % (<1,200m)	0 % (>1,200m)
District Local Centres	70.2 % (<800m)	29.8 % (<1,200m)	0 % (>1,200m)
Neighbourhood Park	94 % (<600m)	6 % (<900m)	0 % (>900m)
GPs/Health Centres	0 % (<800m)	46.4 % (<1,200m)	53.6 % (>1,200m)

## Site specific / wider benefits

### Comments

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

## Constraints to Development

Constraint	Constraint severity	Constraint description
<b>1. Ecology</b>	Minor Constraint	Parts of the site contains mature trees, hedgerows, ponds, and drains, with the potential to accommodate protected species.
<b>2. HRA</b>	Screened In	
<b>3. Flood Risk</b>	Minor Constraint	Entirely within Flood Zone 1. Some surface water flood risk. There are ordinary watercourses within the sites.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	Minor Constraint	Potential to affect the setting of Rose Hill Farm, Pygons Hill Lane (grade II listed). The greatest impact would be at the northern end of the site.
<b>6. Pollution</b>	No Constraint	No known issues
<b>7. Site Access</b>	Moderate Constraint	<p>Multiple points of vehicular and pedestrian access can be provided. It is likely that it will be necessary to widen Kenyon's Lane on the approach to Northway (A59).</p> <p>The main access to this site should be from the Robbin's Island roundabout on the A59. There may also be scope for a 4 way light-controlled junction on Liverpool Road which also provides access to SR4.48</p>
<b>8. Network Capacity</b>	Significant Constraint	<p>A Transport Assessment would be needed to assess the impact of development on Kenyon's Lane, Lambshear Lane, Moss Lane and Sandy Lane, and the Kenyon's Lane / A59 junction, taking into account proposed development on other sites in Lydiate and Maghull. Development of this site would likely require the Kenyon's Lane / A59 junction to be upgraded, but the land to achieve this is in third party ownership.</p>
<b>9. Accessibility Improvements</b>	N/A	There would be a need for considerable investment in infrastructure to make the site accessible, including the provision for a bus service through the site.
<b>10. BMV Agricultural Land</b>	Moderate Constraint	The site contains more than 20 ha of 'best and most versatile agricultural land' (a mix of grades 1, 2 and 3a), according to the Sefton Agricultural Land Study 2012.
<b>11. Landscape</b>	Moderate Constraint	High levels of mitigation planting and very carefully designed proposals including generous open space provision will be required in this location to ensure that the high quality of the landscape is not degraded.
<b>12. Ground Conditions</b>	Minor Constraint	Existing developments to all edges of site founded on a sub-strata of sands. Strip or reinforced strip foundations are likely to be suitable.
<b>13. Utility Infrastructure</b>	Minor Constraint	Waste water network upgrade might be required
<b>14. Other Constraint</b>	No Constraint	No known other issues

## Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Minor	Approximately 50% of the site adjoins the existing built up area.  The existing Green Belt boundary is moderately strong (Sandy Lane / Lamshear Lane). The proposed boundary would be strong to the north (Moss Lane) and east (Liverpool Road).
2. To prevent towns merging into one-another	Significant	The site would narrow the gap between this part of Lydiate and Aughton Village by about 40% at its narrowest point.
3. To safeguard the countryside from encroachment	Moderate	The land is mostly in agricultural use
4. To preserve the setting and special character of historic towns	None	The site is adjacent to post-war development
5. To assist urban regeneration		Unable to assess impact

## Delivery Considerations

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

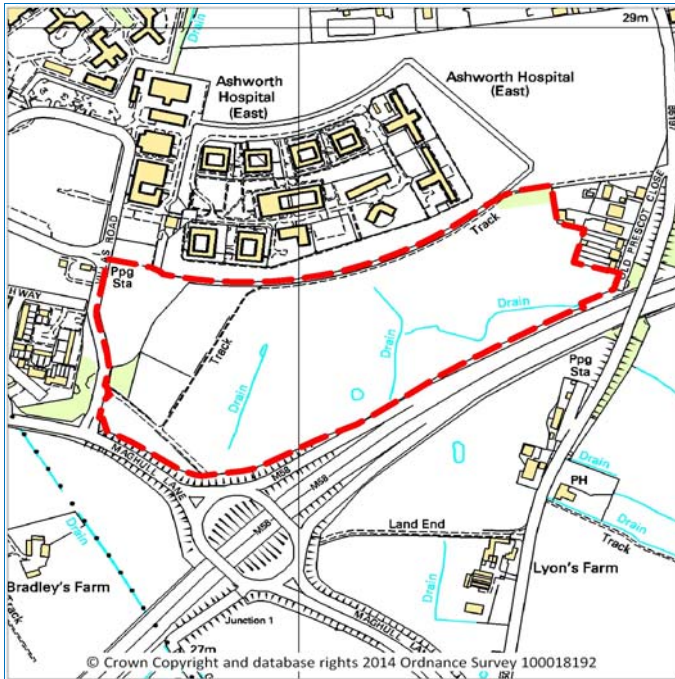
## Conclusion

Land currently in the Green Belt. The site would reduce the existing gap between Maghull and Aughton Village by around 40% at its narrowest point, albeit this impact is lessened by the presence of ribbon development along Liverpool Road. The site is subject to a significant highways network constraint, and the land required to improve the Kenyons Lane / A59 junction (that would address this issue) is in third party ownership. The site would contribute to meeting Sefton East Parishes' high affordable housing need and would provide new allotments. The site is not subject to any other significant constraints but would, in isolation, be unable to address the Kenyon's Lane / A59 Junction, and would be better contained in Green Belt terms if the adjacent site (SR4.48) were developed first. A development of this size in combination with other proposed sites in Maghull/Lydiate, would also be at risk of saturating the local market and slowing delivery across all sites. It would therefore be most suited to be allocated for Safeguarded Land in the Local Plan.



# SEFTON LOCAL PLAN: SITE ASSESSMENT FORM

Site Reference	AS24	Settlement Area	Sefton East Parishes	Policy ref (if applicable)	MN8.2
SiteAddress	Land adjacent to Ashworth Hospital, between School Lane, M58, and Old Prescott Close, Maghull				
SiteType	Potential Housing Allocation			SiteArea(Ha)	18.5



## Proximity of the site to key services

### Proportion of Site (%) with:

	High accessibility	Medium accessibility	Low accessibility
Train Stations	0 % (<800m)	0 % (<1,200m)	100 % (>1,200m)
Frequent Bus Stops	99.2 % (<400m)	0.8 % (<800m)	0 % (>800m)
Primary School	0 % (<800m)	0 % (<1,200m)	100 % (>1,200m)
District Local Centres	0 % (<800m)	9.8 % (<1,200m)	90.2 % (>1,200m)
Neighbourhood Park	10.9 % (<600m)	22.3 % (<900m)	66.8 % (>900m)
GPs/Health Centres	0 % (<800m)	0 % (<1,200m)	100 % (>1,200m)

## Site specific / wider benefits

### Comments

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

## Constraints to Development

Constraint	Constraint severity	Constraint description
<b>1. Ecology</b>	Minor Constraint	Mature trees on site. Some ecological interest including known bat roosts.
<b>2. HRA</b>	Screened Out	
<b>3. Flood Risk</b>	Minor Constraint	Entirely within Flood Zone 1. Parts of the site are at risk of surface water flooding. Ordinary watercourses are within the site.
<b>4. Sequential Test</b>	Pass	Site in Flood Zone 1
<b>5. Heritage</b>	No Constraint	No identified impacts on designated heritage assets
<b>6. Pollution</b>	Moderate Constraint	Part of the site is adjacent to the M58 motorway - this would need to be considered in any scheme layout.
<b>7. Site Access</b>	Moderate Constraint	Any access should be combined with access to Ashworth Hospital and any proposed development on the south side of Maghull Lane.
<b>8. Network Capacity</b>	Moderate Constraint	In principle, this development could be accommodated upon the network, subject to a satisfactory Transport Assessment.  The cumulative effect of other potential developments within this area of the borough needs to be considered. The Transport Assessment should also consider the impact on the junctions on School Lane, Northway, Deyes Lane and Westway.  Connections to the M58 (J1) motorway and new rail station (Maghull North) would likely be required.
<b>9. Accessibility Improvements</b>	N/A	Subject to the outcome of a satisfactory Transport Assessment, significant accessibility improvements would be required. Developer contributions towards the cost of the proposed new rail station are likely to be required.
<b>10. BMV Agricultural Land</b>	Minor Constraint	The site comprises 'best and most versatile agricultural land', according to the 'provisional agricultural land classification' (Natural England 2011). This classification may not be accurate at the site specific level.
<b>11. Landscape</b>	Minor Constraint	High levels of mitigation planting and carefully designed proposals including generous open space provision will be required in this location to ensure that the high quality of the landscape is not degraded.
<b>12. Ground Conditions</b>	Minor Constraint	Sub-strata mainly clay with no known contamination issues. Traditional foundations (strip or reinforced strip) are likely to be acceptable on this site.
<b>13. Utility Infrastructure</b>	Minor Constraint	Waste water network upgrade might be required
<b>14. Other Constraint</b>	No Constraint	No known other issues

## Green Belt Purposes

	Impact	Comments
1. To check the unrestricted sprawl of large built-up areas	Moderate	The site is not adjacent to any non-Green Belt land, although approximately 50% of the site adjoins existing built development (the adjacent Ashworth Hospital and residential development at Beechway are in Green Belt). Adjacent land within the Ashworth Hospital complex was granted outline planning permission for 300 dwellings in 2011.  The proposed Green Belt boundary would be strong to the east, being defined by the M58. The site is adjacent to other potential allocations.
2. To prevent towns merging into one-another	Moderate	The site would bring this part of Maghull slightly closer to Kirkby, but not at the narrowest point between the settlements. A significant gap would remain.
3. To safeguard the countryside from encroachment	Moderate	The site is in agricultural use.
4. To preserve the setting and special character of historic towns	None	The site is adjacent to mainly post and inter-war development.
5. To assist urban regeneration		Unable to assess impact

## Delivery Considerations

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

## Conclusion

Land currently in the Green Belt. However the site is well contained and would not significantly impact upon any Green Belt purpose. The site has poor accessibility to public transport and services, and this would require significant mitigation. The site is directly adjacent to other potential allocations and may therefore not deliver additional units during the Plan period due to market saturation in this location. The site is not subject to any significant constraints but would deliver fewer benefits and would be less accessible than adjacent sites. It would therefore be most suited to allocate for Safeguarded Land in the Local Plan.